



HILLINGDON
LONDON



VIRTUAL Major Applications Planning Committee

To Councillors on the Committee

Councillor Edward Lavery (Chairman)
Councillor Steve Tuckwell (Vice-Chairman)
Councillor Janet Duncan
Councillor John Morgan
Councillor John Morse (Opposition Lead)
Councillor Henry Higgins
Councillor Carol Melvin BSc (Hons)
Councillor Becky Haggar
Councillor Raju Sansarpuri

Date: TUESDAY, 8 DECEMBER
2020

Time: 6.00 PM

Location: THIS IS A VIRTUAL
MEETING

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

Important Meeting Advice: Following Government advice to avoid all but essential travel and to practice social distancing, the Council is temporarily suspending public speaking at Planning Committee Meetings during the coronavirus pandemic. Written representations will be invited and read out in lieu, as part of our established petitions process.

Published: Monday, 30 November 2020

Contact: Liz Penny
Tel: 01895 250636
Email: epenny@hillingdon.gov.uk

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

Putting our residents first

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 4
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

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

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	West London Film Studios – 46378/APP/2019/2970	Townfield	Development of land north of playing pitches to provide an extension to West London Film Studios comprising construction of new sound stages, workshops and office accommodation, entrance structures and reception and security offices (Use Class Sui Generis), creation of new vehicular and pedestrian accesses from Springfield Road, with associated car parking, landscaping and the provision of an ecological enhancement area/landscaped buffer zone. Recommendation: Approve + Sec 106	5 - 76 490-502

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	Gethceln House – 71737/APP/2020/2960	Botwell	Variation of Condition 2 (Approved Plans) of planning application 71737/APP/2019/1979, dated 31/07/2020 (Proposed demolition of existing office and warehouse/workshops and erection of one flexible use class B1(c)(Eg(iii))/B2/B8 building comprising 3 units with associated access and parking), in order to amend the design of the roof, canopy and boundary fence. Recommendations: Approve + Sec 106	77 – 100 503-511
8	Nestle AUS – 1331/APP/2019/2314	Botwell	Development of 4 no. new buildings comprising residential units (in addition to those approved under planning permission ref: 1331/APP/2017/1883), a basement extension to Block B, flexible commercial uses (Class E) and associated landscaping, access, car parking and other engineering works. The plans show a development of 913 residential units (totaling 1,473 units involving a net additional uplift of 84 units from that permitted by planning permission ref: 1331/APP/2017/1883 (as amended)), amendments to Blocks B, C, F3, F4, H, and 206 sq.m of commercial floorspace. Recommendations: Approve + Sec 106	101-194 512-556

9	Fairview – 58758/APP/2019/3517	Botwell	<p>Demolition of existing buildings for residential-led mixed use development comprising buildings between 3 and 10 storeys to provide residential units (Use Class C3) and ground floor commercial floorspace (Use Class B1/A3) with associated access and car and cycle parking, landscape and amenity areas and associated servicing (AMENDED June 2020).</p> <p>Details: Comprising 400 residential units (Use Class C3) and 1,130 sqm of commercial floorspace (Use Class B1) at ground floor including 308 sqm (Use Class B1/A3) with associated access and car parking for 195 vehicles and 674 cycle parking, landscape and amenity areas and associated servicing</p> <p>Recommendations: Approve + Sec 106</p>	195-302 557-639
10	Brunel University Playing Fields – 532/APP/2020/1978	Brunel	<p>Upgrade of existing sports pitch to provide World Rugby Compliant 3G Artificial Grass Pitch with associated perimeter fencing and technical dugout recessed areas, erection of temporary gym facility, and associated works</p> <p>Recommendations: Approval</p>	303-368 640-646
11	GSK, Stockley Park – 39207/APP/2020/2188	Yiewsley	<p>Redevelopment of the site to provide two industrial units providing industrial floorspace (Use Class B1c/B2/B8) and ancillary offices together with associated parking, access arrangements, landscaping and infrastructure (Re-consultation on revised landscaping plan).</p> <p>Recommendations: Approve + Sec 106</p>	369-460 647-671

12	Packet Boat Marina – 53216/APP/2020/3138	Yiewsley	Variation of Conditions 2 (Approved Plans), 3 (Supporting Documentation), 8 (Signage and Lighting Details) and 13 (Turning Areas) of planning application 53216/APP/2018/4179, dated 21/11/2019 (Change of use of 25 existing moorings from leisure to residential use, with associated works), in order to amend the wording of conditions and make changes to the approved parking layout, landscaping, cycle storage, bin storage and lighting. Recommendations: Approval	461-488 672-679
----	---	----------	--	--------------------

**PART I - Plans for Major Applications Planning Committee –
pages 489 - 680**

This page is intentionally left blank

Agenda Item 3

Minutes



MAJOR Applications Planning Committee

17 November 2020

Meeting held at VIRTUAL - Live on the Council's YouTube channel: Hillingdon London

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Steve Tuckwell (Vice-Chairman), Janet Duncan, John Morgan, John Morse (Opposition Lead), Henry Higgins, Carol Melvin, Raju Sansarpuri and Alan Chapman</p> <p>LBH Officers Present: Mandip Malhotra (Strategic and Major Applications Manager), Kerrie Munro, James Rodger (Head of Planning, Transportation and Regeneration), Luke Taylor (Democratic Services Officer) and Alan Tilly (Transport Planning and Development Manager)</p>
78.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Cllr Haggar, with Cllr Chapman substituting.</p>
79.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
80.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting on 13 October 2020 be agreed as a correct record.</p>
81.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>
82.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were marked Part I and would be considered in public.</p>
83.	<p>UNIT B, HAYES 180 1-3, UXBRIDGE ROAD, HAYES - 75918/APP/2020/3171 (<i>Agenda Item 6</i>)</p> <p>Installation of mezzanines, external plant compounds, external changes to elevations, and associated works.</p> <p>Officers introduced the report and noted the addendum, which included an amended</p>

condition.

The Committee noted that they liked the scheme and were pleased that it also generated employment in the area and made more use of the site. Responding to Members' questioning, officers confirmed that a fire strategy condition was not necessary as the building was already operational, but Condition 9 was imposed due to the change in cladding. Councillors also heard that the relevant energy requirements were in place and the standard low emission strategy could still be imposed on the application.

Members supported the scheme and noted that delegated authority be given to the Head of Planning and Regeneration to add the low emission condition to the application. The officer's recommendation was then moved, seconded and agreed unanimously at a vote.

RESOLVED: That the application be approved, subject to delegated authority to the Head of Planning and Regeneration to impose an additional condition related to the low emission strategy.

84. **WEIR HOUSE, 50 RIVERSIDE WAY, UXBRIDGE - 43495/APP/2020/888** (*Agenda Item 7*)

Demolition of existing building and the erection of a part four and part five-storey block, providing 34 residential units (Use Class C3); associated access and other works, including landscaping and amenity space, car and cycle parking and refuse storage.

Officers introduced the report and noted the addendum, which included an amended and an additional condition. Officers confirmed that the refuse strategy featured in Condition 16 required strengthening, and the applicant had agreed that this can be amended to secure internal refuse storage at the site.

Members noted they were pleased the applicants had re-thought the proposal and welcomed the changes to the application, particularly regarding refuse storage, parking and amenity space. The Committee also commented that it was good the application provided 100% affordable housing.

Councillors sought assurances that the first floor balconies were not overlooking private gardens of those properties on the ground floor, and noted that screening or other methods may be used to prevent this. Members moved and seconded the officer's recommendation, subject to delegated authority to the Head of Planning and Regeneration to discuss potential options with the applicant to ensure privacy for these gardens, with final approval required from the Chairman and Labour Lead.

Upon being put to a vote, this was unanimously agreed by the Committee.

RESOLVED: That the application be approved, subject to delegated authority to the Head of Planning and Regeneration to discuss methods to protect the privacy of ground floor gardens with the applicant, with final approval of any changes to the application required from the Chairman and Labour Lead.

85. **SITE ENCLOSED BY BENTINCK ROAD & TAVISTOCK ROAD, TAVISTOCK ROAD, YIEWSLEY - 45200/APP/2020/2603** (*Agenda Item 8*)

Variation of Conditions 4 (phasing drawings) and 20 (car parking)

45200/APP/2017/327 (12/10/2017) for “Variation of Condition 2 (accordance with approved plans) of planning permission ref: 45200/APP/2016/3886 dated 25/01/2017: Variation of conditions 2 (accordance with approved plans), 15 (pedestrian link) and 23 (car parking stackers) of planning permission ref: 45200/APP/2014/3638 dated 10/12/2015: Demolition of all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (as shown outlined in red on the submitted application site plan) including Globe House, Globe Court, Padcroft Works, the former Dairy Crest dairy and TiGi Warehouse, and comprehensive redevelopment to provide three buildings rising from three to eight storeys, comprising 308 residential units, 175sq.m of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles, to allow the addition of seven residential units within the approved floorspace”, namely to reduce the number of car parking spaces from 299 spaces to 282 spaces (net decrease of 17 spaces).

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

RESOLVED: That the application be approved.

86. **FORMER SEA CADETS SITE, WATERSPLASH LANE, HAYES - 15604/APP/2020/283 (Agenda Item 9)**

Erection of two three-bedroom houses, construction of a 28-space public car park, widening and improvements of the existing access road, improvements to the existing access to Cranford Park, provision of a new children’s play area and all associated external works (involving the demolition of the existing single-storey building and removal of all storage units) (Additional lighting details).

The Head of Planning and Regeneration left the meeting for the discussion of this item.

Officers introduced the application, noted the addendum and commented that the Secure by Design Officer was happy with the lighting scheme, new gate, and changes to the application.

The Committee agreed that the extensive revision of the application removed any outstanding issues, and it was a good scheme that they were very happy with. Councillors also heard that the Police were happy with the application.

Members moved, seconded and unanimously approved the application when put to a vote.

RESOLVED: That the application be approved.

The meeting, which commenced at 6.00 pm, closed at 6.43 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Democratic Services on 01895 250636 or email (recommended): democratic@hillington.gov.uk. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

The public part of this meeting was filmed live on the Council's YouTube Channel to increase transparency in decision-making, however these minutes

remain the official and definitive record of proceedings.

Report of the Head of Planning, Transportation and Regeneration

- Address** WEST LONDON FILM STUDIOS SPRINGFIELD ROAD HAYES
- Development:** Development of land north of playing pitches to provide an extension to West London Film Studios comprising construction of new sound stages, workshops and office accommodation, entrance structures and reception and security offices (Use Class Sui Generis), creation of new vehicular and pedestrian accesses from Springfield Road, with associated car parking, landscaping and the provision of an ecological enhancement area/landscape buffer zone.
- LBH Ref Nos:** 46378/APP/2019/2970
- Drawing Nos:** Archaeology and Heritage Assessment BSA1940_1b July 2019
Response to LPA Comments: Landscape, Green Infrastructure and Greer Belt 11842_R07_RH_MM 17th Dec 2019
Supplemental Note on Land Availability & Building Suitability 20th Nov 2019
Proposed development for Film Sound Stages and ancillary buildings
Development Appraisal Explanation
Designer Response Statement (Flood Risk) 6100501-MLM-ZZ-XX-RP-C 0002-DR-0-101219
Botanical Survey Report 11842_R04_JM_LP 26th June 2019
Reptile Survey Report 11842_R03_RB_HB_13th June 2019
Economic Impact Appraisal September 2019
1918708 1st July 2019
11842 P12a Rev A (Sheet 1 and 2
CGI West London Film Studios View 01
CGI West London Film Studios View 02
CGI West London Film Studios View 03
Hillingdon Chamber of Commerce
Aeronauts support letter
Akshay Kumar Letter
Alice Dawson - WLFS planning letter
AP Switchgear - WLFS New site letter of support
AG PAPER
AK Builders Merchants
Aidan Elliot Support Letter
Ark Electrical
Charles Wilson Letter
Elveys Cleaning Services
Costa Coffee Letter
Goals - Support Letter for West London Film studio
Hyatt Hotel - Support Letter
British Film Commission and Film London - UK Studio
Hireworks - Support Letter
HYFC - West London Studio Football
Julie Clark Letter
LAD wlfs support
Guru Nanak Sikh Academy - Support Letter
Feature Medical
Maree Gecks Supporting Letter

Macarena Montero Expansion Letter
Mermaid Design - Support Letter
MU
Plank Supporting Letter
MARVEL - West London Studios UK Support Letter
Netflix - West London Studios Letter 1-28-2018
Pact Letter of Support - West London Studios
Shane Harford Supporting Letter
THL - Letter of Support
Toff Guys - West London Film Studios
West London Film Studio Expansion Support - The G
WLFS - Trinity Letter
Last Christmas
IMC - West London studios expansion letter
WLFS Letter of Recommendation Ben Ah-Time
Letter of Intent - MADE
YayaProductionsLtd WLFS Letter Rev
West London Studio SkyEx
Location Secure west london expansion
Marco Calabrese PS - Viva La Madness
Adrian Kelly PM Killing Eve Support Letter
Land Availability Report Sept 2018
Covering Letter dated 6th Sept 2018
SuDS Management Plan 6100501-MLM-ZZ-XX-RP-C-000
1806.100 Rev B
1806.101 Rev B
1806.102 Rev B
1806.103 Rev B
1806.104 Rev B
1806.105 Rev B
1806.106 Rev B
1806.107 Rev B
1806.108 Rev B
1806.109 Rev B
1806.110 Rev B
11842 P12a Rev B (Sheet 1 of 2)
11842 P12a Rev B (Sheet 2 of 2)
Design and Access Statement dated October 2020
Car Parking Management Plan dated October 2020
Transport Assessment dated October 2020
Landscape, Visual and Green Belt Appraisal dated October 2020
Ecology Technical Note Update dated October 2020
Landscape Management Plan dated October 2020
Landscape Specification dated October 2020
Air Quality Assessment Report dated October 2020
Drainage Strategy dated October 2020
Energy Statement for Planning dated October 2020
Environmental Noise Report dated October 2020
External Lighting Statement dated October 2020
Planning Statement dated October 2020

Sustainability Statement dated October 2020
Travel Plan dated October 2020
WLFS Supporting Information
1806 101 Rev. C

Date Plans Received:	05/09/2019	Date(s) of Amendment(s):	05/09/2019
Date Application Valid:	09/09/2019		12/09/2019
			21/11/2019
			13/01/2020
			18/12/2019
			16/12/2019
			27/11/2020

1. SUMMARY

The application seeks planning permission to provide a film studio with new sound stages, workshops with ancillary office accommodation as an extension to the existing West London Film Studios situated 150m to the south of the site.

The application site lies entirely within the Green Belt. The application proposal does not fall within the exceptions outlined in paragraph 145 of the NPPF, the proposed development would therefore be inappropriate development in the Green Belt, and should not therefore be approved except in very special circumstances. The applicant has set out the very special circumstances and other considerations that would outweigh the harm to the openness of the Green Belt.

The proposed development would cause some limited harm to the openness of the Green Belt and the proposal is considered to conflict with one of the five purposes of Green Belt to a limited extent. It is considered the characteristics of the particular site, the relationship to the existing West London Film Studios, the individual circumstances of the film industry, and the details of the supporting economic case, taken together, clearly outweigh the harm to the Green Belt by reason of inappropriateness and harm to openness, even when affording this harm considerable weight. It is concluded very special circumstances exist to warrant allowing the inappropriate development, overriding the identified conflict with the Development Plan.

Officers have not identified any other material considerations that weigh against the development. For the reasons outlined within the report, it is recommended that planning permission is granted subject to a Section 106 legal agreement and planning conditions.

The application is referable to the Mayor of London for a Stage 2 response and the Secretary of State as it is a development comprising over 1,000 sq.m of floorspace and by reason of its scale or nature, would have an impact on the openness of the Green Belt.

2. RECOMMENDATION

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

1. That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008.

2. That should the Secretary of State not call in the application, the application be deferred for determination by the Head of Planning, Transportation and Regeneration for an approval.

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

i) To secure all necessary highway works including written agreement from the Local Planning Authority; (Section 278);

ii) Highways contribution of £110,000 towards highways improvements works along Springfield Road;

iii) A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved;

iv) Carbon Fund: a contribution for a carbon fund to make up for the shortfall for this development and in order to make the development policy compliant (£1800 for every tCO2/annum that is below the zero carbon target);

v) Air Quality in line with the SPD and given the site is located in an air quality management area, a contribution in the sum of £95,158;

vi) 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. Securing an Employment/Training Strategy Agreement is Council's priority. Financial Contribution will only be accepted in exceptional circumstances; and

vii) Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

4) That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement/Deed of Variation and any abortive work as a result of the agreement not being completed.

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

6) That if any of the heads of terms set out above have not been agreed and the Section 106 Agreement has not been finalised before within 6 months of the committee meeting, or any other period deemed appropriate that delegated

authority be given to the Head of Planning, Transportation and Regeneration to refuse the application for the following reason:

'The development has failed to secure obligations relating to a travel plan, highways improvements, air quality, low carbon and construction training. The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020); the adopted Planning Obligations Supplementary Planning Document (July 2014); Policies 8.2 of the London Plan (March 2016); Policy DF1 of the London Plan - Intend to Publish Version (December 2019); and paragraphs 54-57 of the National Planning Policy Framework (February 2019).

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 1806.100 Rev B, 1806.101 Rev B, 1806.102 Rev B, 1806.103 Rev B, 1806.104 Rev B, 1806.105 Rev B, 1806.106 Rev B, 1806.107 Rev B, 1806.108 Rev B, 1806.109 Rev B and 1806.110 Rev B and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Development Management Policies (2020) and the London Plan (2016).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be carried out except in complete with the specified supporting plans and/or documents:

Design & Access Statement October 2020 Rev.A
Energy Assessment October 2020 Rev 02
Transport Assessment (including a Travel Plan and Car Parking Management Plan)
October 2020
Landscape, Visual and Green Belt Appraisal October 2020
Ecology Technical Note Update October 2020 (incorporating Botanical Survey Report July 2019 and Reptile Survey Report July 2019)
Landscape Specification Rev A October 2020
Landscape Management Plan October 2020
Neighbouring Property Overview
Noise Impact Assessment October 2020 Rev A
Air Quality Assessment October 2020 Rev 05
Drainage Statement October 2020 Rev 05
Phase 1 Land Contamination Report
Heritage and Archaeology Report

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and the London Plan (2016).

4 OM19 Construction Management Plan

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

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

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

REASON

To safeguard the amenity of surrounding areas and manage highways impacts in accordance with Policies DMHB 11, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

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

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage for 24 spaces and shower and changing facilities within the development for staff

- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts for 87 spaces (including demonstration that 20% of all parking spaces are served by active EVCP and 80% of all car parking spaces are served by passive EVCP, 9 spaces are reserved for blue badge holders with a further) and 5 motorcycle parking spaces with anchor points
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Gas pipeline mitigation (the landscaping plans should show any reinforced cross-overs or no build zones required to satisfy Cadent gas).

3. Living Walls and Roofs

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

4. Details of Landscape Maintenance

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

5. Schedule for Implementation

6. Other

- 6.a Existing and proposed functional services above and below ground
- 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 and 5.17 of the London Plan (2016).

6 COM26 Ecology

Prior to above ground works, a plan for the enhancement of biodiversity shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail the measures to be incorporated within the 'buffer zone' (north western boundary) and shall include features such as logpiles, artificial refugia, bat and bird boxes. This area should also incorporate at least two waterbodies (i.e. ponds) to provide further diversification of habitat unless otherwise agreed in writing with the Local Planning Authority. The plan shall also identify the inclusion of bat and bird boxes within built structure of the development. Finally, the plan shall be accompanied by a maintenance strategy that demonstrate the 'buffer zone' shall be managed in perpetuity for its ecological value. The development must proceed in accordance with the enhancement plan and maintenance strategy.

Reason

To ensure the development contributes to the provision of biodiversity value in accordance with Policy EM7 of the Local Plan: Part One (2012) and Policy DMEI 2of the Hillingdon Local Plan Part 2 (2020).

7 NONSC Carbon Reduction

Prior to above ground works, a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall provide:

- 1 - Full baseline information on the regulated energy demand (in kgCO₂ and kWhr)
- 2 - full details of the energy efficiency measures to be included within the development to achieve the London Plan 'be clean' energy requirements and how these will impact the baseline and be monitored to ensure their efficacy.
- 3 - full details and specifications of the air source heat pumps in accordance with the outline energy strategy (MLM, 7134640-MLM-ZZ-XX-RP-SU-0001) and how they will impact on the baseline.

The development must proceed in accordance with the approved assessment.

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

8 NONSC Sustainable Urban Drainage Scheme

Prior to commencement,(excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it, manages water and demonstrate ways of controlling the surface water on site by providing information on a scheme shall clearly demonstrate the following:

a) Suds features:

i. A site investigation must be provided to establish the infiltration potential and level of groundwater on the site to determine appropriate SuDs methods (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

ii. Evaluation of all sustainable urban drainage options 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, Living Walls and Roofs and on site vegetation should be integrated in any drainage design Any proposal should use of methods to minimise the use of potable water through water collection, reuse and recycling by:

- incorporating water saving measures and equipment.
- providing details of water collection facilities to capture excess rainwater and or
- providing details of how rain and grey water will be recycled and reused in the development.

iii. 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, 1in 30, 1 in 100, and 1 in 100 year plus Climate change,

iv. Safe access and egress must be demonstrated - any above ground storage and or overland flooding or flows paths should be mapped, (please include depths and velocities and hazards) above the 100, plus climate change.

v. During Construction i. How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

vi. Long Term Management and Maintenance of the drainage system including clear plans showing the responsibility of different parties should be provided, such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services. Where it is a PMC the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy DMEI 10 Water Management, Efficiency and Quality in Hillingdon Local Plan Part 2 Development Management Policies (2020), Policies 5.12, 5.13 and 5.15 of the London Plan (2016), National Planning Policy Framework (2019), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

9 NONSC External Lighting

Prior to the relevant part of the works, an external lighting scheme shall be submitted and approved in writing by the Local Planning Authority. Details shall include measures to ensure that external lights are automatically turned off when the buildings are not in use. The development shall thereafter be completed in accordance with the approved scheme and shall remain in place for the lifetime of the development.

REASON

To protect the biodiversity along the Grand Union Canal in accordance with policies DMHB 1, DMHB 8, DMHB 11 and DMEI 7 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and to reduce energy demands in accordance with Policy 5.2 of the London Plan (2016).

10 NONSC Ecology

Prior to above ground works, a scheme for the inclusion of ecological enhancement features within the proposal shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall identify measures within the fabric of the building (bat and bird boxes) and within the landscaping that will provide benefits for flora and fauna - all features must be clearly annotated on an appropriately scaled plan.

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

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

11 NONSC Low Emissions Strategy

The development shall not be occupied until a low emissions strategy has been submitted to and approved in writing by the LPA. The low emission strategy shall include:

1. Fleet composition - to include a quantified baseline for the current fleet, with targets set for the continued use of lower emission vehicles. This should be reviewed on annual basis to demonstrate continual improvement from this source of emissions, with a view to move towards a Euro VI fleet as soon as practicable;
2. Traffic management schemes - to include the enforcement of no-idling practices; and
3. Emissions from energy plant - to include the use of low NOx boilers.

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

REASON

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

12 NONSC Non Road Mobile Machinery

All Non Road Mobile Machinery (NRMM) used on major development sites within the London Borough of Hillingdon are required to meet Stage IIIA of EU Directive 97/68/EC and the development site must be registered online on the NRMM website at <http://nrmm.london/>.

REASON

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1, Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

13 NONSC Restriction of Uses

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the development shall not be used for any purpose other than as a film studios.

REASON

To ensure that the provisions of the proposed development are secured to the film studios use to prevent detrimental impacts to the local highway network, in accordance with Policies DMT 1, DMT 2 and DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

14 COM14 No additional internal floorspace

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

REASON

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

15 NONSC Parking Allocation Scheme

The development hereby approved shall not be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority should the development be subdivided. The parking allocation scheme shall, as a minimum, include the appropriate level of provision for each use class and dedicated in such a manner for the life-time of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Chapter 6 of the London Plan (2016).

16 NONSC Servicing and Delivery Plan

Prior to the occupation of development details of a Delivery and Servicing Plan which identifies efficiency and sustainability measures to be undertaken once the development is operational shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London. This shall incorporate measures to minimise vehicle deliveries/servicing during am and pm peak hours.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policies DMT 1 and 2 of the Hillingdon Local Plan Part 2 (2020).

17 NONSC Contaminated Land

(i) Prior to commencement, other than demolition a scheme to deal with contamination shall be submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A further programme of targeted soil and groundwater sampling, monitoring and testing, together with reporting of the results of analysis and Detailed Quantitative Risk Assessment, shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

REASON

To ensure that 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 12 of the Local Plan: Part Two - Development Management Policies (2020).

18 NONSC Fire Strategy

A Fire Strategy Report shall be submitted to and agreed in writing by the local planning authority prior to above ground works. Thereafter it 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).

19 NONSC Bird Hazard Management Plan

Prior to the commencement of any superstructure works, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Heathrow Airport Ltd.

The Bird Hazard Management Plan shall include design measures to:-

- Manage any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.
- Minimise any increase in the numbers of hazardous species (primarily large or flocking birds) as a result of the development proposed.
- Prevent gulls from breeding (using appropriate licensed means) on site.

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

REASON

To 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. To ensure the development accords with the requirements of Policy DMAV1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and paragraphs 95 and 182 of the National Planning Policy Framework (February 2019).

20 A20 Access to Buildings for People with Disabilities

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved by the Local Planning Authority. The facilities should comply with BS 5810: 1979 (Design Note 18 in the case of educational buildings) and be approved prior to the occupation of the development.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policy R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

21 B10 Parking/Turning/Loading Arrangements etc.

The roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces) shown on the approved plans shall be constructed prior to occupation of the development, thereafter permanently retained and used for no other purpose.

REASON

To ensure that adequate facilities are provided.

22 COM25 Loading/unloading/deliveries

There shall be no loading or unloading of vehicles, including the collection[premises] [site]] shall not be used [for loading and unloading] [for loading and unloading in external areas] [delivery and the loading or unloading of goods] outside the hours of [T] and [T], Monday to Friday, and between the hours of [T] and [T] on Saturdays. The [premises] [site] [specified plant or use] shall not be used on Sundays or Bank Holidays.

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 (2020).

23 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to 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.

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 adopted Local Plan (21012 and 2020), including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 4	NPPF-4 2018 - Decision-making
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 4.6	(2016) Support for and enhancement of arts, culture, sport and

	entertainment provision
LPP 4.12	(2016) Improving opportunities for all
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.14	(2016) Improving air quality
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2016) Planning obligations
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 2	Development of Land Affected by Contamination
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

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.

4 115 Control of Environmental Nuisance from Construction Work

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

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

5 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 adopted Local Plan Part 1 policies (2020), then London Plan Policies (2016).

6 I60 Cranes

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

7 I23 Works affecting the Public Highway - Vehicle Crossover

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

8 I23B Heavy Duty Vehicle Crossover

Prior to work commencing, you are advised to submit an application for a Heavy Duty Vehicle Crossover to Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW to prevent damage to the highway from construction vehicles entering and leaving the site.

9

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.

10

All facilities, to include stage, performance and changing/shower areas, should therefore be fully accessible to BS 8300:2018, to allow equal participation by everyone, including wheelchair users.

3. CONSIDERATIONS

3.1 Site and Locality

The application site lies to the west of Springfield Road and has an area of 1.3 hectares occupied by an area of unmanaged grassland situated on the west side of Springfield Road. The site is fenced off from public access by palisade security fencing. The square plot lies to the south of an industrial estate and to the east of Minet Country Park and the Hillingdon Cycle Circuit. The land to the south is also unmanaged grassland with a small building in the south-east corner.

The application site is located 150m to the north of the existing West London Film Studios facility which has been operating since 2005. The existing facility provides five independent studios for hire together with workshops (for set construction) and production offices (for rehearsals/script writing and administration etc). The applicant states within the submission that the current facility is utilised to 90% of its capacity with production companies often being turned away due to extensive demand.

Built form to the immediate north and east of the site comprises the Springfield Road Strategic Industrial Land consisting of a mix of large scale industrial and commercial units, storage yards and car parking.

The site lies in Flood Zone 1, it is designated as Green Belt, Site of Importance for Nature Conservation (SINC), and within a Ossie Garden Air Quality Focus Area (AQFA). There are no trees, TPO's or Conservation Area designations affecting the site.

Springfield Road connects to the A4020 Uxbridge Road, approximately 250 metres east of its junction with the TLRN (A312 The Parkway). The site has a public transport accessibility level (PTAL) of 2.

3.2 Proposed Scheme

This full application seeks planning permission for development of a site within the Green Belt in close proximity to the existing West London Film Studios. The proposal comprises construction of new sound stages, workshops (Use Class Sui Generis) with ancillary office accommodation, entrance structures and reception and security offices. The proposal includes the creation of new vehicular and pedestrian accesses from Springfield Road, with associated car parking, and landscaping.

The application is supported by numerous technical reports, including a Sustainability Appraisal, Design & Access Statement, Energy Assessment, Transport Assessment (including a Travel Plan and Car Parking Management Plan), Landscape, Visual and Green Belt Appraisal, Botanical Survey report, Reptile Survey Report, Noise Impact Assessment,

Air Quality Assessment, Drainage Statement, Phase 1 Land Contamination Report, Heritage and Archaeology Report, Economic Impact Appraisal and Lighting Statement.

The Economic Impact Appraisal describes the status of the UK Television and Film Industry, its growing economic significance to the UK economy and the projected local economic benefits of the proposals should the development come forward. The proposed new development is anticipated to directly employ 5 full-time and 5 part-time operational staff, however the report states that The West London Film Studios currently provides 220 - 295 local jobs contributing around £18-£24m of local economic value. Approval of the planned expansion of the film studios would provide an estimated further 220-290 net additional jobs, generating an estimated £18 - £23m net additional value.

Access

Vehicular and pedestrian access would be via two new access points off Springfield Road.

Amount and Layout

The proposal will consist of a new film studio complex comprising four bespoke acoustic production stages together with associated offices, workshop and ancillary accommodation. The eaves height of the main stage building will be 15.42m. The total floorspace of the proposed development will be 7,312 sq.m., with a total gross external area of 8,328 sq.m. The main building containing the sound stages would be located centrally within the site with ancillary areas to the east and west. The proposed workshop buildings would be positioned on the western edge of the site adjacent to the Minet Country Park.

Externally car parking and soft landscaping is proposed around the perimeter of the site and green roofs are proposed for the workshop buildings so as to reduce the visual impact of the development from Minet Country Park.

Car and Cycle Parking

The application proposes 87 car parking spaces, 9 of which would be accessible. The proposal also includes the provision of 14 passive electric vehicle charging points, in addition to 5 active charging points. Two cycle shelters are proposed providing long stay space for 16 bicycles, in addition 8 short stay cycle spaces are proposed to the front of the site.

Refuse

Two communal refuse collection points are proposed with a total of 6 no 1,100 litre wheeled Eurobin containers for general waste and 5 no 1,100 litre wheeled Eurobin containers for recyclable waste. The collection points are located at the front of the site adjacent Springfield Road, one to the south and one to the north, which will allow the refuse collection vehicles to collect the waste from the one way front car park area without entering the rear secure area of the site or having to turn on site.

Hours of Operation and Use

The proposed new studio development would be operational 24 hours a day for at least 5 days a week; although some weekend use may also be required. Based on the existing site, most productions operate between the hours of 08:00-20:00 involving numerous

different activities (and staff) at any given time. The whole studio complex could be in use for a variety of purposes across a range of different production companies and for a wide variety of types of filming, from one-off commercials through to major film and television blockbusters. Based on experience of the existing film studio usage, the applicant estimates up to 50 people could be involved during live filming on each operational stage with around 25 people involved in pre- and post-production activities. This averages out around 37.5 people in any given week for each available production stage. With, on average, 4 out of 5 production stages being in use at any one time, this can mean around 150 film and television production crew can be on site at any given time, potentially reaching up to 200 if operating at maximum capacity.

Other Matters

The applicant has provided 44 letters of support for the development proposals. These include letters from the Chief Executive of the British Film Commission (BFC) and Film London, Marvel, Netflix and a host of other companies involved in Television and Film production, a number of which are based in the London Borough of Hillingdon. There are also letters of support from the adjacent Guru Nanak Sikh Academy, GOALs, Hayes & Yeading FC, Hyatt Hotel, Skyex and AK Builders Merchants on Springfield Road. There are also letters of support from the Hillingdon Chamber of Commerce, Global Academy, Trinity Homeless Charity and MADE Entertainment Charity.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no planning history for the site relevant to the proposed film studio development.

4. Planning Policies and Standards

Development Plan

Planning law requires that applications for planning permission be determined in accordance

with the development plan, unless material considerations indicate otherwise.

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

- The Local Plan: Part 1 - Strategic Policies (2012)
- The Local Plan: Part 2 - Development Management Policies (2020)
- The Local Plan: Part 2 - Site Allocations and Designations (2020)
- The West London Waste Plan (2015)
- The London Plan - Consolidated With Alterations (2016)

Material Considerations

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.E7 (2012) Raising Skills
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.BE1 (2012) Built Environment
- PT1.T1 (2012) Accessible Local Destinations
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF- 12 NPPF-12 2018 - Achieving well-designed places
- NPPF- 14 NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
- NPPF- 2 NPPF-2 2018 - Achieving sustainable development

NPPF- 4	NPPF-4 2018 - Decision-making
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 4.6	(2016) Support for and enhancement of arts, culture, sport and entertainment provision
LPP 4.12	(2016) Improving opportunities for all
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.14	(2016) Improving air quality
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 8.2	(2016) Planning obligations
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 12	Development of Land Affected by Contamination
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking

LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010

SPD-PO Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **26th November 2020**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 39 local owner/occupiers on 18-09-19. The application was also advertised by way of site and press notices.

One response has been received which can be summarised as welcoming the application but raising concerns about potential highways impacts in terms of congestion and highway safety.

The applicant has provided 44 letters of support for the development proposals (these were submitted with the application rather than forming part of the Council's own public consultation). These include letters from the Chief Executive of the British Film Commission (BFC) and Film London, Marvel, Netflix and a host of other companies involved in Television and Film production, a number of which are based in the London Borough of Hillingdon. There are also letters of support from the adjacent Guru Nanak Sikh Academy, GOALs, Hayes & Yeading FC, Hyatt Hotel, Skyex and AK Builders Merchants on Springfield Road. There are also letters of support from the Hillingdon Chamber of Commerce, Global Acedemy, Trinity Homeless Charity and MADE Entertainment Charity.

EXTERNAL CONSULTTEES

GREATER LONDON AUTHORITY (GLA) (summary)

Principle of development: The proposal is inappropriate development within the Green Belt. The applicant must undertake a thorough assessment of the harm to openness and any other harm; submit a more compelling Very Special Circumstances case; including a rigorous alternative site search and a more robust visual impact analysis, which considers longer range views with acceptable impact mitigation measures. As it stands, the application does not comply with Policy 7.16 of the London Plan, Policy G2 of the draft London Plan, and the NPPF (paragraphs 13 to 21).

Urban design and inclusive access: The applicant is required to submit CGI visuals and additional LVIA of the development in order to assess thoroughly impact upon the Green Belt. The proposed measures to address inclusive access must be secured.

Sustainable development: Carbon savings exceed targets set within the London Plan and draft London Plan and the proposed measures must be secured through conditions. Clarification is required related to cooling demand and overheating risk, and evidence that PV has been maximised. Concerns related to flooding and green infrastructure must be addressed.

Noise and air quality: Given the application site is located within an Air Quality Management Area, all suggested recommendations regarding mitigation measures must be secured through suitable conditions/s106 agreement.

Transport: The proposals do not comply with transport policies of the London Plan and draft London Plan; to rectify this more work is needed on Healthy Streets, trip generation and transport assessment, car and cycle parking and servicing / construction.

Recommendation

That Hillingdon Council, be advised that the application does not comply with the London Plan and draft London Plan, for the reasons set out in paragraph 41 of this report; but that the possible remedies set out in that paragraph could address these deficiencies. The application does not need

to be referred back to the Mayor if the Council resolves to refuse permission, but it must be referred back if the Council resolves to grant permission.

TRANSPORT FOR LONDON (TfL)

The draft London Plan was published on 29 November 2017 and sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. TfL expects all new planning applications to give material consideration to the policies set out within this document, noting that the decision-maker is to determine the balance of weight to be given to adopted and draft policies.

Site and Surroundings

The development site is located on vacant, designated Green Belt land at Springfield Road and is bounded by the Hayes Industrial Area, Hayes Gate Football Club, Minet Country Park and Springfield Road. Springfield Road connects to the A4020 Uxbridge Road, approximately 250m east of its junction with the TLRN (A312 The Parkway).

The Uxbridge Road is served by bus routes 207 and 407 during the day and overnight by the N207. Consequently, the site has a Public Transport Access Level (PTAL) of 2 on a scale of 0-6b, where 6b is highest.

Assessment of Development

Healthy Streets

The Transport Assessment (TA) is not in the required Healthy Streets format and therefore has not been prepared with regard to the Healthy Streets and Vision Zero agendas as set out within draft London Plan policy T2. Additionally no active travel mapping has been undertaken to assess walking and cycling conditions in the vicinity of the site.

Key routes to and from the nearest bus stops (including Coldharbour Lane, if these are expected to be used) should be assessed and evidence provided to support the claims being made by the application regarding the delivery of the Healthy Streets indicators.

In addition, the applicant is urged to investigate a potential new link across Yeading Brook and the canal, which could be undertaken to provide new pedestrian and cycle access linking the development with Southall station.

Vision Zero and Road Safety

Vision Zero is an approach to road safety which seeks to eliminate deaths and serious injury collisions. The Vision Zero approach is based on the fundamental conviction that loss of life and serious injuries are neither acceptable nor inevitable.

TfL is committed to the Mayor's Transport Strategy (MTS) objective to achieve Vision Zero on all London streets by 2041. The Vision Zero approach is a shift in the emphasis towards a proactive approach of targeting road danger reduction, as opposed to tackling historic casualty trends.

As stated above, there has been no meaningful consideration of the Healthy Streets and Vision Zero agendas which is contrary to draft London Plan Policy T2. This must be rectified and demonstration provided that the increased activity associated with the proposals does not worsen road safety and degrade the measures proposed and introduced by the recent LB Hillingdon traffic calming scheme.

One of the proposed zebra crossings associated with the LBH scheme is located adjacent to one of the site entrances which is not ideal, as there is presumably an existing demand and problem being addressed by the intervention. Some indication of existing pedestrian and cycle flows should be

provided together with a demonstration that adequate mitigation is proposed to improve road safety on Beaconsfield Road.

This is a concern given the regular existing HGV movements on the road and the high traffic flows and demand associated with the Guru Nanak Sikh Academy which we understand has plans to expand its operations.

Trip Rates

Traffic surveys have been conducted at the three site entrances to establish the existing demand so that a trip rate can be calculated. This is welcomed. However,

- The surveys (24th-30th September 2018) were not undertaken when overspill parking was required and therefore does not represent the worst case as indicated in the TA.
- The survey data has been consolidated and presented for the whole site, it should also be provided for individual entrance is required to see the relative demands and movements.
- There is insufficient labelling and information to understand what traffic data is being presented in Appendix C (1 or 7 days worth of data for example).
- It is not possible to understand the methodology used to generate the trip rates from the presented data as the data summary does not match the presented data which is significantly higher.

Face value analysis of the presented data indicates that the maximum observed parking accumulation for the site would be 243 vehicles. Since the site has a physical capacity of around 90 spaces some explanation of how the site manages to function at all must be provided. The applicant is urged to also clarify whether this is a week or daily count total.

Far from being occasional, as claimed in the TA, overspill demand has occurred for 22 weeks of the year, which we would therefore regard as a normal occurrence. 7 of these weeks required more than one overspill location representing almost double the current levels of on-site car.

Traffic Impact

The presented data shows an additional 109 2-way movements in the AM peak (07:00-08:00) representing an 11% increase on the weekday average. TfL is not of the view that this is 'negligible', as the applicant has stated, and therefore raises concerns over the nature of the underlying survey data.

Dependent on the revised trip generation and totals, TfL may require an assessment of the Uxbridge Road junction to ensure that there are no strategic highway issues.

Data Collection

Given that the existing operations work on the basis of contracts and issued parking permits, there should be ample data available to illustrate the actual parking demand (including overspill) and generate a robust baseline. This can then be compared with the traffic survey data collected to establish how representative it is, and what the worst case levels of traffic to be used for assessment purposes are.

For these reasons outlined above, TfL does not consider the presented survey based trip rates to be robust and fit for purpose which undermines the rest of the Transport Assessment. In the first instance, the survey information must be re-provided in a more useable format and then complemented with additional data collection.

Cycle Parking

The provision of 16 long and 8 short stay cycle spaces is not considered compliant with draft London Plan policy T5 as it has been based on B8 sui generis land use. B1(c) is considered a more appropriate representation and an additional 16 long stay spaces should be provided to meet policy requirements.

Car Parking

Paragraph 4.3.2 of the TA identifies a policy compliant level of parking to be 79 spaces, and then states that 87 will be provided. As no rationale or supporting evidence is presented to justify this level the parking, proposals do not comply with draft London Plan policy T6 and must be reduced.

While the capacity of the overspill car parks and the frequency of their use has been indicated, the actual volumes have not and so it is not possible to know the full overspill demand that has taken place over time. It is also noted that the current arrangements can be terminated by either side and therefore do not represent a permanent arrangement.

To resolve this situation the travel plan and car park management plan should be re-worked and resubmitted to avoid the need for overspill parking.

The current travel plan is aimed at the 8 full time members of staff and does nothing to address car-based demand or make any meaningful effort to promote sustainable travel for the development and as such is not acceptable.

Meaningful and effective objectives to reduce existing and eliminate all overspill parking must be put in place, and sustainable measures such as providing a shuttle service (similar to Shepperton Studios mentioned in the TA) should be secured in the s106.

The current car park management plan is a reactive process allowing clients to satisfy unrestrained car based demand by enabling clients to arrange overspill parking when required. In conjunction with the travel plan this must change to demonstrate how reducing levels of parking will be managed over time.

Deliveries, servicing and construction

The Delivery and Servicing Plan (DSP) has covered refuse collections, but must also cover 'normal' day-to-day deliveries to the various stages, analysis of the existing situation and any issues encountered should inform the proposed arrangements.

The loading / unloading arrangements for the stages are not all clearly indicated on the swept path plans. These should include all vehicle manoeuvres required to reach any loading bays or unloading areas which must be clearly identified and marked. The applicant is also urged to note TfL's comments regarding Vision Zero.

The Construction plan needs more detail including an indicative programme of works. Guidance on the information required can be found at the TfL website.

Mitigation

In addition, the applicant should note:

- Mayoral CIL (MCIL2) is chargeable at a rate of £60 per square metre
- Sustainable travel proposals are expected as part of the travel plan which should be secured as part of the s106

Strategic summary / actions

At present the proposals do not comply with the London Plan, to rectify this more work is needed on Healthy Streets, trip generation and transport assessment, car & cycle parking and servicing/construction.

HAYES TOWN PARTNERSHIP

I am writing on behalf of the Hayes Town Partnership in response to the public consultation on the application for the expansion of the West London Film Studios.

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

Principle of development on Green Belt site

Springfield Road is slightly outside the boundaries of Hayes Town Partnership but the future of the West London Film Studios is of such local significance that the Steering Group of the Partnership has agreed to submit comments in support of this application.

The presence of thriving film studios in Hayes is of benefit to the local economy and to the development of the cultural life of the area. We applaud the success of the British film industry in general and the West London Film Studios in particular. It is clear to us that the ongoing success has resulted in a pressing need for additional and purpose-built facilities and that in the absence of approval for the present proposals it is almost certain that the operators will be forced to relocate to a totally new site outside Hayes. That would be a loss to the area,

We are aware that the land which is proposed for development is designated as Green Belt and we are reluctant to see further loss of such sites in Hayes. However, we are of the view that this piece of land adds marginal benefit to the Green Belt and that it could be released subject to a number of mitigation measures outlined later in this response.

Environmental mitigation

In light of the proposed loss of an area of Green Belt we consider that the developers should enter into negotiations with the planning authority to carry out substantial mitigation measures to enhance the quality of the environment and the facilities offered by Minet Country Park. We do not have the knowledge or expertise to define these in any detail but the following possibilities might be considered:

- Restoration and improvement of the pond near to the cycle circuit
- Funding of environmental education for local schoolchildren in place of that previously given by the environmental charity A Rocha but discontinued due to loss of grant aid.
- Provision of information and interpretation boards
- Production of information leaflets to raise awareness of the Park and its environmental qualities amongst local residents.

Footpath improvements

In addition to the above it is considered that there would be great benefit to the users of the park and users of the cycle circuit if a new footpath could be provided on the eastern side of the circuit adjoining the boundary with the site of the proposed new studios. The current footpath crosses the cycle circuit and is a real source of danger to both walkers and cyclists.

The provision of a new path would not only remove this danger but it would provide the potential for a one mile walking circuit around the Park. This could be developed as part of the current programme of social prescribing being initiated by the National Health Service whereby General Practitioners can assist patients to get into exercise by providing information and encouragement to take up walking. The circuit could be suitably marked out with distance posts to enable patients to measure their progress and supplemented with guidance leaflets which could be given out by GPs.

To make the circuit useable by people with disabilities the paths leading from the north east corner of the Park would need to be provided with more gradual slopes. The potholes at the north western entrance would also need to be filled.

The proposals set out in this section of our response have arisen from discussions with the Friends of Minet Country Park and the Cycle Circuit Users' Group and have their support.

Employment

The current number of people directly employed by the Studios is relatively small but this will be increased if the development goes ahead. It is appreciated that filming companies bring their own staff but it is to be hoped that ways can be found to maximise the scope for the employment of local people. The availability of apprenticeships should be a priority.

Supply chain

Again, it is accepted that filming companies will have their own suppliers for issues such as set-building and lighting provision but it is considered that every opportunity should be taken to engage them with the local supply chain.

Community involvement

The presence of film studios in Hayes is largely unknown by the local community but it is good to see that there are links developing with Uxbridge College and the Global Academy. MADE in Hayes is already supported by the Studios and that can be further developed as can links with the Central Research Laboratory at the Old Vinyl Factory. The construction of new facilities will provide the opportunity to enhance all of these links and to bring in the wider community by means of open days and other initiatives.

Conclusion

As stated in the opening comments the Partnership supports this application subject to the provisos we have outlined and if planning permission is granted it will be more than willing to work with the West London Film Studios to take forward the proposals and suggestions set out in this response.

NATURAL ENGLAND

Natural England has no comments to make on this application.

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.

As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, 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>.

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.

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.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

Recommend No Archaeological Requirement.

METROPOLITAN POLICE

I do not object to this proposal. I request a planning condition is adhered to it that the site achieved Secured By Design accreditation. This will ensure that appropriate physical security is installed on the site.

CADENT

Note that there are gas pipelines and associated equipment in the vicinity and the consultation has been referred to the Cadent Pipelines Team.

INITIAL COMMENTS

Objection - Developers planning to build alongside high pressure pipelines should be aware that there are 3 factors that are relevant: The pipeline easement - these are negotiated legal entitlements between Cadent Gas and the landowner and allow Cadent Gas to operate and maintain pipelines within the easement strip. Easement strips may vary in width typically between 6 and 25 metres depending on the diameter and pressure of the pipeline. The building proximity distance - this is a separation distance recommended by the Institute of Gas Engineers and Managers pipeline design code (TD1) which a pipeline industry recognised standard to reduce the hazard to individuals living in proximity to the pipeline. The separation distance varies depending on the pipeline pressure and design (wall thickness and diameter) and can vary between 3 m and 130 m. The land use planning distances - these are distances defined by the HSE to allow them to advise on the acceptability on new developments next to the pipeline and are controlled through the HSE's land use planning Advice for Developments near Hazardous Installations process. Further guidance on how these are

applied can be found on the HSE's website (please see attached). Unless written instructions are provided by Cadent, Cadent would want the pipeline easement to be maintained as Cadent would want to continue to have access for pipeline operation and maintenance purposes. Ideally Cadent would also want the building proximity distance to be maintained as this is a recognised safe distance for high pressure pipelines.

Officer comment: The objection took the applicant and planning team by surprise as the depth of the pipeline, its location near the road edge (re: Not close to proposed buildings) and a pre-application discussions the applicant had undertaken all suggested an objection was unlikely. Nonetheless the applicant's agent and Cadent Gas then discussed the objection and the applicant confirmed that they would 'remove the planting from and relocate the substation out of the easement and that any crossover relating to a new access into the site will be reinforced to the required standards set out in the documentation'.

Revised Comments: Cadent gas then withdrew the objection stating 'From the points stated within your email and confirmation that relevant crossing points will be to required standards then I am happy to withdraw the objection.'

Additional Officer Comment: Cadent Gas has not requested any planning conditions, as they will secure confirmation through a property agreement with the applicant to ensure they are satisfied the development will not place any risk on their pipeline. Nonetheless it is important that the site landscaping the planning team subsequently agrees matches the details of any property agreement separately agreed with Cadent Gas, as such the landscaping condition does have a reference to the applicant providing details of any mitigation required to satisfy Cadent Gas.

Internal Consultees

AIR QUALITY OFFICER

The proposed development is located within the Ossie Garden Focus Area, producing traffic emissions which will add to current high ambient annual mean values and exceedances of nitrogen dioxide in this sensitive area. For a 'Standard Day', the project's Transport Consultant has calculated that the development will generate 177 Annual Average Daily Traffic (AADT) flows. For the 'Busiest Day', the proposed development will add 323 AADT to the local network.

Assuming a 'Standard Day', the proposal originates transport emissions at an equivalent damage cost of £111,950 for a standard day scenario. This is an underestimation of the total emissions as it does not account for the busiest days occurring throughout the year.

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. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area.

In addition, the London Plan Intent to Publish version (December 2019) requires development to be air quality positive specially within focus areas, actively contributing to reduce pollutant emissions to the atmosphere.

A Travel Plan is to be submitted 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 has been applied. Finally, a further 5% discount was applied to account for likely emission reductions (non-quantifiable) associated with implementation of cycle parking. Should these reductions not be agreed with LBH, the total damage cost remains.

Assuming the above targets are accepted and achieved (to be secured via a bond of the vale subtracted), the remaining emissions need to be offset to actively improve air quality. Therefore, a section 106 agreement with the LAP of £95,158 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.

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

ACCESS OFFICER

I have considered the detail of this planning application and have no accessibility concerns about this proposal. However, the following informative should be attached to any grant of planning permission:

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

All facilities, to include stage, performance and changing/shower areas, should therefore be fully accessible to BS 8300:2018, to allow equal participation by everyone, including wheelchair users.

CONTAMINATED LAND OFFICER

Historical mapping (from 1914) indicates the site was previously occupied by a former brick works, with evidence of, relatively small open clay pit workings shown within the area of the works. The mapping also indicates the open workings were subsequently in-filled. It is possible the infill materials may have comprised brick, kiln ash and other waste materials from the works.

The industry profiles for brickworks identify various ancillary activities, associated with brick manufacturing processes, and which may have caused contaminants to be present on the site, such activities include, but are not limited to: kiln construction, operation and refurbishment, engineering workshops; maintenance areas for plant and machinery; fuel storage facilities, including underground and above ground fuel tanks and supply lines.

Other contaminants which may also be present include asbestos building products and insulation materials used as part of the construction of the buildings and kilns, and which may have been disposed of on site.

The historical maps also indicate a track or possible haul road which may have been associated with the provision of vehicular access, from Springfield Road, to the former large scale infilling operations which were in progress on land immediately adjacent to the site.

The site is currently situated within a 250m radius landfill gas buffer zone which is associated with a possible risk of landfill gas emissions/migration from the above mentioned former tipping operations

It is therefore considered appropriate for a suitably phased approach to be adopted, to assess the site for contamination in accordance with recognised guidance and procedures, e.g. Model Procedures for the Management of Land Contamination (CLR11), and thereby assess the risks associated with any contaminants that may be identified at the site.

A condition is recommended for inclusion, in order to assess and address land conditions at the subject site.

HIGHWAYS OFFICER

Springfield Road is an adopted public highway leading off the busy A4020 Uxbridge Road, it benefits from a 30 mph speed limit, street lighting and footways on both sides of the road. Along the southbound carriageway that borders the site, there is a mix of single yellow lines operational Monday to Friday 07:00 to 09:00 and 14:30 to 16:30 hours, double yellow lines and no parking restrictions at all. On the opposite side of the road there are double yellow lines only.

Springfield Road provides access to a range of uses including a hotel, a small retail park, wholesale retailers, small medium enterprises as well as Minet Country Park open space, the Guru Nanak Sikh Academy, Goals 5-a-side football pitches and Hayes and Yeading Football Club. The road is characterised by heavy good vehicles making deliveries/parking on-street, cars parked on-street and school traffic generated by the Sikh Academy. The developer has undertaken traffic counts in the vicinity of the application site which show that traffic flows peak in the morning 07:00 to 08:00 and afternoons 15:00 to 16:00 hours, these times correspond with pick up/drop off times at the Sikh Academy.

Transport for London use a 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 Transport for London WebCAT service the application site has a PTAL ranking of 2 indicating access to public transport is poor compared to London as a whole. This suggests that there will be a strong reliance on the private car for trip making.

The proposed development would serve as an extension to the nearby West London Film Studio with almost identical operations and facilities. It would have 5 stages and employ 6 members of staff full time and 3 members of staff part time. The new development would have 87 on-site car parking spaces. However, the developer points out that in practice only 4 of the 5 stages could ever be in use at any one time.

The existing West London Film Studios provide a useful comparison for assessing the transport impacts of the proposed development. Compared to the existing building, the new development would have a slightly higher ratio of on-site car parking spaces to area of floors space. Ten percent of car parking spaces, 9 in total, would be wheelchair accessible which conforms to policy DMT 6 of the London Borough of Hillingdon, Local Plan Part 2 - Development Management Policies: October 2015. Five car parking spaces would have active electric vehicle charging points and a further 14 would have passive electric vehicle charging point infrastructure. The amount of electric vehicle car parking spaces to be provided is considered insufficient taking into account the targets for increasing electric vehicle use. Highway Authority require that 17 car parking spaces should have active electric vehicle charging points with the remainder having passive electric vehicle charging point infrastructure. The electric vehicle charging point standards in policy DMT 6 of the London Borough of Hillingdon, Local Plan Part 2 - Development Management Policies: October 2015 are minimum figures.

It is not clear from the planning application how many motorcycle, scooter and moped parking spaces will be provided, policy DMT 6 of the London Borough of Hillingdon, Local Plan Part 2 - Development Management Policies: October 2015 requires that these should be provided at the rate of 5% of car parking spaces. Any planning permission should include be subject a suitably worded condition to ensure that motorcycle parking is provided.

The developer proposes to provide 16 secure and covered long stay cycle spaces and 8 short stay cycle spaces near the entrance to the site; this is considered sufficient though the developer should

make provision for increasing this number in response to demand.

As mentioned above the proposed development would employ 6 full time and 3 part time members of staff, however when filming is taking place and 4 of the 5 stages are in use, the number of people working at the development would be many more. Based on information obtained from the existing West London Film Studios, The busiest time is when production and filming is taking place, there could then be up to 50 external staff working on each stage. However, when sets are being constructed, the number of external staff working at each stage is no more than 25 people.

To determine the number of trips the new development would generate, the developer has undertaken traffic surveys at the existing West London Film Studios. These were carried out at the peak times mentioned above. At the time of these surveys 4 of the 5 stages were being rented out, 2 were at the construction stage, 2 at the production and filming stage. This is considered representative but the results can not be considered a worst case scenario, this would be when all 4 stages are being used for production and filming. The result of these surveys has been used to forecast the number of trips that the proposed film studios would generate. The developer reports that the development would generate 15 two-way vehicle trips in the AM peak and 14 two-way trips in the PM peak. This volume of traffic represents only a small increase over and above the existing flows along Springfield Road. The developer highlights that vehicle trips are spread across the day and therefore there is no significant conflict with school traffic.

To accompany the planning application the developer has submitted a Travel Plan, this has been reviewed and is considered lacking; the bulk of the document is merely a summary of the sustainable travel options available locally for staff and visitors to use. Aside from giving each employee a 'Travel Information Pack' the Travel Plan contains little that would really incentivise sustainable travel behaviour. Nevertheless shower, changing room facilities and lockers will be provided and there is a commitment to participate in travel awareness events such as 'Green Transport Week' and 'Lift Share Week'. A Travel Plan coordinator will also be nominated.

Wherever a Travel Plan is required as part of a planning permission, the Highway Authority require the developer to provide a £20,000 bond as surety that the Travel Plan will be implemented. If the Travel Plan fails to meet its targets, then the Council will use this bond itself to deliver the Travel Plan. This £20,000 bond should be secured by way of a S106 agreement.

Whilst filming and production does not take place every day, the additional vehicular trips need to be catered for not least the demand for extra car parking spaces. In response a Car Parking Management Plan has been prepared and submitted alongside the planning application. This proposes that car parking at the new development would be managed along similar lines to the existing West London Film Studios. Each week an allocation plan of on-site parking will be prepared. Whenever a production company books a stage, the contract will set out how many car parking spaces/permits they would be allocated.

The traffic generated by the proposed development would generate additional demand for road space along Springfield Road which is already exceeding capacity evident by vehicles queuing at the Uxbridge Road junction. So that the development would be acceptable in highway terms a s.106 payment of £110,000 is required as a contribution towards a project that will transform Springfield Road from an unplanned road sometimes disfunctional highway to a managed and efficient access road serving a range of uses. This project will provide a shared use footway along the length of Springfield Road for cyclist and pedestrians to use. This will include facilities for pedestrians and cyclists as they cross the numerous access roads. The current parking and delivery regime will be reviewed and remodelled to remove injudicious parking and allow deliveries and servicing to take place without impeding the free flow of traffic or presenting a risk to road safety. New street lighting will be provided and the carriageway resurfaced and remarked in response to the improvements delivered. The scheme will include the provision of street trees and new benches so that the road is

characterised by the ten Healthy Streets indicators. Springfield Road will form part of a route linking the Uxbridge Road at the Borough boundary with Hayes town centre via Minet Country Park and Coldharbour Lane.

WASTE STRATEGY OFFICER

Satisfactory for waste and recycling requirements.

TREES AND LANDSCAPING OFFICER

This site is occupied by an area of unmanaged grassland situated on the west side of Springfield Road. The square plot lies to the south of an industrial estate and to the east of Minet Country Park's cycle track. Soft landscaping will incorporate 55 No. broadleaf native species, 1869 No. hedgerow plants 389 No. ornamental shrubs and 96 No. evergreen climbers. This will result in a net gain of woody species on this site which will benefit biodiversity, together with the sedum living roof. The land to the south is also unmanaged grassland with a small building in the south-east corner. There are no trees, TPO's or Conservation Area designations affecting the site. The site forms part of a proposed extension to Yeading Brook and Minet country Park SINC (Borough Grade I) The plot lies within the Green Belt, a designation which aims to retain openness, prevent urban sprawl and only permits development in special circumstances.

No trees will be affected by the development. A botanical survey, by Tyler Grange, concludes that this is species poor semi-improved grassland that has colonised formerly developed land. Ecological recommendations include the provision of green roofs, boundary planting to include selected native species (which are known to be of value to wildlife) and a financial contribution to the Minet Country Park SINC. The proposal will result in the construction of a large shed centred on the site with service roads, access and car parking (for 87 cars) around the north south and west boundaries. There will be a stand alone building along the north boundary with a living green (sedum) roof and a narrow strip of native planting between the building and the north boundary. The landscape scheme is supported by a (Soft) Landscape Specification and a Landscape Management Plan.

Clarification is required about how the hedge along the northern boundary can be managed and maintained, sandwiched between the building and boundary fence? Details of Green Blue Urban tree support systems have been submitted, however, it is not clear where these systems will be provided on site. Will they be used for all trees or only in selected locations? No details have been submitted about hard landscape details, such as: surfacing materials, boundaries, street furniture or external lighting? The landscape strip along the front boundary is too narrow to support a worthwhile landscape buffer. If car park spaces can be sacrificed the car parks along the south and east boundaries should be interspersed with additional soft landscape. In accordance with the London Plan, the Urban Greening Factor should be applied to the scheme (by the developer) in order to quantify the proposed green infrastructure, SUDs and wider environmental benefits offered by the scheme.

Recommendation

This assessment does not consider whether there are special circumstances to justify the development within the Green Belt. While there is a net gain of native trees and hedgerows, the proposed green infrastructure is too thin and will not mitigate the effect of the proposed built development. This proposal fails to provide a robust landscape proposal in relation to the impact of the development and is, therefore contrary to saved policy BE38.

Case Officer's comments

These comments were provided to the applicant who responded with further information in relation

to Landscape considerations (document ref: 11842_R07_RH_MM dated 17th December).

REVISED COMMENTS (NOVEMBER 2020)

Previous comments were submitted on 08/11/2029 and 13/01/2020.

No trees will be affected by the development.

A botanical survey, by Tyler Grange, concludes that this is species poor semi-improved grassland that has colonised formerly developed land. The report concludes that the site is of limited ecological value.

Ecological recommendations include the provision of green roofs, boundary planting to include selected native species (which are known to be of value to wildlife) and a financial contribution to the Minet Country Park SINC.

The proposal will result in the construction of a large shed centred on the site with service roads, access and car parking (for 87 cars) around the north south and west boundaries.

The amended scheme has removed a stand-alone building along the north boundary with a living green (sedum) roof and replaced it with a 20 metre wide soft landscaped buffer.

Soft landscaping will incorporate 68No. broadleaf native trees (up from 55), mixed native hedgerows (1974No. species) around the site perimeter, 1855No. mixed native scrub species and 431No. ornamental shrubs interspersed among the parking areas. This will result in a significant net gain of woody species on this site which will benefit biodiversity. The 20m landscaped buffer along the west boundary will provide a more significant landscape / environmental enhancement than the previously proposed sedum roof.

The landscape scheme is supported by a (Soft) Landscape Specification, ref.11842_R06a and a Landscape Management Plan, ref 11842_R05b. (The revised management still refer 'green roof development' although it appears that the green roof element no longer forms a part of the proposal?)

Details of Green Blue Urban tree support systems have been submitted. This detail will ensure that a suitable area of topsoil is available under the hard landscaped areas to support tree growth and long term sustainability.

A lighting report confirms 4 metre high lighting columns will be installed, with hooded luminaires and 4000K LED's. The lighting specification has been considered to be non-obtrusive, non-polluting and prevent glare.

Other hard landscape details, such as: surfacing materials, boundary security have yet to be proposed.

A landscape, visual and green belt appraisal has been prepared by Tyler Grange, in accordance with 'Guidelines for Landscape and Visual Impact Assessment', Landscape institute and Institute of environmental Management and Assessment, 3rd edition, 2013, and 'An Approach to Landscape Character Assessment', Natural England, 2018

RECOMMENDATION

The current proposal incorporates additional soft landscape details which will provide significant ecological enhancement and a substantial landscape buffer with the adjacent Minet Park.

In accordance with the London Plan, the Urban Greening Factor should be applied to the scheme (by the developer) in order to quantify the proposed green infrastructure, SUDs and wider environmental benefits offered by the scheme.

This amended soft landscape proposals are comprehensive and provide a robust landscape proposal which seek to address the impact of the development. There are no landscape objections, subject to the outstanding impact on Green Belt considerations.

If you are minded to approve this proposal please add conditions COM9 (parts 1,2,4, 5 and 6).

URBAN DESIGN OFFICER

The application seeks permission for an extension to the West London Film Studios. This will involve the construction of new sound stages, workshops and office accommodation, entrance structures and reception and security offices and the creation of new vehicular / pedestrian accesses from Springfield Road, with associated car parking, landscaping and ecological enhancements.

The site comprises an area of 'scrubland' which lies to the west of Springfield Road and is situated within the Metropolitan Green Belt. Directly to the north and east of the site is the Hayes Industrial Area which is characterised by a mix of large industrial, commercial, office units, associated storage units and car parking etc. The buildings are functional in appearance and reflect their intended uses and are of no particular note.

The proposed studios and ancillary buildings would sit adjacent to light industrial units to the north and across the road to the west and would appear as a continuation of the Hayes Industrial Area. The proposed buildings would be of a better quality than many of the existing buildings within the estate and would fit in with the established industrial character of the area.

In design terms there would be no objection to the proposals, however, it is understood that the proposal conflict with Green Belt policies. If a special case can be made for the film studio expansion then some of the harm could be mitigated against with the introduction of more planting to the site and the use of green walls and roofs etc.

SUSTAINABILITY OFFICER

Energy

I have no objections to the proposed development however the information submitted is not detailed enough to base detailed designs on. Further work is necessary to provide the level of information that will provide certainty over delivery of the final energy proposals to ensure carbon reduction targets (35% from building regulations) can be met. The following condition is therefore necessary:

Condition

Prior to above ground works, a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall provide:

- 1 - Full baseline information on the regulated energy demand (in kgCO₂ and kWhr)
- 2 - full details of the energy efficiency measures to be included within the development to achieve the London Plan 'be clean' energy requirements and how these will impact the baseline [1] and be monitored to ensure their efficacy.
- 3 - full details and specifications of the air source heat pumps in accordance with the outline energy strategy (MLM, 7134640-MLM-ZZ-XX-RP-SU-0001) and how they will impact on the baseline [1].

The development must proceed in accordance with the approved assessment.

Reason

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

ECOLOGY OFFICER

Summary

I have no objections to the proposed development subject to an ecological enhancement condition.

Observations

The previous ecology report suggested that the extension to an existing SINC onto the proposed site was not appropriate. The contention was that the site offers little value and therefore should not be a SINC.

It is not clear if this position was presented through the review of designations during the Local Plan Part 2 development process. In any event, this position was not supported by the Council and the site is now designated a SINC (despite the amended note suggesting it is still just 'proposed'). Consequently, the site is regarded as having features of ecological merit regardless of the general conclusion in the report that the site is of little value.

The policy intention is to resist the development of SINC's however there are two mitigating factors in this instance:

- Firstly, the site is not in public ownership and therefore there is nothing stopping the landowner from clearing the site outside of the planning process (assuming correct protocols are followed to avoid a wildlife crime).
- Secondly, the site although having some merit, is essentially a derelict site with ruderal vegetation. This is not of 'no importance' or even the 'low value' assigned by the applicant but it is not exactly diverse habitat contributing to the wider SINC.

It would not be acceptable to continue with development of the site without any recourse to mitigation. However, it is noted that an extensive 20m buffer is now to be planted at the north western edge of the site. Assuming this is to be planted and maintained as an ecological buffer (as well as for landscaping and visual impact reasons) then there is the potential for this to more than offset the harm of the rest of the site; this woodland buffer, with other features of ecological importance could be a positive addition to the SINC. Furthermore, features within the built element of the scheme could provide additional ecological value providing a diverse opportunity for biodiversity.

The following condition is therefore required:

Condition

Prior to above ground works, a plan for the enhancement of biodiversity shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail the measures to be incorporated within the 'buffer zone' (north western boundary) and shall include features such as logpiles, artificial refugia, bat and bird boxes. This area should also incorporate at least two waterbodies (i.e. ponds) to provide further diversification of habitat unless otherwise agreed in writing with the Local Planning Authority. The plan shall also identify the inclusion of bat and bird boxes within built structure of the development. Finally, the plan shall be accompanied by a maintenance strategy that demonstrate the 'buffer zone' shall be managed in perpetuity for its ecological value. The development must proceed in accordance with the enhancement plan and maintenance strategy.

Reason

To ensure the development contributes to the provision of biodiversity value in accordance with Policy EM7 of the Local Plan.

ENVIRONMENTAL PROTECTION UNIT

I have read through the submitted documents and in theory I have no objections to the proposed large extension. Recommendations for external lighting are cited in the External Lighting Statement and are deemed satisfactory. The applicant has not mentioned any fixed external plant/equipment such as air handling equipment in the proposal. The Opening Hours are from 06:00 to 23:00,

therefore in the event of the premises being in use in the late evening or early morning hours and the resulting activities result in disturbance then specific noise nuisance legislation will be used to address to resolve the problem. I have noted that the proposed development is a business/ trade area.

FLOOD AND WATER MANAGEMENT

Objection - The application should be refused as the submitted information has not demonstrated that a Sustainable Drainage System can be implemented within the current site layout. Particularly, limited space has been allocated within the proposed site layout for the provision of green infrastructure that can be integrated into the drainage strategy. This is of particular concern given the sites current designation as a SINC in in the green belt. See more detailed observations below.

Observations

A Drainage Strategy (MLM Consulting Engineers Limited report dated 30th August 2019) has been submitted to support the application.

Flood Risk

The site is approximately 1.35 hectares in area, is currently greenfield land and lies in Flood Zone 1. There are parts of the site that are identified to be at low risk of surface water flooding (1% annual exceedance probability to 0.1% annual exceedance probability), however this is related to the embankment along the western boundary preventing surface water leaving the site. This is consistent with the topographic survey contained in the Drainage Strategy which states that land falls from Springfield Road to the west. While the proposed drainage strategy is likely to minimise flooding from this source, the low risk demonstrates the need to consider exceedance flow routes in the drainage strategy.

Surface Water Management

The development includes a large film studio building in the centre of the site with a smaller workshop building along the western site boundary. There are areas of associated parking and access roads around the perimeter of the proposed studio. The proposed drainage strategy is to attenuate surface water flows and create a new connection to the Thames Water surface water sewer in Springfield Road. The Drainage Strategy has considered the SuDS hierarchy and has discounted the potential to drain via infiltration or to a watercourse. While the likelihood to discharge all collected surface water to the ground via infiltration is low, the possibility for partial infiltration should be retained as a consideration to detailed design to maximise the opportunities to reduce the volume of surface water entering the sewer network.

It is noted that the Drainage Strategy includes a ground investigation for a site in Clapham that is not relevant to the site under assessment. If a site investigation has been completed for the site, the corresponding report should be submitted to the Council for review.

The drainage strategy has not considered the potential for water reuse within the site in line with local and regional planning policies. The expectations of the Council for major applications are stated in the Sustainability Statement (MLM Consulting report dated August 2019), however this has not been addressed further in the documentation. Policy EM1 of the Hillingdon Local Plan Part 1 requires major developments to consider the whole water cycle impact of the proposals, including water consumption. Further, emerging Local Plan Part 2 Policy DME1 10 (G) requires all new development proposals to include the collection and reuse of rainwater. The current proposals are therefore not in line with local planning policy. A combination of permeable sub-base and below-ground attenuation crates is proposed for the site, with quantities of storage quoted as approximately 940m³ and 1280m³ respectively.

While the Drainage Strategy has considered the potential implementation of a range of SuDS

measures, many of the green infrastructure measures that would provide multifunctional benefits have been discounted at this stage of design. While it is welcomed that a green roof is proposed on the roof of the workshop, this is only a small proportion of the site area compared to the other impermeable surfaces.

The NPPF (2019) includes the requirement for SuDS in major developments to, where possible, provide multifunctional benefits. There are extremely limited benefits, other than controlling surface water runoff leaving the site, from the currently proposed drainage strategy. Given the location of the site in the green belt, on greenfield land and designated as a SINC, the drainage strategy should be integrated into a comprehensive landscaping plan and should incorporate green infrastructure SuDS wherever possible. This was communicated in pre-application advice to the applicant.

The advice noted that sufficient green infrastructure should be embedded in the drainage strategy and included on the site to screen any building from visual harm as well as reducing the urban heat island effect that will reduce the need for excessive cooling. These multifunctional benefits have not been addressed in the submitted drainage strategy.

Even though the detailed design of specific drainage elements may be conditioned post-planning, the drainage strategy at this stage should incorporate as many sustainable elements as possible so that these can be incorporated into the detailed design of the other elements (e.g. detailed landscaping and highway design). The current design is contrary to Part F of emerging Local Plan Part 2 Policy DMEI 10.

Case Officer's comments:

These comments were provided to the applicant who responded with further information in relation to Flood and Water Management considerations.

FLOOD AND WATER MANAGEMENT - REVISED COMMENTS

The applicant has submitted additional information in the form of a letter (MLM Consultants reference 6100501- MLM-ZZ-XX-RP-C-0002 dated December 2019) that alleviates my main concerns with the proposals. The additional green space improvements to the Country Park would provide local habitat enhancements and contribute to mitigating the loss of green infrastructure.

Should you be minded to approve the application, there are aspects that still need to be secured by way of a water management condition to ensure that the detailed design provides the most sustainable method of draining the site.

REVISED COMMENTS (NOVEMBER 2020)

No change to previous comments. The removal of the workshop has added the potential for above ground SuDS such as swales, rain gardens or ponds to be incorporated into the landscaping design for this area. This is referenced in the updated drainage strategy and should be secured by way of a condition through to detailed design.

PLANNING POLICY OFFICER

Principle of Development

All of the proposed development site is designated as Green Belt. The proposed development must therefore be assessed in accordance with the NPPF, London Plan policy 7.16, and Local Plan Part 2 policy DMEI 4 'Development on the Green Belt or Metropolitan Open Land' .

The use class of the proposed development is Sui Generis TV and Film Stages. As it does not fall within any of the exceptions outlined in paragraph 145 of the NPPF, the proposed development would be inappropriate development in the Green Belt, and it should therefore not be approved except in very special circumstances. The NPPF states that when considering any planning application, substantial weight should be given to any harm to the Green Belt and that very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and other harm resulting from the proposal, is clearly outweighed by other considerations. The applicant must therefore set out the very special circumstances they believe would outweigh the substantial harm to the Green Belt.

The second policy issue that will need to be addressed under national and emerging local planning policy is the potential harm to biodiversity given the site's emerging designation as a SINC. Proposals that result in significant harm to biodiversity which cannot be avoided, mitigated, or, as a last resort, compensated, will normally be refused.

Green Belt - Very Special Circumstances

The development site has been designated as Green Belt since the first Local Plan was produced in 1965 and has retained its designation through a recent review as part of the emerging Local Plan Part 2. The site has been assessed as meeting at least one of the five purposes of Green Belt which is to check the unrestricted sprawl of large built up areas. This area of Green Belt forms part of a larger ribbon that follows Yeading Brook and serves to separate parts of Yeading and Southall from Hayes. The Council acknowledges the information submitted by the applicant with regards to the Green Belt purposes of the site however, the Council is satisfied from its own review that the Green Belt boundary in this area of the borough has been appropriately defined.

a) Location and Need

The existing West London Film Studio (WLFS) building is located on Springfield Road in Hayes and is part of the Hayes Industrial Area Strategic Industrial Location (SIL). The proposal site is located slightly to the north of the existing site and on the opposite side of Springfield Road. It is located directly adjacent to the southern boundary of the SIL and is also adjacent to Minet Country Park to the west and the Goals Hayes football complex to the south.

The purpose of the proposed additional studio space on the application site is to cater for unmet demand on the current WLFS site. The applicant indicates that the current film stages are operating at 90% occupancy and that demand will continue to grow despite existing approved increases at the larger strategic studio sites just outside west London (Pinewood and Shepperton). WLFS is catering for a more independent, peripatetic client base whilst the major studios are linked to one client e.g. Pinewood will be used exclusively by Disney and Shepperton by Netflix. In addition, a Lambert Smith Hampton (LSH) 2018 report on the UK TV and Film Studios Market makes an assessment that there is a need for 1.6 to 1.9 million sq ft of new film studio floor space in the UK over the next 15 years. Only 0.8 million sq ft is identified as being in the pipeline and much of this is long term projects that may take many years to come on stream. The findings of the LSH report are supported by Film London Chief Executive, Adrian Wootton who in a quote provided to Council's economic regeneration team has stated that:

"Prior to the COVID pandemic, the UK screen industries were experiencing a period of unprecedented growth. Inward investment spend from major international productions topped £3bn in 2019. The spend on high-end TV production alone reached nearly £1.3bn - the highest figure since records began and a 51% increase on last year's figures..."

"..The main threats to long-term sustainability and to capitalizing on this growth, prior to the pandemic, have been around availability of studio and work space, and skills to meet the increased demand. And these challenges remain. Simply put, we need more studio space to accommodate rapidly increasing demand from domestic and international studios and streamers."

The success of streaming services during the COVID pandemic and need to keep refreshing content is anticipated to ensure that need for additional floorspace in the TV and film studio market will remain high as demonstrated by a recent deal signed for new studio space in the London Borough of Barking and Dagenham. West London Films Studios are the only such facility currently in the borough and offers the only opportunity for the local economy to benefit from such demand.

The location of the current WLFS as part of a wider West London studio cluster is also introduced as key to explaining the demand for additional studio space. Film London identify that approximately 75% of the existing TV and film industry is in London. Its traditional heartland is the western fringe of Greater London which is home to well established studios such as Pinewood, Leavesden and Shepperton. The location of the existing and proposed studios are located at the heart of the West London cluster allows them to capitalise on the infrastructure and skills that already support the success of the cluster as a whole. The applicant argues that if the studio is not able to expand in its existing location, it would be forced to look for premises outside of the borough and possibly outside of London to cater for the growing demand.

The last factor to consider is the need for the existing and proposed studios to be near one another. It is anticipated that once the second studio building is in operation that a large number of productions will work across both sites. TV and Film companies often require the use of more than one stage of varying sizes and the new studios will increase the flexibility that can be offered to such companies. The proximity of the studios will also allow projects to have crew from various departments (costume, make-up, art, etc) close by to all stages and will also faster turnaround of sets and a more efficient shoot. The applicant concludes that WLFS would not be able to attract the new productions its additional capacity is designed to accommodate unless the studio sites are able to operate in tandem with each other with crews continuously moving between the sites. The five-minute walk between the two studio buildings is considered that maximum that would still enable successful operation of multi-studio productions.

Based on all the information summarised above, it is considered that significant weight can be given to the need for the expansion of WLFS and the requirement for this to take place in close proximity to the existing studio site.

b) Alternative Sites/ Development costs

The next issue for consideration in terms of very special circumstances is the need for the expansion to take place on a Green Belt site. The current studios are on a brownfield site within an Strategic Industrial Location and the developer has been required to demonstrate through a sequential assessment that no alternative brownfield sites are available.

Evidence has been provided to try and demonstrate that the application site is the only suitable location for the proposed film studio development within a wider west London search area. To support this position, the applicants have provided a 'Land and Building Report' which has investigated the availability of development land or buildings which could accommodate a new studio of 75,000 - 100,000 sq ft. The search area included sites in LB Hillingdon, LB Ealing, LB Harrow, South Bucks, Spelthorne and Slough. It also covers in detail the industrial estate within which the current WLFS is located. It is noted that whilst the site assessment does cover a large number of industrial sites, it is not clear that this includes all designated and non-designated industrial sites in Hillingdon and surrounding boroughs or that alternative brownfield sites such as the former retail sites have been fully explored.

In terms of the availability report, nearly all of the sites and buildings listed are identified as unsuitable as they are not available for freehold purchase and/ or because the steel frame construction would cause acoustic issues in terms of noise transference. On the first matter the report identifies that the applicant requires a freehold site due to the investment required to adapt any such building into a film studio. This level of investment is not considered viable or cost-effective on a leasehold site,

primarily due to the high capital expenditure required and the time-limited nature of any lease. On the second issue of noise transference through steel frame construction, the report states that this is virtually impossible to limit through retrofitting.

However, as with any sequential assessment it is important to demonstrate flexibility and it is clear from the planning history on the current site of the West London Film Studio that the existing building was not a purpose built facility but has been operating successfully for a number of years. A short list of the most suitable sites would be expected together with a more detailed assessment of whether they could be adapted or redeveloped to meet the needs of the expanded film studio. There is also no detailed explanation of why all leasehold sites are discounted particularly when no further evidence has been presented on the likely terms of such leases. Consequently, the assessment is relatively high level and raises the concern that the position taken by the applicant is unrealistically inflexible given the nature of the industrial market in West London and the likelihood of a freehold brownfield site or an acoustically suitable building being available.

From the evidence submitted there are some sites near the WLFS which have been recently available and have not been pursued further by the applicant. These include the Hayes Data Centre, Glaze House and units at 180 Uxbridge Road. The availability reports rules out one of these sites in uses as a data centre as being economically unviable due to the high cost of the land. However, no detail is provided to explain in detail why this was considered unviable (comparative costings etc) or why the other sites weren't pursued further given in some respects, they would have been able to meet the applicant's requirements. T

Following a further meeting with the applicant they have submitted further evidence in relation to these sites as follows:

Glaze House

This was bought in March 2017 by Hermes Real Estate Investment Management (a well-known significant UK property fund) for £6.3m. The property is 1.8 acres reflecting £3.5m per acre. The existing property was immediately let to Express Reinforcements and a successful planning application to change the use from B8 to B1c, B2 & B8 made in November 2017. The existing building was wholly unsuitable for film studio purposes in respect of size, eaves height and the viability to redevelop was precluded by price as evidenced by Hermes reletting it as existing.

Hayes Data Centre

At the point of sale this building was still let for a further 3 years to Deutsche Bank AG and the investment sale was based on a rental of £2,646,040 per annum reflecting approximately £24.85 per sq ft on the total GIA or £44.54 per sq ft on the GIA excluding mezzanine floor.

None of the building was considered suitable for film studio purposes and the purchase price of £11m reflects £4.25m per acre. This pricing and the cost of reinstating any of the building to a beneficial use was prohibitive and continued data centre use is planned. The main 'warehouse' style building is 47,000 sq ft but has a mezzanine floor effectively halving the internal heights.

180 Uxbridge Road (known as Hayes 180)

This is a 4 building speculative industrial/warehouse development by a major financial institution, AXA IM. The 2 larger buildings sit in the middle of the development, both smaller than WLFS requires and a combination of leasehold, too low an eaves height (10m minimum height to units 2-4) and a prime rent of £13.95 per sq ft provided too many compromises for such expense.

It is clear from these comments that as with the other sites investigated much of what is driving the applicant's comments on availability stems from costs. It is therefore useful that the application has submitted a development appraisal (November 2019) to demonstrate their case in terms of the higher build costs of a film studio when compared to a B8 warehouse. The appraisal seems to demonstrate that the cost of constructing a film studio is 3.5 times greater than that of an industrial

warehouse. The additional costs stem from higher prices for the building frame, external walls and upper floors which it is assumed are required to enable lighting rigs and sound proofing. There is also an additional cost for M&E which it is assumed is mechanical and electrical works which are not accounted for in the warehouse construction.

Unfortunately it is not possible for the Council to independently verify the scale of these additional costs but it does provide evidence in support of the principle which is accepted that due to the specialist requirements, the construction of a film studio is likely to be greater than a standard B8 warehouse. The applicant has indicated that given these additional costs it would not be viable for them to purchase or lease an existing commercial site. WLFS does not have the guaranteed end user of the larger studios such as Disney at Pinewood as it is seeking to provide studio space for independent, smaller scale productions. In addition, given the high upfront costs required to create studio floorspace, the applicant emphasises the importance of owning the site to ensure that this investment can be recouped over the longer term.

The 2018 Lambert Smith Hampton report referenced in section a) also adds some further context regarding the viability of potential brownfield sites. The report identifies that in locations such as West London where the logistics sector is prominent, sites that would be suitable for studio developments are being taken by this higher value sector limiting the availability of suitable sites for new studios, despite the evident strength of demand. In addition, the LSH report identifies that the uncertainty of income in the studio sector, with studios being rented on a short term basis by productions, can give new studio investments a relatively high risk profile making it more difficult for them to compete for sites which a logistics sector willing to take longer term leases. Furthermore, the LSH report shows that purpose-built film studios are able to secure significantly higher rents of approximately £50 per sq foot per year compare to less than £30 for re-purposed warehouses making the purpose-built option more sustainable to studio operators in the long term.

In summary, it is considered that there are alternative brownfield sites which would, in principle, be suitable for the purposes of expanding the WLFS. However, the evidence submitted by the applicant and set out in the 2018 LSH report has identified the unique characteristics of TV and film studio market that make it difficult for studio developers to access these sites. These include the increase construction costs due to sound proofing, increased floor to ceiling heights and strengthening of the building to hold light rigs. These factors, together with the higher risk profile of such developments in terms of future income, make it difficult for them to compete with the prominent industrial sector in West London of logistics. On this basis it is considered that the lack of suitable alternative brownfield sites can be given medium weight as a very special circumstance.

c) Potential Economic Benefits

An Economic Impact Appraisal has been submitted as part of the planning application. The key findings in terms of net job creation of the appraisal are as follows:

These estimates take into account the proportion of jobs that will be taken by people outside Hillingdon, the potential displacement of employment activity elsewhere, the proportion of employment that would have taken place anyway and multiplier effects on further economic activity (indirect and induced jobs).

The economic impact assessment identifies that the bulk of these jobs will be for production staff activity relating to the temporary use of the studios by production companies. Production companies bring a mixture of employed staff and self-employed contractors as well as utilising the services of local businesses. Once open, the studio itself will also employ a small number of employees directly. Taking all these factors into to account, the expansion of the studio would have a net benefit in terms of jobs in the local area and across wider London economy.

In terms of economic value to the local economy, it is estimated that the current WLFS contributes

£17.8 to £24 million of gross added value (GVA) to the local Hillingdon economy. The planned expansion is anticipated to contribute a further £17.7 to £23.3 million of GVA. The newly expanded WLFS will therefore contribute up to £47 million of GVA to the local Hillingdon economy. Undertaking the same calculation for the impact of an expanded WLFS on wider London economy the estimated combined figure is between £162.6 and £219.2 million.

These economic and employment benefits are significant to the local economy particularly given the recent challenges arising from the COVID19 pandemic and the need to capitalise on industries which continue to generate economic value. As discussed earlier, without expansion, it is likely that the studios would need to relocate away from the borough, and this would have a detrimental impact on the local economy in terms of economic value and employment opportunities. The potential to retain and enhance the economic benefits arising from an expanded WLFS should therefore be given significant weight as a very special circumstance.

d) Social Impacts

The proposed studio development will not have any direct social impacts and consequently such considerations cannot contribute to the demonstration of very special circumstances.

e) Impact on character and openness

Any new development should also seek to minimise its impact on the openness of the Green Belt taking into account the visual amenity and character of the surrounding Green Belt land. The proposed studio building is both large in scale and footprint and its impact on the surrounding Green Belt including Minet Country Park is a matter of concern. Amendments have been made to the scheme to introduce a 20-metre-deep landscape buffer to the western boundary of the site. The buffer is intended to soften the transition between the new studio building and Minet Country Park, limit the impact on the character and openness of the Green Belt as well as significantly enhancing the ecological value of the site. The building will also be clad in muted colours that are intended to reflect the trees and adjacent landscape.

The applicant concludes the location of the site at the urban fringe and adjacent commercial areas give it a low susceptibility to the proposed development despite its designation as Green Belt. The applicant states that the proposed development is contained within an area immediately adjacent to existing commercial development on Springfield Road to the north and east and the building line would not extend beyond that already established to the north. They conclude that when considered in relation to the context within which the site is situated the nature and scale of the existing development including that already within the Green Belt to the south, the proposals would result in a localised change that is in keeping with the urban edge and commercial development that is prevalent in the locality. This is despite the sound stages being taller than the adjacent development.

The most sensitive view is considered to be that to the west from Minet Country Park where it is concluded that the proposed ecological buffer will have the impact of filtering views into the site and soften the transition to this urban edge.

Whilst the Council does not support any of the points made by the applicant regarding the appropriateness of the Green Belt designation of the site, it is recognised that this particular Green Belt site is located on the urban fringe and provides the transition from a built up commercial area to the north and east of the parkland landscape of Minet Country Park to the west. It is also recognised that significant development has also already taken place on Green Belt areas to the south of the site providing a mix of sporting and educational facilities. As a result, it is recognised that the most important view of the site in terms of impact on character and openness is that from the west. It is agreed that the proposed provision of the 20-metre buffer planted with native trees and hedges on this boundary will have a significant impact on softening the visual impact from Minet Country Park. Accordingly, the impact on character and openness of the surrounding Green Belt is likely to be only slightly negative in this instance.

Conclusion

Considering all the evidence submitted by the applicant, the potential very special circumstances have been weighted as follows:

- a) Need - medium significance
- b) Alternative sites/ Development costs - medium significance
- c) Economic impact - very significant
- d) Social impacts - N/A
- e) Impact on character and openness - slight negative significance

Thus on the basis of a combination of the high level of demand particularly in West London, the specific requirements of TV/ film studios and potential economic benefits of the scheme, particularly within the context of the COVID 18 pandemic, it is considered that very special circumstances justifying the development have been demonstrated in this instance. This is countered to some degree by the slight negative impact it is considered that the proposal will have on the overall character and openness of the surrounding Green Belt. However it is considered that this has been mitigated to a significant extent from the key view to the west, The combination of all these elements is considered key and presence of one on its own would not be enough to justify very special circumstances for development in this Green Belt location.

ECONOMIC DEVELOPMENT OFFICER

From an economic development perspective, the application from the West London Film studios to expand its production capacity in Hillingdon is very much welcomed and supported.

The UK film and tv industry has over the last ten or so years seen unprecedented growth. The West London Film studios application needs to be considered in conjunction with this growth of the regional film and television sector.

Sector growth

Since the introduction of film tax-relief incentives in 2006, which have been honoured and continued by successive governments Britain has become one of the world's movie centres. Tax Relief is now available at 25% for qualifying film production expenditure, regardless of budget,

Production spend in the UK has doubled since 2009, to a record £1.72bn on film alone in 2016.

In 2016/17, £582m of tax relief was granted to the UK film and television sector.

What has also accompanied the growth of the film sector is the growth of TV production due to the growth of 'streaming' services via Amazon, Netflix and Apple. Streaming services such as Amazon and Netflix accounted for a quarter of TV export sales in 2016/17 (£225m) and this share of the market is only likely to increase given the concentration of production facilities in the UK.

No country export more TV formats than the UK and PACT the organisation that represents the UK's independent TV production sector reported that in 2018 the TV exports business was worth more than £1.28bn. The UK's independent television production sector is stronger than ever, creating formats and content that are coveted by buyers the world over.

The film production sector has been reporting for several years that studio and film production facilities are fully booked. The West London Film studios in its discussions with the Council have consistently reported that, pre covid 19, the studios in Springfield Road are operating at full capacity and that they have had to turn down bookings on a regular basis.

It should be noted that the film and tv sector is not evenly distributed across the UK but the industry

has focused activity in studios in the London and West of London region.

Film studios

The expansion of the region's leading film studios has had a significant impact on film and tv production capacity and this has a bearing on the application from the West London film studios.

The larger studio complexes of Pinewood, Shepperton and Leavesden are synonymous with the production of blockbuster movies such as the James Bond, Star Wars and Harry Potter series.

These studios have become a destination of choice for Hollywood, with major studios making long-term commitments to the UK.

This commitment has seen Pinewood, Leavesden and Shepperton all expand capacity to meet the demand from the film sector. This commitment will have a long-term impact on the regions production sector.

The last two years has seen this expansion commitment from the Pinewood, Shepperton and Elstree studios rewarded with long term contracts.

In September 2019 it was announced that Disney productions, the film and TV giant behind the Star Wars, Marvel and Avatar movies will be leasing nearly all of Pinewoods expanded production capacity, some 20 stages plus other facilities in all.

This serves to provide Disney with a long-term dedicated UK base capable of handling their biggest films and equally the production capacity to deliver TV shows, which Disney will need to fill its new streaming service.

In July 2019 Netflix announced it was also taking a long-term lease on Shepperton Film Studios. As with Disney Netflix plan plan is to create a dedicated UK production hub, including 14 stages, workshops and office space. The deal, believed to be in place for 10 years, will see the Netflix production hub take up 435,000 square feet of the studios.

Leavesden the Warner Brothers owned studio base of the Harry Potter film series and the Harry Potter world visitor experience has a masterplan to expand facilities at the current 200-acre site. The plan is reportedly to create capacity to manage three 'blockbuster' movies per year, together with TV drama and independent productions.

Sky productions have also recently announced a major investment agreement with Elstree studios.

What is important to note is that the WLFS in the main serves the independent film and tv production sector. The investment in studios such as Pinewood by Disney and Shepperton by Netflix will benefit the production companies linked to Disney and Netflix but will not assist the independent production centre. The expansion of the WLFS capacity serves not only to expand the capacity of the studios to support independent film production but potentially serves to secure the future of film production in Hillingdon. The WLFS will create an anchor facility around which film support services will develop. There is also potential that in the long term the site adjacent to the Hyatt Plaza further down Springfield Road will expand to provide an apart hotel, which would be a perfect fit for the expanded studio provision.

Green belt

It is noted that both the expansion of the Pinewood and Shepperton studios was in land previously designated as green belt. The original application from Pinewood Studios was not approved but in summer 2014 the Secretary of state for Communities and local government allowed the studios appeal. The awarding of permission was supported by the government as it would 'address the

clear need for additional (studio) capacity in the UK'. At the time Pinewood welcomed the expansion as it would "secure future growth". This has been borne out by the recent Disney commitment.

The expansion of Shepperton studios granted in February 2019 again saw the existing studios expand into green belt. However, Spelthorne council took the view that harm to the green belt arising from the scheme was "clearly outweighed" by the proposal's economic benefits. Again, this decision to expand has secured a long-term commitment from Netflix.

Impact on the sector

Whilst the expansion of Pinewood, Shepperton and Leavesden will benefit the organisations who have secured the services of these studios, the recent events will have done little to reduce what a recent BBC report described as a chronic shortage of studio space from the independent film and TV sector.

A report from the land agents Lambert Smith Hampton estimated that there was demand for almost another 2million square feet of studio space.

What is important to note in relation to the application from West London Film studios is that the investment we are seeing in the film sector is long term. Given the scale of the commitment from key industry leads such as Disney and Netflix it is a sector that will continue to have significant impact on the regional and local economy for several decades.

West London film studios

The current studio set up in Springfield Road is thriving and the studios six stages are operating at near full capacity. Whilst the West London studios only have 99,000 sq ft of floor space the studio has an excellent reputation within the film industry, borne out by 'televisual magazine' rating West London Film Studios as one of UK's top ten studios in 2016. The studios have also recently produced some very highly acclaimed and in the case of Killing Eve award winning drama for BBC.

There has been a considerable amount of publicity and reporting into the value of the film and TV sector to the UK economy, which in 2017 was estimated to be some £17 billion.

The West London studios advise that the operation currently contributes £18-24m of economic value to the local economy and that the expansion will create between £18-23m of additional value once the studios capacity is extended. One indicator of the importance to the local economy of the West London studios is the number of letters of support from local companies who work with or benefit from an association with the studios.

The concentration of film studios and film production services in the West London area is to be welcomed. The studios permanent employees will be considerably boosted by the numbers of production crew that are required for each production. The WLFS studios predict that the expansion will create between 440-580 additional jobs.

By way of comparison, Shepperton studios secured its permission to expand on the economic benefits with a predicted 3,000 jobs being created once the expansion was complete. The projected employment figures from Shepperton serve to demonstrate the positive impact of the film sector on employment to local economies.

As with Pinewood and Shepperton studios securing the long-term future of the West London studios will support the growth of the specialist production and technical services that studios require. The creation of a West London sector is very much becoming a reality.

It is noted that jobs within the film sector are well paid; at least a third higher than employees in the

non creative sector. The current demand for skilled technicians will only continue to grow due to the expansion of the sector and likely to benefit residents living in the vicinity of this expansion.

What is also important to note is that the creative sector is one of the UK's growth sectors. The following are just some of the factors that are reportedly supporting this growth;

- tax incentives (for qualifying productions)
- exceptional calibre of UK based producers and writers
- London is the base to some of the world's leading visual/special effects companies.
- continued and growing appetite for English-language productions
- value of the £ against the US \$ and the Euro

There is a strong argument that as the UK leaves the European Union the UK's film and Television sector will have an ever more important role in supporting UK economic growth.

Conclusions

An expanded West London film studios will be well placed to share in the projected future growth of the sector and in doing so provide local residents with well paid careers and job opportunities.

The supporting Economic impact assessment to the planning application from the WLFS details the economic value that the expanded WLFS will bring to the local economy. The investment in expanding the WLFS at this point in time is very welcome. The impact of covid 19 on Hillingdon's economy has been significant. Heathrow are currently reporting job losses at the airport of 16,000. This figure will be far greater when we take the impact of a decline in aviation into the wider Heathrow supply chain and support sector. The impact of covid on the aviation sector is also having a direct and adverse impact on employment in the hotel, transport and hospitality sectors. The positive impact that the film production has in terms of the hotel, transport and hospitality sectors is very much welcomed.

It is also worth noting that DWP in conjunction with Pinewood studios have in response to the covid crisis been running a training course for those made redundant in the aviation sector at Heathrow. The course is focused on careers in the film sector and serves to demonstrate that despite covid 19, the film sector is both confident of its future prospects and sees itself as requiring additional workers in the immediate future.

The expansion of the studios that granting the application brings is also significant in that it potentially serves to secure the future of film production in Hillingdon and paves the way for further investment in the infrastructure that supports film production.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 133 of the NPPF (2019) states that the essential characteristics of Green Belts are their permanence and openness.

Paragraph 134 of the NPPF (2019) notes the Green Belt serves 5 purposes:

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns merging into one another;
- (c) to assist in safeguarding the countryside from encroachment;
- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraph 143 of the NPPF (2019) states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 144 of the NPPF (2019) requires local planning authorities to ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Policy 7.16 of the London Plan (2016) and the Mayor's intend to publish London Plan Policy G2 (2019) state that the strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance.

Policy DME1 4 of the Local Plan: Part Two (2020) states that extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and Metropolitan Open Land, and the purposes of including land within it, than the existing development, having regard to:

- i) the height and bulk of the existing building on the site;
- ii) the proportion of the site that is already developed;
- iii) the footprint, distribution and character of the existing buildings on the site;
- iv) the relationship of the proposal with any development on the site that is to be retained; and
- v) the visual amenity and character of the Green Belt and Metropolitan Open Land.

The proposal seeks to provide a film studio which does not fall within the exceptions set out within Paragraph 145 of the NPPF (2019), the proposed development is inappropriate development in the Green Belt, and it should therefore not be approved except in very special circumstances.

The site currently meets one of the five purposes of Green Belt which is to check the unrestricted sprawl of large built up areas. This area of Green Belt forms part of a larger ribbon that follows Yeading Brook and serves to separate parts of Yeading and Southall from Hayes.

The proposal seeks to provide a new film studio (Use Class Sui Generis) with associated works on land designated entirely as Green Belt. The proposal does not fall within the exceptions outlined in paragraph 145 of the NPPF, the proposal is therefore, by definition, inappropriate development within the Green Belt and therefore should not be approved except in very special circumstances.

In line with the NPPF (2019), great weight is attached to the protection of the Green Belt and the preservation of its continuing openness. The proposal would therefore be harmful to openness by definition.

The film studio will be a considerable building of a substantial scale, bulk and volume on what is currently an open site. Though it would be set back from the road by approximately 21m, the building would nevertheless be a highly visible and prominent feature. The overt increase in coverage, scale and volume of development on this part of the site would also have an impact on both the spatial and

visual openness of the site. The development would result in a reduction in the openness of this part of the Green Belt. However, the Applicant has revised the proposal to minimise its impact from sensitive views. The proposed development is set back from its western boundary by 26m, between which it proposes a 20m wide landscape buffer adjoining Minet Country Park. Substantial tree planting is proposed across the site within the car parking areas.

The proposal would conflict with the first of the Green Belt policy purposes which is to check the unrestricted sprawl of large built up areas. The proposal constitutes a form of urban sprawl that the NPPF (2019) is seeking to constrain. Taking into account the context of Springfield Road and the commercial development immediately to the north of the site, the development would not appear isolated or remote from the main built form of Springfield Road. The development may give rise to a small sense of 'overspill'. However, any sense of urban sprawl would be minimal in scale.

The proposal lies immediately adjacent to Strategic Industrial Land and therefore it is not a countryside setting and it would not result in harm in terms of preserving the setting of the countryside or of an historic town. Furthermore, while resisting development here might encourage regeneration outside the Green Belt, the scale of development is such that it would be difficult to attribute any material harm to this objective.

The NPPF (2019) states that very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and other harm resulting from the proposal, is clearly outweighed by other considerations. Great weight has been attached to harm to the openness of the Green Belt.

Paragraph 141 of the NPPF (2019) enhancement of the beneficial of the Green Belt should be sought. Examples given are looking for opportunities to provide access and for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land. The existing site is fenced off from public access by palisade security fencing it comprises an open grassed area. The consultee responses, confirms that the proposal would provide for a net gain in biodiversity within the site and enhanced habitats off-site. This carries some positive weight.

The proposal includes an extensive set of landscaping measures, including a 20m wide landscape buffer planted with native trees, hedgerow and shrubs adjoining Minet Country Park and the inclusion of extensive tree planting within the car park. However, the primary purpose of this would be to screen the development. In that respect it seeks to mitigate the impact of the development, and there is no evidence to suggest that the landscaping would represent an enhancement of visual amenity in its own terms.

In the views in which the proposed buildings would appear, due to their size and nature the development would be perceived as having the character and appearance of a business park, in contrast to the existing undeveloped and open landscape. Notwithstanding this, in views from within the surrounding area, the site is seen in context with adjacent commercial buildings set against the backdrop of the city skyline and adjacent to other urban fringe land uses including school buildings, sport facilities and associated infrastructure on the edge of Minet Country Park. Adverse visual effects would be minor and localised to those experienced when passing the site.

In addition to harm to the Green Belt by definition as a result of the inappropriate development, the proposal would therefore give rise to Green Belt harm by reason of loss

of openness, clear conflict with 1 of the 5 Green Belt purposes, and a low adverse effect on landscape and visual amenity. Minor Green Belt benefits would arise from gains to biodiversity.

The Application has put details of very special circumstances in support of the development which Officers have considered against the inappropriate development within the Green Belt and any other harm. Officers consider the Applicants evidence setting out very special circumstances in favour of the development fall into the following individual categories.

- 1) Location and Need
- 2) Alternative sites/ Development costs
- 3) Economic Impact
- 4) Social Impacts
- 5) Impact on Openness

- 1) Location and Need

The existing West London Film Studio (WLFS) building is located on Springfield Road in Hayes and is part of the Hayes Industrial Area Strategic Industrial Location (SIL). The proposal site is located slightly to the north of the existing site and on the opposite side of Springfield Road. It is located directly adjacent to the southern boundary of the SIL and is also adjacent to Minet Country Park to the west and the Goals Hayes football complex to the south.

The purpose of the proposed additional studio space on the application site is to cater for unmet demand on the current WLFS site. The applicant indicates that the current film stages are operating at 90% occupancy and that demand will continue to grow despite existing approved increases at the larger strategic studio sites just outside west London (Pinewood and Shepperton). WLFS is catering for a more independent, peripatetic client base whilst the major studios are linked to one client e.g. Pinewood will be used exclusively by Disney and Shepperton by Netflix. In addition, a Lambert Smith Hampton (LSH) 2018 report on the UK TV and Film Studios Market makes an assessment that there is a need for 1.6 to 1.9 million sq ft of new film studio floor space in the UK over the next 15 years. Only 0.8 million sq ft is identified as being in the pipeline and much of this is long term projects that may take many years to come on stream. The findings of the LSH report are supported by Film London Chief Executive, Adrian Wootton who in a quote provided to Council's economic regeneration team has stated that:

"Prior to the COVID pandemic, the UK screen industries were experiencing a period of unprecedented growth. Inward investment spend from major international productions topped £3bn in 2019. The spend on high-end TV production alone reached nearly £1.3bn - the highest figure since records began and a 51% increase on last year's figures.

.The main threats to long-term sustainability and to capitalizing on this growth, prior to the pandemic, have been around availability of studio and work space, and skills to meet the increased demand. And these challenges remain. Simply put, we need more studio space to accommodate rapidly increasing demand from domestic and international studios and streamers."

The success of streaming services during the COVID pandemic and need to keep refreshing content is anticipated to ensure that need for additional floorspace in the TV and

film studio market will remain high as demonstrated by a recent deal signed for new studio space in the London Borough of Barking and Dagenham. West London Films Studios are the only such facility currently in the borough and offers the only opportunity for the local economy to benefit from such demand.

The location of the current WLFS as part of a wider West London studio cluster is also introduced as key to explaining the demand for additional studio space. Film London identity that approximately 75% of the existing TV and film industry is in London. Its traditional heartland is the western fringe of Greater London which is home to well established studios such as Pinewood, Leavesden and Shepperton. The location of the existing and proposed studios are located at the heart of the West London cluster allows them to capitalise on the infrastructure and skills that already support the success of the cluster as a whole. The applicant argues that if the studio is not able to expand in its existing location, it would be forced to look for premises outside of the borough and possibly outside of London to cater for the growing demand.

The last factor to consider is the need for the existing and proposed studios to be near one another. It is anticipated that once the second studio building is in operation that a large number of productions will work across both sites. TV and Film companies often require the use of more than one stage of varying sizes and the new studios will increase the flexibility that can be offered to such companies. The proximity of the studios will also allow projects to have crew from various departments (costume, make-up, art, etc) close by to all stages and will also faster turnaround of sets and a more efficient shoot. The applicant concludes that WLFS would not be able to attract the new productions its additional capacity is designed to accommodate unless the studio sites are able to operate in tandem with each other with crews continuously moving between the sites. The five-minute walk between the two studio buildings is considered that maximum that would still enable successful operation of multi-studio productions.

Based on all the information summarised above, it is considered that significant weight can be given to the need for the expansion of WLFS and the requirement for this to take place in close proximity to the existing studio site.

2) Alternative Sites/ Development Costs

The next issue for consideration in terms of very special circumstances is the need for the expansion to take place on a Green Belt site. The current studios are on a brownfield site within an Strategic Industrial Location and the developer has been required to demonstrate through a sequential assessment that no alternative brownfield sites are available.

Evidence has been provided to try and demonstrate that the application site is the only suitable location for the proposed film studio development within a wider west London search area. To support this position, the applicants have provided a 'Land and Building Report' which has investigated the availability of development land or buildings which could accommodate a new studio of 75,000 - 100,000 sq ft. The search area included sites in LB Hillingdon, LB Ealing, LB Harrow, South Bucks, Spelthorne and Slough. It also covers in detail the industrial estate within which the current WLFS is located. It is noted that whilst the site assessment does cover a large number of industrial sites, it is not clear that this includes all designated and non-designated industrial sites in Hillingdon and surrounding boroughs or that alternative brownfield sites such as the former retail sites have been fully explored.

In terms of the availability report, nearly all of the sites and buildings listed are identified as unsuitable as they are not available for freehold purchase and/ or because the steel frame construction would cause acoustic issues in terms of noise transference. On the first matter the report identifies that the applicant requires a freehold site due to the investment required to adapt any such building into a film studio. This level of investment is not considered viable or cost-effective on a leasehold site, primarily due to the high capital expenditure required and the time-limited nature of any lease. On the second issue of noise transference through steel frame construction, the report states that this is virtually impossible to limit through retrofitting.

However, as with any sequential assessment it is important to demonstrate flexibility and it is clear from the planning history on the current site of the West London Film Studio that the existing building was not a purpose built facility but has been operating successfully for a number of years. A short list of the most suitable sites would be expected together with a more detailed assessment of whether they could be adapted or redeveloped to meet the needs of the expanded film studio. There is also no detailed explanation of why all leasehold sites are discounted particularly when no further evidence has been presented on the likely terms of such leases. Consequently, the assessment is relatively high level and raises the concern that the position taken by the applicant is unrealistically inflexible given the nature of the industrial market in West London and the likelihood of a freehold brownfield site or an acoustically suitable building being available.

From the evidence submitted there are some sites near the WLFS which have been recently available and have not been pursued further by the applicant. These include the Hayes Data Centre, Glaze House and units at 180 Uxbridge Road. The availability reports rules out one of these sites in uses as a data centre as being economically unviable due to the high cost of the land. However, no detail is provided to explain in detail why this was considered unviable (comparative costings etc) or why the other sites weren't pursued further given in some respects, they would have been able to meet the applicant's requirements.

Following a further meeting with the applicant they have submitted further evidence in relation to these sites as follows:

Glaze House

This was bought in March 2017 by Hermes Real Estate Investment Management (a well-known significant UK property fund) for £6.3m. The property is 1.8 acres reflecting £3.5m per acre. The existing property was immediately let to Express Reinforcements and a successful planning application to change the use from B8 to B1c, B2 & B8 made in November 2017. The existing building was wholly unsuitable for film studio purposes in respect of size, eaves height and the viability to redevelop was precluded by price as evidenced by Hermes reletting it as existing.

Hayes Data Centre

At the point of sale this building was still let for a further 3 years to Deutsche Bank AG and the investment sale was based on a rental of £2,646,040 per annum reflecting approximately £24.85 per sq ft on the total GIA or £44.54 per sq ft on the GIA excluding mezzanine floor.

None of the building was considered suitable for film studio purposes and the purchase price of £11m reflects £4.25m per acre. This pricing and the cost of reinstating any of the building to a beneficial use was prohibitive and continued data centre use is planned. The main 'warehouse' style building is 47,000 sq ft but has a mezzanine floor effectively halving

the internal heights.

180 Uxbridge Road (known as Hayes 180)

This is a 4 building speculative industrial/warehouse development by a major financial institution, AXA IM. The 2 larger buildings sit in the middle of the development, both smaller than WLFS requires and a combination of leasehold, too low an eaves height (10m minimum height to units 2-4) and a prime rent of £13.95 per sq ft provided too many compromises for such expense.

It is clear from these comments that, as with the other sites investigated, much of what is driving the applicant's comments on availability stems from costs. It is therefore useful that the application has submitted a development appraisal (November 2019) to demonstrate their case in terms of the higher build costs of a film studio when compared to a B8 warehouse. The appraisal seems to demonstrate that the cost of constructing a film studio is 3.5 times greater than that of an industrial warehouse. The additional costs stem from higher prices for the building frame, external walls and upper floors which it is assumed are required to enable lighting rigs and sound proofing. There is also an additional cost for M&E which it is assumed is mechanical and electrical works which are not accounted for in the warehouse construction.

Unfortunately it is not possible for the Council to independently verify the scale of these additional costs but it does provide evidence in support of the principle which is accepted that due to the specialist requirements, the construction of a film studio is likely to be greater than a standard B8 warehouse. The applicant has indicated that given these additional costs it would not be viable for them to purchase or lease an existing commercial site. WLFS does not have the guaranteed end user of the larger studios such as Disney at Pinewood as it is seeking to provide studio space for independent, smaller scale productions. In addition, given the high upfront costs required to create studio floorspace, the applicant emphasises the importance of owning the site to ensure that this investment can be recouped over the longer term.

The 2018 Lambert Smith Hampton report referenced in section a) also adds some further context regarding the viability of potential brownfield sites. The report identifies that in locations such as West London where the logistics sector is prominent, sites that would be suitable for studio developments are being taken by this higher value sector limiting the availability of suitable sites for new studios, despite the evident strength of demand. In addition, the LSH report identifies that the uncertainty of income in the studio sector, with studios being rented on a short term basis by productions, can give new studio investments a relatively high risk profile making it more difficult for them to compete for sites which a logistics sector willing to take longer term leases. Furthermore, the LSH report shows that purpose-built film studios are able to secure significantly higher rents of approximately £50 per sq foot per year compare to less than £30 for re-purposed warehouses making the purpose-built option more sustainable to studio operators in the long term.

In summary, it is considered that there are alternative brownfield sites which would, in principle, be suitable for the purposes of expanding the WLFS. However, the evidence submitted by the applicant and the evidence within the 2018 LSH report has identified the unique characteristics of TV and film studio market that make it difficult for studio developers to access these sites. These include the increase construction costs due to sound proofing, increased floor to ceiling heights and strengthening of the building to hold light rigs. These factors, together with the higher risk profile of such developments in terms

of future income, make it difficult for them to compete with the prominent industrial sector in West London. On this basis it is considered that the lack of suitable alternative brownfield sites can be given medium weight as a very special circumstance.

3) Economic Benefits

An Economic Impact Appraisal has been submitted as part of the planning application. The key findings in terms of net job creation of the appraisal are as follows:

These estimates take into account the proportion of jobs that will be taken by people outside Hillingdon, the potential displacement of employment activity elsewhere, the proportion of employment that would have taken place anyway and multiplier effects on further economic activity (indirect and induced jobs).

The economic impact assessment identifies that the bulk of these jobs will be for production staff activity relating to the temporary use of the studios by production companies. Production companies bring a mixture of employed staff and self-employed contractors as well as utilising the services of local businesses. Once open, the studio itself will also employ a small number of employees directly. Taking all these factors into account, the expansion of the studio would have a net benefit in terms of jobs in the local area and across wider London economy.

In terms of economic value to the local economy, it is estimated that the current WLFS contributes £17.8 to £24 million of gross added value (GVA) to the local Hillingdon economy. The planned expansion is anticipated to contribute a further £17.7 to £23.3 million of GVA. The newly expanded WLFS will therefore contribute up to £47 million of GVA to the local Hillingdon economy. Undertaking the same calculation for the impact of an expanded WLFS on wider London economy the estimated combined figure is between £162.6 and £219.2 million.

It is widely recognised that creative industries make a substantial contribution to the UK economy with an essential component of this industry. Key statements of Government policy, both in written and spoken form, attach great significance to the delivery of sustainable economic growth. In terms of the translation of this into planning policy, the NPPF identifies the important role that planning should play in supporting economic development and growth.

These economic and employment benefits are significant to the local economy particularly given the recent challenges arising from the COVID19 pandemic and the need to capitalise on industries which continue to generate economic value. As discussed earlier, without expansion, it is likely that the studios would need to relocate away from the borough, and this would have a detrimental impact on the local economy in terms of economic value and employment opportunities. The potential to retain and enhance the economic benefits arising from an expanded WLFS should therefore be given significant weight as a very special circumstance.

4) Social Impacts

Whilst the proposed studio development will not have any direct social impacts, it is recognised that the proposal will result in social benefits from employment generation including security and social cohesion. Limited weight is attached to the social benefits of the proposal.

5) Impact on Openness

Any new development should also seek to minimise its impact on the openness of the Green Belt taking into account the visual amenity and character of the surrounding Green Belt land. The proposed studio building is both large in scale and footprint and its impact on the surrounding Green Belt including Minet Country Park is a matter of concern. Amendments have been made to the scheme to introduce a 20-metre-deep landscape buffer to the western boundary of the site. The buffer is intended to soften the transition between the new studio building and Minet Country Park, limit the impact on the character and openness of the Green Belt as well as significantly enhancing the ecological value of the site. The building will also be clad in muted colours that are intended to reflect the trees and adjacent landscape.

The location of the site at the urban fringe and adjacent commercial areas give it a low susceptibility to the proposed development despite its designation as Green Belt. It is recognised that this particular Green Belt site is located on the urban fringe and provides the transition from a built up commercial area to the north and east of the parkland landscape of Minet Country Park to the west. The most important view of the site in terms of impact on character and openness is that from the west. It is agreed that the proposed provision of the 20-metre buffer planted with native trees and hedges on this boundary will have a significant impact on softening the visual impact from Minet Country Park. Accordingly, the impact on character and openness of the surrounding Green Belt is likely to be only slightly negative in this instance.

Conclusion on the case for expansion

Considering all the evidence submitted by the applicant, the potential very special circumstances have been weighted as follows:

- 1) Need and Location - medium significance
- 2) Alternative sites/ Development costs - medium significance
- 3) Economic impact - very significant
- 4) Social impacts - limited significance
- 5) Impact on character and openness - slight negative significance

WLFS caters for an independent and peripatetic in London. It makes a significant contribution to the local economy. The proposal would allow the current operation approximately double in size and capacity. Government policy seeks sustainable economic growth, and as part of this attaches high importance to the creative industries and specifically film. There is a widely acknowledged current shortage in UK studio capacity, with strong industry support for the proposal.

The proposal would deliver substantial economic benefits if implemented and occupied in full.

Alternatives have been reasonably considered by the Applicant. There is no firm evidence to undermine the conclusion that there is no identifiable alternative site that could accommodate the scale and nature of the proposal in proximity to the existing studio.

On the basis of the high level of demand particularly in West London, the specific requirements of TV/ film studios and the economic benefits of the proposal, particularly within the context of the COVID 19 pandemic, it is considered that are very special

circumstances justifying the development.

This is countered to some degree by the slight negative impact, however, it is considered that the proposal will have a limited impact on the openness of the surrounding Green Belt. The impact has been mitigated, to a significant extent, in key views to the west. It is concluded that overall there is a very strong, credible economic case for the proposed expansion the WLFS at this site and the very special circumstances case is sufficiently compelling to be given substantial weight in support of the development.

7.02 Density of the proposed development

Not relevant to the determination of the application.

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

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.

The proposed development has been examined by the Greater London Archaeological Advisory Service (GLAAS) who have recommended that there are no archaeological requirements.

The proposed development is therefore deemed to accord with Policy 7.8 of the London Plan (2016) and Policy DMHB 7 of the Local Plan: Part 2 - Development Management Policies (2020) and the London Plan (2016).

CONSERVATION AREAS, LISTED BUILDINGS AND AREAS OF SPECIAL LOCAL CHARACTER

The application site is not designated as a Conservation Area or Area of Special Local Character and does not have any Listed Buildings located on site.

7.04 Airport safeguarding

Due to the height of the proposed building airport safeguarding issues are not relevant to the determination of the application.

7.05 Impact on the green belt

The impact of the proposed development on the function of the green belt is considered above within Section 7.01 'The Principle of Development' of this report.

7.07 Impact on the character & appearance of the area

London Plan Policies 7.1 and 7.4 (2016) and the Mayor's intend to publish London Plan Policies D1, D3 and D4 (2019) seek to ensure that new developments are well-designed and fit into the local character of an area. New buildings and spaces should respond to the form, style and appearance to successfully integrate into the local character of an area, with a positive relationship with the natural environment and respect and enhancement of the historic environment. London Plan Policy 3.4 (2016) and the Mayor's intend to publish London Plan Policy D3 (2019) also seek to optimise the potential of sites, having regard to

local context, design principles, public transport accessibility, and capacity of existing and future transport services.

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 (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 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 proposed studios would sit adjacent to light industrial units to the north and across the road to the east and would be read in the context of the industrial buildings.

The footprint of the building is setback from Springfield Road by 20m. The building would be up to 16m in height. The proposal comprises ancillary workroom accommodation to the west of the site that is accessed through the central entrance core. Office accommodation is proposed on the eastern and western part of the building at first floor level.

Plant equipment to serve the development is located on the roof concealed by the parapet screening from views from Minet Country Park. The proposed studio will be clad in Kingspan XL Forte Camouflage (RAL 110 50 10) to provide a soft colour that reflects the surrounding vegetation within the Minet Country Park. The proposed buildings would be in keeping with the established industrial character of Springfield Road.

The development proposal creates a 20m wide planted buffer zone adjacent the western boundary setting the main building to be as far as is practical from the park boundary thereby reducing the visual impact of the development from Minet Country Park.

The landscape scheme for the development includes native hedgerow and tree planting to the southern and eastern boundaries. This provides a defined edge to the site, softening views of the development. Overall, the revised proposal is considered to accord with the requirements of Policy BE1 of the Local Plan: Part One (2012) and Policies DMHB 11 and DMHB 12 of the Local Plan: Part Two (2020).

7.08 Impact on neighbours

Policy DMHB 11 of the Local Plan Part Two (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The proposed film studios would be located some 300m from the closest residential neighbours, located to the west of Minet Country Park and the Parkway (A312). While there may be some increase in vehicle movements associated with the development this would enter the classified road network at the Springfield Road / Uxbridge Road junction and as such is unlikely that this would result in any perceptible difference to residents on the opposite side of Uxbridge Road. Any additional illumination or signage would be subject to separate advertising consent.

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).

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

The application relates to a commercial development with no residential properties proposed. Considerations in relation to residential amenity for future occupiers is not a relevant material consideration for this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 1 of the Local Plan: Part Two (2020) requires development proposals to meet the transport needs of the development and address its transport impacts in a sustainable manner. Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

Policy DMT 2 of The Local Plan: Part 2 - Development Management Policies (2020) ensures development proposal have safe and efficient vehicular access to the highway network and would provide a safe, secure and convenient access and facilities for cyclists and pedestrian.

Policy DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020) requires development proposal to comply with parking standards unless it would not lead to a deleterious impact on street parking provision, congestion or local amenity.

The application site is situated on Springfield Road in Hayes. Springfield Road is an adopted public highway leading off the busy A4020 Uxbridge Road. Springfield Road provides access to a range of uses and is characterised by heavy good vehicles making deliveries/parking on-street, cars parked on-street and school traffic generated by the Sikh Academy. The application site has a PTAL ranking of 2 indicating access to public transport is poor compared to London as a whole. This suggests that there will be a strong reliance on the private car for trip making.

Car and Cycle Parking

The new development would have 87 on-site car parking spaces. 9 car parking spaces would be wheelchair accessible. The Highway Authority has recommended that 17 car parking spaces should be served by active electric vehicle charging points with the remainder served by passive electric vehicle charging point. 5 motorcycle spaces would be secured by way of a condition.

The Greater London Authority has commented on the application requiring justification for

the quantum car parking proposed. It is noted that the site is located in an area with a low PTAL rating which means the reliance on car generated trips would be high. The Highways Authority has commented on the application noting that whilst filming and production does not take place every day, additional vehicular trips need to be catered for, not least the demand for extra car parking spaces.

In response, a Car Parking Management Plan has been prepared and submitted alongside the planning application. This proposes that car parking at the new development would be managed along similar lines to the existing West London Film Studios. Each week an allocation plan of on-site parking will be prepared. Whenever a production company books a stage, the contract will set out how many car parking spaces/permits they would be allocated. It is considered the quantum of car parking proposed is the minimum necessary to ensure the proposal would not result in the displacement of car parking on the local highway network to the detriment of existing commercial occupants of the Springfield Road Strategic Industrial Location. On this basis the quantum of car parking proposed is considered appropriate.

16 secure and covered long stay cycle spaces and 8 short stay cycle spaces near the entrance to the site is proposed. The proposed cycle parking provision is considered sufficient, final details of which is secured by condition.

Trip Generation

The information submitted in support of the application states 5 full time and 5 part time members of staff would be employed on a permanent basis. However when filming is takes place and 4 of the 5 stages are in use, the number of people working at the development would be many more. Based on information obtained from the existing West London Film Studios, the busiest time is when production and filming is taking place, there could then be up to 50 external staff working on each stage. However, when sets are being constructed, the number of external staff working at each stage is no more than 25 people.

To determine the number of trips the new development would generate, traffic surveys at the existing West London Film Studios were undertaken. These were carried out at the peak times mentioned above. At the time of these surveys 4 of the 5 stages were being rented out, 2 were at the construction stage, 2 at the production and filming stage. This is considered representative but the results can not be considered a worst case scenario, this would be when all 4 stages are being used for production and filming. The result of these surveys has been used to forecast the number of trips that the proposed film studios would generate. The developer reports that the development would generate 15 two-way vehicle trips in the AM peak and 14 two-way trips in the PM peak. This volume of traffic represents only a small increase over and above the existing flows along Springfield Road. The developer highlights that vehicle trips are spread across the day and therefore there is no significant conflict with school traffic.

Travel Plan

To accompany the planning application the developer has submitted a Travel Plan, this has been reviewed and is considered lacking; the bulk of the document is merely a summary of the sustainable travel options available locally for staff and visitors to use. Aside from giving each employee a 'Travel Information Pack' the Travel Plan contains little that would really incentivise sustainable travel behaviour. Shower, changing room facilities and lockers will be provided and there is a commitment to participate in travel awareness events such as

'Green Transport Week' and 'Lift Share Week'. A Travel Plan coordinator will also be nominated.

Wherever a Travel Plan is required as part of a planning permission, the Highway Authority require the developer to provide a £20,000 bond as surety that the Travel Plan will be implemented. If the Travel Plan fails to meet its targets, then the Council will use this bond itself to deliver the Travel Plan. This £20,000 bond should be secured by way of a S106 agreement.

Subject to the above, there are no highway objections to this proposal as it would be in accordance with Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts, Policy DMT 2: Highway Impacts and Policy DMT 6: Vehicle Parking. The Highway Authority is satisfied that the development would not present a risk to road safety, hinder the free flow of traffic or lead to parking stress; there are no highway objections to this development.

Highways Contributions

The traffic generated by the proposed development would result in additional demand for road space along Springfield Road which is already exceeding capacity evident by vehicles queuing at the Uxbridge Road junction. So that the development would be acceptable in highway terms a s.106 payment of £110,000 is required as a contribution towards a project seeks to transform Springfield Road from dysfunctional highway to a managed and efficient access road serving a all road users.

The project will provide a shared use footway along the length of Springfield Road for cyclist and pedestrians. This will include appropriate facilities for pedestrians and cyclists as they cross the numerous access roads and critical given that pedestrians travelling from the existing film studio to the new film studio will be expected to use an appropriate pedestrian crossing.

The current parking and delivery regime will be reviewed and remodelled to remove injudicious parking and allow deliveries and servicing to take place without impeding the free flow of traffic or presenting a risk to road safety. New street lighting will be provided and the carriageway resurfaced and remarked in response to the improvements delivered.

The scheme will include the provision of street trees so that the road is characterised by the ten Healthy Streets indicators. Springfield Road will form part of a route linking the Uxbridge Road at the Borough boundary with Hayes town centre via Minet Country Park and Coldharbour Lane.

7.11 Urban design, access and security

Urban Design

Refer to Section 7.03 and 7.07 of this report.

Security

Paragraph 7.13 of the London Plan (2016) requires development proposals to contribute to the minimisation of potential physical risks and include measures to deter crime and anti social behaviour. A secured by design condition has been recommended and therefore the proposal is considered to accord with Policy 7.13 of the London Plan.

7.12 Disabled access

Policy 7.2 of the London Plan (2016) require all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design which seek to ensure that developments:

- a can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances
- b are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment
- c are flexible and responsive taking account of what different people say they need and want, so people can use them in different ways
- d are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all.

The building design has been developed to comply with relevant legislation with particular attention being paid to Building Regulations Approved Document (Part M). It should be noted that parts of the building are not considered suitable for general access by disabled persons particularly the high level working platforms and plant decks. However access for the disabled has been carefully considered to all appropriate areas. Level entry points will be provided to all stages and workshops and fully compliant disabled access lifts to all raised office areas.

The Council's Access Officer has reviewed the proposed development and confirmed they have no objection to the submitted details or to the proposed scheme. Therefore the proposed scheme is considered to be in accordance with the Policy 7.2 of the London Plan (2016), and the Council's Supplementary Planning Document 'Accessible Hillingdon', adopted September 2017.

7.13 Provision of affordable & special needs housing

The application relates to a commercial development with no residential properties proposed. Considerations in relation to affordable housing provision are not therefore relevant to the application.

7.14 Trees, landscaping and Ecology

Policy 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 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 Local Plan: Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

The proposal seeks to incorporate 68 broad leaf native trees, mixed native hedgerows around the site perimeter, 1855 mixed native scrub species and 431 ornamental shrubs interspersed among the parking areas. This will result in a significant net gain of woody species on this site which will benefit biodiversity. The 20m landscaped buffer along the west boundary will provide a more significant landscape / environmental enhancement than the previously proposed sedum roof.

Details of Green Blue Urban tree support systems have been submitted notes that a suitable area of topsoil is available under the hard landscaped areas to support tree growth and long term sustainability.

A lighting report confirms 4 metre high lighting columns will be installed, with hooded luminaires and 4000K LED's. The lighting specification has been considered to be non-obtrusive, non-polluting and it prevents glare.

The revised proposal incorporates additional soft landscape details which will provide significant ecological enhancement and a substantial landscape buffer with the adjacent Minet Park.

The Trees and Landscaping Officer has commented on the application noting the amended soft landscape proposals are comprehensive and provide a robust landscape proposal which seek to mitigate against the impact of the development. It has been recommended that a condition is secured requiring details of hard and soft landscaping.

Following extensive discussions with the Applicant and a review of the revised plans, the Trees and Landscaping Officer has raised no objection to the application subject to the inclusion of relevant condition and the proposal is considered to comply with Policy DMHB 14 of the Local Plan: Part Two (2020).

ECOLOGY

Paragraph 170 of the NPPF (February 2019) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Policy 7.19 of the London Plan (March 2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy G5 of the Intend to Publish Version of the London Plan (2019) requires development proposals to 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.

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the design and layout of new development should retain and enhance any existing features of biodiversity within the site.

The site forms part of the Yeading Brook and Minet Country Park Site of Importance for Nature Conservation (SINC, Borough Grade 1). The site was recommended as part of a wider extension to the SINC as part of the Local Plan Part 2 and SINC review (2015). The SINC is recorded as a series of open spaces supporting a diverse habitat mosaic along watercourses (Yeading Brook and Grand Union Canal) providing a potentially valuable wildlife corridor between other existing SINC's.

The Ecology Officer has reviewed the submitted details and advised the Officer has no objections to the proposed development in terms of Ecology. The Officer notes an

extensive 20m buffer that is to be planted at the north western edge of the site. Should this be planted and maintained as an ecological buffer (as well as for landscaping and visual impact reasons) the ecological buffer could offset the harm of the rest of the site and the woodland buffer, with other features of ecological importance could be a positive addition to the SINC. Furthermore, features within the built element of the scheme could provide additional ecological value providing a diverse opportunity for biodiversity.

Subject to this planning obligation and other conditions, the proposal would be considered to accord with the NPPF (2019), Policy 7.19 of the London Plan (March 2016) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.15 Sustainable waste management

Policy 5.17 of the London Plan (2016) requires suitable waste and recycling facilities in all new developments. Policy EM11 of the Local Plan: Part One (November 2012) requires proposed development to address waste management at all stages of a development life.

It is considered that the application site has sufficient capacity for refuse and waste management. The Waste Strategy has raised no objections to this application.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (2016) development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

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'.

The Council's Sustainability Officer has reviewed the submitted details and advised that they have no objections to the proposed development in terms of Energy, however the information submitted is not detailed enough to base detailed designs on. Further detail is also required as to how the carbon reduction will be achieved. There is a requirement for an offsite contribution which needs to be captured in the S106. The recommended conditions and Heads of Term are secured.

Subject to the above condition the development is deemed in accordance with Policy 5.3 of

the London Plan (2016), Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy DMEI 2 of the Emerging Hillingdon Local Plan: Part 2 Development Management Policies.

7.17 Flooding or Drainage Issues

Policy 5.13 of the London Plan (2016) states that development proposals should use sustainable urban drainage systems (SuDs) unless there are good reasons for not doing so and that developments should aim to achieve green-field run-off rates. Policy 5.15 goes on to confirm that developments should also minimise the use of mains water by incorporating water saving measures and equipment.

Policy DMEI 10 of the Local Plan: Part Two (2020) requires all major developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus 30% allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.

The proposed development is within Flood Zone 1. The Council's Flood and Water Management Officer reviewed the submitted details and raised concerns about the proposals. The applicant submitted additional information in the form of a letter (MLM Consultants reference 6100501-MLM-ZZ-XX-RP-C-0002 dated December 2019). The Council's Flood and Water Management Officer has confirmed that this additional information alleviates their concerns. The additional green space improvements to the Country Park would provide local habitat enhancements and contribute to mitigating the loss of green infrastructure.

A Water Management condition is recommended to be attached to any grant of planning consent to ensure that the detailed design provides the most sustainable method of draining the site. This condition would be recommended and therefore the application is considered in accordance with Policies EM1 and EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policy DMEI 2 of the Local Plan: Part 2 Development Management Policies (2020) and Policies 5.12 and 5.13 of the London Plan (2016).

7.18 Noise or Air Quality Issues

Noise

The National Planning Policy Framework (NPPF) gives the Government's guidance on noise issues. Policy 7.15 of the London Plan (2016) seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals.

Policy 7.15 of the London Plan (March 2016) states that development proposals should seek to manage noise by:

- a. avoiding significant adverse noise impacts on health and quality of life as a result of new development;
- b. mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses;
- c. improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity);

- d. separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation;
- e. where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles;
- f. having particular regard to the impact of aviation noise on noise sensitive development;
- g. promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

The Council's Environmental Protection Officer has raised no objections to the proposals. Recommendations for external lighting are cited in the External Lighting Statement and are deemed satisfactory. The development is considered in accordance with Policy 7.15 of the London Plan (2016).

Air Quality

Policy 7.14 of the London Plan (2016) requires developments to at least be Air Quality Neutral and not lead to further deterioration of existing poor air quality, particularly in Air Quality Management Areas.

Policy DME1 1 of the Local Plan: Part Two (2020) requires major development in Air Quality Management Areas to provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

The Local Plan recognises that living walls and roofs allow a number of environmental goals to be achieved in a relatively small space. They also remove particulates that improve local air quality. The Council's EPU (Air Quality) Officer has requested that a condition is added to the decision notice to ensure the proposal contributes to air quality enhancements.

Policy DME1 14 of the Local Plan: Part Two (2020) requires development proposals to demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. Developments are expected to be:

- Air quality neutral;
- Include mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors; and
- Actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

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

.As per the London Plan Intent to Publish (December 2019) and LBH Air Quality Action Plan 2019-2024, Developments are expected to be at least air quality neutral and contribute actively to reduce pollution in sensitive areas. The proposed development will generate 177 Annual Average Daily Traffic (AADT) flows and 323 AADT during periods and as such, the development is not considered to be air quality neutral.

The Air Quality Officer notes the level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach for the proposed development for traffic emissions is £95,158. Therefore, a Section 106 agreement Head of Terms is required so Hillingdon may 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.

7.19 Comments on Public Consultations

Consultation comments and objections have been addressed within the main body of the report.

7.20 Planning obligations

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

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

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

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.

Relevant Officers have reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

The obligations sought are as follows:

- i) To secure all necessary highway works including written agreement from the Local Planning Authority; (Section 278);

ii) Highways contribution of £110,000 towards highways improvements works along Springfield Road;

iii) A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved;

iv) Carbon Fund: a contribution for a carbon fund to make up for the shortfall for this development and in order to make the development policy compliant (£1800 for every tCO2/annum that is below the zero carbon target);

v) Air Quality in line with the SPD and given the site is located in an air quality management area, a contribution in the sum of £95,158;

vi) 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. Securing an Employment/Training Strategy Agreement is Council's priority. Financial Contribution will only be accepted in exceptional circumstances; and

vii) Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

Community Infrastructure Levy (CIL)

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL). However the application is not Hillingdon CIL liable with respect to new floorspace being created due to it's Sui Generis Use.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £60 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Contaminated Land

Policy DME1 12 of the Local Plan: Part Two (2020) requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. 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.

The Council's Contaminated Land Officer has reviewed the submitted details and confirmed that the application is acceptable subject to a condition being attached to any grant of planning consent.

Subject to the above condition it is considered that the development is in accordance with Policy DMEI 12 of the Local Plan: Part 2 Development Management Policies (2020).

Fire Safety

Policy D12 (Fire safety) of the Intend to Publish of the London Plan (2019) states 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. A condition is proposed be added to any permission to secure 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).

Cadent Gas

Cadent Gas had raised some concerns relating to the gas pipeline running alongside the development. The applicant provided clarity on easements. Following a review of the details provided by the applicant, Cadent Gas withdrew their objection.

Nonetheless it is important that the site landscaping the planning team subsequently agrees matches the details of any property agreement separately agreed with cadent gas, as such the landscaping condition does have a reference to the applicant providing details of any mitigation required to satisfy Cadent gas.

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

The application seeks planning permission to provide a film studio with new sound stages, workshops with ancillary office accommodation as an extension to the existing West London Film Studios situated 150m to the south of the site.

The application proposal does not fall within the exceptions outlined in paragraph 145 of the NPPF, the proposed development is therefore, by definition, inappropriate development in the Green Belt and should not be approved except in very special circumstances. The proposed development would cause some limited harm to the openness of the Green Belt, and conflict with one of the five purposes of the Green Belt to a limited extent. The definitional harm and other limited harm to openness of the Green Belt is afforded significant weight, that very special circumstances will not exist unless the potential harm to Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations.

It is considered that the very special circumstances and other considerations put forward by the applicant, particularly in relation to the location need, viability, economic and social benefits of the proposal. It is considered the characteristics of the particular site, the relationship to the existing West London Film Studios, the individual circumstances of the film industry, and the details of the supporting economic case, taken together, clearly outweigh the harm to the Green Belt by reason of inappropriateness and harm to openness, even when affording this harm considerable weight. It is concluded very special circumstances exist to warrant allowing the inappropriate development, overriding the identified conflict with the Development Plan.

It is recommended that planning permission is granted subject to a Section 106 legal

agreement and planning conditions.

11. Reference Documents

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

Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)

Hillingdon Local Plan: Part Two Policies Map (2020)

The London Plan (2016)

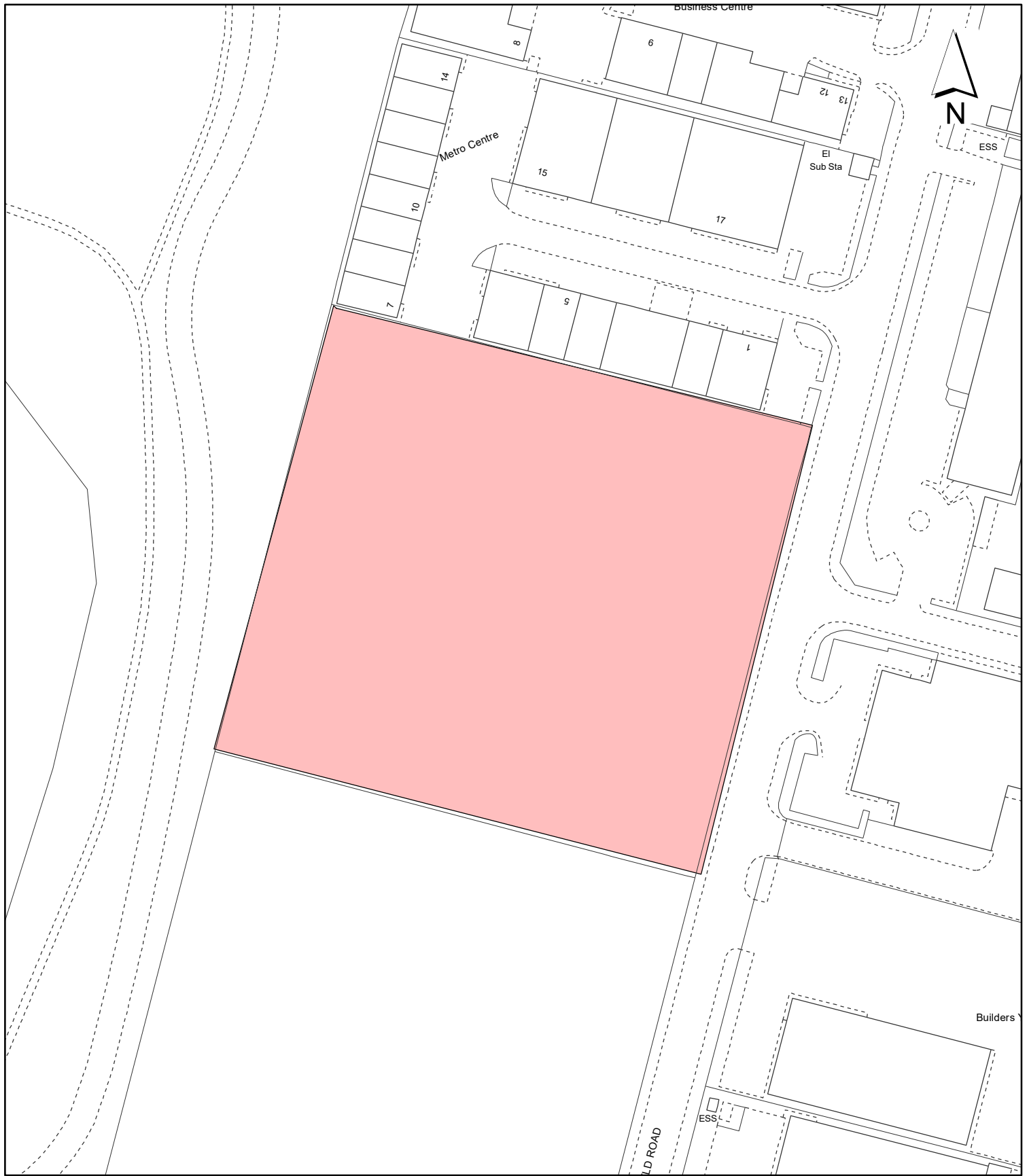
National Planning Policy Framework (2019)

London Plan Intend to Publish Version, December (2019)

Supplementary Planning Document 'Accessible Hillingdon', adopted September (2017)

Contact Officer: Zenab Haji-Ismael

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

West London Film Studios

Planning Application Ref:

46378/APP/2019/2970

Planning Committee:

Major Page 75

Scale:

1:1,250

Date:

December 2020

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

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



HILLINGDON
 LONDON

This page is intentionally left blank

Report of the Head of Planning, Transportation and Regeneration

Address GETHCELN HOUSE DAWLEY ROAD HAYES

Development: Variation of Condition 2 (Approved Plans) of planning application 71737/APP/2019/1979, dated 31/07/2020 (Proposed demolition of existing office and warehouse/workshops and erection of one flexible use class B1(c)(Eg(iii))/B2/B8 building comprising 3 units with associated access and parking), in order to amend the design of the roof, canopy and boundary fence.

LBH Ref Nos: 71737/APP/2020/2960

Drawing Nos: P401 Rev. A
Energy and Sustainability Assessment V2
J0238/2/F1 Air Quality Assessment
70850R2 Contaminated Land Risks (Dated 22nd March 2019)
3972 SWDS v3.0 Surface Water Drainage Strategy
Planning Statement (June 2019)
17785.BS4142.01 Rev.A BS4142 Assessment
TR8180150/MB/DW/017 Transport Statement (Dated 20 November 2019)
P306
P402
P501
P101
P301 Rev. H
P302 Rev. G

Date Plans Received: 16/09/2020

Date(s) of Amendment(s): 16/09/2020

Date Application Valid: 16/09/2020

09/12/2019

11/06/2019

1. SUMMARY

The proposed variation of Condition 2 (Approved Plans) attached to planning application reference 71737/APP/2019/1979 would amend the design of the roof, canopy and boundary fence. This is considered to constitute a minor material amendment and is considered acceptable with regard to its design and impact on the nearby Conservation Area and Locally Listed Building, as well as the street scene. All other matters have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

Subject to a Section 106 legal agreement and conditions, this application is recommended for approval.

2. RECOMMENDATION

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

A) Entering into an agreement 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 a Deed of Variation to

planning permission 71737/APP/2019/1979 dated 31/7/20 which secured the following obligations:

i) **Travel Plan:** A full and formal Travel Plan with associated £20,000.00 bond to include Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

ii) **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. Securing an Employment/Training Strategy Agreement is Council's priority. Financial Contribution will only be accepted in exceptional circumstances.

iii) **Highways Contribution:** A financial contribution amounting to £20,000 shall be paid to the Council to deliver shared use footways and crossing facilities at the junction of Dawley Road / Kestrel Way.

iv) **Air Quality Contribution:** A financial contribution amounting to £13,000 shall be paid to the Council's Local Air Quality Action Plan to address the air pollution emissions associated with the proposed development.

v) **Project Management & Monitoring Fee:** A financial contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/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 within 6 months of the committee meeting (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of highway safety and air quality). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020); the adopted Planning Obligations Supplementary Planning Document (July 2014); Polices 8.2 of the London Plan

(March 2016); Policy DF1 of the London Plan - Intend to Publish Version (December 2019); and paragraphs 54-57 of the National Planning Policy Framework (February 2019).'

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

1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the 31st July 2020.

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 P301 Rev. H, P302 Rev. G, P306, P401 Rev. A, P402 and P501 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 2 - Development Management Policies (January 2020) and the London Plan (March 2016

3 COM5 General compliance with supporting documentation

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

Energy and Sustainability Assessment V2;
J0238/2/F1 Air Quality Assessment;
TR8180150/MB/DW/017 Transport Statement (Dated 20 November 2019);
70850R2 Contaminated Land Risks (Dated 22nd March 2019);
17785.BS4142.01 Rev.A BS4142 Assessment.

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the London Plan (March 2016

4 NONSC Sustainable Water Management

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

The scheme shall follow the strategy set out in Surface Water Drainage Strategy, reference 3972 SWDS v3.0.

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,
- iii. where identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site
- iv. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Capacity of Receptors

- i. Demonstration that the proposals connect into a proper and functioning Thames Water network, i.e. that the point a proposal connects into is part of a wider network, and the applicant provides details of the approval and any appropriate upgrades will be undertaken from Thames Waters free pre planning service.
- ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
- iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
- iv. identify vulnerable receptors, i.e. WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

c) Minimise water use.

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

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 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012),
Policy DME1 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

Policy 5.12, 5.13 and 5.15 of the London Plan (March 2016),
National Planning Policy Framework (February 2019), and the
Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

5 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the

well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (March 2016).

6 COM22 Operating Hours

The commercial premises shall not be open for customers outside the following hours: -
0700 and 2200 Mondays - Fridays
0800 to 1600 Saturdays and Sundays
Closed on all Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policies DMHB 11, DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 7.15 of the London Plan (March 2016).

7 NONSC Delivery Hours

The premises/ site shall not be used for loading and unloading in external areas, delivery and the loading or unloading of goods outside the hours of 07:00 and 19:00, Monday to Friday, and outside the hours of 07:00 and 17:00 on Saturdays. The premises/site shall not be used on Sundays or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policies DMHB 11, DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 7.15 of the London Plan (March 2016).

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

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

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

NB: Landscaping plans shall include pollution absorbing and native planting species.

2. Details of Hard Landscaping
 - 2.a Refuse storage with associated screening
 - 2.b Secure and covered cycle storage (demonstrating capacity for 28 bikes)
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts to total 17 car parking spaces including demonstration that 3 parking spaces served by active electrical charging points, 3 parking spaces are served by passive electrical charging points and 2 parking spaces are for Blue Badge users)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 14 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 5.10 and 5.17 of the London Plan (March 2016)

9 NONSC Energy

Prior to any works above damp proof course level, full details of the low and zero carbon technology required to meet the CO2 reductions identified in the 'Energy and Sustainability Assessment V2' shall be submitted and approved in writing by the Local Planning Authority. The details shall include full specifications, locations of equipment and associated emissions (noise/odour/gas).

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

REASON

To ensure the development contributes to a reduction in CO2 in accordance with Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 5.2 of the London Plan (March 2016)

10 NONSC Ecological Enhancement

Prior to any works above damp proof course level, an ecological enhancement scheme, providing net gains for biodiversity which establish coherent ecological networks resilient to current and future pressures, has been submitted to and approved by the Local Planning Authority.

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

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 7.19 of the London Plan (March 2016) and Chapter 15 of the National Planning Policy Framework (February 2019).

11 NONSC Contamination

(i) The development shall not commence until a scheme to deal with contamination has been submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning

Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

a) A 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 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 DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 5.21 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

12 NONSC Low Emission Strategy

Prior to occupation, a low emission strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall specify the following:

- 1) A clear and effective strategy to encourage users of the office units to:-
 - a) use public transport;
 - b) cycle / walk to work where practicable;
 - c) enter car share schemes;
 - d) purchase and drive to work zero emission vehicles.

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

REASON

To ensure the development reduces and manages its air quality impacts in an Air Quality Management Area, in accordance with the National Planning Policy Framework (February 2019), Policy 7.14 of the London Plan (March 2016), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2018) and Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

13 NONSC Servicing and Delivery Plan

Prior to the occupation of development, details of a Servicing and Delivery Plan shall be submitted to and approved in writing by the Local Planning Authority.

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

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

14 NONSC Construction Environmental Management Plan

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and to ensure the development reduces and manages its air quality impacts in an Air Quality Management Area, in accordance with the National Planning Policy Framework (February 2019), Policy 7.14 of the London Plan (March 2016), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2018) and Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

15 NONSC Construction Logistics Plan

Prior to the commencement of works on site, a Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority.

This should be in accordance with Transport for London's Construction Logistic Planning Guidance and detail the management of construction traffic, including vehicle types, frequency of visits, expected daily time frames, use of an onsite banksman, on-site loading/unloading arrangements and parking of site operative vehicles.

The construction works shall be carried out in strict accordance with the approved plan.

REASON

To ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and minimizes emissions, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 7.14 of the London Plan (March 2016).

16 NONSC Delivery Bays/Docks

The delivery bays/docks shall always be used for deliveries and shall not form part of the building as operational floorspace.

REASON

To ensure efficient access and manoeuvring into, within and out of the site, so as not to compromise the safe and efficient operation of the local highway network, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

17 NONSC Use Restriction

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the units hereby approved shall be used for industrial purposes only (B1(c)/Eg(iii), B2 and B8 use) and shall not be used as a data centre.

REASON

In order to accord with the terms of the application and in order to prevent a different use being established on site without it being fully assessed in terms of its activities and vehicle movements generated, and to prevent undue noise and air quality disturbance (including from associated infrastructure) to neighbouring occupiers in accordance with DMHB 11 and DMEI 14 of the Hillingdon Local Plan: Part 2 -Development Management Policies (January 2020).

18 COM7 Materials

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

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

19 NONSC Canopy Details

Prior to commencement of any superstructure works, detailed drawings of the proposed canopy 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.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

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 2 - Development Management Policies (January 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.

DME 1	Employment Uses in Designated Sites
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMCI 7	Planning Obligations and Community Infrastructure Levy
LPP 2.17	(2016) Strategic Industrial Locations
LPP 5.10	(2016) Urban Greening
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 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 6.13	(2016) Parking

LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy

3 173 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.

4 172 Section 106 Agreement

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

5

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.

6

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/policysafeguarding.htm>)

7

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.

3. CONSIDERATIONS

3.1 Site and Locality

The site comprises an approximately 0.2 hectare site, currently occupied by industrial workshops, a scaffolding yard and Gethceln House, a detached two-storey property, which has received planning permission for change of use from offices to residential use in 2016 (application reference 71737/APP/2016/1199). It is noted that the planning conditions relating to this permission were not discharged and as such, the building is still lawfully an office building.

The site is bounded to the north, south and west by industrial uses, including a Crossrail depot to the south, beyond which is the mainline railway line. To the east it is bounded by Dawley Road, beyond which is a public house, and a row of terraced houses, the end terrace, opposite the site entrance, accommodating a cafe at ground floor level.

The site falls within a Strategic Industrial Location (SIL) as identified in the London Plan (March 2016) and the Hillingdon Local Plan: Part 2 - Site Allocations and Designations and the Local Plan Policies Map.

The site is located to the west of the Botwell Thorn EMI CA and the Locally Listed Buildings located within the western quarter of the designated area. The tall red brick walls to the front and side of the site appear to be part of the walls built by Henry Earl of Uxbridge, to enclose the Dawley House Estate, now lost. They are circa 1755 in date and of historic interest.

3.2 Proposed Scheme

This application seeks permission to vary Condition 2 (Approved Plans) of planning application 71737/APP/2019/1979 in order to amend the design of the roof, canopy and

boundary fence.

3.3 Relevant Planning History

71737/APP/2019/1979 Gethceln House Dawley Road Hayes

Proposed demolition of existing office and warehouse/workshops and erection of one flexible use class B1(c)/B2/B8 building comprising 3 units with associated access and parking.

Decision: 22-01-2020 Approved

Comment on Relevant Planning History

Planning application reference 71737/APP/2019/1979 granted permission for the demolition of the existing office and warehouse/workshops and erection of one flexible use class B1(c)/B2/B8 building comprising 3 units with associated access and parking.

4. Planning Policies and Standards

Development Plan

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

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

- The Local Plan: Part 1 - Strategic Policies (2012)
- The Local Plan: Part 2 - Development Management Policies (2020)
- The Local Plan: Part 2 - Site Allocations and Designations (2020)
- The West London Waste Plan (2015)
- The London Plan - Consolidated With Alterations (2016)

Material Considerations

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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.BE1 (2012) Built Environment
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- DME 1 Employment Uses in Designated Sites
- DMEI 2 Reducing Carbon Emissions
- DMEI 7 Biodiversity Protection and Enhancement
- DMEI 9 Management of Flood Risk
- DMEI 10 Water Management, Efficiency and Quality
- DMEI 12 Development of Land Affected by Contamination
- DMEI 14 Air Quality
- DMHB 11 Design of New Development
- DMHB 14 Trees and Landscaping
- DMT 1 Managing Transport Impacts
- DMT 2 Highways Impacts
- DMT 5 Pedestrians and Cyclists
- DMT 6 Vehicle Parking
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- LPP 2.17 (2016) Strategic Industrial Locations

LPP 5.10	(2016) Urban Greening
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 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **13th October 2020**

5.2 Site Notice Expiry Date:- **22nd October 2020**

6. Consultations

External Consultees

As part of the public consultation, a site notice was displayed at the site, the development was advertised in the press and letters were sent to neighbouring residents. No comments have been received to date.

MINISTRY OF DEFENCE:

I can confirm the MOD has no objections to the Variation of Condition 2 (approved plans).

NATIONAL AIR TRAFFIC SERVICES:

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

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted. If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Internal Consultees

TREES AND LANDSCAPING OFFICER:

This site is occupied by an office and warehouse / workshops located on the west side of Dawley Road, to the north of Dawley Road Bridge. There is no existing soft landscape and there are no landscape designations affecting the site.

Comment: Planning approval to demolish and redevelop the site was granted under application ref. 2019/1979. Juttla drawings P304 and P305 confirm that the external layout and landscape will remain unaffected by the proposed variations.

Recommendation: No objection subject to previous conditions COM9 (parts 1,2,4 and 5).

CONSERVATION AND URBAN DESIGN OFFICER:

The application seeks permission to vary Condition 2 (Approved Plans) of planning application 71737/APP/2019/1979, dated 31/07/2020 (Proposed demolition of existing office and warehouse/workshops and erection of one flexible use class B1(c)/B2/B8 building comprising 3 units with associated access and parking), in order to amend the design of the roof, canopy and boundary fence.

The proposed boundary to the front is to remain the same but where it returns into the site it changes beyond the car parking area to a closed boarded fence. Since the car parking area will still retain the railings to its perimeter the change to boarding in the less sensitive area is considered acceptable.

The setback portion to the front of the building is now to be infilled. This was designed in to help break up the bulk of the building and lessen its impact. It is regrettable that this element is to be changed. The loss of the curved roof form is being compensated for by the introduction of a canopy to a similar profile. This will also help to break up the bulky form of the building, but it would need to be carefully detailed so that it does not have a heavy appearance.

It is also noted that the windows below the canopy are changing in design. Where previously they were full height they are now to a more regular horizontal design. Could this be reverted back to the original design as the proposed windows look more 'off the shelf' and standard undermining the original design.

It would appear that the proposals are being introduced to reduce the build costs and as a

consequence the design quality of the previously approved scheme is being undermined.

PLANNING OFFICER COMMENT:

A revised plan has been submitted to revert the proposed window design to match that previously approved. This accords with the Conservation and Urban Design Officer comments and adds weight to a favourable decision.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the proposed development has been established by grant of the original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.02 Density of the proposed development

Not relevant to the consideration of the application.

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

ARCHAEOLOGY

Not relevant to the consideration of the application.

CONSERVATION AREA AND LISTED BUILDINGS

The application site is located approximately 12 metres west of the Botwell: Thorn EMI Conservation Area and 48 metres north-west of the Locally Listed HMV/EMI Building. Accordingly, the following policies are considered:

Policy DMHB 3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) There is a general presumption in favour of the retention of buildings, structures and features included in the Local List. The Council will take into account the effect of a proposal on the building's significance and the scale of any harm of loss when considering planning applications, including those for major alterations and extensions. Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.

Policy DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states 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. In order to achieve this, the Council will:

A) Require proposals for new development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.

It is acknowledged that the design principles of the proposed development has been established by the grant of planning permission reference 71737/APP/2019/1979. The current application alters the design of this approval by removing the set back from the front elevation and adding a canopy element to replicate the 'wave' roof form approved previously. As the basic principles of the design previously approved scheme are proposed to be maintained, any impact on the setting of the Conservation Area or Listed Building is not considered to be significant.

The application submission also seeks permission to replace the stretch of boundary treatment which encloses the proposed building to the side and rear, comprising a low-rise brick wall with railings, with a 1.8 metre high timber boarded fence. The boundary treatment for the proposed site frontage would remain to be a brick wall with railings, meaning that the proposal would not have any additional impact on the setting of the Conservation Area or Locally Listed Building relative to the scheme already approved.

Given the above considerations, the proposed development is not considered contrary to Policies DMHB 3 and DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

The Ministry of Defence and the National Air Traffic Services have confirmed that there is no safeguarding objection to the proposed changes. Accordingly, the proposed development is not considered contrary to Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.05 Impact on the green belt

Not relevant to the consideration of the application.

7.06 Environmental Impact

Not relevant to the consideration of the application.

7.07 Impact on the character & appearance of the area

The existing site consists of a number of low rise buildings and a courtyard. The site is located on Dawley Road which is considered to be pre-dominantly urban and industrial in character, although it is noted that low-rise residential properties are located across from the site. Temporary Crossrail containers are located on the south side of the application site, a container storage yard is located to the north and a large industrial building is located to west.

In terms of the impact on the character and appearance of the area, Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) is taken into consideration and states:

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

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

v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

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

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. In the case of proposals for major development sites, the Council will expect developers to prepare master plans and design codes and to agree these with the Council before developing detailed designs.

D) 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.

As previously stated, the design principles of the proposed development has been established by the grant of planning permission reference 71737/APP/2019/1979. The current application alters the design of this approval by removing the set back from the front elevation and adding a canopy element to replicate the 'wave' roof form approved previously. Removing the set back from the front elevation would make the proposed development a more visually prominent feature within the street scene. The main footprint of the building would occupy the same area and would be sited over 21 metres back from Dawley Road, although the canopy structure would protrude forward of this by 4.5 metres. This element of the proposed development would therefore be set back approximately 16.5 metres from Dawley Road. Based on the industrial character of the area and the set back away from residential properties to the north-east, the proposed amendment is considered to be minor in materiality and could not be used as a robust reason for refusal.

The application submission also seeks permission to replace the stretch of boundary treatment which encloses the proposed building to the side and rear, comprising a low-rise brick wall with railings, with a 1.8 metre high timber boarded fence. The boundary treatment for the proposed site frontage would remain as a brick wall with railings, meaning that the proposal would not be materially different to the arrangement already approved under the previous permission. Accordingly, this element of the proposal is considered acceptable.

Given the above, the proposed development is considered to accord with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020). If recommended for approval, a planning condition would secure the detail of proposed materials and the associated landscaping scheme.

7.08 Impact on neighbours

Matters relating to the impact on neighbouring resident amenity have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.09 Living conditions for future occupiers

Not relevant to the consideration of the application.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Matters relating to the impact on the local highway network have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.11 Urban design, access and security

URBAN DESIGN

Please see Section 07.07 of the report.

SECURITY

Matters relating to security have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.12 Disabled access

Matters relating to accessibility have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.13 Provision of affordable & special needs housing

Not relevant to the consideration of the application.

7.14 Trees, Landscaping and Ecology

TREES AND LANDSCAPING

Matters relating to trees and landscaping have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

ECOLOGY

Matters relating to ecology have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.15 Sustainable waste management

Matters relating to waste management have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.16 Renewable energy / Sustainability

Matters relating to renewable energy have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.17 Flooding or Drainage Issues

Matters relating to flooding and drainage have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.18 Noise or Air Quality Issues

NOISE

Matters relating to ecology have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

AIR QUALITY

Matters relating to ecology have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.19 Comments on Public Consultations

No comments received.

7.20 Planning Obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the National Planning Policy Framework (February 2019) have put three tests on the use of planning obligations into law. Planning obligations should be:

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

Policy 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 following contributions or planning obligations were secured under the original planning permission and remain relevant to the current application:

i) Travel Plan: A full and formal Travel Plan with associated £20,000.00 bond to include Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

ii) 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. Securing an Employment/Training Strategy Agreement is Council's priority. Financial Contribution will only be accepted in exceptional circumstances.

iii) Highways Contribution: A financial contribution amounting to £20,000 shall be paid to the Council to deliver shared use footways and crossing facilities at the junction of Dawley Road / Kestrel Way.

iv) Air Quality Contribution: A financial contribution amounting to £13,000 shall be paid to the Council's Local Air Quality Action Plan to address the air pollution emissions associated with the proposed development.

v) Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of

the resulting agreement.

A deed of variation to secure the above obligations to this planning permission will be required to be completed, prior to the release of a decision notice.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides more than 100 sqm of floorspace. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

CONTAMINATED LAND

Matters relating to contaminated land have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

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 variation of Condition 2 (Approved Plans) attached to planning application reference 71737/APP/2019/1979 is considered to constitute a minor material amendment and is considered acceptable with regard to its design and impact on the nearby Conservation Area and Locally Listed Building, as well as the street scene. All other matters have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

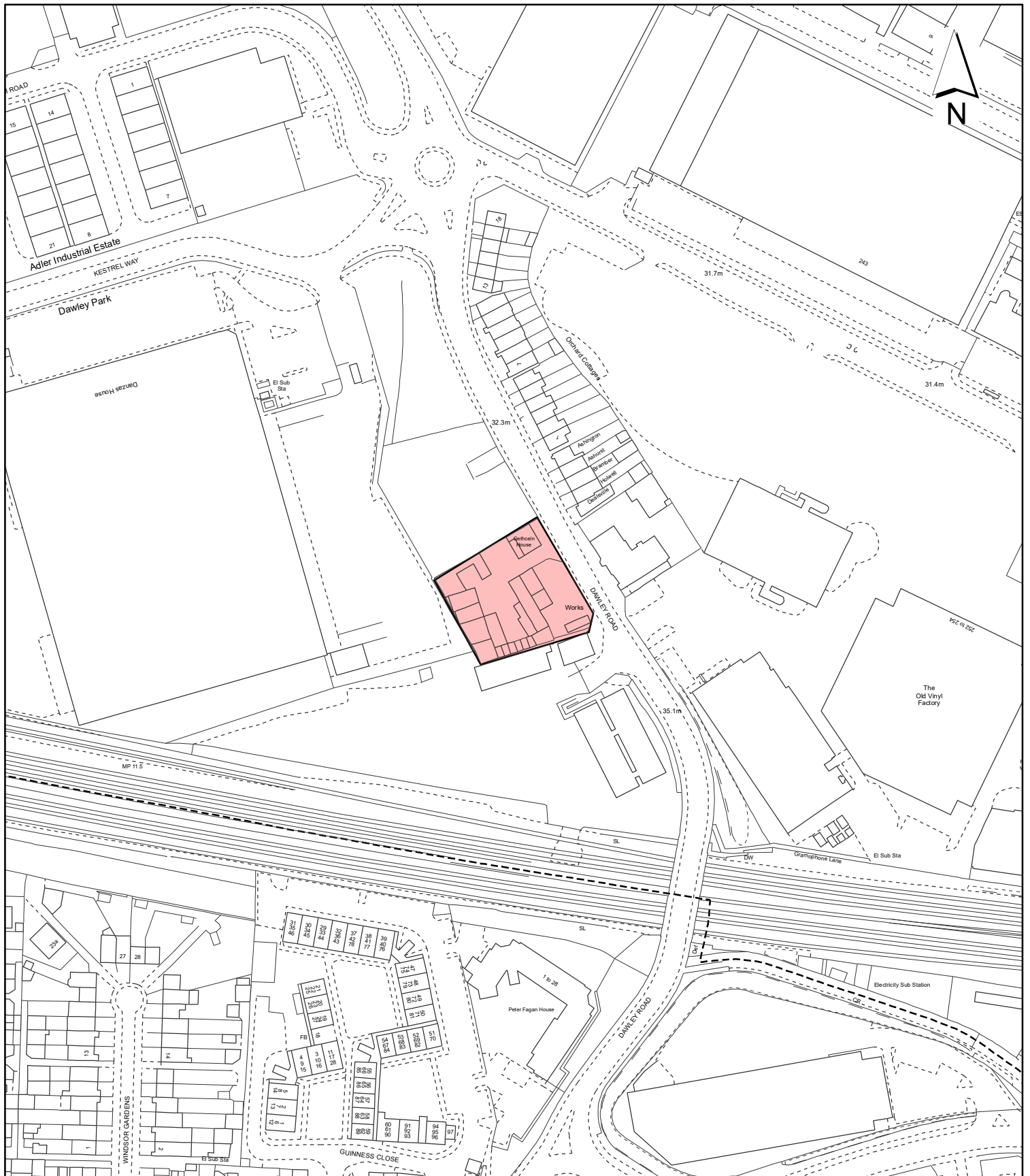
Subject to a Section 106 legal agreement and conditions, this application is recommended for approval.

11. Reference Documents

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.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address: **Gethceln House
 Dawley Road
 Hayes**

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

Planning Application Ref:
71737/APP/2020/2960

Scale:
1:2,000

Planning Committee:
Central & South Page 100

Date:
December 2020



Report of the Head of Planning, Transportation and Regeneration

- Address** FORMER NESTLE FACTORY NESTLES AVENUE HAYES
- Development:** Development of 4 no. new buildings comprising residential units (in addition to those approved under planning permission ref: 1331/APP/2017/1883), a basement extension to Block B, flexible commercial uses (Class E) and associated landscaping, access, car parking and other engineering works.
- The plans show a development of 913 residential units (totalling 1,473 units involving a net additional uplift of 84 units from that permitted by planning permission ref: 1331/APP/2017/1883 (as amended)), amendments to Blocks B, C, F3, F4, H, and 206 sq.m of commercial floorspace.
- LBH Ref Nos:** 1331/APP/2019/2314
- Drawing Nos:** Hydrock Letter dated 7/6/19 - Remediation Method Statement (Ref. NES HYD-XX-RMS-CO-GE-0001-P1)
C0065 L2008 Landscape Block B Podium Courtyard GA
C0065 L2009 Landscape Block C Podium Courtyard GA
DM-4-52-55 Block H TYP Floor Plan (2nd-5th
37205/A1/ES2020 Chapter 10 Air Quality November 2020
S73 Application - Desk Study and Ground Investigation 9 May 2019 (ref: 01669-HYD-XX-XX-CO-G-5002)
Remediation Method Statement 21 March 2018 (ref: NES-HYD-XX-REM RP-GE-3000 Rev. P1)
MP 114 Rev. 00
Ecology Reports May 2017 (ref: 4684 EcoApp vf8
Archaeological Desk-Based Assessment May 2017 (ref: PC/CC 22227/17531)
Aviation Consultation Report 11 May 2017 (ref: 71067 001 Issue. 3
Energy Statements May 2017 (ref: ESC54738 Issue 3
Flood Risk and Drainage Assessments May 2017 (ref: R/C151867/001.00 Issue 6)
C151867/R-001 Rev. B Drainage Strategy Statement 15 February 2018
FNF-C-SITE-HYD-DR-08-0600 Rev. P1 Sustainable Urban Drainage Maintenance Strategy Sheet 1
FNF-C-SITE-FNF-C-SITE-HYD-DR-08-0601 Rev. P1 Sustainable Urban Drainage Maintenance Strategy Sheet 2
Heritage Statement, June 2019
Environmental Statement Non-Technical Summary, June 2019 (Ref 30462/A5/NTS Rev. 02)
Environmental Statement, Volumes 1 to 3 as amended by the revised Chapter 10 - Air Quality, November 2020 : Main Text and Figures, June 2021 (Ref. 30462/A5/ES2019 Rev. 04)
Daylight and Sunlight Assessment May 2017
Covering Letter dated 23/9/20 (Ref. 30462/A3/JB/DO
Planning Statement, dated 21 September 2020 (Ref. 30462/A3/JB/DO Rev 2)
Townscape & Visual Impact Assessment, June 2019 (Ref. 24552/A5/2019 Rev. vAUS1.2)
FNF-A-D-MKWR-DR-02-003 Rev. E1 Site Logistics Plan

Site Waste Management Plan (Residential Scheme), June 2019
 Health Impact Assessment, June 2019 (Ref. 30462/A5/HIA Rev. 03)
 Construction Management Plan (Residential Scheme) June 2019
 Hydrock Letter dated 25/3/20 - Flood Risk Assessment (Ref. 01669-HYD
 XX-XX-CO-D-5004)
 Utilities Distribution Strategy Report, dated 27/03/20 (Ref. B875-OCSC-XX
 XX-RP-M-S2-1001 Rev. P04)
 DS2 Letter dated 23/9/20 - Financial Viability Assessment (Ref
 DS1478/PLAF)
 Cameo & Partners Ltd Letter dated 16/9/20 - Play Space
 Residential Planning and Vibration Noise Report, Rev. 01, September 2020
 (Ref. 37205/3002 003 Rev. 01)
 External Lighting Strategy Report, Rev. P04 (Ref. B875-OCSC-XX-XX-RP
 M-S2-1002)
 Ventilation Report, Rev. P03 dated 11.09.20 (Ref. B875-OCSC-XX-XX-RF
 M-S2-1000)
 Design and Access Statement Addendum 07 September 2020 (05 October
 2020 Rev. 01)
 MA 250 Rev. P1 Block C - Elevations
 HB 100 Rev. P1 Block C: Ground Floor Plan
 HB 101 Rev. P2 Block C: First Floor Plan
 HB 102 Rev. P2 Block C: Second Floor Plan
 HB 103 Rev. P2 Block C: Third Floor Plan
 HB 104 Rev. P2 Block C: Fourth Floor Plan
 HB 105 Rev. P2 Block C: Fifth Floor Plan
 MA 102 Rev. P2 Block B - Second & Third Floor Plan
 HB 106 Rev. P2 Block C: Sixth Floor Plan
 HB 107 Rev. P2 Block C: Seventh Floor Plan
 HB 108 Rev. P2 Block C: Eighth Floor Plan
 HB 109 Rev. P2 Block C: Ninth Floor Plan
 HB 703 Block C: Servicing Strategy
 HB 701 Block C: Cycle Strategy
 DM-4-20 Rev. P1 Blocks F3 & F4 Ground Floor Plan
 DM-4-21 Rev. P1 Blocks F3 & F4 First Floor Plan
 DM-4-22 Rev. P1 Blocks F3 & F4 Second Floor Plan
 DM-4-23 Rev. P1 Blocks F3 & F4 Third Floor Plan
 DM-4-24 Rev. P1 Blocks F3 & F4 Fourth Floor Plan
 DM-4-25 Rev. P1 Blocks F3 & F4 Fifth Floor Plan
 DM-4-26 Rev. P1 Blocks F3 & F4 Sixth Floor Plan
 DM-4-27 Rev. P1 Blocks F3 & F4 Seventh Floor Plan
 DM-4-28 Rev. P1 Blocks F3 & F4 Eighth Floor Plan
 Pedestrian Level Wind Desk-Based Assessment, October 28, 2020 (Ref.
 RWDI #1601173 REV. E)
 MP 114 (Masterplan: Roof Height Colour Coded
 Internal Daylight Amenity 29th October 2020)
 Transport Assessment, Rev. A dated 16 October 2020
 DM-2-00 Block F1, F2, F3 & F4 South & West Elevations
 DM-2-01 Block F1, F2, F3 & F4 North & East Elevations
 DM-2-02 Rev. P0 Block F3 & F4 North & South Elevations
 DM-2-04 Rev. P0 Block H & I Elevations

Air Quality Assessment May 2017 - Chapter 7 and Appendix 7.1-7.12 (ref: 24552/A5/ES2017)
 Ecological Appraisal Addendum, June 2019um June 2019
 CGMS Heritage Letter dated 29/5/19 - Additional Unit Scheme - Below Ground Archaeology (ref: AR/22227)
 Osprey Consulting Service Letter dated 13/6/19 - Consultation with NATS Energy Statement (Residential Scheme) Updated Energy Statement to support additional units, June 2019
 Optimisation Scheme Equalities Impact Assessment June 2019 Rev. 03 (ref: 30462/A5/HIA)
 MA 100 Rev. P1 Block B - Basement Floor Plan
 MA 101 Rev. P1 Block B - Ground & First Floor Plan
 MA 103 Rev. P1 Block B - Fourth & Fifth Floor Plan
 MA 104 Rev. P1 Block B - Sixth & Seventh Floor Plan
 MA 105 Rev. P1 Block B - Eight & Ninth Floor Plan
 MA 106 Rev. P1 Block B - Tenth & Roof Plan
 MA 201 Rev. P1 Block B - Elevations
 Hydrock Letter dated 25/3/20 - Desk Study and Ground Investigation Report (Ref. 01669-HYD-XX-GI-CO-GE-1002)
 DM-4-29 Rev. P1 Blocks F3 & F4 Ninth Floor Plan
 DM-4-30 Rev. P1 Blocks F3 & F4 Tenth Floor Plan
 DM-4-31 Rev. P0 Blocks F3 & F4 Roof Plan
 DM-4-50 Rev. P1 Block H Ground Floor Plan
 DM-4-51 Rev. P1 Block H First Floor Plan
 DM-4-56 Rev. P0 Block H Roof Plan
 DM-4-52-55 Rev. P1 Block H TYP Floor Plan (2nd - 5th

Date Plans Received:	10/07/2019	Date(s) of Amendment(s):	15/07/2020
Date Application Valid:	09/08/2019		30/10/2020
			27/11/2020
			11/07/2020
			30/09/2020
			15/04/2020
			09/08/2019
			15/08/2019
			11/07/2019

1. SUMMARY

This application is for the development of 4 no. new buildings comprising residential units (in addition to those approved under planning permission ref: 1331/APP/2017/1883), a basement extension to Block B, 206sqm of flexible commercial uses (Class E) and associated landscaping, access, car parking and other engineering works.

The 4 blocks (Blocks B, C, F3/F4 and H) have substantially been granted permission previously (1331/APP/2017/1883 amended by 1331/APP/2019/1666 dated 11/9/20) and this application is a 'drop-in' application, seeking full planning approval for the 4 no. blocks, to provide a total of 913 residential units as opposed to the 829 units which were previously permitted, and therefore only an additional 84 new units are now being proposed, mainly within new upper floors to parts of the blocks. Across the wider Nestle

site, the proposals would result in the delivery of 1,473 units across the site.

The main planning issues affecting the application site have been assessed with regard given to: the principle of development; affordable housing; housing mix; residential design, amenity & privacy; daylight & sunlight; open space, children's play space and trees; heritage; transport and car parking; townscape, visual impact and tall buildings; air quality; noise and vibration; wind; aviation; ecology' energy and sustainability (including overheating); archaeology and flood risk & drainage. The planning application is supported by a range of reports and technical addendum's following the approval of planning permission Ref.1331/APP/2019/1666.

In the overall assessment of the scheme, the proposed development would deliver a significant number of public benefits, as follows:

- The addition of 84 residential units (resulting in 1,473 units across the whole Nestle Factory site) positively contributes to the wider area and will help to meet the principles of strategic planning policy and Housing Zone aspirations.
- The proposed development will continue to promote permeability and linkages with neighbouring sites, particularly to Hayes Town Centre.
- The enhancement of the Conservation Area and on-site heritage assets, to include the retention of locally Listed Buildings, structures and main factory building facades.
- High quality architectural design responding to the constraints and opportunities presented by the application site.
- The proposed residential units have been designed to be high quality and to comply (and where possible exceed) with the National Technical Standards and the Mayor's and Hillingdon's Housing Design Standards.
- 2251 cycle parking spaces will be provided in total across the residential development. A total of 914 car parking spaces will be provided.
- The proposed development will also generate a range of financial benefits, including New Homes Bonus, Council Tax generation, Zero Carbon Homes, Community Infrastructure (CIL) and other site-specific planning mitigation measures.

The proposed additional units all benefit from adequate outlook, do not result in any undue overlooking (as the units are all located with 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 a very similar 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. Additional car parking spaces are proposed which would maintain the car parking ratio at the previously consented level (0.6 spaces per residential unit).

There are no changes proposed to the industrial element of the scheme, therefore this report does not consider this element of the scheme.

2. RECOMMENDATION

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

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), to include early and late stage review mechanisms and securing the DMS units to ensure the relevant affordability criteria for intermediate ownership are met and that the discount is appropriately passed on to future 'eligible buyers' in perpetuity,
2. S278 works at:
 - Dawley Road/Botwell Common Road;
 - Dawley Road/Kestral Way/Betam Road/Blyth Road;
 - 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) excluding blue badge holders
4. £5,317 towards an extension of the parking management zone
5. £1,063,465 for Bulls Bridge improvements
6. £464,734 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 £9,571
10. Multi modal transport scheme on Nestles Avenue, transfer of land for implementation of scheme
11. Contribution of up to £464,734 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. £372,213 contribution for canalside improvements
15. Unfettered access to public open space being provided on site
16. £335,999 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 £855,601 for Air Quality mitigation
22. Contribution of up to £1,589,447; Carbon offset fund
23. £72000 contribution towards Child Play Space
24. 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 8 March 2021 (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 and employment training. The scheme therefore conflicts with Policy DMCI 7, DMH 7, DMEI 1, DMEI 3, DMEI 8, DMEI 14, DMHB 18, DMHB 19, DMT 1 and DMT 4 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 RES3 Time Limit

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

REASON

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

2 NONSC Non Standard 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 - Consolidated With Alterations (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).

3 RES5 General compliance with supporting documentation

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:

Hydrock Letter dated 7/6/19 - Remediation Method Statement (Ref. NESHYD-XX-RMS-CO-GE-0001-P1)
37205/A1/ES2020 Chapter 10 Air Quality November 2020
FNF-C-SITE-HYD-DR-08-0600 Rev. P1 Sustainable Urban Drainage Maintenance Strategy Sheet 1
FNF-C-SITE-FNF-C-SITE-HYD-DR-08-0601 Rev. P1 Sustainable Urban Drainage Maintenance Strategy Sheet 2
Heritage Statement, June 2019
Environmental Statement Volume 1 to 3
Environmental Statement Non-Technical Summary, June 2019 (Ref. 30462/A5/NTS Rev. 02)
Revised Chapter 10 - Air Quality, November 2020 (Ref. 37205/A1/ES2020)
Covering Letter dated 23/9/20 (Ref. 30462/A3/JB/DO)
Planning Statement, dated 21 September 2020 (Ref. 30462/A3/JB/DO Rev. 2)
Townscape & Visual Impact Assessment, June 2019 (Ref. 24552/A5/2019 Rev. vAUS1.2)
FNF-A-D-MKWR-DR-02-003 Rev. E1 Site Logistics Plan
Site Waste Management Plan (Residential Scheme), June 2019
Health Impact Assessment, June 2019 (Ref. 30462/A5/HIA Rev. 03)
Drainage Strategy Statement, Rev. B dated 15/2/18 (Ref. C151867/R-001)
Flood Risk Assessment & Drainage Strategy Report (Ref. R/C151867/001)
Hydrock Letter dated 25/3/20 - Flood Risk Assessment (Ref. 01669-HYD-XXXX-CO-D-5004)
Utilities Distribution Strategy Report, dated 27/03/20 (Ref. B875-OCSC-XXXX-RP-M-S2-1001 Rev. P04)
DS2 Letter dated 23/9/20 - Financial Viability Assessment (Ref. DS1478/PLAF)
Cameo & Partners Ltd Letter dated 16/9/20 - Play Space
Residential Planning and Vibration Noise Report, Rev. 01, September 2020 (Ref. 37205/3002 003 Rev. 01)
External Lighting Strategy Report, Rev. P04 (Ref. B875-OCSC-XX-XX-RPM-S2-1002)
Ventilation Report, Rev. P03 dated 11.09.20 (Ref. B875-OCSC-XX-XX-RPM-S2-1000)
Design and Access Statement Addendum 07 September 2020 (05 October 2020 Rev. 01)
HB 703 Block C: Servicing Strategy
HB 701 Block C: Cycle Strategy
Pedestrian Level Wind Desk-Based Assessment, October 28, 2020 (Ref. RWDI #1601173 REV. E)
Internal Daylight Amenity 29th October 2020
Transport Assessment, Rev. A dated 16 October 2020
Ecological Appraisal Addendum, June 2019
CGMS Heritage Letter dated 29/5/19 - Additional Unit Scheme - Below Ground Archaeology
Osprey Consulting Service Letter dated 13/6/19 - Consultation with NATS
Energy Statement (Residential Scheme) Updated Energy Statement to support additional units, June 2019
Optimisation Scheme - Equalities Impact Assessment, June 2019 (Ref. 30462/A5/HIA Rev. 03)

Hydrock Letter dated 25/3/20 - Desk Study and Ground Investigation Report (Ref. 01669-HYD-XX-GI-CO-GE-1002)
 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
 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)
 Geosyntec Consultants Limited; Phase I Environmental Assessment of the Nestle UK Ltd Facility in Hayes, Middlesex; Ref. GCU0124020; dated September 2013.
 Geosyntec Consultants Limited; Phase 2 Environmental Assessment of the Nestle UK Ltd Facility in Hayes, Middlesex (Final); ref. GCU0124024; dated June 2014.
 Geosyntec Consultants Limited; Subsurface Asbestos Investigation: main Building Undercroft & South-Eastern Surrounding Area, Nestle Hayes, Middlesex; ref. GCU0124025; dated July 2014
 Capita Property and Infrastructure Limited; Project Lightning, Geo-environmental Investigation and Assessment; Revision A; dated 24 November 2014.
 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.
 Capita Property and Infrastructure Limited. Former Nestle Factory, Hayes Proposed Commercial Development. Remediation Strategy. CS-075666-PE-16-131-R, dated 11 July 2016.
 Hydrock Consultants Limited, Former Nestle Factory, Hayes Middlesex, Desk Study and Ground Investigation. R/151867/002, dated April 2017
 Hydrock Consultants Limited, Remediation Method Statement; NES-HYD-XX-REM-RP-GE-3000, dated 21/03/2018.
 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.

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).

4 RES4 Accordance with Approved Plans

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

HB 100 Rev. P1 Block C: Ground Floor Plan
HB 101 Rev. P2 Block C: First Floor Plan
HB 102 Rev. P2 Block C: Second Floor Plan
HB 103 Rev. P2 Block C: Third Floor Plan
HB 104 Rev. P2 Block C: Fourth Floor Plan
HB 105 Rev. P2 Block C: Fifth Floor Plan
HB 106 Rev. P2 Block C: Sixth Floor Plan
HB 107 Rev. P2 Block C: Seventh Floor Plan
HB 108 Rev. P2 Block C: Eighth Floor Plan
HB 109 Rev. P2 Block C: Ninth Floor Plan
MA 250 Rev. P1 Block C - Elevations
DM-4-20 Rev. P1 Blocks F3 & F4 Ground Floor Plan
DM-4-21 Rev. P1 Blocks F3 & F4 First Floor Plan
DM-4-22 Rev. P1 Blocks F3 & F4 Second Floor Plan
DM-4-23 Rev. P1 Blocks F3 & F4 Third Floor Plan
DM-4-24 Rev. P1 Blocks F3 & F4 Fourth Floor Plan
DM-4-25 Rev. P1 Blocks F3 & F4 Fifth Floor Plan
DM-4-26 Rev. P1 Blocks F3 & F4 Sixth Floor Plan
DM-4-27 Rev. P1 Blocks F3 & F4 Seventh Floor Plan
DM-4-28 Rev. P1 Blocks F3 & F4 Eighth Floor Plan
DM-4-29 Rev. P1 Blocks F3 & F4 Ninth Floor Plan
DM-4-30 Rev. P1 Blocks F3 & F4 Tenth Floor Plan
DM-4-31 Rev. P0 Blocks F3 & F4 Roof Plan
DM-2-02 Rev. P0 Block F3 & F4 North & South Elevations
DM-2-00 Block F1, F2, F3 & F4 South & West Elevations
DM-2-01 Block F1, F2, F3 & F4 North & East Elevations
DM-4-20 Block F3 & F4 Ground Floor Plan
DM-4-50 Rev. P1 Block H Ground Floor Plan
DM-4-51 Rev. P1 Block H First Floor Plan
DM-4-52-55 Rev. P1 Block H TYP Floor Plan (2nd - 5th)
DM-4-56 Rev. P0 Block H Roof Plan
DM-2-04 Rev. P0 Block H & I Elevations
MA 100 Rev. P1 Block B - Basement Floor Plan
MA 101 Rev. P1 Block B - Ground & First Floor Plan
MA 102 Rev. P2 Block B - Second & Third Floor Plan
MA 103 Rev. P1 Block B - Fourth & Fifth Floor Plan
MA 104 Rev. P1 Block B - Sixth & Seventh Floor Plan
MA 105 Rev. P1 Block B - Eight & Ninth Floor Plan
MA 106 Rev. P1 Block B - Tenth & Roof Plan
MA 201 Rev. P1 Block B - Elevations
C0065 L2008 Landscape Block B Podium Courtyard GA
C0065 L2009 Landscape Block C Podium Courtyard GA
HB 703 Block C: Servicing Strategy
HB 701 Block C: Cycle Strategy

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).

5 RES7 Materials (Submission)

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 Hillingdon Local Plan Part 2 (2020).

6 NONSC Levels

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.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with Policies DMHB 11 and DMHB 12 of The Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7 NONSC Canal Wall

Prior to occupation of the 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).

8 NONSC Contract Details of Demolition Works to Canteen Building

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).

9 NONSC Tree Protection Measures

No site clearance, demolition works or construction work shall take place on any residential phase, 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).

10 NONSC Rainwater Harvesting and Water Reuse for each phase

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 of The London Plan - Consolidated With Alterations (2016).

11 NONSC Ecological Enhancement

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 Conditions 15 and 44.

REASON

To ensure the development contributes to a positive gain in ecological value in accordance with London Plan Policy 7.19, the Mayor's intend to publish London Plan Policy G6, Policy EM8 of The Local Plan: Part 1 - Strategic Policies (2012) and Policy DMEI 7 of the Hillingdon Local Plan, Part Two - Development Management Policies (2020).

12 NONSC Radar Mitigation

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, in accordance with Policy DMAV 1 of The Local Plan: Part 2 - Development Management Policies (2020).

13 NONSC Bird Hazard Management Plan

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 HAL safeguarding and MoD 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'.

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 now only been partially discharged under Planning Permission Ref: 1331/APP/2018/3646 dated 28th December 2018 and further details must be re-submitted to all blocks which form part of this application.

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 and RAF Northolt, in accordance with Policy DMAV 1 of The Local Plan: Part 2 - Development Management Policies (2020).

14 NONSC Crane Plan

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, in accordance with Policy DMAV 1 of the Local Plan: Part 2 - Development Management Policies (2020).

15 NONSC BAA Landscape Condition

No development shall take place until full details of soft and hard landscaping works have been submitted to and approved in writing by the Local Planning Authority, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at www.aoa.org.uk/policy-campaigns/operations-safety. These details shall include:

- the species, number and spacing of trees and shrubs

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON

To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site in accordance with Policy DMAV 1 of The Local Plan: Part 2 - Development Management Policies (2020).

16 NONSC CEMP 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, DMT 2 and DMEI 14 of the Hillingdon Local Plan Part 2 (2020).

17 NONSC Network Rail

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.

3) The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building, due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence. The area must be clear enough that train drivers and anyone working in the area can work safely and see approaching trains. If at any time this is not the case, please ensure signallers or the BTP are contacted.

NOTE: the above has been partially discharged (Block B only) under Planning Permission Ref: 1331/APP/2019/2865 dated 17th October 2019.

REASON

To safeguard the operational requirements of Network Rail and the strategic rail infrastructure in accordance with Policy 6.3 of the London Plan - Consolidated With

Alterations (2016).

18 NONSC Secure by Design

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 NONSC Noise Assessment / Mitigation Scheme

Prior to the commencement of superstructure works for each phase of development, a detailed assessment to confirm the typical external environmental noise levels around the proposed buildings and within the external amenity areas (including balconies), and the details of the sound insulation scheme(s), and any other control measures (such as to balconies), to reduce levels to a practicable minimum in external amenity areas and to meet the relevant internal noise targets within the Planning & Noise (Professional Practice Guidance on Planning & Noise, May 2017) during both ventilation and overheating conditions shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter, the mitigation measures shall be implemented and maintained in full compliance with the approved assessment.

NOTE: the above has only partially been discharged under Planning Permission Ref: 1331/APP/2018/4052 dated 30th January 2019.

REASON:

To ensure that the development provides a satisfactory noise environment for its occupiers, in accordance with Policy 7.15 of the London Plan - Consolidated With Alterations (2016) and Policy EM8 of the Hillingdon Local Plan: Part 1 Strategic Policies (November 2012).

20 NONSC Plant / Machinery Noise

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 residential occupiers and the surrounding area in accordance with Policy 7.15 of the London Plan - Consolidated With Alterations (2016) and Policy EM8 of the Hillingdon Local Plan: Part 1 Strategic Policies (November 2012).

21 NONSC Rail Vibration and Ground-borne Noise Condition

Prior to the commencement of superstructure works for each phase of development, an assessment of rail vibration and ground-borne noise shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter, any mitigation measures shall be implemented and maintained in full compliance with the approved assessment.

REASON

To safeguard the amenity of the residential occupiers in accordance with Policy 7.15 of the London Plan - Consolidated With Alterations (2016) and Policy EM8 of the Hillingdon Local Plan: Part 1 Strategic Policies (November 2012).

22 NONSC Overheating Assessment

Prior to the commencement of superstructure works for each phase of development, an overheating assessment shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter, any mitigation measures shall be implemented and maintained in full compliance with the approved assessment.

REASON

In order to reduce the potential for internal overheating and reliance on air conditioning systems, in accordance with Policy SI 4 of the Intend to Publish London Plan (2019).

23 NONSC External Lighting

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.

NOTE: the above has been discharged for this part of the wider site under Planning Permission Ref: 1331/APP/2019/309 dated 6th January 2020.

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 of the Local Plan: Part 2 - Development Management Policies (2020).

24 NONSC Construction Logistics Plan

Prior to the commencement of works, a full Construction Logistics Plan (CLP) shall be

submitted to and approved by the Local Planning Authority.

REASON

To ensure that highway safety is not prejudiced in accordance with policy DMT 1 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Chapter 6 of The London Plan - Consolidated With Alterations (2016).

25 NONSC Service and Delivery Plan

Prior to the commencement of superstructure works on any phase of the residential development, a Delivery and Servicing Plan shall be submitted to 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 1 of The Local Plan: Part 2 - Development Management Policies (2020) and Chapter 6 of The London Plan - Consolidated With Alterations (2016)

26 NONSC Car Parking Design and Management Plan

Prior to the commencement of the superstructure, a Car Parking Design & Management Plan that explains how the car parking spaces will be allocated and managed 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).

27 NONSC Cycle Parking

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 London Cycle Design Standards and 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) and Policy T5 of the Intend to Publish London Plan (2019).

28 NONSC Land Contamination

(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 DMEI 11 and DMEI 12 of The Local Plan: Part 2 - Development Management Policies (2020).

29 NONSC Risk and Method Statement adjacent to the Canal

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.

NOTE: the above has been partially discharged (Block D only) under Planning Permission Ref: 1331/APP/2018/4305 dated 12th June 2019.

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).

30 NONSC Details of Landscaping and Works adjacent to Canal

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, in accordance with Policy DMEI 8 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

31 NONSC Studio Units Condition

'Notwithstanding the plans hereby approved (but excluding Block H), 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 and bath / shower facilities clarified.

NOTE: the above has been partially discharged (Block B only) under planning reference 1331/APP/2019/2123 dated 9/10/19.

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 (2016).

32 NONSC Accessibility Units

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

REASON

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

33 NONSC Accessibility Unit Provision

Prior to the first occupation of each phase, the affordable Category 3 M4(3) residential

units (Use Class C3), hereby approved shall have been constructed to satisfy Regulation M4(3)(2)(b) as specified in Approved Document M to the Building Regulations 2010 (2015 edition).

REASON

To allow for immediate occupation by a wheelchair user in accordance with Policy 3.8(d) of the London Plan.

34 NONSC Accessible Parking Spaces

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).

35 NONSC Accessible Play Space

Prior to the first occupation of each phase, details of the accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities, shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter, all the approved provisions shall remain in place for the life of the development.

REASON

To ensure appropriate play and recreation facilities in accordance with London Plan Policy 3.6 is achieved and maintained.

36 NONSC Energy Strategy

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 Statement (Residential Scheme) Updated Energy Statement to support additional units, June 2019) 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.

37 NONSC Waste Management

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.

NOTE: the above has been discharged under planning reference 1331/APP/2018/4381 dated 12/6/19.

REASON

To comply with Policy DMHB 11 of The Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

38 NONSC Overlooking Mitigation

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 F3, F4, B3, B4, B5, B7, B8, B9, C1, C2, C3, C4 and C6).
- 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).

39 NONSC Block F3

Prior to the commencement of relevant works associated to Block F3, 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 the details on the submitted drawings, 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).

40 NONSC Block H

Prior to the commencement of relevant works associated with Block H, 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).

41 NONSC Canteen Building

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).

42 NONSC Wind Mitigation

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.

NOTE: the above has been partially discharged (Block D only) under planning reference 1331/APP/2018/4308 dated 9th April 2020.

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).

43 NONSC Estate Management Plan

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.

NOTE: the above has been partially discharged under planning reference 1331/APP/2020/1082 dated 29th May 2020.

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).

44 NONSC Landscaping

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 to include covered and secure spaces for 2251 cycles
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layout, to include 657 spaces within the application site (914 spaces within the wider residential scheme)
 - 2.e Motor Cycle Parking Layouts (to provide 33 motor cycle parking spaces with anchor

points)

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

Thereafter the 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).

45 NONSC Play Areas

Prior to the commencement of superstructure works of the relevant residential phase of the development, details of the quantum and design of the 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.

NOTE: the above has been discharged under planning reference 1331/APP/2018/3881 dated 30th October 2019.

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 Policy 3.6 of the London Plan (2016) and Policy S4 of the Intend to Publish London Plan (2019).

46 NONSC Electric Charging Points

Prior to the commencement of the superstructure a plan showing the provision of electric charging points to serve 20% active and 80% passive 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 partially 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).

47 NONSC Low Emission Strategy

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

1) The fleet composition serving 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. Measures that will encourage this will be listed and implemented.

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) Electric vehicle charging bays. This is to be implemented as per the minimum number of charging points required in the London Plan.

4) A clear and effective strategy to encourage 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 implemented and maintained throughout the life of the development.

REASON

The application site is within an Air Quality Management Area where there is a requirement for development to reduce its impact on air quality in accordance with Policy EM8 of the Local Plan: Part 1 - Strategic Policies (November 2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - DEvelopment Management Policies (2020), Policy 7.14 of the London Plan (2016), Mayor's Intent to Publish London Plan Policy SI1, and paragraph 170 of the National Planning Policy Framework (2019).

48 NONSC Control of Dust and Emissions Plan

No development shall commence until a Control of Dust and Emissions from Construction and Demolition Work Plan has been submitted to, and approved in writing by the LPA. The plans shall demonstrate compliance with the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

REASON

In order to safeguard air quality, in accordance with Policy 7.14 of the London Plan (2016) and the Mayor of London's London Local Air Quality Management Policy Guidance (2019),

49 NONSC NRMM Condition

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

REASON

In order to safeguard air quality, in accordance with Policy 7.14 of the London Plan (2016) and London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy.

50 NONSC Imported Soils

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).

51 NONSC Car Club Bays

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, with 5 spaces identified for future provision.

Thereafter these car club bays shall be implemented and retained in perpetuity.

NOTE: the above has been partially 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).

52 NONSC Accessibility

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.

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).

53 NONSC Fire Statement

Prior to the commencement of the residential works, a Fire Statement by a third party suitably qualified assessor shall be submitted to and approved by the local Planning Authority.

The works shall be implemented and the development managed in accordance with the approved Fire Strategy.

Reason

To ensure that the risk of fire is appropriately mitigated, in accordance with Policy D12 of the Intend to Publish London Plan (2019).

54 COM12 Use Within Same Use Class

The commercial uses in Block H shall only be used for the following uses:-

- retail, restaurant and cafe, office, clinic, creche, day nursery, health centre, gymnasium & indoor recreation (Use Class E), and
- pub or drinking establishment and hot food takeaway (Sui generis)

and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended)).

REASON

To safeguard the amenity of the surrounding area in accordance with Policies DMHB 11 and DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

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.

NPPF- 2 NPPF-2 2018 - Achieving sustainable development

NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 8	NPPF-8 2018 - Promoting healthy and safe communities
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
LPP 1.1	(2016) Delivering the strategic vision and objectives for London
LPP 2.6	(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 open and green spaces
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
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 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.5	(2016) Decentralised energy networks
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 6.1	(2016) Strategic Approach
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
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 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.

LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
SA 5	Land to the South of the Railway, including Nestle Site
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMHB 2	Listed Buildings
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMEI 14	Air Quality
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMAV 1	Safe Operation of Airports
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking

3 147 Damage to Verge - For Council Roads:

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

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

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

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

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

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

5

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above.

6

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.

7

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.

8 115 **Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

9

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).

10

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).

11 I2 **Encroachment**

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application may have to be submitted. The validity of this planning permission may be challengeable by third parties if the development results in any form of encroachment onto land outside the applicant's control for which the appropriate Notice under Article 13 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 has not been served.

12 I21 **Street Naming and Numbering**

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

13

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).

14

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.

15

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

16

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.

17

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-ourpropertyandour-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.

18

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.

19

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.

20 173 **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.

21

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.

22

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.

23 159 **Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant Local Plan Part 2 (2020), then London Plan Policies (2016). Hillingdon's Full Council adopted the Hillingdon Local Plan: Part 1 - Strategic Policies on 8 November 2012 and the Hillingdon Local Plan Part 2 on 16 January 2020.

24 16 **Property Rights/Rights of Light**

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

25

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.

26

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/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>)

27

The applicant and their contractors should continue to liaise with Network Rail's Asset Protection Team.

At no time can access gates or right of access be blocked in order to insure Network Rail have 24/7 access to the infrastructure.

At no time during the demolition or construction process any persons or equipment are to be within 3metres of the running line or overhead line equipment. This is to ensure the safety and continued operation of the railway.

Additional comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land:-

Drainage

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Ground levels - if altered, to be such that water flows away from the railway. Drainage is not to show up on Buried service checks.

Excavations/Earthworks

Network Rail offers no right of support to the development. Where foundation works penetrate Network Rail's support zone or ground displacement techniques are used the works will require specific approval and careful monitoring by Network Rail. There should be no additional loading placed on the cutting and no deep continuous excavations parallel to the boundary without prior approval.

Ground Disturbance

The works involve disturbing the ground on or adjacent to Network Rail's land it is likely/possible that the Network Rail and the utility companies have buried services in the area in which there is a need to excavate. Network Rail's ground disturbance regulations applies. The developer should seek specific advice from Network Rail on any significant raising or lowering of the levels of the site.

Plant, Scaffolding and Cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network

Rail land.

Landscaping

It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

Permitted:

Birch (*Betula*), Crab Apple (*Malus Sylvestris*), Field Maple (*Acer Campestre*), Bird Cherry (*Prunus Padus*), Wild Pear (*Pyrs Communis*), Fir Trees - Pines (*Pinus*), Hawthorne (*Cretaegus*), Mountain Ash - Whitebeams (*Sorbus*), False Acacia (*Robinia*), Willow Shrubs (*Shrubby Salix*), Thuja Plicatat "Zebrina"

Not Permitted:

Alder (*Alnus Glutinosa*), Aspen - Poplar (*Populus*), Beech (*Fagus Sylvatica*), Wild Cherry (*Prunus Avium*), Hornbeam (*Carpinus Betulus*), Small-leaved Lime (*Tilia Cordata*), Oak (*Quercus*), Willows (*Salix Willow*), Sycamore - Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), London Plane (*Platanus Hispanica*).

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

28

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

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

We would expect the developer to demonstrate what measures 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 trade.effluent@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.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

29

The applicant is hereby advised that as this development is a 'drop in' application to the extant permission 1331/APP/2019/1666, details contained under this reference number may also be relevant to this planning permission and both should be read in conjunction. For this reason, some conditions set out within this decision notice have already been discharged and the details of approval (referenced under each relevant condition) remain relevant to this planning permission.

3. CONSIDERATIONS

3.1 Site and Locality

The application site forms part of the former Nestle factory, Nestles Avenue, Hayes which 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 former Nestle factory site extends to 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 wider 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 former Nestle factory 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 former Nestle factory site is located within the Botwell: Nestles, Hayes Conservation Area which was first designated by LBH on 19 June 1988. The boundary of the former Nestle factory site corresponds 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.

Following the approval of planning permission Ref.1331/APP/2017/1883, the relevant pre-commencement of demolition conditions have been discharged and the former factory buildings have been demolished. Construction of Blocks D, E and G has commenced, although these blocks are not subject to these application proposals.

A Section 73 permission; reference 1331/APP/2019/1666 replaces the original permission and secured minor alterations to the consented scheme, alongside 3 new units across the site.

The red line for this proposal does not encompass the entire Nestle Site. The red line plan includes only the blocks where additional floors and other changes are being proposed. In this case the red line is shown around Blocks B, C, F3, F4 and H only and extends to 2.31 ha in area.

3.2 Proposed Scheme

This application seeks planning permission to add an additional 84 units to the approved planning permission (1331/APP/2019/1666), by adding additional floors to a number of blocks and changing the layout of Block H in its entirety.

The original permission granted planning permission for a mixed use development comprising 1,386 residential units and 22,663sqm of employment floorspace.

This application proposes a total of 913 residential units within Blocks B, C, F3, F4 and H.

The proposal also involves a basement extension to Block B at its northern end, design amendments to the Blocks B, C, F3, F4 and H, as well as associated landscaping, access, car parking and engineering works as required by the proposed changes.

In summary, this application seeks the following:

- Block B will provide 532 residential units (42 additional units from the approved development);
- Block C will provide 233 residential units (21 additional units from the approved development);
- Block F3/F4 will provide 113 residential units (4 additional units from the approved development);
- Block H will provide 35 Discount Market Sale (DMS) units (17 additional units from the approved development and a change in tenure from the approved development);
- 40% affordable housing provision across the masterplan;
- 10% 3 bed family housing provision across the masterplan;
- 0.6 car park ratio across the masterplan;
- Block B4 increased in height by 1 storey to G+6 storeys;
- Block B8 increased in height by 2 storeys to G+8 storeys;
- Block B5 increased in height by 1 storey to G+10 storeys;
- Block B1, B2 and B6 increased in height by 1 storey to G+7 storeys for Block B2 and G+8 storeys for Blocks B2 and B6 and recessed by 1.75m from the main elevation;
- Block C2 increased in height by 2 storeys to G+9 storeys;
- Block C4 increased in height by 1 storey to G+8 storeys;
- Block C5 will incorporate new roof top amenity area;
- Block F4 increased in height by 1 storey to G+5 storeys;
- Block H layout has been amended to provide 35 DMS units; and
- The flexible commercial uses (A1, A3, A4, A5, B1, D1 and D2) on the ground floor of

Block H have increased to 206sqm (GIA).

The proposed development seeks to increase the height of a number of blocks to allow for 913 residential units. The 4 Blocks would comprise:-

70 studio units (77 previously consented)
362 1 Bed Units (341 previously consented)
336 2 Bed Units (307 previously consented)
110 3 Bed Units (104 previously consented)
35 DMS Units

The majority of the Blocks, except for Block C5 and H have increased by one storey. Block B8 and C2 have increased by two storeys from the approved planning permission (Ref. 133/APP/2017/1883).

The height of the residential blocks rise from G+3 storeys on Nestle Avenue to G+10 storeys along the railway. This is both to reflect the need for an appropriate level of density, as dictated by the site's increasingly good transport connections once Crossrail is complete, and to respond to the substantial scale of the existing factory buildings which are essential to the character of the Conservation Area and the traditional residential properties adjoining the site to the south.

In total across the masterplan site, 914 parking spaces would be provided, with 709 standard residential spaces, 148 accessibility spaces and 27 blue badge spaces, giving a total of 884 residential spaces across the wider residential development which would maintain the required ratio of car parking spaces to 0.6 spaces per unit as previously approved. In addition, 20 spaces are allocated to the non-residential uses and 10 car club spaces are provided.

There are also 2251 cycle parking spaces for the 1,473 residential units for the masterplan area, which exceeds the Mayor's cycle parking standards.

The car parking within the red line for this application is as follows:

- Block B - 529 Car Parking Spaces (including 29 M4(3) spaces);
- Block C - 128 Car Parking Spaces (including 7 M4(3) spaces);
- Blocks F3/4 - 0 Car Parking Spaces within its red line boundary (although 45 spaces would be provided within Block F's overall footprint and 116 would be allocated to Block F within Block B); and
- Block H - 0 Car Parking Spaces within its red line boundary (although 17 spaces would be allocated to Block H within Block B).

The revised application is supported by the following documents:-

- Design and Access Statement (prepared by Makower Architects);
- Affordable housing Statement (within Planning Statement);
- Air Quality Assessment Addendum (prepared by Stantec);
- Aviation Report (prepared by Osprey);
- Construction Management Plan (prepared by Barratt London);
- Daylight and Sunlight Addendum (prepared by Point2);
- Ecological Report Addendum (prepared by Aspect Ecology);
- EIA (prepared by Barton Willmore);
- Energy Report Letter (prepared by Stroma);
- Equalities Statement (prepared by Barton Willmore);

- Financial Viability Assessment (prepared by DS2);
- Flood Risk / Drainage Assessment (prepared by Hydrock);
- Health Impact Assessment (prepared by Barton Willmore);
- Land Contamination Assessment (prepared by Hydrock);
- Lighting Report (prepared by OCSC);
- Noise and Vibration Letter (prepared by Stantec);
- Playspace Letter (prepared by Stantec);
- Site Waste Management Plan (prepared by Barratt London);
- Statement of Community Involvement (within Planning Statement);
- Townscape and Visual Impact Assessment (prepared by Barton Willmore);
- Transport Assessment Addendum (prepared by Markides);
- Utilities Assessment Addendum (prepared by OCSC);
- Ventilation Addendum (prepared by OCSC); and
- Wind Assessment Addendum (prepared by RWDI).

It should be noted that as this is a 'drop in' many of the above documents supplement those already approved under the original wider permission, 1331/APP/2019/1666 and therefore the above need to be read in the context of those previously approved plans.

3.3 Relevant Planning History

Comment on Relevant Planning History

Planning permission was originally granted on 28 June 2018 (Ref.1331/APP/2017/1883) for part demolition of existing factory buildings and associated structures and redevelopment to provide 1,386 dwellings (use Class C3), office, retail, community and leisure uses (Use Class A1/A3/A4/ B1/ B8/ D1/ D2), 22,663sqm (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.

A Section 73 (S73) application (1331/APP/2019/1666) to vary Condition 9 of planning permission Ref.1331/APP/2017/1883 (the original permission) for minor facade changes, the addition of two residential units in Block E and one residential unit in Block G, the addition of a number of balconies to buildings, the reorganisation of 8 residential units in Block G and the increase in the cycle storage area in Block D was submitted and validated in May 2019.

The original description of development was subsequently amended on 6 February 2020 (Ref. 1331/APP/2020/50) through the approval of a non-material amendment (S96a application), which amended the description of development to the following: 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 play space, landscaping, allotments, access, service yards, associated car parking and other engineering works.

The S73 application; 1331/APP/2019/1666 was approved by Committee in May 2020 and with the completion of the S106 Legal Agreement, permission issued on 11/9/20.

A S106 Deed of Variation (1331/APP/2019/1708) was approved on 9/3/20 which changed the affordable housing provision from the original consented 35% to 40% as a result of grant funding being available and the delivery of the affordable housing units being led by an affordable housing provider.

4. Planning Policies and Standards

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)
The London Plan - Consolidated With Alterations (2016)
The West London Waste Plan (2015)

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 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 parts of 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.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
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.EM8	(2012) Land, Water, Air and Noise
PT1.T1	(2012) Accessible Local Destinations

Part 2 Policies:

NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 8	NPPF-8 2018 - Promoting healthy and safe communities
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
LPP 1.1	(2016) Delivering the strategic vision and objectives for London
LPP 2.6	(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 open and green space:
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
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 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.5	(2016) Decentralised energy networks
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 6.1	(2016) Strategic Approach
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
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 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
SA 5	Land to the South of the Railway, including Nestle Site
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMHB 2	Listed Buildings
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 16	Housing Standards

DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHB 19	Play Space
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMEI 14	Air Quality
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMAV 1	Safe Operation of Airports
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **30th November 2020**
- 5.2** Site Notice Expiry Date:- Not applicable

30th November 2020

6. Consultations

External Consultees

A total of 1,445 surrounding properties were consulted, the application was advertised in the local press and site notices were displayed adjacent to the site. 1 response has been received from a local resident, objecting to the proposal on the following grounds:-

(i) This application adds further development and expansion of the site, that wasn't in the original agreed-to plan with the additional units increasing the local traffic burden (which is already unsustainable) and increase the population density of people and cars, (beyond what the local area can support), leading to increase in pollution, noise, and will negatively impact the quality of life of the existing residents in the area.

The Hayes Conservation Area Advisory Panel have also provided the following comment:-

This property is in the Botwell: Nestles Conservation Area. The amended proposal to increase the number of new homes by increasing the height of some of the tower blocks while keeping the amount of amenity space the same would only increase the concerns that we expressed when responding to the original 2017 application, namely 1. the density of the development would be too great, providing apartments of limited size and with only a small proportion of family sized homes 2. the low rise and open, spacious feeling of the Conservation Area would be lost, with the proposed buildings nearest to Nestles Avenue dwarfing the housing on the other side of the road and adjoining streets and therefore completely altering the character of the area 3. locally listed buildings would be lost or so altered that almost all that would survive would be a facade 4. the extra traffic this development would generate would certainly have an adverse impact on the traffic flow in Station Road, Harold Avenue and North Hyde Road.

Further re-consultation has been undertaken on the latest revised plans / submission with the 1,445 surrounding residents being consulted on 5/11/20 and 9 site notices being displayed adjacent to the site on Nestles Avenue and Viveash Close (with the latest closing date being 30/11/20). To date, no further responses have been received and an update will be provided on the Addendum Sheet.

GREATER LONDON AUTHORITY (GLA) - Summary

(Officer Note - these comments relate to an earlier version of this AUS application when 922 additional residential units and 232 sq.m of flexible commercial use (A1/A3/A4/B1/D1/D2) was being proposed. The changes that have since been made (with a reduction in the uplift of residential units from 93 to 84 and reduction in commercial floorspace from 232 to 206sqm) are not considered to raise any additional strategic considerations that warrant a re-consultation with the Mayor, although the GLA will obviously be able to consider and assess the latest plans through their Stage 2 response)

Principle: The optimisation of development in the Heathrow Opportunity Area is strongly supported by Policies 3.3 of the London Plan and H1 of the intend to publish London Plan. The development must continue to ensure the efficient function, access, service arrangements and operation of the adjacent Industrial Land and high residential quality for the proposed population is secured (Paragraphs 16-22).

Housing: 922 residential units, 32% affordable housing by unit, split 29% Affordable Rent, 59% Shared Ownership and 12% Discount Market Sale (DMS) must follow a viability tested route as outlined in policies H5 and H6 of the intend to publish London Plan. GLA officers will continue to

robustly scrutinise the viability appraisal to ensure that the maximum amount of affordable housing is delivered. Both early and late stage review mechanisms must also be secured in accordance with the draft London Plan (Paragraphs 23-35).

Urban design: Scheme proposes changes to the height and massing of various blocks across the site, and no changes are proposed to the overall site layout since the previously approved masterplan. Height, massing and layout are supported, subject to confirmation the number of dual aspect units has been maximised (Paragraphs 36-40).

Sustainable Development: The Energy Hierarchy has been followed and the proposed energy strategy is broadly supported; however, further revisions and information are required before the proposals can be considered acceptable to comply with Policies 5.2 and 5.13 of the London Plan as well as Policies SI2 and SI13 of the draft London Plan (Paragraphs 43-48).

Transport: The design of the proposed cycle parking must be amended to comply with the London Cycle Design Standards (LCDS). The level of car parking should be reduced in line with Policy T6 of the intend to publish London Plan. Amended Transport Assessment, Delivery and Servicing plans should be provided and secured by conditions and s106 agreement obligations (Paragraphs 50-55).

TRANSPORT FOR LONDON (TfL):

(Officer Note - these comments also relate to an earlier version of this AUS application when 922 additional residential units and 232 sq.m of flexible commercial use (A1/A3/A4/B1/D1/D2) was being proposed. The changes that have since been made are not considered to raise any additional strategic transport considerations that warrant a re-consultation with TfL, although TfL will obviously consider and assess the latest plans as part of the Mayor's Stage 2 response)

The Parkway, which forms part of the Transport for London Road Network (TLRN) (A312), lies approximately 250m to the east of the site. TfL is the highway authority for the TLRN and is therefore concerned about any proposal which may affect the performance and/or safety of the TLRN. TfL also has a responsibility to ensure London Plan transport policies are met and progress is made toward meeting the targets and aspirations of the Mayor's Transport Strategy. All policy references in the following text are to the Intend to Publish London Plan unless otherwise stated.

Development Impact

1. The planning obligations for transport secured for the previous consent are proposed to be retained going forward.

Car Parking

2. The scheme is proposed to have a parking ratio of 0.6 cars per unit. This is the same rate that was agreed in the approved application. The final level of residential car parking at 0.6 spaces per unit is higher than the maximum standard set out in Policy T6, which requires developments in Outer London areas with a PTAL of 4 to have a maximum of 0.5 spaces per unit. However, the introduction of a CPZ with exemption for future occupiers of this development is supported and will enable delivery of the multi-modal transport spine.

3. A Car Parking Design & Management Plan should be secured by condition to explain how these spaces will be managed.

Cycle Parking

4. This quantum and location of the proposed cycle parking is acceptable and in line with Policy T5.

5. All cycle parking should be designed in line with the LCDS, as stated in policy T5.

Delivery and Servicing

6. A finalised Delivery and Servicing Plan (DSP) should be secured by condition.

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

Mayoral CIL

8. The MCIL2 Charging Schedule applies a charge of £60 per square metre for eligible new development within LB Hillingdon.

Officer Note:

All the following consultees have been consulted on the revised plans on 5/11/20, with a closing date of 30/11/20. Given timescales, the consultation period would not of expired at the time that this committee report was being prepared. Therefore the following comments are the latest received from that consultee, unless otherwise stated. An update will be provided on the Addendum Sheet.

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.

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

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

MINISTRY OF DEFENCE (MOD):

The site is located approximately 5.7km south from the centre of the runway at RAF Northolt and occupies the statutory birdstrike safeguarding zone surrounding the aerodrome.

Birdstrike safeguarding zone

Within this zone, the principal concern of the MOD is that the creation of new habitats may attract and support populations of large and, or, flocking birds close to aerodromes.

The proposed scheme includes a flat roof, with photovoltaic solar panels. This has the potential to result in a breeding habitat for roof nesting large gulls, creating an increased risk of birdstrike to aircraft using RAF Northolt. If this design is necessary, there should be a plan to control roof nesting gulls and to ensure there is access to all roof areas.

Therefore, to address the potential of the development to provide a desirable habitat or space for hazardous birds, the MOD requires a condition, such as the one below, for the submission of a Bird Hazard Management Plan be applied to any planning permission granted for this scheme.

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.

Cranes

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

The MOD would request that a condition, such as the one below, be included in any planning permission granted to ensure that the MOD is notified of when and where cranes will be erected.

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

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

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

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

HEATHROW AIRPORT LTD - AIRSIDE OPERATIONS FACILITY:

We refer to your email dated 16/04/20, received in this office on the same day.

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:

Submission of a Bird Hazard Management Plan

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

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

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

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

Information

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

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

Submission of Landscaping Scheme

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at www.aoa.org.uk/policy-campaigns/operations-safety). These details shall include:

- the species, number and spacing of trees and shrubs

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

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

We would also make the following observation:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>)

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.

HISTORIC ENGLAND:

Original Comments:

Thank you for your letter of 12 August 2019 regarding the above application for planning permission

These proposals are for various changes to the mixed-use redevelopment of the former Nestle factory site which was approved last year (ref: 1331/APP/2017/1883). Historic England had extensive involvement in those proposals due to the impact on the Botwell: Nestles, Hayes Conservation Area which is characterised by a mix of large-scale industrial buildings associated with the manufacturing of Nescafe coffee, some of which are locally listed. Our most recent advice letter to your Council sets out our position on the scheme now approved (our ref: P00592835, dated 19 June 2017).

This current application seeks various amendments to that scheme including an increase in height of many of the approved buildings. Having reviewed the submission, we note the increase is mainly contained at the northern end of the site, and is very unlikely to have a significant visual impact in important views from Wallis Gardens where the Nestle Factory and Canteen building and their 'garden factory' setting are best appreciated. We are therefore content that these changes would not have a major implication on the significance of the conservation area further to the consented scheme, and have no comments to add at this stage.

Further comments:

Based upon the consultation letter of 15 April 2020 regarding further information on the above application, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation advisers, as relevant.

It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals.

However, if you would like detailed advice from us, please contact us to explain your request.

This response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.

HISTORIC ENGLAND (GLAAS):

Recommend No Archaeological Requirement

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 Nestle site has been subject to field evaluation. Although some fragmentary remains were discovered further investigation is not warranted.

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.

SPORT ENGLAND:

The site is not considered to form part of, or constitute a playing field as defined The Town and

Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595), therefore Sport England has considered this a non-statutory consultation. It is understood that this is a Community Infrastructure Levy (CIL) charging authority and as such, the proposed development is required to provide CIL contribution in accordance with the Councils adopted CIL Charging Schedule. It is acknowledged that there is no requirement to identify where those CIL monies will be directed as part of the determination of any application. That said, Sport England would encourage the Council to consider the sporting needs arising from the development as well as the needs identified in its Infrastructure Delivery Plan (or similar) and direct those monies to deliver new and improved facilities for sport. Sport England would also encourage that the community facilities proposed in the development are sport facilities that meet locally identified sporting needs. Sport England, in conjunction with Public Health England, has produced 'Active Design' (October 2015), a guide to planning new developments that create the right environment to help people get more active, more often in the interests of health and wellbeing. The guidance sets out ten key principles for ensuring new developments incorporate opportunities for people to take part in sport and physical activity. The Active Design principles are aimed at contributing towards the Government's desire for the planning system to promote healthy communities through good urban design. Sport England would commend the use of the guidance in the master planning process for new residential developments. The document can be downloaded via the following link: <http://www.sportengland.org/activedesign> The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.

CANAL & RIVER TRUST:

The Canal and River Trust has no objection to the proposed amendments to the approved plans. We suggest that conditions and obligations relevant to the protection and enhancement of canal assets and its environment on the previous permission should be re-imposed.

NETWORK RAIL:

Thank you for your email dated 16 April 2020 together with the opportunity to comment on this proposal.

Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission.

On behalf of Asset Protection: No objection in principle. The applicant and their contractors should continue to liaise with the NR Asset Protection Team.

At no time can access gates or right of access be blocked in order to insure Network Rail have 24/7 access to the infrastructure.

At no time during the demolition or construction process any persons or equipment are to be within 3metres of the running line or overhead line equipment. This is to ensure the safety and continued operation of the railway.

Below I give additional comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

Drainage

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Ground levels - if altered, to be such that water flows away from the railway. Drainage is not to show up on Buried service checks.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Excavations/Earthworks

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken

Network Rail offers no right of support to the development. Where foundation works penetrate Network Rail's support zone or ground displacement techniques are used the works will require specific approval and careful monitoring by Network Rail. There should be no additional loading placed on the cutting and no deep continuous excavations parallel to the boundary without prior approval.

Ground Disturbance

The works involve disturbing the ground on or adjacent to Network Rail's land it is likely/possible that the Network Rail and the utility companies have buried services in the area in which there is a need to excavate. Network Rail's ground disturbance regulations applies. The developer should seek specific advice from Network Rail on any significant raising or lowering of the levels of the site.

Demolition

The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building, due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence. The area must be clear enough that train drivers and anyone working in the area can work safely and see approaching trains. If at any time this is not the case, please ensure signallers or the BTP are contacted.

Plant, Scaffolding and Cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

Landscaping

It is recommended no trees are planted closer than 1.5 times their mature height to the boundary

fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

Permitted:

Birch (*Betula*), Crab Apple (*Malus Sylvestris*), Field Maple (*Acer Campestre*), Bird Cherry (*Prunus Padus*), Wild Pear (*Pyrus Communis*), Fir Trees - Pines (*Pinus*), Hawthorne (*Cretaeagus*), Mountain Ash - Whitebeams (*Sorbus*), False Acacia (*Robinia*), Willow Shrubs (*Shrubby Salix*), Thuja Plicatata, "Zebrina"

Not Permitted:

Alder (*Alnus Glutinosa*), Aspen - Poplar (*Populus*), Beech (*Fagus Sylvatica*), Wild Cherry (*Prunus Avium*), Hornbeam (*Carpinus Betulus*), Small-leaved Lime (*Tilia Cordata*), Oak (*Quercus*), Willows (*Salix Willow*), Sycamore - Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), London Plane (*Platanus Hispanica*).

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

LB OF EALING:

The Council raises no objection to the proposal.

LB OF HOUNSLOW:

The Council does not wish to comment on this application at this time.

NATURAL ENGLAND:

Original comments

Natural England has no comments to make on this application. Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice. Natural England and the Forestry Commission have also published standing advice on ancient woodland and veteran trees which you can use to assess any impacts on ancient woodland. The lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. We advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development. We recommend referring to our SSSI Impact Risk Zones (available on Magic and as a downloadable dataset) prior to consultation with Natural England.

Further comments:

Natural England has previously commented on this proposal and made comments to the authority in our letter dated 17th April 2010.

The advice provided in our previous response applies equally to this amendment although we made

no objection to the original proposal.

The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

METROPOLITAN POLICE:

Many comments have already been provided in relation to this application. No further comments.

Officer comment:

A Secure be Design Condition forms part of the officer's recommendation.

THAMES WATER:

Waste Comments

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

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

We would expect the developer to demonstrate what measures 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.

Water Comments

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

Cadent Gas:

Cadent Gas have no objection to the proposed planning application at Nestles Factory North Hyde as the IP gas pipeline in the vicinity will not be affected.

Internal Consultees

Officer Note:

Given timescales, many internal specialist officers have not been able to comment on the latest revised plans at the time that this committee report was being prepared. The following comments are mainly those received on the last version of this scheme (unless otherwise noted), which is very similar to the current version, which included 4 additional units as compared to the current scheme. Any updates will be provided on the Addendum Sheet.

POLICY OFFICER:

Initial response:

Residential Mix

The original planning permission (1331/APP/2017/1883), which was approved in line with now withdrawn Local Plan: Part 2 - Saved UDP Policy H4, permitted a residential mix that included a low proportion (9.7%) of family units and was almost predominantly (49.7%) one-bedroom units. Since this scheme was approved, the new Local Plan: Part 2 (2020) has been adopted and therefore Policy H4 has been replaced by Policy DMH 2. The Intend to Publish Version of the London Plan (2019) has also progressed substantially and therefore is a material planning consideration in the determination of this application. Consideration also needs to be had to the Secretary of State's recent intervention to Policy H10, which has been justified on the need for more family homes in London.

Since the original planning permission, a small uplift to the number of units was approved by planning committee through (1331/APP/2019/1666), which included a net increase of 8 units. 5 of these were 3 bedroom units. Despite this small change, the low proportion of three bedroom units and the dominance of one bedroom units remains one of the weaker aspects of the redevelopment of this site. Schemes in the area that are being progressed since the Development Plan has been updated are expected to achieve a higher proportion of family units than this and are being designed accordingly by applicants, with the overall aim of reflecting the latest information on housing need and creating a mixed and inclusive neighbourhood.

However, noting that there is an approved scheme already setting a baseline scenario, it would not be realistic to expect an uplift scheme to substantially address the imbalance in housing mix. Nevertheless, caution needs to be had when determining this application to ensure this imbalance is not exacerbated further. The proposal would result in the following unit mix change from what has already been approved:

Size	Units	Proportion
1 Bedroom (incl. studios)	53	60.2 %
2 Bedroom	29	33.0 %
3 Bedroom	6	6.8%
Total	88	

The new overall mix would therefore be as follows:

Size	Units	Proportion
1 Bedroom (incl. studios)	744	50.4%
2 Bedroom	589	39.9%
3 Bedroom	144	9.7%
Total	1477	

The proposal would result in a scheme that was almost predominantly one bedroom units (49.7%) to one that is by definition (50.4%). Due to their small size, one bedroom units are the least flexible unit type and mean that only individuals or couples could accommodate the majority of the units on this scheme. Whilst there is a gross increase of 6 family sized units (3 bedroom or greater), this is a small proportion of the 88 units and as such would lead to a minor deterioration overall in the proportion of family units within the site.

Importantly there is not a gross loss of family sized units, as the applicant has reconfigured a few smaller existing units, particularly on the ground floor, to accommodate 3 bedroom units. As previously mentioned, it is also important to consider that it is not realistic to expect an uplift scheme to substantially address the pre-existing imbalance in housing mix. Most of the new units have been created through the addition of extra floors at higher levels, which mirror the existing floor plans that have already been approved, rather than through any wholesale design changes.

The exception however is in Block H. Under the previously approved scheme, this block

accommodated 18 units, 10 of which were high quality private three bedroom units. These have been replaced entirely by one bedroom studios, which would only just meet the smallest permissible space standard (37 sqm) and 7 of which would be single-aspect north facing units. All of these units would be Discount Market Sale, which is a type of intermediate affordable housing for sale. As such, the applicant is proposing to trade off the development plan objectives of achieving balanced communities, meeting an identified need for family sized units and achieving high quality design, in order to achieve an increase in intermediate affordable housing. It is important for the case officer to also weigh up any other harm that is arising from this change to Block H that I have not recognised here. I would also note that the Housing Team initially expressed support during pre-application for the DMS units, stating that they were acceptable to help first time buyers access the property market.

As an additional point, I would just note that there are errors in the submission which do not make it easy to work out what is being proposed/approved. For example within the Design and Access Statement, Section 2.3 Unit Mix Comparison states that there were 29 approved family units in Block F3/F4, but this doesn't appear to be correct and would not lead to the overall numbers being proposed elsewhere. I would suggest that errors need to be amended to ensure that Officers not involved in the scheme can maintain a high quality of data monitoring post approval.

Affordable Housing

The submission fails to provide sufficient information on affordable housing in terms of habitable rooms. The percentage of affordable housing on a scheme should be measured in habitable rooms to ensure that a range of sizes of affordable homes can be delivered, including family-sized homes. Habitable rooms in affordable and market elements of the scheme should be of comparable size when averaged across the whole development. This point is made within both the Mayor of London's Affordable Housing and Viability SPG (2017) and the Intend to Publish Version of the London Plan (2019). The D&S and/or Planning statement should be amended to provide the comparative figures between what has been approved and what is being proposed by habitable rooms rather than by unit.

Using the by unit figures that have been provided, whilst the scheme would achieve 40% affordable housing by unit overall, the scheme would only provide 27.2% of the affordable housing as affordable rent and provide 72.8% as intermediate products. In order to follow the Fast Track Route of the threshold approach and avoid submitting a FVA, the submission would have had to be consistent with the local planning authority's tenure split. This is established within Policy DMH 7 of the Local Plan: Part 2 (2020), which states that 70% should be low cost rented (Social/Affordable Rent) and 30% Intermediate products. The scheme is therefore proposing the opposite tenure split to what is required in the London Borough of Hillingdon and therefore has correctly submitted an FVA to justify why it is not viable to achieve the required tenure split.

Subject to the FVA demonstrating that it is not viable to achieve the required affordable housing threshold with the correct tenure split, Paragraph 4.6.12 of the Intend to Publish Version of the London Plan (2019) is clear that tenure should be considered as the starting point for negotiations. It will, however, be for the local planning authority to decide if there should be a greater number of affordable homes, or fewer homes at low cost rent. Following the conclusion of the FVA, it will therefore be for the Housing Team to confirm that they are happy to accept a higher quantum of affordable housing, rather than pursuing more low cost rented homes.

Public Open Space

Policy DMCI 4 of the Local Plan: Part 2 (2020) outlines that major new residential development must make provision for new or enhanced open space. Importantly, unlike Policy DMHB 18 outlined below, there is not a specific calculation for working out the quantitative requirement for onsite delivery. This

a judgement call that the case officer and internal landscape architect need to make to ensure that the quantum and quality of public open space being proposed is sufficient for the scale of the residential development. It is considered that this objective was a positive element of the original scheme, which included Wallis Gardens, Viveash Square, Milk Street Garden, Coffee Park, Canal Square, general improvements to the access to the Grand Union Canal and an east to west pedestrian link through the scheme.

The applicant has since added 3 units through the previous approval and is proposing an additional 88 units. A judgement therefore needs to be made as to whether the onsite public open space provision remains sufficient to avoid the need for this to be addressed by financial contribution, as it would not be possible to attain significantly more public open space onsite without redesigning the entire scheme.

Private Outdoor Amenity Space

Policy DMHB 18 outlines the private outdoor amenity space calculations which must be met onsite, either through space that is private to the individual units (e.g. balconies or gardens) or space that is communal to the residents of the block only and not accessible by the public (e.g. podiums or roof gardens).

It is unclear from the planning statement and DAS what the increase requirement for private outdoor amenity space is. The '2.6 Amenity Space Comparison' section of the DAS shows some very large uplifts in the quantum of private amenity space, but I'm not sure how the applicant is suggesting they have been achieved. I would note that the original scheme was approved, despite not meeting similar standards outlined within the Saved UDP policies. A judgement may therefore be needed about whether this scheme could also be permissible under this premise, particularly if it meets the less onerous standards set through the London Plan.

Further Response on Latest Scheme:

Residential Mix

Since the previous comments, the only changes are:

- The loss of one studio flat
- The loss of three one-bedroom flats.

My comments are therefore unchanged.

Affordable Housing

The applicant has stated that they have now submitted an FVA as requested.

Private Outdoor Amenity Space

The applicant has now provided the overall shortfalls in private amenity space. The large uplift on Block C has come from the roof being made accessible, which was presumably being used for PVs before.

The response from the applicant seems confused:

Calculations have been done to assess the proposal's amenity provision compared to the original approved scheme and the S73. The schedule is provided as part of the Addendum. A financial contribution will be sought as part of the S106 agreement to address any deficit of public open space. All private amenity space has been met by the proposed design.

Private amenity space requirements have not been met through design, hence why there are shortfalls. These should not be addressed by contribution. If a scheme is to be approved that does

not meet the target set in Policy DMHB 18, then the case officers need to justify why in terms of site constraints, harm of providing more and confirmation that it at least meets the lower figures in the London Plan.

URBAN DESIGN & CONSERVATION OFFICER:

The application is for a development of 4no. new buildings comprising residential units (in addition to those approved under planning permission ref: 1331/APP/2017/1883), a basement extension to Block B, flexible commercial uses (including but not limited to use classes A1/A3/A4/B1/D1/D2) and associated landscaping, access, car parking and other engineering works. The plans show a development of 917 residential units (totalling 1,474 units involving a net additional uplift of 88 units from that permitted by planning permission ref: 1331/APP/2017/1833), amendments to Blocks B, C, F3, F4, H, and 232sqm of commercial floorspace.

The site forms part of a 16 hectare expanse of land referred to as Policy SA 5: Land to the South of the Railway within the Local Plan: Part 2 - Site Allocations and Designations. SA 5 is split into three smaller sites, referred to as Site A, B and C. Site A, The former Nestle Factory site, lies entirely within the Botwell: Nestle Conservation Area which contains a number of locally listed structures that include the Main Factory, the Canteen Building the Lodge (now demolished with consent) and the gates/railings at the front of the site. The approved Nestle Factory scheme (Application: 1331/APP/2017/1883) provides for 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.

The application proposes changes to the height and massing of various blocks across the site but no changes are proposed to the overall site layout since the previously approved masterplan. Blocks B1, B2, B3, B4, B5, B6, C4 and F4 are proposed to be raised by one floor and blocks C2 and B8 by 2 floors.

Despite the increase in some of the block heights the changes would still be in the 'spirit' of the original scheme and a varied and interesting skyline similar to the consented scheme would remain. The majority of the height increase would be around the central blocks close to Sandow Square. The North edge in the form of four 'feature blocks', fanning out from the orthogonal of the factory to the diagonal of the railway remains unchanged.

Block H is to remain at 6 storeys (G+5) but its layout has been modified to house the discount market sale units. This adds 17 new homes with an increased footprint of 1.7 metres towards the west. No concerns are raised to this aspect of the proposals.

The supporting documentation has been assessed in detail. Taking into consideration the consented scheme which retained and approved blocks of a substantial scale it is concluded that the proposed additional height increases would have a minimal impact due to its careful distribution across the site. The scheme still provides a skyline that is broken up across the development and retains multiple breaks at core locations and set back storeys and terraces. The scheme is therefore considered acceptable on design grounds.

The proposed increases in height would also cause no further harm to the setting of the heritage assets than that which has already been permitted under the consented scheme and is considered acceptable.

HIGHWAY, TRAFFIC AND TRANSPORTATION COMMENTS (Comments on Latest Scheme):

In 2019 planning permission under reference 1331/APP/2017/1883 was granted to redevelop the Nestle Factory site to provide 1,389 no. residential units with 832 no. residents car parking spaces plus a further 20 no. spaces for the community units giving 852 no. in total - a ratio of 0.6 residential spaces per unit. Planning application is now sought to extend this approved scheme to provide an additional 84 no. residential units, giving 1,473 no. units in total. Associated with this uplift in unit numbers would be an increase in the number of residential car parking spaces, these would increase by 52 no. giving 884 no. spaces for residents and a further 10 no. Car Club spaces and 20 no. community spaces. The site 'with' the proposal would provide 914 no. spaces in total and the ratio of residential car parking spaces to unit would remain 0.6. This analysis shows that the number of residential car parking space has increased pro rata by the increase in residential units, the proportion of residential spaces to unit remains unchanged at a ratio of 0.6. This is accepted.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: Vehicle Parking requires that development proposals must comply with the relevant parking standards. For a development of this type the maximum number of parking spaces permitted would be 70 no. spaces, as mentioned above 52 no. extra spaces are proposed.

The site is within the Botwell ward. According to the data retrieved from the Nomis database, 70% of households living in the Botwell Ward have access to one car or more. If the residents of the new development have a similar profile to the existing ward population then over two thirds would need somewhere to park either within the development or on-street. Of those Botwell Ward residents in employment, 49% drive to work by car or van. Again, if the profile of the residents living in the new development is similar to the existing ward population then around half of all residents would drive to work and need somewhere to park their car at night and over weekends.

As mentioned above, according to census data the new residents will own cars, parking supply on-site is limited and parking on the surrounding residential streets is restricted to permit holders only. To guard against the development creating further parking stress, the Highway Authority requires that the developer makes a contribution towards the Nestles Avenue Multi Modal Transport Scheme; this is a package of measures that will provide a genuine alternative to trip making private car. The Nestles Avenue Multi Modal scheme will widen Nestles Avenue to facilitate the operation of a new bus services and the provision of shared use footways. This scheme will encourage and enable the future residents to live a 'car-lite/car-free' lifestyle by offering genuine travel choice.

LBH Highways DC require that the applicant provides a Construction Logistics Plan, Service and Delivery Plan and Travel Plan. It would be acceptable to amend the same documents produced for the approved scheme to include the Additional Unit Scheme. This should be secured by condition.

To make the proposal acceptable in planning terms, based on the number of units provided the following developer contributions are required, Bulls Bridge Healthy Streets £60,000, Cranford Park £17,000, Hayes Parking Management Scheme £300, additional bus capacity £26,000, Grand Union Canal Quietway £21,000, Legible London £500 and Nestle Avenue Multi-Modal Transport Spine £26,000. LBH Highways DC also require that the applicant enters into a legal agreement with the Council that prohibits future residents of the development from applying for a parking permit and joining any nearby the parking management scheme. These requirements should be secured by a Section 106 agreement of the 1990 Town & Country Planning Act.

The Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: Vehicle Parking also requires that development proposal provide cycle parking, 2,251 space are proposed which is in accordance with the adopted cycle parking standards. These spaces should be covered and secure, this should be secured by condition.

Ten percent of all additional car parking spaces, 3no. in total should be must be for blue badge holders and motorcycle parking should be provided at the rate of 5% for car parking spaces. Parking for 2no. motorcycles are required - these should be provided with anchor points. This should be secured by condition.

In accordance with The London Plan - Intend to Publish Version December 2019 the Council requires the that 20% of all car parking spaces are provide with active electric vehicle charging points with all the remainder having passive provision. This should be secured by condition.

Based on the above the Highway Authority is satisfied that the proposal would not present a risk to road safety, discernibly exacerbate traffic congestion or lead to parking stress. The development is in accordance with the Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts, Policy DMT 2: Highway Impacts and Policy DMT 6: Vehicle Parking. There are no highway objections to this development.

Officer comment

The uplift in the contributions agreed are in line with the Highway Engineer's figures.

ACCESS OFFICER (Comments on Latest Scheme):

In assessing this application for an additional 93 residential units, reference has been made to London Plan policy 3.8(c) and the Council's Supplementary Planning Document 'Accessible Hillingdon' (adopted September 2017). It is understood that the increment of units would be achieved by means of an additional storey, stacked to mirror the floor below. The supporting Design & Access Statement reports on 6 new unit designs, of which 5 would be designed to meet M4(2), with the remaining unit type designed to satisfy building requirement M4(3). The additional residential units would result in an increase of the residential car parking spaces from 832 to 887. No concerns are raised, however, the following conditions should be attached to any planning approval: The additional units hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building. REASON: To ensure an appropriate standard of housing stock in accordance with London Plan Policy 3.8 (c) and (d) is achieved and maintained. Prior to the first occupation of each phase, the affordable Category 3 M4(3) residential units (Use Class C3), hereby approved shall have been constructed to satisfy Regulation M4(3)(2)(b) as specified in Approved Document M to the Building Regulations 2010 (2015 edition). REASON: To allow for immediate occupation by a wheelchair user in accordance with London Plan Policy 3.8(d) Prior to the first occupation of each phase, details of the accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities, shall be submitted to, and approved in writing by the Local Planning Authority. Thereafter, all the approved provisions shall remain in place for the life of the development. REASON: To ensure appropriate play and recreation facilities in accordance with London Plan Policy 3.6 is achieved and maintained.

TREES/LANDSCAPE (Comments on Latest Scheme):

This site layout was approved under application ref. 1331/APP/2013/1883, subject to landscape (and other) conditions. It is understood that the current amendments affect only the layout and provision within the existing footprint of the building.

Recommendation

There should be no impact or affect on the external layout or quantum of green infrastructure. No objection, subject to previous landscape conditions.

Officer comments:

All the original landscaping planning conditions to the extant planning permission have been retained

FLOOD AND WATER MANAGEMENT:

Original comment:

A letter has been submitted indicating that the consultants believe there are no alterations to the drainage and flood risk strategy as a result of the proposed additional units. However a basement is proposed within Block B, and the FRA states that groundwater was found within 0.7m bgl within the site. The drainage strategy for Block B yet to be approved will need to incorporate facilitation of the management of groundwater around this basement.

Further comment:

A letter is submitted to state there are no changes to the SuDs strategy as a result of these amendments. However a basement is proposed to Block B. No basement impact assessment has been submitted.

(Officer comment:

The basement has already been approved and its proposed extension represents a small extension to its consented size).

AIR QUALITY OFFICER (Comments on Latest Scheme):

The proposed development is located within the LBH Air Quality Management Area and the Air Quality sensitive Hays Focus Area, bringing traffic and energy production emissions which will add to current exceedances. As per the new London Plan, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

The originally proposed development (1331/APP/2017/1883) was not air quality neutral and the additional units proposed are also not air quality neutral for transport emissions for the land uses proposed. Therefore, the additional pollutant emissions generated by the additional units proposed need to be mitigated.

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. Furthermore, policy DME1 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area. Finally, the London Plan Intent to Publish version (December 2019) requires development to be air quality positive specially within focus areas, actively contributing to reduce pollutant emissions to the atmosphere.

Damage Cost and Mitigation Measures

As previously undertaken, the level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

The mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied.

The level of mitigation required associated with the additional traffic emissions resulting from the additional number of residential units in relation to the granted number of dwellings

(1331/APP/2017/1883) is £50,527.

Therefore, a section 106 agreement with the LAP of £50,527 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

Observations

In addition, two Air Quality conditions are required to develop and implement a Low Emission Strategy and manage construction emissions as required by the Mayor of London. See text below.

Condition Air Quality - Low Emission Strategy

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

1) the fleet composition serving 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. Measures that will encourage this will be listed and implemented.

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 charging bay. This is to be implemented as per the minimum number of charging points required in the London Plan.

4) a clear and effective strategy to encourage 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 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 emerging London Borough of Hillingdon Local Plan (part 2), London Plan Policy 7.14, Mayor's Intent to Publish London Plan Policy S11, and paragraph 170 of the National Planning Policy Framework (2019).

Conditions - Reducing Emissions from Demolition and Construction

A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason: Compliance with London Plan Policy 7.14 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

B All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with

the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

Context

The proposed development is within an Air Quality Management Area and will affect identified Air Quality Focus Areas. Air Quality Focus Areas are defined by the GLA as areas already suffering from poor air quality where prioritisation of improvements is required. This is supported by:

Local Plan Part 2 Policy DME1 14

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 continued improvement of air quality, especially within the Air Quality Management Area.

Officer comment:

An overall air quality contribution of £855,601 has been agreed and included within the HoT which represents an uplift of £51,060 from the original permission.

CONTAMINATED LAND OFFICER (Comments on Latest Scheme):

1 Summary of Comments:

I have previously conducted reviews of substantial quantities of information contained within the following 10 reports and documentation which refer to land conditions at the site:

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 outline details and methodology to assess and address land affected by contamination at the site. I consider the details within the reports shall continue to remain applicable, and the changes proposed by the 'additional units scheme' in this application will not demand changes to the assessment, conclusions and recommendations provided within the 10 reports.

I therefore have no objections or further comments relating to this application.

ENERGY & SUSTAINABILITY:

I have no objections to the proposed development subject to the development proceeding in accordance with the Energy Statement (BBS Environmental, June 2019 with associated addendum of Stroma March 2020) and the following S106 requirement:

The development fails to achieve zero carbon standards as required by the London Plan. There is a shortfall of 29 tonnes of CO₂ per annum.

Based on a carbon price of £60/tonne of CO₂, the S106 must include an offset contribution to be paid to the Council for £52,743.

Officer note:

The offset contribution needs to be revised, but the applicants have supplied a figure of up to £1,589,447 which is included in the S106 HoTs.

VIABILITY CONSULTANT COMMENTS (Summary):

A Financial Viability Assessment has been submitted in connection with the latest revisions of this AUS scheme which has been independently reviewed by a third party viability assessor.

They conclude that the revised proposals would not be able to viably support additional affordable housing, lower value affordable tenure types or further planning obligations beyond that already modelled. In overall terms, despite the increased revenue derived from the additional units this is offset by a higher proportion of lower value affordable rented units and CIL and Section 106 contributions have also increased.

The conclusions of the third party independent assessor are accepted. An affordable housing provision of 40% forms one of the Heads of Terms in the S106 Agreement which would also include the need to provide early and late review mechanisms as sought by the GLA. On this basis, the affordable housing provision is considered acceptable.

DAYLIGHT/SUNLIGHT CONSULTANT COMMENTS (Summary):

The daylight testing for the amended scheme, in comparison to those for the consented scheme, fare better and the percentages of rooms meeting target values increase slightly from those of the

consented scheme.

Whilst the number of rooms meeting target values for sunlight is low, again levels have increased marginally from those levels of the consented scheme.

Generally the daylight and sunlight results are better, because the new units are at high level and normally at this level; there is less of an obstructed outlook and greater chance of seeing an unobstructed skyline.

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 proposal will provide 913 new residential units in Blocks B, C, F3, F4 and H. The total number of units on site will total 1,473 units. This figure includes the 3 additional units permitted as part of the Section 73 application (Ref. 1331/APP/2019/1666). The proposed development will help to contribute to the local housing supply and help to meet London Plan targets.

7.02 Density of the proposed development

This was assessed under the original planning application, reference 1331/APP/2017/1883 when it was considered to be acceptable. The red line boundary for this site only encompasses Blocks B, C, F3, F4 and H. Therefore, technically the density should only be calculated within the red line. The application site has an area of 2.31 hectares. With 913 proposed units that equates to a density of 395 units per hectare.

However, if the wider residential element of the former Nestle Site is factored in, the residential element of the site has an area of 8.11 hectares and would accommodate 1,473 units in total. This would result in a density of 182 dwellings per hectare and 458 hr/ha. Based on the sites existing PTAL of 2 and 3, the proposal slightly exceeds the density range which the London Plan states should be 70-170 units per hectare and 200 - 450 hr/ha for an urban site. Within Hillingdon's Local Plan, an appropriate density for a mostly flatted scheme within West Drayton / Hayes Town Centres with PTAL of 3 to 6 is 150 - 250 u/ha and 450 - 750 hr/ha. This compares to the originally approved scheme (ref: 1331/APP/2017/3883) which had a density of 171 units per hectare and 433 hr/ha.

However, looking ahead, the PTAL of the application site is likely to rise to a minimum of 4 once Crossrail opens at Hayes and Harlington Station. The London Plan density range for PTAL 4 sites is 200-700 habitable rooms per hectare and 70-260 units per hectare). Based on the future PTAL for the application site, the proposed density is considered to be appropriate for this location which has good (and improving) accessibility, therefore the proposal is considered to accord with local and regional planning policy requirements.

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

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 the Botwell: Nestles, Hayes Conservation Area and the retained factory facades and the Canteen building are locally listed buildings.

The plans show a development of 913 residential units (totalling 1,473 units involving a net additional uplift of 84 units from that permitted by planning permission ref: 1331/APP/2017/1833 as amended by 1331/APP/2019/1666), amendments to Blocks B, C, F3, F4, H, and 206sqm of commercial floorspace. The site forms part of a 16 hectare expanse of land referred to as Policy SA 5: Land to the South of the Railway within the Local Plan: Part 2 - Site Allocations and Designations. SA 5 is split into three smaller sites, referred to as Site A, B and C. Site A, the former Nestle Factory site, lies entirely within the Botwell: Nestle Conservation Area which contains a number of locally listed structures that include the Main Factory, the Canteen Building, the Lodge (now demolished with consent) and the gates/railings at the front of the site.

The application proposes changes to the height and massing of various blocks across the site but with the exception of a small change to the footprint of Block H, no changes are proposed to the overall site layout since the previously approved masterplan. Blocks B1, B2, B4, B5, B6, C4 and F4 are proposed to be raised by one floor and blocks C2 and B8 by 2 floors.

Despite the increase in some of the block heights, the changes would still be in the 'spirit' of the original scheme and a varied and interesting skyline similar to the consented scheme would remain. The majority of the height increases would be around the central blocks close to Sandow Square. The north edge in the form of four 'feature blocks', fanning out from the orthogonal of the factory to the diagonal of the railway remains unchanged.

Block H is to remain at 6 storeys (G+5) but its layout has been modified to house the discount market sale units. This adds 17 new units with an increased footprint of 1.7 metres towards the west. No concerns are raised to this aspect of the proposals.

The supporting documentation has been assessed in detail. Taking into consideration the consented scheme which retained and approved blocks of a substantial scale it is concluded that the proposed additional height increases would have a minimal impact due to its careful distribution across the site. The scheme still provides a skyline that is broken up across the development and retains multiple breaks at core locations and set back storeys and terraces. The scheme is therefore considered acceptable on design grounds.

The proposed increases in height would also cause no further harm to the setting of the heritage assets than that which has already been permitted under the consented scheme and is therefore considered acceptable.

Officers consider the proposed alterations are acceptable 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.

An Aviation Consultation Report, dated May 2017 was submitted with the original application. This has been supplemented with a letter from Osprey Consulting Services, dated 13/6/19 which provides an update on additional discussions that have taken place with NATS.

The proposed development is located 4km to the north east of the Aerodrome Reference Point (ARP) for Heathrow airport and in this location, the site sits within one of the designated Obstacle Limitation Surfaces called the Inner Horizontal Surface (IHS). The IHS for Heathrow airport is established at 67.93m Above Ordnance Datum (AOD). The proposed development has taken into consideration the height of the approved scheme as well as the London Heathrow Aviation Safeguarding Zone. The proposed heights of the buildings are no greater than 67.93AOD. The proposed development will not impact the London Heathrow Aviation Safeguarding Zone. The additional floor(s) are proposed on the proposed lower parts of the development ensuring the maximum height restriction is not breached. The site is also within the statutory birdstrike safeguarding zone surrounding RAF Northolt, located some 5.7km to the north.

NATS, Heathrow Airport Ltd (Aerodrome Safeguarding and the MoD Safeguarding have all been consulted on the application and although none raise objection, both Heathrow and the MoD advise of the need for a Bird Hazard Management Plan which should be conditional on any planning approval (and in the case of HAL, they also specify the need for an explanatory informative). HAL also advise of the need for a condition to control the attractiveness of any proposed landscaping for birds whereas the MoD require a Construction Management Strategy that includes details of crane use which HAL also consider necessary, albeit this can be provided by an informative.

The conditions and informatives form part of the officer's recommendation.

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 84 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 a need for new or additional information to support the submitted Environmental Statement.

In summary, the changes would not result in new likely significant effects not previously considered and reported upon.

However, a revised Environmental Statement has been submitted in support of the application which includes the revised reports dealing with transport and access, air quality, land contamination and built heritage matters.

7.07 Impact on the character & 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) and Policies D1 and D2 of the draft London Plan require new developments to 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 Intend to Publish 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.

As previously stated in Section 7.03 of this report, officers consider that the revised scheme retains the character and design ethos of the original consented scheme, with the increase in height to the blocks provided in less sensitive locations.

Whilst the materials and final finish are subject to conditions, as the works on site have commenced, the materials for these blocks will be required to be of a high quality finish.

Importantly, the GLA in their Stage 1 Report advise that in terms of the height, scale and massing of the blocks, the additional height has been carefully distributed across the site

and is supported.

The scheme is therefore considered to be acceptable in design terms, in accordance with the above policies.

7.08 Impact on neighbours

Policy 7.6 of the London Plan (2016) requires new buildings and structures to not cause unacceptable harm to the amenity of surrounding land and buildings in relation to a number of factors, including overshadowing.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The additional storeys are proposed on blocks located away from the frontage of the site. The nearest residential properties are on the opposite side of Nestles Avenue to the south, over 70m from the nearest block that is to have an additional storey. Given the overall layout of the development, it is considered that the massing of the new storeys would largely be screened from these neighbours by the existing blocks of the consented scheme.

In light of this, it is not considered that the proposed development will result in any increased impact on neighbours over and above that considered acceptable in consideration of the original scheme.

7.09 Living conditions for future occupiers

Policy 7.6 of the London Plan (2016) requires new buildings and structures not to cause unacceptable harm to the amenity of surrounding land and buildings in relation to a number of factors, including overshadowing.

Policy DMHB 10 (High Buildings and Structures) of the Hillingdon Local Plan: Part 2 Development Management Policies (2020) states that proposals for high buildings should (among other things) not adversely impact on the microclimate (i.e. wind conditions and natural light) of the site and that of the surrounding areas, with particular focus on maintaining usable and suitable comfort levels in public spaces and should be well managed, provide positive social and economic benefits and contribute to socially balanced and inclusive communities. This is supported by Policy 7.7 of the London Plan (March 2016) and Policy D8 of the draft London Plan - Intend to Publish (December 2019).

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

Policy 3.5 of the London Plan requires new development to be of the highest quality both internally and externally. Table 3.3 of the London Plan, together with the Mayor's Housing Standards and National Space Standards set out the internal size requirements for residential accommodation. Policy DMHB 16 (Housing Standards) of the Hillingdon Local Plan: Part 2 Development Management Policies (2020) reiterates these space standards.

The London Plan (2016) and national technical standards set out minimum room sizes for residential units. All units proposed meet the minimum floorspace standards required for all

dwelling sizes. The scheme accords with the London Plan (2016) and the national technical standards and as such is considered acceptable.

DAYLIGHT/SUNLIGHT

Policy DMHB11 'Design of New Development' of the Local Plan: Part 2, states that development should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Policy D6 'Housing Quality and Standards' of the London Plan (Intend to Publish) (2019) requires the design of development should provide sufficient daylight and sunlight to new and surrounding property that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

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 Building Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice, Second Addition' (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 was considered to meet the BRE guidelines.

The GLA advise in their Stage 1 Report on this application that the daylight/sunlight analysis provided demonstrates that the effect of the extra building height on the shared amenity space is minimal.

The internal layouts of the dwellings 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, a terrace or internalised amenity space.

A revised Daylight and Sunlight Assessment has been undertaken for this application scheme which has been independently reviewed by a third party specialist. In summary the consultants confirm that 86.3% of rooms will meet target values, when using the ADF percentage stated in BS8206. This figure is slightly up from the figures for the consented scheme which stood at 85.5%.

Rooms fared slightly worse with NSL analysis, with 75.1% of rooms meeting the target value. However, again this is a slight improvement from the consented scheme, where 73.6% achieved the target values.

The summary of results does not discuss the sunlight analysis. We have taken a review of the analysis, the review shows that 1,145 rooms from 2,065 rooms tested, would fall short of the target values for sunlight. This equates to 55.4% of rooms falling short of target values.

Having reviewed the initial daylight and sunlight report dated May 2017, it appears that only 38% of rooms achieved target values for sunlight. This figure has now risen to 44.6%.

The report concludes that the daylight testing for the amended scheme, in comparison to those for the consented scheme, fare better and the percentages of rooms meeting target values increase slightly from those of the consented scheme.

Whilst the number of rooms meeting target values for sunlight is low, again levels have increased marginally from those levels of the consented scheme.

Generally the daylight and sunlight results are better, because the new units are at high level and normally at this level; there is less of an obstructed outlook and greater chance of seeing an unobstructed skyline.

On this basis, officers consider that this scheme represents an overall improvement in terms of satisfying daylight / sunlight guidance as compared to the Consented Scheme and no objections can be raised on this ground to the revised scheme.

PRIVACY/OVERLOOKING/OUTLOOK

The supporting text for Policy DMHB 11 (Design of New Development) of the Hillingdon Local Plan: Part 2 Development Management Policies (2020) states that the Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary.

The plans demonstrate that the changes proposed as part of this application do not result in any detrimental overlooking issues over and above those already approved as part of the original scheme. The additional floors mainly mirror the floor below them and do not change the relationship between blocks. Thus there is not considered to result in any increased loss of privacy or outlook from the original permission.

The officer's report did identify a number of areas where mitigation measures / further details were required, particularly within the internal corners of the blocks. This was addressed by an overlooking mitigation condition which has been re-attached as part of the officer's recommendation.

PRIVATE/COMMUNAL 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 to 59% of the minimum policy requirement.

The revised accommodation schedule would require amenity space provision for the proposed additional 84 units as follows:

DMS flat:	35 x 20 =	700m ²
Studio flat:	-7 x 20 =	- 140 m ²
1 bed flat:	21 x 20 =	420 m ²
2 bed flat:	29 x 25 =	725m ²
3 bed flat:	6 x 30 =	180 m ²
Total required		= 1,885 m ²

Therefore it is noted that the proposed amendments result in an increase of 1,885sqm 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 913sqm of additional amenity space, mainly through the provision of balconies / roof gardens serving the new units but also includes the delivery of an additional roof terrace communal garden in Block C. To maintain the same 59% of the amenity space required which has previously been accepted, an additional 1112sqm would be required. As such, this scheme is deficient of 199sqm of amenity space to maintain the previously acceptable ratio.

In order to mitigate the shortfall on the original permission (only achieving 59% of the required amenity space), 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 increase in unit numbers which takes this particular contribution to £312,024.

However the current scheme fails to achieve the 59% target by 199sqm and as per the Section 73 scheme, the shortfall is required to be mitigated through an in-lieu contribution towards improvements at the local park of £23,975, the applicant has agreed to this sum.

PUBLIC OPEN SPACE

Policy G4 of the Intend to Publish London Plan (2019) states that development proposals should:

- 1) Not result in the loss of protected open space
- 2) Where possible create areas of publicly accessible open space, particularly in areas of deficiency.

Policy DMCI 4 of the Hillingdon Local Plan Part 2; Development Management Policies (2020) requires proposals for new major residential developments to make provision for new open space or enhancements to existing open space and says that proposals that fail to do so will be resisted.

The extant scheme delivers a variety of on-site public open space including Wallis Gardens, Viveash Square, Milk Street Garden, Coffee Park, Canal Square. However, the

extant scheme was delivered prior to the adoption of local plan policy DMCI 4 which requires major residential developments to deliver public open space. Whilst the current proposals deliver no additional public open space, the quantum and quality of the public open space being proposed is deemed sufficient to serve the additional residents, although any future proposals to diminish this delivery would be strongly resisted given the quantum of development on this site.

CHILDREN'S PLAY SPACE

London Plan Policy 3.6 and draft London Plan Policy S4 set out the expectation that housing proposals should make provision for play and informal recreation, based on expected child population generated by the scheme and an assessment of future needs. Policy DMHB 19 (Play Space) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments which result in an occupancy of ten or more children to provide children and young people's play facilities on-site.

Paragraph 5.76 in the supporting text advises that:-

'Larger housing developments will therefore be required to provide at least five square metres of suitable formal play space onsite, based on the child yield of the development as a whole. This requirement needs to be seen within the context of the London-wide target of 10 square metres per child as set out in the Mayor of London's Children and Young People's Play and Informal Recreation SPG (2012).'

Paragraph 5.77 advises:-

'Where it is not possible to provide sufficient on-site provision, offsite provision of new facilities or improvements to existing play spaces in the local area should be considered.'

A play space document (prepared by Cameo) has been submitted as part of this application. This uses the 'SPG play space requirement calculator' which allocates a GLA benchmark of 10 sqm of dedicated play space per child, the following is required to accord with the SPG:-

- Ages 0-5 - 1,310 sq m
- Ages 5-11 - 690 sq m
- Ages 12+ - 440 sq m
- Total 2,440 sq m

Under the extant schemes, there was a requirement to deliver 1990sqm of child play space on site, which was based on the GLA SPG. A total of eight children's play areas are provided within the proposed development and are located in various locations around the residential portion of the development. The submitted application and the additional residential units results in an additional child play space requirement of 450sqm. This is being secured as an off-site in lieu contribution of £72,000 to improve child play space within the vicinity of the site.

WIND ASSESSMENT

A revised wind assessment has been submitted in support of the planning application to assess the wind microclimate around the proposed Blocks (B, C, F3/4 and H). It outlines the overall methodology and the use of the Lawson Comfort Criteria to describe the

expected on-site wind conditions. The assessment is based upon the analysis of meteorological conditions for London, adjusted to the Application Site, a review of the scheme drawings in the context of the meteorological data. The revised report (dated 28th October 2020) concludes that the majority of locations throughout the site are expected to be suitable for their intended use. However, there are expected to be several locations which would be windier than required, namely:-

- a. Thoroughfares at south corner of Block C;
- b. Entrances (no. 7) at the southern and western corners of Block C;
- c. Ground floor seating (benches) at southern end of Milk Street and Canal Street; and
- b. Balconies on southern corners of Blocks B and C.

The report advises that the proposed landscaping would mitigate the majority of wind conditions but the following mitigation measures would be required to alleviate remaining uncomfortable winds:-

- a. Additional trees and planters at the southern corner of Block C,
- b. 1.5m planters or screening to the south of seating on Milk Street and Canal Street;
- c. Solid balustrades on the identified balconies or to their southern half.

With the mitigation measures in place, the report concludes that all wind conditions would be suitable for the intended use throughout the site.

A condition is recommended to ensure that details of the mitigation measures are submitted to and approved by the Local Planning Authority.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy 6.3 of the London Plan (2016) 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 Two - Development Management Policies (January 2020) states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner and to be acceptable, schemes are required to i) be accessible by public transport, walking and cycling; ii) maximise safe, convenient and inclusive accessibility; iii) provide equal access for all people; iv) adequately address servicing requirements and v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment. Policy DMT 2 seeks to minimise the impact of development on the surrounding highway with regards to traffic, air quality, noise, local amenity and safety.

Policy DMT 4 advises that the council may require development to mitigate transport impacts from development proposals by improving local public transport facilities and services.

Policy DMT 5 requires development proposals to ensure that safe and direct access for pedestrians and cyclists is provided on the site connecting it to the wider network.

Policy DMT 6 sets maximum parking standards for new development as outlined in Appendix C Table 1 to facilitate sustainable development. A variation of these requirements may be acceptable when:-

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendation.

The policy also states that all car parks provided for new development will be required to provide conveniently located parking spaces for wheelchair users and those with restricted mobility.

The application is supported by a revised Transport Assessment, which uses the same methodology as previously agreed on the original assessment but revised to include the uplift in 84 residential units, together with other factors, such as traffic growth due to more recent consented development in the surrounding area.

Car Parking

The assessment advises that on the consented scheme, 832 residential parking spaces were provided for the 1,386 units which equates to a parking ratio of 0.60 parking spaces per residential unit. With 884 residential parking spaces now proposed, the 1,473 units would maintain the same 0.60 ratio. 20 spaces are also allocated for the non-residential uses and 10 car club spaces are provided, to give a total of 914 spaces.

Cycle Parking

Cycle parking provision has increased by 54 spaces to provide a total of 2251 spaces. These would be located within the blocks.

Trip Generation

Residential trip rates applied in the Transport Assessment have been applied across all the residential units, even though 40% of them will not have access to parking so that the assessment is considered to be robust. The report has assessed the capacity of surrounding road junctions and the analysis concludes that no additional junction capacity improvements are required, although it will be necessary to provide the improvements that were previously identified as part of the consented scheme.

The Transport Assessment has been reviewed by the Council's Highway Engineer and Transport for London and its methodology is supported and its analysis and recommendations are accepted.

The Council's Highway Engineer advises of the need for a Construction Logistics Plan, Service and Delivery Plan and Travel Plan. These could be revised documents from those already approved and should be secured by condition / S106 Agreement. The Highway Engineer also advises of the need to prohibit future residents of the development from applying for a parking permit and joining any nearby parking management scheme. This requirement should be secured by a Section 106 agreement. It is also necessary to secure electric charging points (20% active, remainder passive) and 46 motorcycle spaces (5% of total parking spaces). Other highway improvements previously secured on the original scheme would also need to be secured as part of this scheme and any contributions sought uplifted on a pro-rata basis.

TfL advise that although 0.6 spaces per unit is higher than the maximum standard set out in Policy T6 of the Intend to Publish London Plan, which requires developments in Outer London areas with a PTAL of 4 to have a maximum of 0.5 spaces per unit, the introduction of a CPZ with exemption for future occupiers of this development is supported and will enable delivery of the multi-modal transport spine.

They also advise of the need for a finalised Delivery and Servicing Plan (DSP), full Construction Logistics Plan (CLP) and a Car Parking Design & Management Plan to be secured by condition.

TfL also advise that the quantum and location of the proposed cycle parking is acceptable and in line with Policy T5.

All cycle parking should be designed in line with the LCDS, as stated in policy T5.

The recommended conditions and S106 obligations form part of the officer's recommendation.

Based on the above the proposal would not present a risk to road safety, discernibly exacerbate traffic congestion or lead to parking stress. The development is in accordance with the Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts, Policy DMT 2: Highway Impacts and Policy DMT 6: Vehicle Parking.

7.11 Urban design, access and security

Issues of design (section 7.6) and accessibility (section 7.10) are addressed elsewhere within the body of the report.

In respect of security, the submitted design and access statement details various areas where security has been taken into account in the design of the proposals including:

- (i) Natural Surveillance;
- (ii) Appropriate Levels of Lighting;
- (iii) Provision of internal and external CCTV;
- (iv) Design of the car park to comply with Park Mark standards; and
- (v) Provision of appropriate boundary treatments.

It is considered that the submitted documentation demonstrates that security and safety considerations have formed a fundamental part of the design process and have been appropriately integrated into the scheme. The Metropolitan Police Crime Prevention Officer raises no objections to the proposed security measures. The implementation of specific measures such as lighting, boundary treatments and CCTV could be secured by way of appropriate conditions in the event the application being approved.

7.12 Disabled access

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

The Act states that service providers should think ahead to take steps to address barriers that might impede disabled people.

Policies 3.5, 3.8 and 7.2 of the London Plan (2016), Policy D5 of the draft London Plan - Intend to Publish (December 2019), the Mayor of London's Housing Standards, Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the Accessible Hillingdon Supplementary Planning Document (September 2017) require that all residential units are built in accordance with Part M4(2) of the Building Regulations 2010 (2015 Edition) and that 10% of the units be designed and constructed in accordance with Part M4(3) of the Building Regulations 2010 (2015 Edition). In the event of an approval, appropriately worded conditions could be attached to any

consent, to ensure compliance with these standards.

The Council's Access officer has been re-consulted on the latest revised plans and advises that the increment of units would be achieved by means of an additional storey(s), stacked to mirror the floor below. The supporting Design & Access Statement reports on 6 new unit designs, of which 5 would be designed to meet M4(2), with the remaining unit type designed to satisfy building requirement M4(3). The additional residential units would result in an increase of the residential car parking spaces from 832 to 887. No concerns are raised, however, the officer recommends that 3 conditions should be attached to any planning approval to ensure the design of the accessible units satisfy standards, the accessible units are provided within each phase of development, prior to occupation and details of accessible play equipment is provided. These form part of the officer's recommendation.

For the reasons set out above, it is considered that subject to suitably worded conditions, the proposed development could be in accordance with The Equality Act 2010 and with Policies 3.5, 3.8 and 7.2 of the London Plan (2016), Policy D5 of the draft London Plan - Intend to Publish (December 2019), the Mayor of London's Housing Standards, Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the Accessible Hillingdon Supplementary Planning Document (September 2017).

7.13 Provision of affordable & special needs housing

The London Plan (2016) Policies 3.10 - 3.13 require Boroughs to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes, having regard to their affordable housing targets. The Local Plan: Part 1 (2012) Policy H2 requires sites with a capacity of 10 or more units to provide an affordable housing mix which reflects housing needs in the borough. The Local Plan: Part 2 (2020) Policy DMH 7 outlines that subject to viability, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split 70% Social/Affordable Rent and 30% Intermediate.

The Mayor's Affordable Housing and Viability Supplementary Planning Guidance (SPG) (2017) and Intend to Publish Version of the London Plan (2019) have established the threshold approach to affordable housing applications. Where proposals meet or exceed the relevant threshold level and are consistent with the relevant tenure split, a Financial Viability Appraisal (FVA) is not required, subject to the applicant confirming they have sought grant funding to increase the level of affordable housing. Draft Policy H6 of the London Plan (Intend to Publish Version (Dec 2019)) outlines that a minimum of 30% of the affordable housing should be intermediate, a minimum of 30% should be social/affordable rent and the remaining 40% is to be determined by the Council. In line with the Local Plan: Part 2 (2020) Policy DMH 7, this 40% should also be social/affordable rent. It should be noted however that it may not be possible to achieve this tenure split exactly and therefore nominal variations will need to be accepted.

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 approved planning permission (Ref.1331/APP/2017/1883) met LBH's affordable housing policy by providing 35% affordable housing by habitable room. The approved tenure split comprised of 30% intermediate product (shared ownership) and the remaining 70% as Affordable rent. The affordable housing was secured in a S106 agreement.

A Section 96a (Ref. 1331/APP/2019/1553) as well as a Deed of Variation were submitted to amend the residential phasing plan and increase the affordable housing to 40%. This application and Deed of variation were approved at planning committee dated 21 August 2019. The increase in affordable housing provision has been secured through grant funding being obtained and the delivery of the affordable units being led by L&Q.

The affordable housing provision for this application will be maintained at 40% across the entire masterplan area which would comprise a total of 595 units. The affordable housing provision will include Discounted Market Sales (DMS) units which will be located in Block H and be 1 person 1 bed units which are considered smart living units which are small but of a high quality of design. The DMS units will be 37sqm. The affordable housing provision will comprise the following mix of units:-

DMS - 35 (6%)
Studio - 41 (7%)
1 bed - 243 (40.5%)
2 bed - 207 (35%)
3 bed - 69 (11.5%)

Affordable Housing is required to be calculated by habitable room rather than unit numbers, therefore an analysis of the habitable room affordable housing delivery has also been undertaken and is set out below. Across the site the whole development (current application and the wider consent ref 1331/APP/2019/1666) the site would comprise a total of 3720 habitable rooms. The information below confirms that across the wider masterplan site, the development proposes to deliver 40% affordable housing by habitable room:

Discount Market Sale units: 70 hab rooms
Studio units: 41 hab rooms
1 bed: 486 hab rooms
2 bed: 621 hab rooms
3 bed: 276 hab rooms
TOTAL: 1494 habitable rooms

The 40% Affordable Housing delivery proposed across the site would comprise the following:

41% Shared Ownership and Discount Market Sale
59% Affordable Rent

Planning policy requires a 70/30 split whereby 70% of the affordable housing delivery should be affordable rent and 30% should be shared ownership. As this target has not been achieved, the applicants have submitted a Financial Viability Appraisal. This has been independently reviewed by the Councils third party and they conclude that the revised proposals would not be able to viably support additional affordable housing, lower value affordable tenure types or further planning obligations beyond that already modelled. In overall terms, despite the increased revenue derived from the additional units this is offset by a higher proportion of lower value affordable rented units and CIL and Section 106 contributions have also increased.

The conclusions of the third party independent assessor are accepted. An affordable housing provision of 40% forms one of the Heads of Terms in the S106 Agreement which would also include the need to provide early and late review mechanisms as sought by the GLA. On this basis, the affordable housing provision is considered acceptable.

Early and late review mechanisms would need to be secured as part of the S106 and also that the DMS units need to be carefully secured and meet the relevant affordability criteria for intermediate ownership and that the discount is appropriately passed on to future 'eligible buyers' in perpetuity.

7.14 Trees, landscaping and Ecology

TREES and LANDSCAPING

Policy EM4 (Open Space and Informal Recreation) of the Local Plan: Part 1 - Strategic Policies (2012) says that the Council will safeguard, enhance and extend the network of open spaces, informal recreational and environmental opportunities that operate as carbon sinks and that meet local community needs and facilitate active lifestyles by providing spaces within walking distance of homes. Provision should be made as close as possible to the community it will serve. There will be a presumption against any net loss of open space in the Borough. The Council will identify new opportunities for open space through an Open Space Strategy. Major developments will be expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities. The Council will seek to protect existing tree and landscape features and enhance open spaces with new areas of vegetation cover (including the linking of existing fragmented areas) including front and back gardens for the benefit of wildlife and a healthier lifestyle, mitigating climate change.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) says (amongst other things) that all developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit and that development proposals will be required to provide a landscape scheme. The policy also seeks to protect existing trees through tree root protection areas and an arboricultural method statement where appropriate. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

There are no significant changes to the landscaping form of the original permission. The proposed treatment of the amenity area within the internal courtyard of Block B has been revised, but this is a minor alteration. The building footprint of Block H has also been marginally extended by 1.75 to the west, but this does not impact upon any landscaping. The Council's Tree / Landscaping Officer does not raise any concerns with the new proposals.

ECOLOGY

The NPPF at Paragraph 170 advises that planning policies and decisions should contribute to and enhance the natural and local environment by, amongst other criteria:

'd) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures'.

London Plan Policy 7.19 and the Mayor's intend to publish London Plan Policy G6 state that proposals that create new or improved habitats that result in positive gains for biodiversity

should be considered positively.

Policy DMEI 7 requires the design and layout of new development to retain and enhance any existing features of biodiversity or geological value and where this is unavoidable, replacement features of equivalent biodiversity value should be provided on site and where these can not be provided due to site constraints, appropriate contributions will be sought, secured through a legal agreement, for off-site works. Development on or near sites of ecological or geological value require surveys and assessments to demonstrate that they will not have an unacceptable impact and additional improvements will be sought for development that fronts a river or the Grand Union Canal. Development that results in significant harm to biodiversity, which can not be avoided, mitigated or as a last resort, compensated for will normally be refused.

An Ecological Appraisal Addendum, dated June 2019 has been submitted in support of this application. It advises that the amended proposals are not likely to result in any additional adverse effects on ecological designations, habitats and faunal species so that no further mitigation measures are required and that the conclusions identified in the previously submitted Ecological Appraisal remain applicable.

As the proposed layout of the buildings remains the same, this assessment is accepted. However, in order to maximise the ecological interest of the site (subject to the planting restraints identified in order to safeguard the safety of airport operations), a condition is re-attached to this new permission requiring that details of ecological enhancement be submitted.

On this basis, the scheme is considered to comply with London Plan Policy 7.19, the Mayor's intend to publish London Plan Policy G6, Policy EM8 of The Local Plan: Part 1 - Strategic Policies (2012) and Policy DMEI 7 of the Hillingdon Local Plan, Part Two - Development Management Policies (2020).

7.15 Sustainable waste management

Policy 5.16 of the London Plan (2016) sets out the Mayor's policy for waste management, including the need to minimise waste and encourage recycling. This is supported by policy EM11 of the Local Plan: Part 1 - Strategic Policies (November 2012).

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

D) 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.

Bin storage is provided within the blocks adjacent to the service core areas on the ground floor. The following table provides a comparison of the consented and proposed schemes using 1,100 litre Eurobins.

BLOCK B	Approved	Proposed
No of units	490	530
Bin No. Provided	68	71
Total Litres Provided	74,000	78,000
Total Litres required	70,140	77,350

BLOCK C	Approved	Proposed
---------	----------	----------

No of units	212	233
Bin No. Provided	28	32
Total Litres Provided	30,800	35,200
Total Litres required	30,720	73,730

BLOCK F3/4	Approved	Proposed
------------	----------	----------

No of units	109	113
Bin No. Provided	12	16
Total Litres Provided	13,200	17,600
Total Litres required	13,200	15,640

BLOCK C	Approved	Proposed
---------	----------	----------

No of units	18	35
Bin No. Provided	4	4
Total Litres Provided	4,400	4,400
Total Litres required	3,200	3,500

The revised scheme therefore provides adequate storage capacity for waste within each of the blocks. The requirement for a condition requiring a Waste Management Plan on 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

Policies DMEI 1 and DMEI 3 of the Local Plan: Part 2 - Development Management Policies (2020) relate to reducing carbon emissions (and decentralising energy). Policy EM1 of the Local Plan: Part 1 - Strategic Policies (2012) relates to climate change.

Policy 5.2. Part A of the London Plan (2016) and draft policy SI 2 of the draft London Plan (Intend to Publish) (2019) requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires non domestic buildings to achieve a 35% improvement on building regulations 2013. This policy also requires major residential developments to achieve a zero carbon standard. However if this cannot be achieved then a cash in lieu contribution will be sought. Parts C & D of the policy require proposals to include a detailed energy assessment.

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.

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 or Drainage Issues

Policy EM6 (Flood Risk Management) of the Local Plan Part 1 Strategic Policies (2012)

states that applicants must demonstrate that Flood Risk can be suitably mitigated. Policies DMEI 9, DMEI 10 and DMEI 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding.

There are no material changes to the extant planning permission to be considered under this proposal which would have any adverse impact on flooding or drainage issues. A small enlargement of the basement parking area in Block B is proposed, but this would not have any implications for the flood risk assessment that has been undertaken on the consented scheme. This has been confirmed by the GLA who advise that the proposed changes do not affect flood risk and drainage proposals considered in the previous application and are acceptable and that surface water drainage strategy remains compliant with Policy 5.13 of the London Plan and Policy SI.13 of the draft London Plan. Conditions however, should be secured to ensure domestic and non-domestic water consumption complies with Policy 5.15 of the London Plan and Policy SI.5 of the draft London Plan.

Conditions attached to the original grant of planning permission form part of the officer's recommendation, which amongst other matters, requires details of water use efficiency measures to be submitted.

7.18 Noise or Air Quality Issues

NOISE AND VIBRATION:

Policy 7.15 of the London Plan (March 2016) requires development proposals to manage noise, amongst other criteria by avoiding significant adverse noise impacts on health and quality of life and by separating noise sensitive development from major noise sources through use of distance, screening or internal layout in preference to sole reliance on sound insulation.

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

A Residential Planning Noise and Vibration Report (ref. 003, Revision 01, dated September 2020) has been submitted in support of the proposals.

This has been reviewed by an independent third party consultant and they are critical of the report in as much as this is written as if this is a new application, whereas given the application proposals represent small changes to what is an already consented scheme, and a consented scheme where some of the noise conditions have been discharged, it is questionable if any assessment is required. Instead, they consider it would have been more relevant to have a document showing how the proposals compare to the consented scheme (as per the DAS Addendum) and what, if any, changes are required to the measures proposed to satisfy the planning conditions. Otherwise, and should LBH be mindful to grant permission, presumably it would be a question of applying the same condition(s), where relevant, to the resultant additional permission.

The assessor then considers those noise conditions that have already been attached to the previous permissions on site and note that the wording of these is not consistent and there is no obvious reason for the change. The conditions that have been attached, as worded, also appear to duplicate one another whereas other important issues, such as the need to protect external and internal residential elements from environmental (i.e. rail and road) noise are not covered. They advise this is partly covered in the report as if there was such a condition, but with no assessment of noise with external amenity areas.

They therefore advise that if the LPA is minded to grant planning permission, conditions along the lines of the following are recommended and the LPA will need to take a view on the need or otherwise to be consistent across the applications/permissions:-

- Condition a detailed assessment to confirm the typical external environmental noise levels around the proposed buildings and within external amenity areas (including balconies), and the details of the sound insulation scheme(s), and any other control measures (such as to balconies), to reduce levels to a practicable minimum in external amenity areas and to meet the relevant internal noise targets within the ProPG1 during both ventilation and overheating conditions.
- Condition the requirement for an overheating assessment (that ties-in with the sound insulation scheme(s)).
- Condition the requirement for a Noise SPD2/BS 41423 assessment of any plant or other relevant sources associated with the operation of the proposed development. [In keeping with Condition 25 above.]
- Condition the requirement for an assessment of rail vibration and ground-borne noise.

The above conditions are considered necessary to provide a satisfactory residential environment and they form part of the officer's recommendation.

AIR QUALITY:

With regards to air quality Policy DMEI 14 (Air quality) of the Local Plan: Part 2 - Development Management Policies (2020), Policy EM8 of the Local Plan Part 1 (2012), Policy 7.14 (Improving Air Quality) of the London Plan (2016), Policy SI 1 of the draft London Plan - Intend to Publish (December 2019) and the NPPF are considered relevant.

The proposal seeks to add a further 84 residential units to the permitted 829 residential units by planning permission ref: 1331/APP/2017/1833 as amended by the S73 application, and now 206sqm of commercial floorspace. The proposed development is located with the LBH Air Quality Management Area and the Air Quality sensitive Hayes Focus Area, bringing traffic and energy production emissions which will add to current exceedances. As per the new London Plan, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

The Council's Air Quality Officer advises that the originally proposed development (1331/APP/2017/1883) was not air quality neutral and the additional units proposed are also not air quality neutral for transport emissions for the land uses proposed. Therefore, the additional pollutant emissions generated by the additional units proposed need to be mitigated.

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. Furthermore, policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area. Finally, the London Plan Intent to Publish version (December 2019) requires development to be air quality positive specially within focus areas, actively contributing to reduce pollutant emissions to the atmosphere.

The officer advises that using Defra's Damage Cost Approach, a contribution of £50,527 is required to mitigate the the additional number of dwellings. The applicant has calculated the overall air quality contribution required for the whole scheme to be £855,601 which equates to an uplift of £51,060 from the original permission and is therefore acceptable.

The officer also advises of the requirement for 3 conditions which will secure a low emission strategy, a control of dust and emission scheme from demolition and construction work and a Non-Road Mobile Machinery compliance condition. These form part of the officer's recommendation, and on this basis together with the uplift in the air quality contribution, the scheme complies with Policy 7.14 of the London Plan (2016), Policy SI 1 of the draft London Plan - Intend to Publish (December 2019), Policy EM8 of the Local Plan Part 1 (2012), Policy DMEI 14 of the Local Plan: Part 2 - Development Management Policies (2020) and the NPPF.

7.19 Comments on Public Consultations

1 response objecting to the proposal from a surrounding occupier has been received, together with an objection from the Hayes Conservation Area Advisory Panel. The concerns raised have been considered in the officer's report.

7.20 Planning obligations

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

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

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

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.

A legal agreement for the extant consent on the wider site exists and is not repeated here. It is proposed however to amend that legal agreement to account for the additional units proposed in this development, rather than create a stand alone legal agreement; the Heads of Terms proposed are as follows:

1. 40% affordable housing on site (as per the extant planning permission), to include early and late stage review mechanisms and securing the DMS units to ensure the relevant

affordability criteria for intermediate ownership are met and that the discount is appropriately passed on to future 'eligible buyers' in perpetuity,

2. S278 works at:

- Dawley Road/Botwell Common Road;
- Dawley Road/Kestral Way/Betam Road/Blyth Road;
- 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) excluding blue badge holders

4. £5,317 towards an extension of the parking management zone

5. £1,063,465 for Bulls Bridge improvements

6. £464,734 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 £9,571

10. Multi modal transport scheme on Nestles Avenue, transfer of land for implementation of scheme

11. Contribution of up to £464,734 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. £372,213 contribution for canalside improvements

15. Unfettered access to public open space being provided on site

16. £335,999 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 £855,601 for Air Quality mitigation

22. Contribution of up to £1,589,447; Carbon offset fund

23. £72000 contribution towards Child Play Space

24. 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 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

The original planning permission (1331/APP/2017/1883), which was approved in line with the now withdrawn Local Plan: Part 2 - Saved UDP Policy H4, permitted a residential mix that included a low proportion (9.7%) of family units and was almost predominantly (49.7%) one-bedroom units. Since this scheme was approved, the new Local Plan: Part 2 (2020) has been adopted and therefore Policy H4 has been replaced by Policy DMH 2. The Intend to Publish Version of the London Plan (2019) has also progressed substantially and therefore is a material planning consideration in the determination of this application. Consideration also needs to be had to the Secretary of State's recent intervention to Policy H10, which has been justified on the need for more family homes in London.

Since the original planning permission, a small uplift to the number of units was approved by planning committee through (1331/APP/2019/1666), which included a net increase of 3 units. Despite this small change, the low proportion of three bedroom units and the dominance of one bedroom units remains one of the weaker aspects of the redevelopment of this site. Schemes in the area that are being progressed since the Development Plan has been updated are expected to achieve a higher proportion of family units than this and are being designed accordingly by applicants, with the overall aim of reflecting the latest information on housing need and creating a mixed and inclusive neighbourhood.

However, noting that there is an approved scheme already setting a baseline scenario, it would not be realistic to expect an uplift scheme to substantially address the imbalance in housing mix. Nevertheless, caution needs to be had when determining this application to ensure this imbalance is not exacerbated further. The proposal would result in the following unit mix change from what has already been approved:

Consented Scheme:

Size	Unit Nos.	Proportion
DMS	0	0%
Studios	102	7.3%
1 Bedroom	589	42.4%
2 Bedroom	560	40.3 %
3 Bedroom	138	9.9%
Total	1,389	

Proposed scheme:

Size	Units(hab rms)	Proportion
DMS	35 (70)	2.4%
Studios	103 (103)	7.0%
1 Bedroom	602 (1204)	40.9%
2 Bedroom	589 (1767)	40.0 %
3 Bedroom	144 (576)	9.8%
Total	1,473	

Whilst the scheme very marginally decreases the percentage of traditional studios and one-bedroom units, adding the DMS units would marginally increase the percentage from 49.7% to 50.2%. Due to their small size, one bedroom units are the least flexible unit type and mean that only individuals or couples could accommodate the majority of the units on this scheme. Whilst there is a gross increase of 6 family sized units (3 bedroom or greater), this is a small proportion of the 84 units and as such would lead to a very minor deterioration overall in the proportion of family units within the site.

Importantly there is not a gross loss of family sized units, as the applicant has reconfigured a few smaller existing units, particularly on the ground floor, to accommodate 3 bedroom units. As previously mentioned, it is also important to consider that it is not realistic to expect an uplift scheme to substantially address the pre-existing imbalance in housing mix. Most of the new units have been created through the addition of extra floors at higher levels, which mirror the existing floorplans that have already been approved, rather than through any wholesale design changes.

The exception however is in Block H. Under the previously approved scheme, this block accommodated 18 units, 10 of which were high quality private three bedroom units. These have been replaced entirely by one bedroom studios, which would only just meet the smallest permissible space standard (37 sqm) and 7 of which would be single-aspect north facing units. All of these units would be Discount Market Sale, which is a type of intermediate affordable housing for sale. As such, the applicant is proposing to trade off the development plan objectives of achieving balanced communities, meeting an identified need for family sized units and achieving high quality design, in order to achieve an increase in intermediate affordable housing. The Housing Team initially expressed support during pre-application for the DMS units, stating that they were acceptable to help first time buyers access the property market.

The GLA also note that overall proportion of family sized units is low but they are generally supportive of the housing mix, particularly as the family sized accommodation is concentrated in the affordable housing elements of the scheme.

Therefore, on balance, no objections are raised to the proposed housing mix.

CONTAMINATION

Contamination:

Policy DME1 12 of the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) expects development proposals on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants and advises that schemes will be supported where contamination has been adequately assessed and can be safely remediated. It goes on to advise that conditions may be imposed to ensure remedial works are implemented; where contamination levels are harmful to human health or controlled waters, full intrusive investigations and remediation proposals will be expected prior to any permission being granted and remediation works may require the need for a S106 if for instance, on-going management works are required.

The Council's Contamination Officer advises that contamination issues have previously been addressed by the consented scheme and the numerous submitted reports that supported it so that they consider the details within the reports shall continue to remain applicable, and the changes proposed by the 'additional units scheme' in this application will not demand changes to the assessment, conclusions and recommendations provided within the 10 reports and therefore have no objections or further comments relating to this application.

A land contamination condition forms part of the officer's recommendation and the scheme is considered to comply with Policy DME1 12 of the Local Plan.

FIRE SAFETY:

Policy D12 of the Intend to Publish of the London Plan (2019) states 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.

The GLA advise that a Fire Statement by a third party suitably qualified assessor should be submitted to detail how the proposal will function in terms of the building's construction, means of escape, access for fire personnel and equipment and the ongoing maintenance and monitoring of these. and the Fire Statement should be submitted prior to determination. This has been conditioned and the GLA would be able to assess any further submission(s)as regards fire safety as part of their Stage 2 Review.

A condition has been added to to secure the implementation of a Fire Strategy in accordance with draft Policy D12 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 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

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 ratio of parking provided would remain unchanged at 0.6 spaces per unit and thus is acceptable and that the proposed 84 additional units together with all the residential units also continue to meet the London Plan (2016) and Local Plan space standards.

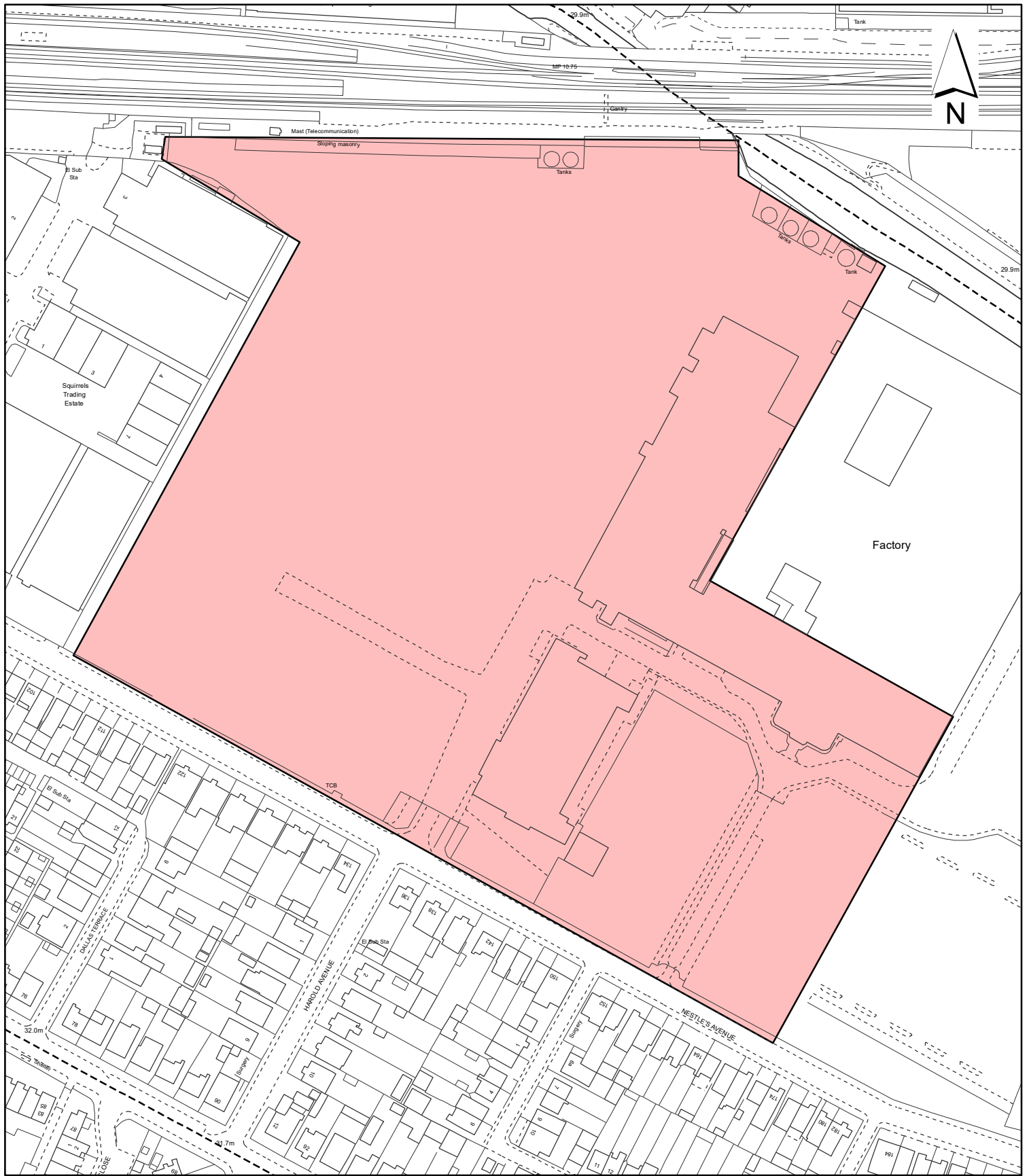
Therefore it is considered the proposal is acceptable and is recommended for approval subject to the conditions and legal agreement (incorporating contribution up-lifts) as originally imposed.

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: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

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/2019/2314

Scale:
1:2,000

Planning Committee:
Central & South Page 193

Date:
December 2020



This page is intentionally left blank

Report of the Head of Planning, Transportation and Regeneration

- Address** FAIRVIEW BUSINESS CENTRE CLAYTON ROAD HAYES
- Development:** Demolition of existing buildings for residential-led mixed use development comprising buildings between 3 and 10 storeys to provide residential units (Use Class C3) and ground floor commercial floorspace (Use Class B1/A3) with associated access and car and cycle parking, landscape and amenity areas and associated servicing (AMENDED June 2020).
- Details: Comprising 400 residential units (Use Class C3) and 1,130 sqm of commercial floorspace (Use Class B1) at ground floor including 308 sqm (Use Class B1/A3) with associated access and car parking for 195 vehicles and 674 cycle parking, landscape and amenity areas and associated servicing
- LBH Ref Nos:** 58758/APP/2019/3517
- Drawing Nos:** CRH-AA-B-04-DR-A-234B Rev R4
CRH-AA-B-05-DR-A-235B Rev R4
CRH-AA-A-08-DR-A-228 Rev R4
CRH-AA-A-06-DR-A-226 Rev R4
CRH-AA-B-01-DR-A-231A Rev R4
CRH-AA-B-00-DR-A-230B Rev R4
CRH-AA-A-03-DR-A-223A Rev R4
CRH-AA-A-02-DR-A-222A Rev R4
CRH-AA-A-02-DR-A-222B Rev R4
CRH-AA-A-01-DR-A-221A Rev R4
CRH-AA-A-ZZ-DR-A-411 Rev R4
CRH-AA-A-ZZ-DR-A-412 Rev R4
CRH-AA-ALL-01-DR-A-201 Rev R14
CRH-AA-B-ALL-DR-A-417A Rev R4
CRH-AA-B-07-DR-A-237 Rev R4
CRH-AA-B-02-DR-A-232B Rev R4
CRH-AA-B-09-DR-A-239 Rev R4
UltraGas (250D-2300D) Technical Informatior
CRH-AA-ALL-DR-A-133 Rev R2
CRH-AA-B-ALL-DR-A-414A Rev R1
UltraGas 500D Technical Informatior
A3095-SK-A-200430ME30 GA Plans Proposed Roof Plai
CRH-AA-ALL-DR-A-102 Rev R2
CRH-AA-ALL-DR-A-110 Rev R2
CRH-AA-ALL-DR-A-141 Rev R3
CRH-AA-ALL-DR-A-100 Rev R4
CRH-AA-ALL-DR-A-111 Rev R2
CRH-AA-ALL-DR-A-112 Rev R2
CRH-AA-ALL-DR-A-140 Rev R3
CRH-AA-ALL-DR-A-142 Rev R3
CRH-AA-ALL-DR-A-130 Rev R2
CRH-AA-ALL-DR-A-131 Rev R2
CRH-AA-ALL-DR-A-132 Rev R2
CRH-AA-ALL-DR-A-157 Rev R2

CRH-AA-ALL-DR-A-155 Rev R2
CRH-AA-ALL-DR-A-156 Rev R2
CRH-AA-ALL-DR-A-150 Rev R2
Accommodation Schedule 3095 700 P16
Car Park Management Plan
Cover Letter dated 18th October 2019
CRH-AA-A-ZZ-DR-A-413 Rev R4
CRH-AA-B-ALL-DR-A-417B Rev R4
CRH-AA-B-01-DR-A-231B Rev R3
CRH-AA-B-05-DR-A-235A Rev R4
CRH-AA-B-06-DR-A-236A Rev R4
CRH-AA-B-ZZ-DR-A-304 Rev R6
CRH-AA-B-ZZ-DR-A-303 Rev R6
CRH-AA-A-ZZ-DR-A-301 Rev R7
CRH-AA-A-ZZ-DR-A-300 Rev R7
CRH-AA-B-04-DR-A-234A Rev R4
CRH-AA-B-02-DR-A-232A Rev R4
CRH-AA-A-05-DR-A-225 Rev R4
CRH-AA-B-06-DR-A-236B Rev R4
CRH-AA-B-ALL-DR-A-414B Rev R1
CRH-AA-A-ZZ-DR-A-410 Rev R4
CRH-AA-A-ZZ-DR-A-401 Rev R8
CRH-AA-A-ZZ-DR-A-400 Rev R8
CRH-AA-B-ALL-DR-A-416 Rev R4
CRH-AA-ALL-09-DR-A-209 Rev R14
CRH-AA-B-08-DR-A-238 Rev R4
CRH-AA-B-03-DR-A-233A Rev R4
CRH-AA-B-03-DR-A-233B Rev R4
CRH-AA-A-07-DR-A-227 Rev R4
CRH-AA-B-00-DR-A-230A Rev R4
CRH-AA-A-01-DR-A-221B Rev R4
CRH-AA-A-00-DR-A-220B Rev R4
CRH-AA-B-ALL-DR-A-404 Rev R10
CRH-AA-B-ALL-DR-A-415B Rev R4
CRH-AA-B-ALL-DR-A-403 Rev R10
CRH-AA-ALL-DR-A-402 Rev R4
CRH-AA-A-03-DR-A-223B Rev R4
CRH-AA-A-00-DR-A-220A Rev R4
CRH-AA-A-04-DR-A-224 Rev R4
CRH-ASE-ALL-GF-DR-L-2001 Rev P5
CRH-AA-ALL-GF-DR-A-200 Rev R16
CRH-ASE-ALL-GF-DR-L-2003 Rev P3
Energy Statement EMS179 Rev 6
Building A Ecodan CAHV Heating System Technical Details
Design and Access Statement May 2020 A3095-2-1C
Building B Ecodan CAHV Heating System Technical Details
CRH-AA-B-ALL-DR-A-415A Rev R3
CRH-AA-ALL-RP-DR-A-210 Rev R14
CRH-AA-ALL-03-DR-A-203 Rev R14
CRH-AA-ALL-06-DR-A-206 Rev R14

CRH-AA-ALL-05-DR-A-205 Rev R14
CRH-AA-ALL-04-DR-A-204 Rev R14
CRH-AA-ALL-02-DR-A-202 Rev R14
CRH-AA-ALL-08-DR-A-208 Rev R15
CRH-AA-ALL-07-DR-A-207 Rev R15

Date Plans Received: 25/10/2019 **Date(s) of Amendment(s):** 25/10/2019
Date Application Valid: 13/11/2019 02/06/2020

1. SUMMARY

The application proposes a mixed use redevelopment of the Fairview Business Centre on Clayton Road in Hayes. The proposal is for two buildings of staggered storey heights of between 3 and 10 storeys that would provide 400 new residential units (Use Class C3) with 1,130m² of commercial floorspace to accommodate Use Classes A1, A2, A3, B1, D1 or D2, a 308m² cafe/retail unit (B1/A3 Use Class) plus parking for 195 vehicles and associated cycle parking, communal amenity space, child play space, landscaping and plant.

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), in particular Policy SA 4 of the Local Plan: Part 2 (2020) which allocates the site for residential-led mixed use redevelopment.

The proposed total percentage by habitable room and tenure split does not fully accord with planning policy. As such the applicants have lodged a Financial Viability Appraisal which has been independently reviewed and following discussion it has been confirmed that the schemes affordable housing offer of 35.6%, with a tenure split of 77.3% Affordable Rent and 22.7% Shared Ownership, although not entirely policy compliant, is confirmed through the FVA appraisal process as being the maximum deliverable on site affordable housing.

The scheme provides for an acceptable level of residential amenity and has been designed in such a way so that it would not negatively impact upon adjoining residents. The design enables the potential creation of a 'commercial spine' and future shared access road including a complimentary design and layout with the adjacent Crown Trading Centre Development site, which is also subject to a current planning application.

The scheme has 46% (183) dual aspect units, nonetheless the housing blocks are aligned so that they almost entirely avoid elevations that are directly north or south facing. Of the single aspect units there are none that are directly north facing. In summary the alignment of the blocks, and the fact that none of the 400 units are north facing single aspect means that on balance the scheme is considered to be acceptable in this respect.

The application is therefore recommended for approval subject to conditions and a legal agreement to secure appropriate contributions to mitigate the impact of the development.

2. RECOMMENDATION

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

1. On-site Affordable Housing (35.6% by habitable room with a tenure split by habitable room of 77.4% Affordable Rent and 22.7% Shared Ownership), including review mechanism
 2. Carbon off-set contribution of £431,769
 3. Air Quality damage costs of £172,496
 4. Play Space Strategy/Public Accessibility at all times for the lifetime of the development
 5. Clayton Road Healthy Street of £193,969 plus gifting of land for implementation of plan (15 year term)
 6. Grand Union Canal Quiet Way/Cycleway contribution £88,859
 7. Parking permits restriction for future occupiers excluding blue badge holders
 8. Residential and Commercial operator Travel Plan plus £20,000 bond
 9. On site car club of 2 spaces, free membership for 3 years plus £50 credit for one person in each unit
 10. Implementation of a single shared surface and access between the Crown and Fairview Development Sites
 11. 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.
 12. 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 15 March 2021 (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 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, play space, healthy streets, sustainable transport, parking permits and travel plan). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020); the adopted Planning Obligations Supplementary Planning Document (July 2014); Policies 8.2 of the London Plan (March 2016); Policy DF1 of the London Plan - Intend to Publish Version (December 2019); and paragraphs 54-57 of the National Planning Policy Framework (February 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 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:

CRH-AA-ALL-GF-DR-A-200 R16
CRH-AA-ALL-01-DR-A-201 R15
CRH-AA-ALL-02-DR-A-202 R15
CRH-AA-ALL-03-DR-A-203 R14
CRH-AA-ALL-04-DR-A-204 R14
CRH-AA-ALL-05-DR-A-205 R14
CRH-AA-ALL-06-DR-A-206 R14
CRH-AA-ALL-07-DR-A-207 R15
CRH-AA-ALL-08-DR-A-208 R15
CRH-AA-ALL-09-DR-A-209 R14
CRH-AA-ALL-RP-DR-A-210 R14
CRH-AA-A-00-DR-A-220A R4
CRH-AA-A-00-DR-A-220B R4
CRH-AA-A-01-DR-A-221A R4
CRH-AA-A-01-DR-A-221B R4
CRH-AA-A-02-DR-A-222A R4
CRH-AA-A-02-DR-A-222B R4

CRH-AA-A-03-DR-A-223A R4
CRH-AA-A-03-DR-A-223B R4
CRH-AA-A-04-DR-A-224 R4
CRH-AA-A-05-DR-A-225 R4
CRH-AA-A-06-DR-A-226 R4
CRH-AA-A-07-DR-A-227 R4
CRH-AA-A-08-DR-A-228 R4
CRH-AA-B-00-DR-A-230A R4
CRH-AA-B-00-DR-A-230B R4
CRH-AA-B-01-DR-A-231A R4
CRH-AA-B-01-DR-A-231B R4
CRH-AA-B-02-DR-A-232A R4
CRH-AA-B-02-DR-A-232B R4
CRH-AA-B-03-DR-A-233A R4
CRH-AA-B-03-DR-A-233B R4
CRH-AA-B-04-DR-A-234A R4
CRH-AA-B-04-DR-A-234B R4
CRH-AA-B-05-DR-A-235A R4
CRH-AA-B-05-DR-A-235B R4
CRH-AA-B-06-DR-A-236A R4
CRH-AA-B-06-DR-A-236B R4
CRH-AA-B-07-DR-A-237 R4
CRH-AA-B-08-DR-A-238 R4
CRH-AA-B-09-DR-A-239 R4
CRH-AA-A-ZZ-DR-A-300 R7
CRH-AA-A-ZZ-DR-A-301 R7
CRH-AA-A-ZZ-DR-A-303 R6
CRH-AA-A-ZZ-DR-A-304 R6
CRH-AA-ALL-DR-A-402 R4
CRH-AA-A-ZZ-DR-A-400 R8
CRH-AA-A-ZZ-DR-A-401 R8
CRH-AA-A-ZZ-DR-A-403 R10
CRH-AA-A-ZZ-DR-A-404 R10
CRH-AA-A-ZZ-DR-A-410 R4
CRH-AA-A-ZZ-DR-A-411 R3
CRH-AA-A-ZZ-DR-A-412 R3
CRH-AA-A-ZZ-DR-A-413 R3
CRH-AA-A-ZZ-DR-A-414A R4
CRH-AA-A-ZZ-DR-A-414B R4
CRH-AA-A-ZZ-DR-A-415A R4
CRH-AA-A-ZZ-DR-A-415B R4
CRH-AA-A-ZZ-DR-A-416 R4
CRH-AA-A-ZZ-DR-A-417A R4
CRH-AA-A-ZZ-DR-A-417B R4
CRH-ASE-ALL-GF-DR-L-2001 P5
CRH-ASE-ALL-01-DR-L-2002 P3
CRH-ASE-ALL-GF-DR-L-2003 P3; 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 May 2020 A3095-2-10

Aviation Risk Assessment 9408A January 2019

Built Heritage Impact Assessment JCH00917 October 2019

Planning Statement October 2019

Pedestrian Level Wind Microclimate Assessment 1901211 Rev B - Nov 11th 2019

Arboricultural Impact Assessment RT-MME-127676-02 July 2018

Urban Greening Factor Package A3243 2-10 R3 24 June 2020

Archaeological Desk Based Assessment TB/DH/24730 September 2019

Flood Risk Assessment and Drainage Strategy Report Rev A 21 May 2020

Play Space Strategy

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 including all facing brickwork;

(b) Details of roof parapets, window and door reveals, spandrel panels

(c) Details of balconies, railings, metal cladding, rainwater pipes

(d) Details of signage

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.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

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

Development shall not begin (excluding demolition and site clearance) until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority in consultation with Heathrow Airport Limited. 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 (including pollution reducing trees), plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage (746 long stay cycle spaces, 20 short stay cycle spaces)
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including 195 car parking spaces, demonstration that 191 are residential car parking spaces and 4 car parking spaces are for the commercial uses, that 39 parking spaces (20%) are served by active electrical charging points and 156 (80%) are served by passive electrical charging points, 23 accessible spaces, 2 car club spaces, plus 10 motorcycle spaces)
 - 2.e Hard Surfacing Materials
 - 2.f Other structures (such as play equipment and furniture)

3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls, screens and/or roofs. The living walls, screens and/or roofs shall incorporate native nectar rich planting.
 - 3.b Justification as to why no part of the development can include living walls and roofs

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

5. Schedule for Implementation

6. Other
 - 6.a Existing and proposed functional services above and below ground
 - 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 whilst protecting the interests of aircraft safety in compliance with policies DMAV 1, 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 COM26 Ecology

Prior to above ground works, an ecological enhancement plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with Heathrow airport Limited. The plan shall show dedicated area(s) for the management of wildlife that can double as an outdoor learning space. The plan shall also include a diverse range of planting through an updated landscaping plan that has been developed to improve biodiversity. Finally, the plan shall also show the inclusion of wildlife enhancement features (i.e. bat and bird boxes as well log piles) throughout the landscaped areas and within the

fabric of the buildings. The development must proceed in accordance with the approved plan.

REASON

To ensure the development incorporates measures to improve biodiversity whilst protecting the interests of aircraft safety in compliance with policies DMAV 1 EM7 of the Local Plan Part 1, Policy DMEI 7 of the Hillingdon Local Plan Part 2 (2020) and London Plan (2016) Policy 7.19.

7 NONSC Canal Boundary Treatment

Prior to occupation of the development, details of the boundary treatment between the application site and the Grand Union Canal shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal and River Trust.

REASON

To ensure the development provides a safe and secure environment in accordance with Policies DMHB 15 and DMT 5 of the Hillingdon Local Plan Part 2 (2020).

8 NONSC External Lighting

No external lighting related to the development hereby permitted shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning.

REASON

In the interests of the protection of the biodiversity of the Blue Ribbon Network in accordance with Policy EM7 of the Local Plan Part 1, Policy DMEI 7 and DMEI 8 of the Hillingdon Local Plan Part 2 (2020) and London Plan (2016) Policy 7.19.

9 NONSC Canal Slope Stability Assessment

Prior to the commencement of development hereby permitted, a slope stability assessment of the canal cutting shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal and River Trust. The assessment shall indicate protection measures necessary to ensure the stability of the slope during the demolition and construction works associated with the permitted development.

REASON

In the interests of the land stability of the site and the structural integrity of the Grand Union Canal, in accordance with paras 170 and 178 of the NPPF (2019) and DMEI 8 of the Hillingdon Local Plan Part 2 (2020).

10 NONSC Waterway Wall Survey

Prior to the commencement of the development hereby permitted, a survey of the condition of the waterway wall shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal and River Trust, along with a Risk Assessment and Method Statement setting out the details of any repair works to be undertaken to safeguard the integrity of the waterway wall during demolition and construction. The Risk Assessment and Method Statement shall detail how any items of heritage interest found during the survey or subsequent repair works will be documented and protected, as required. The works to the waterway wall shall be carried out in accordance with the approved details.

REASON

In the interests of the structural stability of the Grand Union Canal, in accordance with paras 170 and 178 of the NPPF (2019) and DMEI 8 of the Hillingdon Local Plan Part 2 (2020).

11 NONSC Risk Assessment/Method Statement for works affecting GUC

Prior to the commencement of development, a Risk Assessment and Method Statement shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal and River Trust. The Risk Assessment and Method Statement shall specify the measures to be taken to ensure the protection of the structural stability, water quality and biodiversity of the waterway, as well as protection of its users. The construction and demolition shall be carried out in accordance with the approved details.

REASON

In the interests of the structural stability, water quality and biodiversity of the Grand Union Canal, in accordance with paras 170 and 178 of the NPPF (2019) and DMEI 8 of the Hillingdon Local Plan Part 2 (2020).

12 COM15 Sustainable Water Management

Prior to commencement, (excluding demolition and site clearance) a scheme for the provision of sustainable water management in line with the approved Flood Risk Assessment (Tully De'Ath Consultants report Revision A dated May 2020) 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) Sustainable Drainage features:

i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site 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. Any proposal that includes a connection to a private sewer network should provide details of the condition and ownership of the entire drainage route to a public sewer or ordinary watercourse.

ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.

iii. Runoff rates - surface water discharge from the site must be no greater than greenfield runoff rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change, with a peak flow rate of 8.4l/s.

iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for events up to and including the critical 1 in 100 plus 40% climate change rainfall event. The calculations shall include a representation of the downstream ordinary watercourse to the River Pinn.

v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended

to store water on the ground surface, the maximum extent of overland flooding should be mapped and include details on flow paths, depths and velocities. Safe access and egress for the site must be demonstrated.

b) Long-term management and maintenance of the drainage system.

i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.

ii. Include details of the necessary inspection regimes and maintenance frequencies.

iii. Where managed flooding of the ground surface is proposed, the plan should include the appropriate actions for those areas and document the actions required to ensure the safety of the users of the site during a rainfall event.

c) Minimise water use.

i. incorporate water saving measures and equipment.

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

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

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase in accordance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy DME1 10 of Local Plan Part 2 Development Management Policies (January 2020), Policy 5.12 Flood Risk Management of the London Plan (March 2016), National Planning Policy Framework (February 2019) and Policy 5.13 Sustainable Drainage of the London Plan (March 2016).

13 NONSC Piling Method Statement

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

REASON

To prevent any detrimental impact on local underground sewerage utility infrastructure and/or contamination of controlled waters from existing land mobilised by the building work and new development in accordance with Policy DME1 10 of the Hillingdon Local Plan Part 2 (2020).

14 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 the Heathrow Airport Limited. 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'.
- signs deterring people from feeding the birds.

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

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 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).

16 NONSC Non Standard Condition

No construction shall commence on site, unless there has been submitted to and approved in writing by the Local Planning Authority and by the Radar Operator - NATS (En-route) plc, either:

- detailed plans for the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the Heathrow H10 SSR Radar;
- OR,
- details of a 'Radar Mitigation Scheme' (including a timetable for its implementation during construction) to mitigate any detrimental impact upon the Heathrow H10 SSR Radar.

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.

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).

17 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 Heathrow Airport Limited and NATS. 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).

18 NONSC M4(2)/M4(3)

The development hereby approved shall ensure that 10% (40) of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling 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.

The units should be laid out in a manner as shown on indicative plans numbers:

CHR-AA-ALL-ZZ-DR-A-9102-R2
CHR-AA-ALL-ZZ-DR-A-9106-R2
CHR-AA-ALL-ZZ-DR-A-9107-R2
CHR-AA-ALL-ZZ-DR-A-9109-R2
CHR-AA-ALL-ZZ-DR-A-9201-R2
CHR-AA-ALL-ZZ-DR-A-9215-R2
CHR-AA-ALL-ZZ-DR-A-9301-R2
CHR-AA-ALL-ZZ-DR-A-9304-R2
CHR-AA-ALL-ZZ-DR-A-9305-R2
CHR-AA-ALL-ZZ-DR-A-9307-R2
CHR-AA-ALL-ZZ-DR-A-9308-R2
CHR-AA-ALL-ZZ-DR-A-9309-R2
CHR-AA-ALL-ZZ-DR-A-9310-R2
CHR-AA-ALL-ZZ-DR-A-9313-R2
CHR-AA-ALL-ZZ-DR-A-9315-R2
CHR-AA-ALL-ZZ-DR-A-9317-R2

REASON

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

19 NONSC Accessible Play Equipment

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

REASON

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

20 NONSC Construction Environmental Management Plan

Prior to development commencing, the applicant shall submit a Construction

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 and DMT 7 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

21 COM25 Loading/unloading/deliveries

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

0700 and 2300 hours, Monday to Saturday, and
09:00 and 18:00 hours on Sundays, Public or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

22 NONSC Service and Delivery Management 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).

23 NONSC Traffic Arrangements

Development shall not begin (excluding demolition and site clearance) until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy DMT 6 of the Hillingdon Local Plan Part 2 (2020). and Chapter 6 of the London Plan (2016).

24 NONSC Parking Allocation Scheme

No residential unit nor any commercial space, hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Authority Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of the Hillingdon Local Plan: Part Two Development Management Policies (January 2020) and Chapter 6 of the London Plan (2016).

25 NONSC No Additional Floor Space

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 sub-division of the unit or additional internal floorspace shall be created in excess of that area expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policies contained with the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 Development Management Policies (2020).

26 NONSC Use Class

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

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties, to ensure that adequate parking and loading facilities can be provided on the site and to protect the viability of the Town Centre, in accordance with Policies DMHB 11, DMTC 1, DMT 1 and DMT 6 of the Hillingdon Local Plan: Part 2 Development Management Policies (2020).

27 COM22 Operating Hours

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

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development

Management Policies (2020).

28 COM16 Scheme for Site Noise Control

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

REASON

To safeguard the 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 (2020).

29 COM20 Air Extraction System Noise and Odour

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

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

30 COM21 Sound Insulation/Mitigation

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

REASON

To safeguard the amenity of the occupants of the proposed development in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

31 NONSC Sound Insulation/Mitigation from Adjacent Site

Should the Crown Trading Estate remain operational by the time the westernmost elements of Block B of the consented scheme are to begin works above ground level, an assessment must be undertaken based on the guidance in the current versions of BS 4142 and BS 8233, and submitted to, and approved in writing by, the LPA. The submission must comply with the reporting guidelines within BS 4142 and include details of the sound levels outside and inside the nearest scheme habitable rooms during normal and overheating ventilation conditions, and within external amenity areas where present. It should also include details of any embedded or proposed noise control measures and how ventilation and overheating are to be managed appropriately. Thereafter, the approved measures shall be implemented and maintained in full compliance until such time as the Crown Trading Estate is redeveloped for non-commercial/industrial use.

REASON

To safeguard the amenity of the occupants of the proposed development in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

32 NONSC Overheating Assessment

Prior to above ground works, further detailed design of the development shall be submitted and approved by the Local Planning Authority to identify the design features incorporated to prevent overheating of the units, this shall include the overnight temperature. The details

approved shall be implemented in full and retained for the lifetime of the development.

REASON: To ensure adequate living accommodation is provided for all future residents in accordance with policies SI3 and SI 4 of the Intend to Publish London Plan (2019).

33 NONSC No Roof Gardens

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

REASON

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

34 NONSC Air Source Heat Pumps and Photovoltaic Panels

Prior to above ground works, full specifications of the amount, type and location of the air source heat pumps and roof mounted PV array shall be submitted to and approved in writing by the Local Planning Authority. The specifications shall detail the technology to be used and demonstrate the savings set out in the energy strategy (FHP, November 2019) will be achieved. The specifications shall also include full details of the orientation, pitch, fixing mechanisms of the PVs as well as the noise emissions in relation to air source heat pumps. Maintenance of the technology solutions shall also be detailed.

The design of the PVs panels and tilt of the panels shall be detailed on the drawings provided for approval to ensure their visibility is minimised and panels are set in from the edge of all flat roofs.

The development must proceed in accordance with the approved plans.

REASON

To ensure the development contributes to a reduction in CO2 emissions in accordance with Policy 5.2 of the London Plan (2016) and policy DMHB11 to ensure the design integrity of the development and wider environs.

35 NONSC Energy Monitoring

Prior to occupation, a detailed monitoring and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall provide full details of how the carbon savings set out in the energy strategy shall be monitored with details of how and when these will be reported to Local Authority. The submitted report shall demonstrate the carbon reduction proposals have been implemented and that the development is compliant with the savings set out in the energy strategy. Measures to remedy any shortfall in carbon savings will be required. The development must be operated in accordance with the approved plan.

REASON

To ensure the development contributes to a reduction in CO2 emissions in accordance with Policy 5.2 of the London Plan (2016).

36 NONSC Air Quality Emission and Exposure Mitigation Plan

No above ground works shall be undertaken until a clear and effective low emission strategy (LES) have been submitted to and approved in writing by the Local Planning Authority. The strategy shall include, but not be restricted to:

a) effective ways to both encourage residents and manage contractual arrangements with the occupiers of the employment use so that the fleet composition visiting/using the site will be Euro 6/VI or cleaner (e.g. electric) or have implemented retrofitting devices that will enable compliance with such Euro standards;

b) provision of a clean supply of energy to the site. Any CHP or gas boiler will have to conform with the London Ultra Low NOx requirements. The boilers to be specified to meet ultra-low NOx emissions standards of < 40mg/kWh.

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.

c) an electric vehicle fast charging bay. This is to be implemented as part of the proposal with the minimum requirements as per the London Plan.

Measures to support and encourage modal shift, will include but be not restricted to incentives for residents and employees to use public transport to reduce their car ownership.

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

REASON

As the application site is within an Air Quality Management Area and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), London Plan Policy 7.14, Mayor's Intent to Publish London Plan Policy SI1, and paragraph 170 of the National Planning Policy Framework (2019).

37 NONSC Non-Road Mobile Machinery

All Non-Road Mobile machinery (NRMM) of net power of 37kW and up to and including 560kW used during the demolition, site preparation and construction phases shall comply with the emissions standards set out in chapter 4, proposal 4.2.3.a of the London Environment Strategy. Unless it complies with the standard set out in the London Environment Strategy, no NRMM shall be onsite, at any time, whether in use or not, without the prior written consent of the LPA. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register <https://nrmm.london/>

REASON

As the application site is within an Air Quality Management Area and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), London Plan Policy 7.14, Mayor's Intent to Publish London Plan Policy SI1, and paragraph 170 of the National Planning Policy Framework (2019).

38 NONSC Contamination

(i) The development shall not commence until a scheme to deal with contamination has been submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before

any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A 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.

39 NONSC Fire Strategy

Prior to any above ground works, an updated Fire Strategy Report shall be submitted to, and approved in writing by, the Local Authority Planning Authority. 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).

40 COM31 Secured by Design 1

Prior to carrying out above grade works of each building, part of a building or car park

areas details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building, part of a building or car park areas can achieve full 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). The development shall only be carried out in accordance with the approved details.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to 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.

41 NONSC Secured by Design 2

Prior to the first occupation of each building, part of a building, car park areas or use, a Secured by Design accreditation shall be awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to 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.

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.

5 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

6 143 Keeping Highways and Pavements free from mud etc

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

7

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.

As per Building regulations part H paragraph 2.21, Drainage serving kitchens in commercial hot food premises should be fitted with a grease separator complying with BS EN 1825-2:2004 and designed in accordance with BS EN 1825-2:2002 or other effective means of grease removal. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Please refer to our website for further information : www.thameswater.co.uk/advice

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. Thames Water 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.

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The

Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

8

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.

9

1. 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 (Mansoor.omar@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works are compliant. (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-propertyandour-code-of-practice>).

2. 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 Chris Lee in the Canal & River Trust's Utilities Team regarding such an agreement (chris.lee@canalrivertrust.org.uk).

3. 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 regarding the required access agreement.

In addition to the above, the Canal and Rivers Trust have suggested that consideration is given to use of the canal for waterborne freight during the demolition and construction phases of development. They have also suggested that consideration is also given to the use of canal water for heating and/or cooling the development. Should you wish to discuss this opportunity further please contact Darren Leftley (Darren.Leftley@canalrivertrust.org.uk)

The developer should contact the Trust's Estates Team (Bernadette.McNicholas@canalrivertrust.org.uk) to determine what maintenance and management responsibilities they have for maintenance of the canal wall. Any access to or use of the Canal and River Trust's land, including on a temporary basis (such as crane oversailing), will require a commercial agreement with the Trust.

10

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed

works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

11

The applicant should seek advice from PC Rob Palin (Robert.Palin@met.pnn.police.uk) , Metropolitan Police Service Designing Out Crime Officer (DOCO). The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.nw@met.police.uk or 0208 7333703.

12

"Operator" means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

"Detailed plans demonstrating no impact" means provision of further plans or details allowing to dismiss any impact through evidence of other obstructions negating any impact due to the proposal.

"Radar Mitigation Scheme" or "Scheme" means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the H10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site is known as Fairview Business Centre and currently accommodates a mix of light industrial business uses which include a van garage, workshops, storage, distributors and offices. These uses are housed in a varied mix of buildings on site. The site currently employs approx. 165 people. The site falls within the Heathrow Opportunity Areas as defined in the London Plan (2016).

The site is 1.7 Ha and is located on Clayton Road close to Hayes Town Centre and Hayes and Harlington Train Station, which will soon benefit from Crossrail/Elizabeth Line services.

The site is bound by the Grand Union Canal to the north, which is a Site of Metropolitan Grade Importance for Nature Conservation (SINC). To the east of the site is a 5 storey building that has consent to be converted to residential use (Union House) and a part 4, part 5, part 6 storey recently developed residential development (14-16 Clayton Road). The adjacent site to the west is Crown Trading Centre (application ref 73955/APP/2020/139) which the Council's Majors Application Planning Committee determined for approval subject to conditions, a s106 agreement and a Stage 2 referral to the GLA on September 2020. The application is for two buildings of staggered storey heights of between 3 and 11 storeys that would provide 407 new residential units (Use Class C3) with 1175m² of commercial floorspace to accommodate B1 uses in six commercial units, plus parking for 203 vehicles and associated cycle parking, communal amenity space, child play space, landscaping and plant.

To the north on the other side of the canal are residential roads (Neild Road and St. Anselms Road) and Botwell House School. Botwell House is a Grade II listed building.

To the south of the site on the opposite side of the road is 134-140 Clayton Road, terraced two storey Victorian residential properties, and The Alpha Estate, which accommodates light industrial use and warehouses and car parking.

Further to the south west is Enterprise House on Blyth Road which is a Grade II listed building and the locally listed Jupiter House. Both of these buildings fall within the Thorn EMI Conservation Area, which also accommodates the Old Vinyl Factory. The application site is not within a conservation area.

The site currently has a PTAL of 4, however this may increase once Crossrail is in place. The site previously formed part of the Strategic Industrial Location (SIL) referred to as the Hayes Industrial Area, but this SIL was consolidated as part of the managed release of surplus industrial land that took place through the Local Plan: Part 2 (2020). Policy SA 4 of the Local Plan: Part 2 (2020) allocates the site for residential-led mixed use redevelopment

3.2 Proposed Scheme

A full planning application has been submitted for the demolition of existing buildings for residential-led mixed use development. The development would comprise of buildings between 3 and 10 storeys to provide 400 residential units (Use Class C3) with 1130m² of commercial floorspace across six units to accommodate Use Classes A1, A2, A3, B1, D1 or D2, a 308m² cafe/retail unit (B1/A3 Use Class) plus parking for 195 vehicles and associated cycle parking, communal amenity space, child play space, landscaping and plant. The proposal would provide 10% of homes as wheelchair accessible, equivalent to 40 homes.

Residential

400 new homes are proposed across the following mix:

- Studios x 9 (2.3%)
- 1 Beds x 170 (42.5%)
- 2 Beds x 153 (38.3%)
- 3 Bed apartments x 50 (12.6%)
- 3 Bed 6 person duplexes x 8 (2.0%)
- 4 Bed 7 person houses x 10 (2.5%)

3 Bed+ Homes 17% by unit

Of these units the following are proposed as affordable housing:

1 bed x 23 units (46 hab rooms)

2 bed x 20 units (60 hab rooms)

3 bed x 58 units (232 hab rooms)

4 bed x 10 units (50 hab rooms)

Total = 111 affordable housing units

The affordable housing, when calculated as habitable rooms equates to 388 of the total habitable rooms (1009), which is 35.6%. The affordable tenure split by habitable room is 77.3% Affordable Rent and 22.7% Shared Ownership.

Commercial

In total 1130m² of employment floorspace (Use Classes B1) is proposed at ground floor level. This floor space is divided into 6 commercial units that are proposed to be located on the western edge of the site. A 308m² cafe/retail unit (B1/A3 Use Class) is also proposed to the north of the site adjacent to an area of public open space next to the canal.

Built form

The proposed buildings are arranged in two irregular rectangular blocks each with their own internal parking and podium areas. Building A to the east would be located closest to the Town Centre and Building B to the west adjacent to the current Crown Trading Centre. Both buildings would be set back a minimum of 8m from Clayton Road and 10m from the canal on the northern boundary. There would be a 21m separation distance between the two buildings and internally the podiums would be 24m wide in Building A and a minimum of 22m wide for Building B. The scheme has been designed to achieve a 27m wide separation distance between Building B and the proposed buildings within the adjacent Crown Trading Centre site.

Between the two buildings a linear park is proposed that would lead to a 'Canal side Square'. Both the park and square spaces would be open to the public thus generating public access to the Grand Union Canal which is not currently available. The proposed A1/A3 unit is proposed in the north east corner of Building A adjacent to the public square.

The scale, mass and form of the scheme has developed through discussions with the officers, the neighbouring Crown Trading Estate and the maximum airport building heights, as well as in response to the surrounding local context.

The proposals incorporate a maximum building height of 10 storeys to the centre of the site with three and four storeys adjacent to the residential properties on the opposite side of Clayton Road, stepping up to five storeys on the boundary with Crown Trading Estate. Elements facing north (along the Grand Union Canal) step down again to 7 storeys to reduce mass in response to the residential housing on Nield Road to the north.

Amenity Space

The application proposes a total of 6310m² of private amenity space, including 3200m² (Building A 1069m² and Building B 2131m²) of podium amenity space, 2626m² of balcony space and 448m² of private garden/terrace. It is also proposed to introduce 3870m² of public amenity space with a residential 'park' route through the site and the public open space along the north of the site adjacent to the canal.

Child Play Space

The proposal would provide a total of 2070m² of play space, with 1070m² of play space to be located at ground level between the buildings, to the north of the buildings next to the canal and a further 1000m² within the podium gardens. In total there is proposed to be 600m² of dedicated playspace, with the remainder being incidental playspace within landscaped areas.

Parking

The development would provide 191 residential car parking spaces plus 4 spaces for the commercial uses. 23 of the residential car parking spaces would be blue badge/wheelchair accessible. Two additional spaces are proposed for car club use. There would be 746 long stay cycle parking spaces and 20 short stay cycle parking spaces. 4 motorcycle parking spaces are proposed, but there is scope to increase this to 10 spaces to be secure by condition. The applicant has confirmed that all car parking spaces at the site are to be provided with electric vehicle charging points, with active provision at 20% of spaces (39) and passive provision at all the remaining spaces (156). The development would be purposely set back from Clayton Road to allow the creation of a multi-modal link along Clayton Road.

Commercial Spine

The employment space of the development is proposed to front onto the 'commercial spine' to be created along the western boundary adjacent to the Crown Trading Estate site. This will create and reinforce this area of the site as a commercial destination and hub subject to the approval of the adjacent site proposals (reference 73955/APP/2020/139).

3.3 Relevant Planning History

Comment on Relevant Planning History

The site planning history relates to its previous industrial and commercial use, rather to the current proposals.

There is a current application on the adjacent site (reference 73955/APP/2020/139) known as the Crown Trading Centre. The adjacent scheme is also for demolition of existing buildings for residential-led mixed use development.

The adjacent proposals comprise two buildings of staggered storey heights of between 3 and 11 storeys that would provide 407 new residential units (Use Class C3) with 1175m² of commercial floorspace to accommodate B1 uses in six commercial units, plus parking for 203 vehicles and associated cycle parking, communal amenity space, child play space, landscaping and plant.

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:- **4th January 2020**
- 5.2** Site Notice Expiry Date:- Not applicable

29th July 2020

6. Consultations

External Consultees

Consultation letters were sent to 472 local owner/occupiers on 28/11/19. Following amendments to the design of the proposals a full re-consultation process was carried out that expired on 15/07/20. The application was also advertised by way of site and press notices. One comment in general support of the proposal has been received, and 5 comments in objection have been received that are summarised below:

- Construction noise, dust & air pollution
- Overdevelopment/Out of scale
- Traffic
- Lack of parking/road safety
- Local infrastructure and services unable to cope
- Flats aren't needed
- Flats will be too expensive and given to people on benefits
- Loss of sunlight/privacy
- Loss of shop creating obesity issues
- Insufficient drainage
- Area becoming a crime centre/anti social behaviour will increase

GREATER LONDON AUTHORITY (GLA)

In their Stage 1 report dated 17th February 2020, the GLA provided the following conclusions:

Principle of development

The site is currently in industrial use and was recently released from SIL, which makes it a Non-Designated Industrial Site. In accordance with policy E7(c), the site has been allocated for a residential-led mixed use scheme and the principle of providing a mixed-use or residential development can be supported.

Affordable housing

It is proposed to provide 36% of the residential units as affordable housing, comprising 74% London Affordable Rent and 26% London Shared Ownership. The affordable housing offer fails to meet the threshold of 50%, which is required to qualify for the Fast Track route, given the net loss of industrial capacity. The applicant's FVA will be interrogated by GLA officers to confirm the maximum level of affordable housing that the scheme can support. Where a scheme cannot be assessed under the Fast Track route, early and late stage reviews will be required. Details of the tenure of the affordable housing provision should also be secured via S106.

Urban design and heritage

The design, layout, height and massing of the scheme are generally supported, but further refinement is advised to improve the relationship with the land to the west, the quality of the units and the ground floor activation. The proposals may impact the setting of the neighbouring heritage assets and further visual impact studies are sought.

Environment

The applicant should provide additional technical information and mitigation, including revised Be Lean calculations and Air Quality Assessment.

Transport

A contribution to the A312 Healthy Streets scheme is requested. Further information is required on cycle parking and EVCP, and appropriate conditions and planning agreements should be secured.

Case Officers comments:

- Principle of development: The support for the proposal in principle is noted.
- Housing: The scheme has been supported by a Financial Viability Assessment which has been independently reviewed and the affordable housing offer deemed acceptable as set out within this report.
- Urban design: The support for the proposed design, layout, height and massing are noted. It is considered that the proposal would not cause harm to the significance of any conservation areas or listed buildings.
- Environment: The Council's Sustainability Officer has reviewed the submitted energy details and a carbon off-set contribution of £431,769 has been agreed with the applicant. The Council's Air Quality Officer has reviewed the submitted details and a contribution of £172,496 has been agreed with the applicant.
- Transport: The contribution of £370, 500 sought for a package of measures for the A312 is discussed within Section 7.10 of this report. A Construction and Logistics Plan and Delivery Servicing Plan are recommended to be secured by condition and a Travel Plan is proposed to be secured by a s106 legal agreement, should the application be approved.

TRANSPORT FOR LONDON (TfL)

The site is located on Clayton Road and bounded to its north by the Grand Union Canal. The nearest station is Hayes & Harlington Station, approximately 300m to the southeast. Hayes and Harlington station is served by Great Western Rail and TfL Rail services, and will serve the future Elizabeth Line. The site is served by 8 bus routes, with the nearest bus stop in Clarendon Road and other bus stops on Hayes High Street within walking distance. A new bus route is proposed (Route 278) as part of the Elizabeth Line proposal, which will further enhance access by bus. Consequently, the site records a public transport access level of 4, on a scale of 0 to 6b, where 6b is the best.

The nearest part of the Transport for London Road Network (TLRN) is Parkway (A312) and Bulls Bridge Roundabout, approximately 1km away. The nearest part of the Strategic Road Network (SRN) is over 2kms away, whilst the M4 is approximately 1.5km from the site. There is a segregated cycle lane along Station Road (the Town Centre) which is 200m to the east.

Access, Active Travel Zone and Healthy Street

Vehicular access is taken from Clayton Road via the existing western access and a new vehicle access to the eastern boundary of the site. The existing central vehicle access will be closed in order to facilitate the creation of a public space that is central to the development and allows pedestrian and cycle only access into the site as well as provide a public through route to the Grand Union Canal.

The issues and improvements identified by the ATZ assessment are noted. In keeping with the Healthy Streets approach public realm improvements with a pedestrian and cycle emphasis is proposed for Clayton Road. TfL welcomes this. These improvement works should be secured through a Section 278 Agreement. These public realm improvements will complement the planned Hayes and Harlington station and the town centre schemes.

Car Parking

A total of 187 car parking spaces are provided. Of these, 183 spaces are allocated to the residential use and 4 to the commercial use. Car parking equates to 0.46 per residential unit, which is in line with The Intend to Publish London Plan policy. 21 blue badge parking spaces are provided for the residential element. This equates to 5.3% of residential units and complies with the Intend to Publish London Plan Policy T6 (T6.1) minimum requirement of 3% from outset. A further 18 blue badge parking spaces should be identified but given over to alternative uses unless or until demand arises

from disabled people. 1 blue badge spaces is provided for the commercial use.

The car park should be monitored, managed and enforced through a Parking Design and Management Plan secured by condition. In accordance with the Intend to Publish London Plan 20% of spaces must have an active EVCP and at least passive provision is required for the rest.

Cycle Parking

Cycle parking accords with the Intend to Publish London Plan Policy T5 minimum standards. Further detail is required on the type of provision (including at least 20% Sheffield stands and further 5% wider spaces for non-standard bicycles) and to confirm compliance with LCDS in line with the Intend to Publish London Plan. Cycle parking should be secured by condition.

Impacts

With regards to the trip generation and impacts, the basis of the adjusted modal split applied in the proposed development trip generation analysis has not been clarified in the TA. Nevertheless, the overall conclusion that the traffic impacts of the development do not rise to a level that could be considered significant is accepted.

Healthy Streets Improvement Project (A312 Bulls Bridge Junction)

Given the projected scale of growth in Hayes and the anticipated increase in vehicle flows through the A312 corridor (especially the Bulls Bridge junction that is currently at capacity) and consequent deterioration in conditions for all road user, particularly for pedestrians, cyclists, and bus passengers, TfL has developed a package of measures for the A312, including a Healthy Streets Scheme for the A312 Bulls Bridge Junction. Based on the number of residential units proposed, a contribution of £370,500 is sought. This will need to be secured in the s106 Agreement.

Delivery and Servicing and Construction Logistics Plan

A Construction Logistics Plan (CLP) will need to be secured by condition. Given the other development in the area, the CLP will need to include co-ordination arrangements to ensure management of cumulative impacts. A Delivery and Service Plan should be secured by condition and include consideration of management of home deliveries.

Travel Plan

A full Travel Plan should be secured through the Section 106 agreement.

Community Infrastructure Levy

The development will be liable to Mayoral Community Infrastructure Levy 2 (MCIL2) which came into force on 1st April 2019, as well as borough CIL. The rate for the London Borough of Hillingdon is £60 per square metre of floorspace. The applicant should ensure they are fully aware of the regulations.

Summary

In summary, the proposal is considered to be acceptable, subject to mitigation to be secured by legal agreement. The level of car parking is considered to be acceptable, on balance, but will need to be managed through a Parking Design and Management Plan, which should be secured by legal agreement. The proposal meets The Intend to Publish London Plan Policy T6 requirement of 3% Blue Badge parking from the outset but the applicant is required to clarify the passive Blue Badge parking provision. The level of cycle parking accords with The Intend to Publish London Plan requirements but further detail on the type of provision is required, including how the requirement for at least 20% Sheffield stands and 5% spaces for non-standard bicycles will be achieved.

The proposed highway and public realm improvements on Clayton Avenue are welcome and it is expected that these improvements will be secured through a Section 278 Agreement with the Council. TfL expects to be informed of the outcome of the Section 278 process.

A financial contribution of £370,500 towards the A312 Bulls Bridge Junction Healthy Streets scheme is requested. Cycle parking and EVCP, and appropriate conditions and planning agreements should be secured.

HAYES TOWN PARTNERSHIP/HILLINGDON CANALS PARTNERSHIP

I am writing on behalf of the Hayes Town Partnership and the Hillingdon Canals Partnership in response to the consultation on the application to redevelop the site of the Fairview Business Centre in Clayton Road Hayes. The Hayes Town Partnership is a multi-agency partnership set up by the Council to help regenerate the area. Besides the Council our members include Hillingdon Police, Hayes Town Business Forum, Hillingdon Chamber of Commerce, Uxbridge College (Hayes Campus) and Brunel University plus major employers and developers. Membership of the Canals Partnership includes the Council, Canal and River Trust, Inland Waterways Association (West London Branch), Hillingdon Narrowboats Association and Stockley Park This is a joint response from the two Partnerships as a whole and does not purport to represent the corporate view of the Council or any of the other partners who may make their own submissions.

Principle of development

Both Partnerships accept the principle of mixed-use development of this site. The Hayes Town Partnership suggested in response to the consultation on the Hillingdon Local Plan Part 2 that the release of employment land on the frontage of the Grand Union Canal would have more development potential than the original proposal of land in Pump Lane.

One of the main reasons for the suggestion was that the stretch of canal between Station Road bridge and Printing House Lane bridge is currently an isolated area with little reason for people to frequent the towpath. The rather blank and characterless buildings of the Fairview Business Centre and the Crown Trading Centre on the non-towpath side of the canal contribute towards a slightly alien environment. This deters walkers and dog-owners from making use of what could be an attractive green space.

For health and wellbeing reasons we are keen to see more people walking and cycling along the towpath. Redevelopment of canal-side sites in other parts of the country shows that an attractive design can enhance the canal as an amenity and make it a place where people feel safe and at ease. In considering the proposals for the Fairview Business Centre we will be seeking to ensure that this objective is met.

Mixed-use development

It is accepted that the redevelopment of this site is only going to be financially viable if there is a significant proportion of housing. We are, however, concerned that any mixed-use developments should strike a proper balance between housing and jobs. People need places to work as well as places to live.

There are currently six businesses occupying the site and a total of 165 full time equivalent jobs. All of these will be lost if the development goes ahead as proposed. The applicants state that they are seeking to provide 768 square meters of employment space and that their advisors Forty Group are suggesting an emphasis on small workspaces for start-ups. The current businesses are rather brushed aside in the Design and Access Statement as activities that take up a lot of storage space and generate a lot of heavy goods vehicles. No attempt appears to have been made to assess the operation of these companies in order to see if any of their activities could be accommodated in the new scheme.

No evidence has been put forward about the local demand for small workspaces. The adjoining Union House development used to provide such spaces but it was rarely fully-occupied. When the Government introduced the option for office blocks to be converted to residential use with minimal planning controls the owners quickly seized the opportunity. If the provision of offices goes ahead in

the new development as proposed it is certain that the skills of most of the people currently working on the site will not be relevant to any new occupants

It should also be noted that the design and layout of the area reserved for employment lacks rear access or adequate parking for staff and/or visitors. This will severely limit potential uses.

In the light of the above comments the Hayes Town Partnership considers that the current employment element of the development can be viewed as not much more than a token. It submits that the granting of planning permission should not go ahead without a thorough assessment of the current and future employment implications.

Canal frontage

As mentioned above both Partnerships are seeking a development that provides an open and attractive canal frontage. The provision of a walkway and landscaped area along the canal edge is therefore supported. However, it is considered that the proposal fails to take full opportunity of the canal frontage and treats it merely as a backdrop to the landscaped area. Canal-side developments in other parts of the country show how imaginatively designed schemes can be effective in bringing activity and life to an area.

The relatively high steel piling on the canal boundary of the site also presents quite a stark image. The installation of a low-level jetty could result in active uses of the canal frontage such as residential or visitor moorings and a landing stage for kayaks. Bringing people to the area will improve feelings of safety on both sides of the canal and benefit town centre shops. It is therefore considered that the developer should explore options to achieve an active canal frontage before any planning permission is granted.

The proposed configuration of the two 9 storey blocks of flats is not considered acceptable. In particular Block B is too close to the canal and would create rather oppressive massing when seen from the towpath. It would be much better to have lower rise blocks near the canal with higher blocks being stepped back as is proposed on the Clayton Road frontage.

The ecological planting is supported and will assist in promoting a good habitat for the wildlife on and around the canal. Mention has already been made above of the stark image of the steel piling that forms the edge of the canal. Whether or not there is to be a jetty it is suggested that the applicants investigate the installation of reed beds to assist the water-borne ecology and soften the visual impact of the piling.

Canal towpath

The towpath provides an ideal place for walking provided that the negative features of isolation, under-use and feelings of insecurity can be overcome. It is also an excellent cycle route. Widening of the towpath and improvement of the surface are essential in order to encourage greater use through Hayes Town. The 'Quietways' programme initiated by the Canal and River Trust will result in towpath improvements and funding is now in place. However the accesses to Dawley Road and Printing House Lane are in poor condition and it is recommended that the applicants should be asked to contribute funds by way of a Section 106 Agreement towards the cost of improvement works.

Cycling

The Partnerships are keen to encourage more cycling in Hayes both for environmental and health reasons. The provision of cycle spaces is clearly in line with this objective but the Hayes Town Partnership considers that a total of 754 spaces for 398 flats is excessive and bears little relation to the situation in Hayes where cycling is still very much a minority activity. The current network of cycle routes is fragmented and inadequate. The Partnership suggests that a contribution should be sought from the developer towards the cost of a detailed study of improvements needed for the

future. Support should also be sought for the introduction of a Santander bike scheme at Hayes & Harlington Station to complement the travel plan for the development.

Play provision and public open space

There is a severe shortage of play space in Hayes Town Centre and the proposal to provide four separate spaces for young children is strongly supported. It is noted that the Design and Access Statement lists parks that are available for older children but makes no proposals about how their facilities might be improved for the benefit of families moving into the development. Lake Farm Country Park is the closest park but has very limited provision for children in the area nearest to the development.

The Park has received accreditation under the Green Flag Scheme and it is worth noting that parts of the canal network in other parts of the country are now being recognised under the same system. Access to the Park from the new development will be from the canal towpath but the entrance is currently overgrown and not at all welcoming. It is submitted that there would be benefit in seeking to gain Green Flag status for the combined Park and towpath area and that part of this should be an improvement scheme for the entrance.

Cafe

It is noted that the proposals include a cafe. Just about every new development in Hayes Town includes a cafe and it is suggested that there should be some attempt to assess demand. The cafe that opened at The Old Vinyl Factory last year has now closed.

Clayton Road traffic

The one-way traffic in Clayton Road often travels at considerable speed when the road is clear. It is also part of a circuit used late at night by 'boy racers'. The Design and Access Statement mentions that there is a pedestrian crossing on Clayton Road but this is right at the Town Centre end next to the junction with Station Road. Residents of the new flats would be much more likely to cross the road outside the development and in the interests of their safety the Hayes Town Partnership suggests that there is a need for a pedestrian crossing or some speed reduction measures near to the development.

Impact on local infrastructure

The main concern of the Town Partnership about the granting of approval to another housing development in Hayes continues to be the added pressure that this will put on local infrastructure, particularly in relation to health services, school places, youth provision and other facilities. In the absence of an overall plan for Hayes Town Centre it is important that the contribution from the developers by means of the Community Infrastructure Levy will be used to meet the specific needs generated by this development in the event that it receives approval.

Use of canal during construction works

The Canals Partnership suggests that if planning permission is granted the developers should be required to explore the use of the canal for both the removal of demolition waste and the bringing of bulk materials to the site. Canal transport would compete well with road transport and have a positive effect in reducing the impact on local streets in terms of congestion, environmental pollution and carbon emissions.

Crown Trading Centre Clayton Road

The Design and Access Statement refers to the fact that there are plans to redevelop the Crown Trading Centre which adjoins the Fairview Business Centre. It states that this has been taken into account in the proposed layout. At the time of writing no planning application has yet been submitted for the Crown Centre site and it is suggested that a decision on the Fairview site should be deferred until such time as the two schemes can be examined together

HAYES TOWN PARTNERSHIP/HILLINGDON CANALS PARTNERSHIP 2nd comments

We have studied the amended plans but find no reason to vary the overall comments set out in my letter of 18 December 2019 (copy attached). The one item on which we would like to make a change is in relation to the improvement of the canal towpath. In the earlier letter reference was made to the 'Quietways' programme initiated by the Canal and River Trust. At that point it was expected that the required works would be funded by Transport for London. However, that position has altered radically as a result of the pandemic. TfL funding has been re-directed in support of the London Streetspace Programme and there is now a shortfall which leaves the section between Printing House Lane and Station Road unfunded. The improvement of the towpath will encourage walking and cycling and be to the benefit of people living and working in the new development. It is therefore requested that consideration is given to provision for this in a Section 106 Agreement.

INLAND WATERWAYS ASSOCIATION

This consultation response is provided on behalf of the West London Branch of the Inland Waterways Association. The Inland Waterways Association is a membership charity that works to protect and restore the country's 6,500 miles of canals and rivers.

We have delayed commenting on this scheme, as the proposed development needs to be considered in the context of the proposals for the adjoining Crown Trading Estate site. We welcome the joint approach to the vehicular servicing of both sites from a single access point in Clayton Road.

We strongly object to this application and the application made for the adjoining Crown Trading Estate site (Ref: 73955/APP/2020/139), as both schemes are an overdevelopment of their respective sites and would have a disastrous impact on the amenity of the Grand Union Canal.

We note that both schemes exceed the residential density guidelines in the London Plan and Hillingdon's Local Plan density matrix for Hayes. Future guidelines for density in the London Plan are likely to abandon density matrix guidelines to allow appropriate density to become 'design led'. In this instance we would contend that a 'design led' approach taking account of the context of the two adjoining sites would lead to a scheme of no more than five to six storeys in height. Both schemes also include substantial employment space and covered car parking areas and the resulting density of the proposals on a FAR (ratio of floor area to site area) basis has an unacceptable impact on the scale of the development in relation to the local environment of Clayton Road and the canal corridor.

The massing of both schemes along the canal frontage will have an oppressive impact on the waterway. As the developments are on the south side of the waterway the height of the proposed blocks will cast the canal and towpath in shadow over the midday period of winter months. The Design and Access Statement fails to explore the opportunities of the site or to show that different design options have been considered. The designers appear to be 'stuck' with just one option of two rectangular blocks with podium level open space over covered parking areas. Much of the DAS is tediously taken up with repeated diagrams showing the same concept.

All the circulation spaces between the blocks are linear and lack meaningful intersections or interest. No amount of informal hard and soft landscaping will disguise this. The central podium garden space at the centre of Block B is long and narrow. It is likely to be in shade during early morning and afternoon periods and consequently rather unpleasant.

Consultations with Hillingdon seem only to have involved rather limited fine-tuning of the dimensions between the blocks and the site boundaries and a resolution to permit relatively tall buildings at the centre of the site. The modelling of the scheme therefore proposes lower elements along Clayton Road and next to the canal with a maximum of 10 storeys at the centre of the site. This decision together with the proposed random pitched roof forms has resulted in a strange and unresolved massing. The computer generated visual at section 4.1 of the Design and Access Statement illustrates the clumsiness of the design when seen from the towpath side of the canal.

We conclude the application is of such poor design quality it should be referred to the Design Council for a Cabe Design Review before the council officers further consider the scheme.

INLAND WATERWAYS ASSOCIATION 2nd comments

We previously objected this scheme in February 2020. The recently submitted revised proposals (Ref: 58758/APP/2019/3517) have not altered our opinion that the proposed scheme is an overdevelopment of the site that will have a disastrous impact on the amenity of the Grand Union Canal. Our comments on the revised proposals are therefore much the same as our earlier observations, which we reiterate as follows:

The proposed development is of unacceptable scale and massing that is completely inappropriate to the context of both the canal and the suburban two-storey neighbourhood south of Clayton Road. Evidence of this is the very high density proposed (235 dwelling units per ha). We note that this exceeds the residential density guidelines in the London Plan and Hillingdon's Local Plan density matrix for Hayes. Future guidelines for density in the London Plan are likely to abandon density matrix guidelines to allow appropriate density to become 'design led'. In this instance we would contend that a 'design led' approach taking account of the context of the two adjoining sites would lead to a scheme of no more than five to six storeys in height.

The scheme includes substantial employment space and covered car parking areas and the resulting density of the proposals on a FAR (ratio of floor area to site area) basis has an unacceptable impact on the scale of the development in relation to the local environment of Clayton Road and the canal corridor. The massing along the canal frontage will have an oppressive impact on the waterway. As the development is on the south side of the waterway the height of the proposed blocks will cast the canal and towpath in shadow over the midday period of winter months.

The Design and Access Statement fails to explore the opportunities of the site or to show that different design options have been considered. The designers appear to be 'stuck' with just one option of two rectangular blocks with podium level open space over covered parking areas. Much of the DAS is tediously taken up with repeated diagrams showing the same concept.

All the circulation spaces between the blocks are linear and lack meaningful intersections or interest. No amount of informal hard and soft landscaping will disguise this. The central podium garden space at the centre of Block B is long and narrow. It is likely to be in shade during early morning and afternoon periods and consequently rather unpleasant.

Consultations with Hillingdon seem only to have involved rather limited fine-tuning of the dimensions between the blocks and the site boundaries and a resolution to permit relatively tall buildings at the centre of the site. The modelling of the scheme therefore proposes lower elements along Clayton Road and next to the canal with a maximum of 10 storeys at the centre of the site. This decision has resulted in a strange and unresolved massing. Although the pitched roofs have been removed in the latest submission this has not lessened the overall clumsiness of the design.

We conclude the application is of such poor design quality it should be referred to the Design Council for a Cabe Design Review.

THAMES WATER

Waste Comments

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission.

"No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local

planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure."

Please read our guide 'working near our assets' to ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

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

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 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.

As per Building regulations part H paragraph 2.21, Drainage serving kitchens in commercial hot food premises should be fitted with a grease separator complying with BS EN 1825-2:2004 and designed in accordance with BS EN 1825-2:2002 or other effective means of grease removal. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Please refer to our website for further information : www.thameswater.co.uk/advice

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.

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

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

CADENT

Should you be minded to approve this application please can the following notes be included as an informative note for the Applicant

Considerations in relation to gas pipeline/s identified on site:

Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

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.

No further assessment or conditions are therefore necessary.

NATURAL ENGLAND

Natural England has no comments to make on this application.

METROPOLITAN POLICE

I would first like to say I do not object to this proposal.

I request that the a SBD condition be applied to proposal (proposed wording below) This two part SBD condition has been used at the neighbouring Nestles site and is thus far proving effective as it is ensuring the continued consultation is taking place and the appropriate SBD measures are included and reduces the chance of the applicant not fully engaging and then not being able to achieve accreditation by which time the building is already built.

The reason for this condition is to ensure that appropriate security measures are installed to resist crime and anti-social behaviour that this area will face in this location.

I also wish to highlight by concerns of not just this proposal but of all the proposals that have gone to planning already or are likely to soon be submitted as part of the plan to regenerate the canals around Hayes Town. As a front line police officer in Hillingdon for a decade prior to moving to this role two and half years ago I can inform you that the canals in Hayes Town are probably the worst area on the borough for anti-social behaviour, and one of the least desirable for members of public if they happen to walk through them. I fully support the aspirations of the borough to regenerate this area, however I have serious reservations about how this is to be achieved. It will probably take many years for this area to change and the use of the area evolve to the positive new place that the regeneration proposals envision. My concern is that in the interim we may have serious issues as some of the new areas are designed in such a way that they are dependent on the entire area being improved, meaning proposals such as this may be very vulnerable as one of the earlier parts of the regeneration may succumb to the pre-existing issues that are affecting the area. The advice that I would suggest is that a flexible approach is taken for this interim period, with consideration for areas along the canal to feel semi private for the residents only until the entire area is opened up. A flexible approach to street furniture is advised as well, meaning that items such as benches can be removed if need be, I would strongly encourage a full lighting scheme that conforms to BS5489 for footpaths for all the areas, even if longer term the hope may be to restrict some of the lighting once the area's regeneration is complete and the current crime issues have hopefully reduced. I would also advise that a CCTV system is installed along the canal area with responsibility taken on ideally by the local council.

I am happy to discuss this proposal and the surrounding canal areas with yourselves to ensure that we do all that is possible for these area to be as resilient to crime as possible.

Proposed Conditions:

(1) Prior to carrying out above grade works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve full Secured by Design Accreditation. The development shall only be carried out in accordance with the approved details.

(2) Prior to the first occupation of each building or part of a building or use, a Secured by Design accreditation shall be obtained for such building or part of such building or use.

Informative:

The applicant should seek advice from PC Rob Palin (Robert.Palin@met.pnn.police.uk) , Metropolitan Police Service Designing Out Crime Officer (DOCO). The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.nw@met.police.uk or 0208 7333703.

HEATHROW AIRPORT LIMITED

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:

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.

H10 Radar Mitigation Condition

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

Reason

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

Submission of a 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 and endanger aircraft movements and the safe operation of the aerodrome.

and:

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.

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

We would also make the following observation:

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.

NATIONAL AIR TRAFFIC SERVICES (NATS)

Proposed conditions:

1. No construction shall commence on site, unless there has been submitted to and approved in writing by the Local Planning Authority and by the Radar Operator - NATS (En-route) plc, either:
- detailed plans for the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the Heathrow H10 SSR Radar; OR,
- details of a 'Radar Mitigation Scheme' (including a timetable for its implementation during construction) to mitigate any detrimental impact upon the Heathrow H10 SSR Radar.

2. Where a 'Radar Mitigation Scheme' has been required, no construction above 12m above ground level shall take place on site, unless the 'Radar Mitigation Scheme' has been implemented. Development shall not take place other than in complete accordance with such a scheme as so approved unless the planning authority and NATS (En-route) plc have given written consent for a variation.

REASON:

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

3. No construction work shall commence on site until the Developer has agreed a "Crane Operation Plan" which has been submitted to and has been approved in writing by the Local Planning Authority in consultation with the "Radar Operator".

Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

REASON:

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

For the purpose of conditions 1-3 above;

"Operator" means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

"Detailed plans demonstrating no impact" means provision of further plans or details allowing to dismiss any impact through evidence of other obstructions negating any impact due to the proposal.

"Radar Mitigation Scheme" or "Scheme" means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the H10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

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

CANAL AND RIVER TRUST

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

The main issues relevant to the Trust as statutory consultee on this application are:

- a) The impact on the structural integrity of the Grand Union Canal
- b) The impact on the character and appearance of the canal corridor
- c) The impact on the biodiversity of the Grand Union Canal
- d) The impact on the water quality of the Grand Union Canal
- e) The impact on the expectations placed on the Grand Union Canal towpath as a walking and cycling route

Based on the information available our substantive response (as required by the Town & Country Planning (Development Management Procedure) (England) Order 2015 (as amended)) is to advise that suitably worded conditions and a legal agreement are necessary to address these matters. Our advice and comments follow:

- a) The impact on the structural integrity of the Grand Union Canal

At its northern boundary, the application site includes an earth structure that forms part of the cutting that the Grand Union Canal flows through in this part of Hayes. The protection of this structure is a major consideration for the Trust in this development and we suggest that it is an important planning consideration in accordance with paras 170 and 178 of the NPPF, which require:

Planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at an unacceptable risk from, or being adversely affected by, unacceptable levels of land instability.

NPPG provides further information on the importance of considering land stability through the planning system.

We suggest that prior to any excavation or substructure works or any vegetation clearance works on or affecting the cutting, a slope stability assessment is carried out to ensure that the works will not compromise the stability of the bank or the development site. We suggest that this should include a pre-development survey of the waterway wall and a requirement to carry out any repairs necessary to ensure that it will not be adversely affected by the development. We would also expect to see a post-completion (but pre-occupation) survey to ensure that no damage has occurred during the construction phase.

A Risk Assessment & Method Statement should also set out the measures that the developer will take during the demolition and construction phases to protect the canal, its environment and its users. This should include dust/debris protection measures, vibration protection and measures to prevent contaminants leaching into the canal. It will also need to set out measures to identify and avoid damage to any anchor piles supporting the canal wall.

We have suggested conditions to address these matters below.

b) The impact on the character and appearance of the canal corridor

The existing Fairview Business Centre Site is largely screened by canalside vegetation and, as such, the site has little impact on the character and appearance of the canal corridor at present. It also offers little natural surveillance over the canal and its towpath. The eastern third of the site is adjacent to the area for which the Trust has planning permission for the installation of a pontoon and eight residential moorings.

ADDITIONAL TEXT REQUESTING IN WORD FORM FROM STEVE CRADDOCK

CANAL AND RIVER TRUST

The Trust previously commented on this planning application on 23 December 2019 (our reference CRTR-PLAN2019-28745). We ask the council to continue to have regard to our previous comments and the supplementary comments below:

In our letter of 23 December 2019, the Trust stated that the elongated gables being situated parallel to the canal help to enliven the long views from the canal corridor but they result in fairly long, low pitches which look somewhat incongruous, and results in the canal elevations on most of the blocks receiving the eaves line. On balance, we have no objection to the removal of the gables in the revised plans.

The Trust has previously suggested that, under policy DME18 of the Council's Development Management Policies, a contribution to canal access improvements should be sought from the development. We advised that, in Spring 2020, the canal towpath itself was due to be upgraded as part of the Grand Union Canal Quietway project, on which the Trust, the Council and TfL have been cooperating. However, TfL has recently had to withdraw part of its Quietway funding to support other post-COVID-19 lockdown walking and cycling improvement schemes. As a result, there is a shortfall of £180,000 to deliver the improved towpath surface between Station Road (Hayes) and Stockley Road. Such an improvement would support sustainable travel between the site and Stockley Park, one of the borough's major employment centres. The Trust would welcome further discussions with the Council about the appropriate level of contribution to towpath improvements that would be made by this development (and the adjacent Crown Trading Centre development) and the appropriate mechanism for securing it (i.e. CIL or s106).

Internal Consultees

POLICY TEAM

Principle of Development

The site is allocated within the Local Plan: Part 2 (2020) as Policy SA 4. This policy allows for the redevelopment of the site for a residential-led mixed use proposal, subject to certain criteria being met, in addition to compliance with the rest of the Development Plan. The criteria with Policy SA 4 include the need for:

- Small scale commercial uses at ground floor level that support residential uses.
- The provision of appropriate new public open space in accordance with Council standards.
- Canal access improvements and canalside activity to and contribute to the enhancement of the Strategic Canal and River Corridors in accordance with relevant policies on the Blue Ribbon network.

The level of compliance with these criteria and other relevant policies within the Development Plan is explored in more detail below. Comments regarding the remaining design focused criteria outlined within Policy SA 4 should be taken from the Urban Design Officer.

Non-Residential Floorspace

The site is located within the Hayes Opportunity Area (OA) within the Intend to Publish Version of the London Plan (2019). Opportunity Areas are identified as significant locations with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity. The Hayes Opportunity Area is outlined as having capacity for an indicative net increase of 4,000 homes and 1,000 jobs.

Policy SD1 of the Intend to Publish Version of the London Plan (2019) outlines in Part B) that boroughs through planning decisions should deliver the growth potential of Opportunity Areas and support development which creates employment opportunities and housing choice for Londoners. Any scheme that created a net loss of jobs would not be deemed to be in conformity with this policy. As noted above, Policy SA 4 outlines that the non-residential element of this scheme should be delivered through small scale commercial uses at ground floor which are consistent with a residential environment.

A2Dominion is the freeholder of the site and has stated that there are 165 FTE jobs on site at the moment, with the site currently hosting the following businesses: Direct Link Worldwide Ltd, Services Exhibitions Ltd, Flowstore Systems, sofa.com Ltd and Trust Ford Heathrow Transit Centre.

The new proposal would provide 1,307 sqm (GIA) of B1 office floorspace. This includes one unit (278 sqm) that would be either office floorspace or a restaurant/cafe (A3) subject to demand. The 1,307 sqm is an increase above the 971 sqm that was initially proposed and deemed unacceptable. The 1,307 sqm figure has been achieved through the creation of seven new units, three of which would provide additional space through first floor accommodation. The units have been specifically located along the western edge of the site, which when connected with the proposed units along the eastern edge of the Crown Trading proposal, would create a central spine consisting of circa 2,500 sqm of new high quality employment floorspace. There is a variation in the sizes of the individual units, with all of them seeking to create accommodation for small businesses, as opposed to the larger office floorspace market which is currently better served in Hayes. There are also 4 parking bays provided for the new units on this scheme, however there is some inconsistency between documents on ensuring these are all allocated to the new B1 units.

The London Employment Sites Databases (2017) forms part of the development plan evidence base and provides job density assumptions. In creating the density assumptions, it allowed for regional distinctions to be taken into account. Utilising the assumption of 11.3m² (GIA) per worker for B1 floorspace, the 1,307 sqm (GIA) would create capacity for approximately 116 FTE jobs. In addition to these jobs, the applicant has cited that a further 15 FTE jobs would be created in relation to the management of the residential aspect of the scheme, some of which are assumed be located within the management office (C3). Whilst it is accepted that large residential schemes of this nature will create FTE jobs through management once completed, the estimate of 15 jobs is seen to be overinflated.

The improvements that have been made to the scheme now mean the proposal would provide more B1 office floorspace than the proposal on the Crown Trading Site (1,175 m²). However, noting that the Fairview Business Centre currently holds a much higher number of jobs at present (165 FTE jobs), the scheme would likely result in a net loss in FTE jobs and therefore there is a minor conflict with part of Policy SD 1. It is important to note however that this minor conflict must be viewed in light of the schemes performance against other strategic policies in the Development Plan when read as whole, including its performance against other parts of Policy SA 4.

Paragraph 6.5 of the Design and Access Statement also highlights that there may be scope for an additional 107 sqm of B1 floorspace, if a more flexible approach to cycle parking is taken, which would create capacity for approximately 9 FTE jobs. Noting the above, prioritising the B1 floorspace would be supported.

Public Open Space & Canalside Activity

Policy SA 4 also outlines that new public open space, canal access improvements and canalside activity will also be expected within the proposal for this site. These are requirements which are also outlined in the Local Plan: Part 1 (2012) through policies EM4 and EM3, as well as in the Local Plan: Part 2 (2020) through policies DMCI 4 and DMEI 8. The need for an increase in the number of accessible and high quality public open spaces is particularly acute in Hayes, as identified within the Development Funding Infrastructure Study (DIFS) (2017).

In regards to public open space, the proposal includes three small areas of connected public open space:

- The Canal Square
- The Canal Stretch
- The Linear Park

It should be noted that I do not consider the commercial spine to constitute public open space. Public open space is defined as land that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The commercial spine is dominated by hardstanding, in order to facilitate necessary servicing and car parking. It is not considered that the public would identify it as open space.

The three public open spaces have been achieved through the applicant responding to requests to include sufficient setbacks between buildings and the canal. Vehicle access has been restricted in these areas to emergency vehicles only, in order to create primary pedestrian routes through these areas. The Canal Stretch and Linear Park are more linear open spaces, which will provide access along and to the canal respectively. The Canal Square provides an area of public open space where individuals are likely to spend more time, with an elevated timber platform providing informal seating and views of the canal, as well as facilitating interaction with the B1/A3 unit located on the corner of Building A. I therefore consider that the quantum of public open space provided is acceptable to meet the tests in the Development Plan.

However confirmation should be sought from the Landscape Architect and relevant personnel from

the Canal & River Trust to confirm that they are also satisfied with more specific aspects of the proposal.

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 draft Policy H10, outlining that new developments should generally consist of a range of unit sizes. However, it 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. It is also worth noting that the Secretary of State has proposed a modification to Policy H10, to further highlight that London has a strong need for family homes.

The LPP2 (2019) 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 scheme is proposing a mix of residential units as follows:

1B x 179 (44.8%)

2B x 153 (38.3%)

3B x 58 (14.5%)

4B x 10 (2.5%)

Whilst the above does not directly mirror the need identified within the SHMA (2016), Policy H10 of the Intend to Publish Version of the London Plan (2019) notes that the nature and location of the site should be taken into account when determining the appropriate mix. The site has a PTAL rating of 4, with the eastern half of the site forecast to rise to PTAL 5 by 2021. The site is also located directly on the border of the Hayes Town Centre. Policy H10 therefore indicates that the site is generally more appropriate for a higher proportion of one and two bed units.

The applicant has revised their proposals to achieve 17% family units, which are defined in the Intend to Publish Version of the London Plan (2019) as those suitable for a family to live in and have three or more bedrooms. This has been achieved through a combination of apartments, duplexes and houses. Whilst the proportion of family units is slightly below the Crown Trading proposal (18.4%), this is acceptable on the basis of its slightly improved accessibility and the larger number of four bedroom units that make up the 17%. Importantly the scheme is also not predominantly one bedroom units, which are the least flexible unit type, consisting of a high proportion of two bedroom units as well. The proposal is therefore deemed to comply with development plan policies regarding housing mix.

Affordable Housing

It is understood that the application does not qualify for the Fast Track Route to affordable housing outlined in the Intend to Publish Version of the London Plan (2019). The level of affordable housing will therefore need to be determined by the conclusions of the financial viability appraisal.

HOUSING

The planning application ref 58758/APP/2019/3517 is fully supported by Housing.

The developer A2 Dominion is one of the G15 to Housing Associations with a reputation for high quality well managed homes.

They have carefully designed the scheme to meet the boroughs demand for larger 3 bed affordable family homes and the proposed mix of 76 rented units is exceptional in delivering 58 x 3 bedroom flats and 10 x 4 bedroom flats.

The development also includes 35 shared ownership flats, a mix of 1 and 2 bed flats to help lower income households onto the property ladder and a further 289 private flats that will contribute to the borough's housing target.

ACCESS OFFICER

In assessing the plans submitted in respect of this development proposal, reference has been made to London Plan Policy 7.2 and 3.8 (c) and (d), and emerging policy D5 set out in the draft London Plan. All new housing is required to meet the technical standards as prescribed in Section 2 and 3 of Approved Document M to the Building Regulations 2010 (2015 edition).

These submitted documents and plans quote the guidance set out in the above approved document, but fail to demonstrate how the detail of these standards has been applied throughout the development:

1. An accessible parking bay should be allocated to every M4(3) wheelchair accessible/adaptable unit.
2. Provision should be made for door-to-door transport operators, such as Dial-A-Ride and Community Transport high sided vehicles to conveniently stop, wait, and board and alight passengers. A designated drop-off area/areas for such vehicles should be shown on plan.
3. Based on a total of 398 dwellings, no less than 39 would be required to meet the technical specifications for an M4(3) residential dwelling. These units should be interspersed throughout the development, to include all typologies and tenures.
4. A minimum of 10% of the assumed 139 Affordable Housing units would be required to satisfy the design standards for an M4(3) Wheelchair Accessible unit. These affordable units should be suitable for 'day one occupation' by a wheelchair user, as set out in ADM 2015.
5. A floor plan at no less than 1:100 should be submitted for every M4(3) unit typology, to include transfer zones, wheelchair storage area, and other spatial requirements within bedrooms, bathrooms, living and dining areas.
6. Where lift access is necessary to achieve a step free approach to the principal private entrance, all M4(3) units should be served by no less than two lifts.
7. All remaining units must be designed to the standards for Category 2 M4(2) Accessible and Adaptable dwellings, as set out in Approved Document M 2015.
8. Details of the materials palette along with a statement setting the considerations have been given to ensure that all areas of hard and soft landscaping, to include public and private amenity areas, roof gardens, pathway surfacing, and seating, are accessible and inclusive in accordance with BS8300:2018.
9. Details should be required on the accessible play equipment for disabled children, to include 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: further detail should be requested and evaluated prior to any grant of planning

permission.

Case Officer's comments:

The above comments were forwarded to the applicant who responded by providing updated layout plans.

ACCESS OFFICER 2nd comments

1. An objective of M4(3) Wheelchair Accessible and Wheelchair Adaptable is to achieve housing that is suitable for 'day one occupation' by a wheelchair user without the need for post-construction alterations. The position of the bathroom in relation to a bedroom(s), together with the size of the bathroom and layout of furniture, is a critical consideration if this objective is to be achieved.

2. The position of the bathroom in all M4(3) units (whether wheelchair adaptable or wheelchair accessible) must be positioned adjacent to the master bedroom. This is to allow for an en-suite facility to be easily formed should a future need arise.

3. All bathroom furniture should be positioned to allow an additional doorway to be formed without the need to reroute stack pipes and other services.

4. A 'Jack and Jill' bathroom arrangement however is a preferred arrangement.

5. Drainage for a future level access shower should be sited furthest from the doorway, and future doorway position.

6. All plans should be amended accordingly with reference to unit numbers A-D1-01, A-B1-02 and A-A1-02, which are only examples.

Conclusion: further amendments are required to achieve a standard of wheelchair user housing that is fit for purpose

Case Officer's comments:

The above comments were forwarded to the applicant who responded by providing further updated layout plans.

ACCESS OFFICER 3rd comments

I have reviewed the revised drawings and consider these to be acceptable at this development control stage.

WASTE STRATEGY OFFICER

The storage areas and collection points for household waste and recycling are suitable for requirements.

Adequate provision for the storage and collection of waste and recycling arising from the commercial units must be provided. If this is sited externally to the units, measures should be taken to secure the container(s) to prevent anti social behaviour. The containers should be stored away from the windows and doors of any dwellings.

If a storage area is located within the unit, the design should be such that the container(s) can be removed directly to the outside without passing through any part of the building except by way of passage. An internal bin storage area should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly and vermin proofed and near to either the roof or floor, but away from the windows of any dwellings.

Case Officer's comments:

It is recommended that a Service and Delivery Management Plan Condition be attached to any grant of planning consent to secure the above requirements.

FLOOD AND WATER MANAGEMENT

Objection

It is assumed from observations on the canal that the Thames Water sewer is redundant, and that the off-site drainage has been diverted. CCTV surveys will be undertaken to confirm this. This cannot be assumed and the CCTV will need to be provided as evidence as this could fundamentally affect the scheme and mitigation required.

It is proposed to introduce the following SuDS features into this development:

- Green roofs
- Water butts
- Permeable paving (tanked)
- Planted podiums and soft landscaping at ground level

Off-site flow control and volume attenuation is referred to but not it is clear whether this means off the development site or simply underground.

The proposals discount numerous sustainable drainage techniques for health and safety reasons, but multiple sites across Hillingdon are including above ground features and managing those risks. It is therefore not acceptable to discount these particularly where there is space allocated for landscaping and the overland flow routes where this can be integrated with careful design. The local policy is clear and the reasons that greenfield run off rates are required, therefore it is not acceptable to utilise 3x greenfield run off rates.

It is also not clear as the proforma states the use of blue roofs why in the main body of the document these are discounted.

A clear plan showing the treatment of and assessment of canal corridor should be submitted. Including distance to the canal edge from building and demonstrating a sufficient gap between canal and any building footprint for improved Strategic Waterway corridor and access. The condition of the Canal Wall and any identified works undertaken to ensure the long term sustainability of the site.

Clear justification should be provided for the removal of the natural landscaping proposed and screening in one area versus another and the creation of a more formal landscape along the canal which substantially changes the waterway corridor and reduces its ecological connectivity. Visualisations should be provided.

There should be clear proposals to comply with canal and river trust aims and improvement of integration with the canal. Mitigation along the canal corridor should be considered which could include providing nesting habitat for kingfishers and or floating pontoons for wildlife in front of the sheet piling to provide some level of screening for the towpath in front of more formal areas. Lowering the sheet piling extended out into the canal and providing access points and or moorings. Access versus to and appreciation of the Canal must be balanced against the need to provide Biodiversity net gain.

Case Officer comments:

The above comments were forwarded to the applicant who has submitted an amended drainage strategy for the site.

FLOOD AND WATER MANAGEMENT 2nd comments

No objection subject to conditions.

The applicant has provided a revised Flood Risk Assessment (Tully De'Ath Consultants report Revision A dated May 2020). The report revises the proposed drainage strategy based on the previous officer comments, notably, runoff from the site will be restricted to greenfield rates for all rainfall events instead of the previously proposed 3x greenfield rates. The drainage strategy incorporates elements that are considered to form a Sustainable Drainage System (e.g. green roof,

rainwater harvesting, rain gardens, permeable paving). While the outline drainage design demonstrates that a policy compliant drainage scheme can be provided, a surface water management condition should be secured with any permission to ensure that the detailed design retains the elements of the approved outline drainage strategy and maximises the green infrastructure proposed. We would expect any detailed drainage design to be aligned with the detailed landscaping design for the site.

There were previous comments regarding the treatment of the canal frontage and the loss of vegetation that has not been covered in the revised drainage strategy but may have been addressed elsewhere.

SUSTAINABILITY OFFICER

There are a number of outstanding issues which require more plans:

- 1 - The daylight sunlight doesn't appear to consider the podium levels or the outside space sandwiched between the two blocks. Evidently, this may undermine the value of the podium and amenity space provided.
- 2 - The elevations do not show the PVs. It is very difficult to reconcile how the PVs fit on the elevations. This has issues for the Energy Strategy.
- 3 - It would be useful to have a coloured landscape plan as the annotated version is virtually impossible to understand. Importantly, it appears that the areas shown grassed on one plan will be entirely concrete on another. This has important implications for the ecological relationship with the canal.
- 4 - S106 contribution of £431,769 is necessary. I would welcome confirmation that this is acceptable with the applicant.

Case Officer's comments:

- 1.
2. It is recommended that an appropriately worded condition be attached to any grant of planning consent to secure the details of the proposed PVs.
3. Details of landscaping are recommended to be secured by condition.
4. The s106 contribution of £431,769 has been agreed by the applicant.

CONTAMINATION OFFICER

I have reviewed the following report document:

Title: Phase 1 Desk top Study Report; Ref: 14318 Revision A; Dated September 2019; Produced by: Herts & Essex Site Investigations.

The report demonstrates a suitable approach was adopted towards production of a Preliminary Risk Assessment and Conceptual Site Model in accordance with the requirements of a Phase 1 Study.

The report also indicates requirements for further investigative works and a structured quantitative risk assessment approach for determining the significance of risk to defined receptors, all in accordance with authoritative model procedures (i.e. CLR11 / LC:RM)

It is therefore recommended that the following standard condition be imposed:

- (i) The development shall not commence until a scheme to deal with contamination has been submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

Reason

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

Observations:

The Phase 1 report indicates requirements for 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

Case Officer's comments:

It is recommended that a Condition be attached to any grant of planning consent to secure the above requirements.

LANDSCAPE ARCHITECT

This site is occupied by two blocks of warehousing / industrial units and associated yards and parking areas on the north side of Clayton Road. The area is characterised by similar industrial / business units on this side of the road which extend to the Grand Union Canal on the north boundary, with terraced houses on the south side of Clayton Road - and residential areas to the north of the canal. The site is a few hundred metres to the west of Hayes Town Centre and Hayes Station. The main landscape features are the tree / vegetation lined canal to the north and a landscape buffer along Clayton Road. TPO 490 protects three individual trees in front of unit 25. A planning approval for the Ford Transit Centre secured tree planting in front of unit 37 - three alders.

A tree survey and arboricultural impact assessment has identified and assessed the condition and value of five individual trees and four groups. According to the assessment, there are no 'A' grade trees on the site. Two trees/ groups are category 'B': T1 a canalside sycamore and G2 a long canalside group. One cherry, T2, is a 'U' grade trees requiring removal in the interests of sound management. The remaining trees are 'C' grade - whose condition and value indicate that there removal may be justified.

The AIA confirms that four trees will be removed to facilitate the development: T2, the protected cherry and T3,4 and 5, the three alders on the Clayton Road frontage. There is no objection to the proposed tree removals provided that there is no net loss of trees and new tree planting is established along the Clayton Road frontage.

It is noted that:

1. There are no replacement tree planting proposals along the Clayton Road frontage.
2. The main amenity spaces for residents are at podium level, above car parks.
3. At ground /surface level there is a strong landscaped boulevard, on a north-south axis between the two buildings, linking Clayton Road to the canal.
4. The buildings are set back from the canal to create space for canalside recreation although it is not clear how this will be developed to provide an attractive and stimulating canal side experience.
5. A large swathe of canalside trees has been removed at the west end of the site with little, or no replacement.
6. Ground level landscape should be integrated with SUDS proposals.
7. Landscape objective for the various parts of the site need to be explained, supported by: cross-sections, perspectives and palettes of hard and soft landscape materials are required to demonstrate the intended character and quality of landscape.

Case Officer's comments:

The above comments were forwarded to the applicant who responded by providing updated Landscaping Plans. In relation to point 1 this area is required for the multi-modal travel measures so trees or additional landscaping would be inappropriate. Full details of the proposed landscaping are recommended to be secured by condition, as are details of the proposed sustainable urban drainage strategy.

AIR QUALITY

The proposals comprise the demolition of existing industrial units, site clearance and redevelopment to provide a mixed use scheme, including 398 residential units, 308 sqm (GEA) B1/A3 retail (cafe) use, 768 sqm (GEA) B1 employment, together with 187 car parking spaces and 754 cycle parking spaces, public open space, hard and soft landscaping, refuse and recycling facilities, and public and private amenity space.

The site is located within an area identified by London Borough of Hillingdon as experiencing elevated pollutant concentrations with high density of population being exposed to hazardous levels - the application site falls within the Hayes Focus Area. Developments within this area have the potential to introduce future users to an existing area of poor air quality, as well as to cause potential impacts at sensitive receptor locations within the vicinity during the construction and operational phases. The proposed development, due to its size and location, will add to current exceedances of the nitrogen dioxide annual mean limit value within this sensitive area as a result of both traffic and energy production emissions.

As per the London Plan and London Borough of Hillingdon Local Action Plan, developments need to be neutral as minimum and contribute actively to reduce pollution in Focus Areas, contributing to the reduction of emissions in these sensitive areas. The proposed development is not neutral for transport emissions.

In addition, the proposal has not offered suitable mitigation measures that in a quantifiable manner would demonstrate the exceeding traffic emissions would be removed. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

The level of mitigation required to the proposed development for traffic emissions is £265,378. When no quantification is possible, a flat rate discount is applied.

Once all deductions were applied, the remaining value of mitigation due is £172,496. Flat rate deductions applied are as follow: Travel Plan (15%) Green Measures (5%) Strategic Multi-Modal Shift (15%).

Damage Cost - s106 Contribution Required

Therefore, a section 106 agreement with the LAP of £172,496 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels, assuming no local network congestion would be exacerbated by the proposal.

In addition, two Air Quality conditions are required to develop and implement a Low Emission Strategy and manage the construction fleet as per Mayor requirements.

Condition Air Quality - Low Emission Strategy

1. No above ground works shall be undertaken until a clear and effective low emission strategy (LES) have been submitted to and approved in writing by the Local Planning Authority. The strategy shall include, but not be restricted to:

a) effective ways to both encourage residents and manage contractual arrangements with the occupiers of the employment use so that the fleet composition visiting/using the site will be Euro 6/VI or cleaner (e.g. electric) or have implemented retrofitting devices that will enable compliance with such Euro standards;

b) provision of a clean supply of energy to the site. Any CHP or gas boiler will have to conform with the London Ultra Low NOx requirements. The boilers to be specified to meet ultra-low NOx emissions standards of < 40mg/kWh.

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.

c) an electric vehicle fast charging bay. This is to be implemented as part of the proposal with the minimum requirements as per the London Plan.

d) a clear and effective strategy to encourage/support staff and residents of the site to

i) use public transport;

ii) cycle / walk to work where practicable;

iii) enter car share schemes;

iv) enter cab share schemes to and from the airport and or home / work locations;

iv) purchase and drive to work zero emission vehicles.

Measures to support and encourage modal shift, will include but be not restricted to incentives for residents and employees to use public transport to reduce their car ownership.

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

Reason

As the application site is within an Air Quality Management Area and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), London Plan Policy 7.14, Mayor's Intent to Publish London Plan Policy S11, and paragraph 170 of the National Planning Policy Framework (2019).

2. Reducing Emissions from Demolition and Construction

No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason

Compliance with London Plan Policy 7.14 and in accordance with Mayor of London "The Control of Dust and Emissions from Construction and demolition (or any successor document).

3. Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019).

All Non-Road Mobile machinery (NRMM) of net power of 37kW and up to and including 560kW used during the demolition, site preparation and construction phases shall comply with the emissions standards set out in chapter 4, proposal 4.2.3.a of the London Environment Strategy. Unless it complies with the standard set out in the London Environment Strategy, no NRMM shall be onsite, at any time, whether in use or not, without the prior written consent of the LPA. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register <https://nrmm.london/>

Reason

Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy.

Wider Context

Focus areas are defined as locations where pollution levels are already high and there is relevant public exposure. In such circumstances there is a requirement to put in place actions to improve air quality. In addition, there is a requirement under planning policy (London Plan and LBH Local Plan) for development to be at least air quality neutral and to not cause further deterioration of existing air quality.

The transport benchmark figure is exceeded, therefore the development is not air quality neutral in terms of transport emissions.

Case Officer's comments:

It is recommended that the proposed first and third conditions are attached to any grant of planning consent, with the exception of 1 part d, which would be secured under a full Travel Plan. The details required under the proposed second condition would be secured under the proposed Construction Environmental Management Plan condition.

CONSERVATION AND DESIGN OFFICER

The application seeks permission to demolish the existing buildings on site to provide for a new residential-led mixed use development comprising buildings between 3 and 10 storeys to provide residential units (Use Class C3) and ground floor commercial floorspace (Use Class B1/A3) with associated access and car and cycle parking, landscape and amenity areas and associated servicing. The development will comprise 400 residential units (Use Class C3) and 1,130 sqm of commercial floorspace (Use Class B1) at ground floor including 308 sqm (Use Class B1/A3) with

associated access and car parking for 195 vehicles and 674 cycle parking, landscape and amenity areas and associated servicing.

There have been a number of detailed pre-application discussions for the site along with separate discussions on the neighbouring Crown Trading Centre site. The Council has encouraged discussion between the two developers to ensure that the two development sites are designed in a way that does not prejudice the development of the other and that a comprehensive and cohesive development is delivered as a whole.

A number of design principles were set out early on by the Council during discussions one of which was for the creation of a central spine between the two developments running north south from the canal to Clayton Road. This was needed to provide a cohesive interface between the two developments and provide commercial uses at street level vehicular access, parking and amenity space. It would also allow for the spine to be directly linked to Blyth Road should the industrial land directly to the south be redeveloped in the future.

The site and surrounds

The site is located to the west of Hayes Town Centre and the Railway Station. The site covers approximately 1.7 hectares which is predominantly used as a Ford Transit Centre (33- 39 Clayton Road) and a warehouse building which comprises a number of industrial units (units 25-31) and associated car parking that is collectively known as the Fairview Business Centre.

The site is bound by the Grand Union Canal (a non-designated heritage asset) directly to the north with two-storey suburban houses beyond. Directly east of the site is a 5-storey building which has consent to be converted to residential use (Union House) and a part 4, part 5, part 6-storey recently developed residential development (14-16 Clayton Road).

To the south of the site is Clayton Road, which has a mixed character. The southern side of the street at the eastern end, opposite the proposed development site, is characterised by modest two-storey late Victorian / early Edwardian terraced houses which form part of a perimeter block of back to back houses that stretch back onto Blyth Road. Further west along Clayton Road the terraced houses give way to 2-3 storey light industrial buildings.

Further south can be found the Old Vinyl Factory site which forms the Botwell: EMI Conservation area. The conservation area contains a listed building Enterprise House (Grade II). This listed building has consent to be extended and converted to residential and office accommodation. Other locally listed buildings are the two concrete framed HMV/EMI Buildings to the southern boundary adjacent to the Great western Railway and Neptune House, Appollo House and Jupiter House on Blythe Road.

Following the closure of the factory site a masterplan was drawn up to create a mixed-use redevelopment of the Old Vinyl Factory (TOVF) which was approved in 2013. The aim of the master plan 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 blocks have now been granted planning permission and have either been built or are nearing completion along with a small number yet to be started. The area remains an important part of Hillingdon's industrial heritage.

To the west of the development site is the Crown Trading Estate which covers approximately 1.38 hectares and is currently occupied by various industrial buildings with car parking. There is currently a planning application to redevelop the site with a mixed use scheme, including 407 residential units (see application 73955/APP/2020/139). A similar industrial character is also found further west of the site that stretches up to Trevor Road and beyond.

Layout and Positioning

The masterplan for the site comprises two perimeter style blocks that each contains a mixture of apartment buildings and houses. Both the houses and apartments are laid out in courtyard arrangement with houses to the north and south and apartments to the east and west. The ground floor has active frontages with apartments, houses and commercial uses that enclose the ground floor concealing a single storey podium car park.

The scheme is organised around two main routes through to the Canal from Clayton Road. The larger of the two is the 'Commercial Spine' which sits between the application site and the adjacent Crown Trading Centre Site. If both schemes were to be built out then it would provide a street with a width of 27 metres and would provide vehicular access to the podium car park, on street car parking and soft landscaping. A service road runs east to west through the centre of the site.

At the centre of the site Buildings A and B are separated by a slightly narrower route of 21 metres which forms a linear park that connects through to the proposed Canal side Square to the north, a generous amenity space fronting onto the canal, and Clayton Road to the South. These green spaces will help to provide a setting for the new development and soften its relationship to the canal. The linear park is not in direct alignment with Clarendon Road but is close enough to the junction that there is a clear visual link that would draw pedestrians through from Blyth Road to the canal and vice versa.

The blocks A and B are set back 8 metres from Clayton Road providing a wide pavement and defensible front garden space to the residential units. The blocks are setback from the canal a minimum of 10m at its narrowest point.

The eastern part of the site has an access road that links through to the Canal Side Park and has perpendicular parking.

Height, Scale and Massing

The height, scale and mass of the scheme has been informed through discussions with the neighbouring Crown Trading Estate, the NATS ceiling information, and in response to the surrounding local context. The development is in strong contrast to the smaller 2-storey houses to the northern side of the canal and the modest two storey terraced houses along the south side of Clayton Road. The development takes its references more from the industrial areas reflecting other recent developments in particular those close to the canal further east such as the former Nestle Factory site and High Point Village which are of a similar maximum height of 10-storeys.

The tallest elements of the development have been retained towards the centre of the site which range between 7 and 10 storeys. This adds visual interests and variation to the skyline and prevents a monotonous linear block form dominating longer distance views.

In response to the southern boundary the development has been purposely kept much lower to respect the modest two-storey terraced houses. The combination of the 8 metre set back and the proposed heights of between 3 and 4 storeys have ensured that the development does not overwhelm the street and respects the well established modest residential scale with defensible front garden space. The western most block is slightly taller at 5-storeys and acts as a 'gateway' marking the entrance to the shared central spine.

The elements facing north (along the Grand Union Canal) step down to reduce the mass - responding to the residential housing on Nield Road. The form of the building has been amended to remove the pitched roofs which were considered to add unnecessary bulk and large expanses of plain featureless brickwork. The blocks have now to a simpler form with roof parapets that enclose amenity areas and help to screen lift over runs and plant. The approach is considered acceptable and responds to the emerging character of the former industrial areas which are now being given over to mixed use developments.

Design

The proposed development acknowledges the character of the environment in which it is located and has adopted an industrial aesthetic that includes key elements such as windows with glazing bars, large fenestration proportions and brick columns.

The primary construction material is proposed to be brick which reflects the local palette. Two main colours have been chosen which correspond to different parts of the site such as red brick to the canal and buff to Clayton Road. The elevations have been embellished with brick detailing in the form of recessed panels and banding which provide subtle articulation and visual interest along with contrasting reconstituted stone banding as well as splayed elements to some windows. Integrated metal balconies have also been incorporated which also help to visually break up the facade providing relief to the brickwork. These have also been designed to a simple industrial aesthetic with simple vertical bars and hand rail which complement the facades.

The communal entrances are suitably celebrated in a restrained style utilising contrasting glazed brick whilst the separate residential entrances at street level are identified by metal inset panels and frames. These elements help to provide a visually rich elevation of complimentary materials that reflect the more robust local palette of materials. The materials should weather satisfactory provided that high quality bricks are chosen along with a complementary mortar.

The above design approach is acceptable and the blocks are considered to be of a high standard of design that is reflective of the surrounding local and historic context. The detailed design of the building, the choice of materials and the quality of workmanship will be important factors in the success of the scheme and could be controlled by relevant conditions should the application be minded or approval.

Setting of Heritage Assets

The Built Heritage Impact Assessment submitted with the application has been viewed and site visits have been undertaken to view the site and surrounding areas. I can confirm that I am satisfied with the conclusions and that the setting of the nearby heritage assets would not be harmed by the proposals.

I have also studied the Townscape and Visual Impact Assessment and viewed the accompanying representative viewpoints and photo montages. The longer distances viewpoints / photo montages also help to demonstrate that there would be little or no impact on the setting of heritage assets due to the separation distances and that the development would not intrude in any significant long distance views of heritage assets.

In townscape terms I am generally satisfied that the scheme would not cause undue harm. There are some reservations, however, with viewpoint 8 which looks at the development from Nield Road. The proposed development has quite an imposing presence on the setting to the modest two storey semi-detached houses and dominates the skyline from this location despite the separation distance.

Conclusion

The scheme is generally considered to be of a high standard of design that is respectful of the surrounding context and the areas industrial past. I am also more comfortable with the building heights with the removal of the gabled roof forms which have helped to reduce the developments impact on the townscape. I am satisfied that the development would not have a harmful impact on the setting or significance of the nearby heritage assets.

Should the application be minded for approval then I would be happy to suggest conditions for the submission of further details, materials and samples panels etc.

BUILDING CONTROL

1. It is our opinion that the open plan apartments do not comply with clause 9.7 of BS9991:2015.
2. 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.
3. 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)
4. 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.
5. 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.

Case Officer's comments:

It is recommended that a suitably updated and acceptable Fire Strategy be secured by condition.

HIGHWAYS

The proposal is to build a residential-led mixed use development comprising 400 residential units and ground floor commercial floorspace. The existing site consists of multiple industrial warehouses comprising approximately 15,500sqm of floorspace (GEA). The residential units comprise 23no. studios, 161no. 1 bedroom flats, 148no. 2 bedroom flats, 58no. 3 bedroom flats and 10no. 4 bedroom flats. The development would have car parking for 195 vehicles and 674 cycle parking spaces. Four of the car parking spaces would be for the commercial uses with the remaining 191no. allocated to residents. Twenty three of the residential car parking spaces would be blue badge/wheelchair accessible. Eight motorcycle parking spaces would be provided. The applicant has confirmed that the provision of electric vehicle charging points would be 'in line with the Draft London Plan'. The Draft London Plan requires that 20% of spaces have an active electric vehicle charging point with passive provision at all the remaining spaces. The Highway Authority require that this undertaking is secured through a suitably worded planning condition.

The development would have three access points, a new eastern and a modified western access, both would cater for two-way traffic. The existing central access would be closed to vehicular traffic and made pedestrian only. Refuse vehicles would enter via the eastern access and leave using the western access. Bin stores would be distributed across the site though the applicant proposes that arrangements would be put in place for these bins to be moved to a central area on collection days so that LB Hillingdon drag distances are met. The creation of the new eastern access would require the removal of 16 meters of on-street parking; this is the equivalent of 3 car parking spaces. However, closing the existing central access to vehicles would allow 3 new on-street car parking spaces to be created, there would therefore be no net change in on-street parking supply as a result of the proposal.

The application site is situated on the edge of Hayes town centre benefiting from convenient access to a range of transport opportunities, shops, services and facilities. The application site fronts on to the northern side of Clayton Road with employment uses on both sides and the Grand Union Canal to the rear. Opposite the site is the junction of Clayton Road with Clarendon Road. West of Clarendon Road the land uses are generally commercial, to the east is a row of terraced housing. The site is within the Botwell ward. According to the data retrieved from the Nomis database, 70% of households living in the Botwell Ward have access to one car or more. If the residents of the new development have a similar profile to the existing ward population then over two thirds would need somewhere to park either within the development or on-street. Of those Botwell Ward residents in employment, 49% drive to work by car or van. Again if the profile of the residents living in the new development is similar to that of the existing ward population then around half of all residents would drive to work and need somewhere to park their car at night and over weekends.

In the vicinity of the site, Clayton Road is subject to one-way working eastbound only, it benefits from footways and street lighting on either side of the carriageway. Immediately in front of the site and to the east the Hayes HY1 residents parking management scheme is in operation, here on-street parking is restricted from 09:00 to 20:00 hours to permit holders only. This on-street parking leaves just enough width for a bus to pass.

Clarendon Road intersects with Clayton Road just east of the development site; Clarendon Road is subject to one-way working northbound and provides access to Blyth Road. Both a bus stand and bus stop has been provided along Clarendon Road, these are used by the U5 bus service. It is reported that passenger demand for this service is both approaching capacity in the AM Peak northbound and PM Peak southbound. Blyth Road hosts the new Old Vinyl Factory development and operates one-way westbound. Further west of the application site is Trevor Road which forms another link between Clayton Road and Blyth Road.

As mentioned above the application site borders the Hayes HY1 parking management scheme. Seventy three Hayes HY1 resident parking permits have been issued to residents living along Clayton Road, Blyth Road and Clarendon Road. In addition to this each household has 10 free permits to give to visitors, extra visitor permits can be obtained though these are charged for. Blue badge holders and vehicles belonging to carers are able to park within the Parking Management Scheme area exempt from the parking restrictions. Along Clayton Road, Blyth Road and Clarendon Road there is enough kerb space to accommodate 97 vehicles. Taking into that this must cater for 73 permit holders as well as blue badge holders, carers and even permit holders of the same scheme living in other streets nearby; Hayes HY1 Parking Management Scheme is at capacity.

At the busiest times of day the demand from parking along Clayton Road, Blyth Road, Clarendon Road and Trevor Road already exceeds the amount of kerbspace available. This results in cars parking illegally and injudiciously. That illegal parking already takes place is illustrated by the number of Penalty Charge Notices issued. Over the period 1st April 2017 to 31st March 2020 1,203 notices were issued on cars parking illegally on Blyth Road, 1,330 on Clayton Road, 15 on Clarendon Road and 2 on Trevor Road. These figures shows that parking is in such short supply within the vicinity of the site that 2,550 drivers were prepared to park illegally presenting a risk to road safety, hindering the free flow of traffic and detracting from residential amenity. A 'car-lite' development that does not offer genuine alternatives to making trips by private car, would create further parking stress.

Transport for London use as system called PTAL (Public Transport Accessibility Level) to measure access to 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 Transport for London WebCAT service the application site has a PTAL ranking of 4 indicating access to public transport is reasonable compared to London as a whole suggesting that there are opportunities for some trips to be made to and from the site by modes other than the private car.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: Vehicle Parking requires that development proposals must comply with the relevant parking standards. For a development of this type the maximum number of parking spaces permitted for the residential element is 611 spaces. This represents a ratio of 1.5 car parking spaces per unit, the 191 car parking spaces proposed represents a ratio of just 0.48 spaces per unit.

Policy DMT 6 requires that 10% of car parking must be for blue badge holders/wheelchair accessible, this equates to 19 spaces, as mentioned above 23 would be provided which is in accordance with policy. Parking spaces for motorcycles, mopeds and scooters should be provided at the rate of 5% of car parking spaces, this equates to 10 spaces, as mentioned above 8 would be

provided which again is in accordance with policy.

With regard to the provision of electric vehicle charging points the Council has adopted the London Plan - Intend to Publish Version (December 2019) standard which requires that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20% of spaces should have active charging facilities, with passive provision for all remaining spaces. As mentioned above this requirement has been met.

The applicant has provided the results of a parking survey were carried out on Tuesday 9th and Wednesday 10th 2019 between 00:30 and 10:30 hours along street within 200 metres of the site. For the purposes of this assessment only unrestricted and residents parking bays were included, parking spaces with a 2 hour maximum stay were not included. According to the applicant parking stress was least at 10:30 hours on Wednesday 10th July, 90 spaces were occupied and 46 vacant showing 34% parking stress. Parking stress was highest at night-time on both days, the survey results showed this to be 45%.

In accordance with Transport for London guidance an Active Travel Zone study is included in the Transport Assessment. This identifies four key destinations from the site, Hayes Town Centre, Hayes and Harlington Station, the Asda superstore and the Grand Union Canal and identifies places en route where works are required to improve the safety and convenience of walking/cycling to these destinations.

The routes and where interventions are required are listed below.

Route 1 - Site towards Hayes Town Centre

- There is a narrow footway adjacent to Media House which creates a pinch point
- There have been clusters of collisions at the Clayton Road/Station Road mini- roundabout.
- The bus stops along Station Road become busy overcrowding the footway

Route 2 - Site towards Hayes and Harlington Station

- Some of the access driveways to the commercial uses do not have dropped kerbs with tactile paving
- Tactile paving is missing at an informal pedestrian crossing near the Trevor Road/Clayton Road junction

Route 3 - Sites towards Asda superstore

- No measures identified

Route 4 - Grand Union Canal

- Access to the Grand Union Canal from either Printing House Lane or Western View requires the use of steps. This restricts access to the canal for wheelchair users. Subject to site constraints the provision of a ramped access to the canal would address this issue.

To understand the impact the proposed development would have on the transport network a Transport Assessment has been provided. In order to establish the existing trip rates associated with the site, the applicant has undertaken manual classified turning counts from the site access. This would highlight the 'true' number of vehicle movements associated with the existing site. The results from the survey had shown that the site as existing generates 46 two-way vehicle movements in the AM peak period (08:00-09:00 hours) and 49 two-way movements in the PM peak period (17:00-18:00 hours).

In order to determine the proposed vehicle trip generation, the TRICS (Trip Rate Information Computer System) database was interrogated. The results of this study indicate that the proposed 400 units would generate 62 vehicle movements in the AM peak period and 52 in the PM peak. However, the sites used as comparisons are situated within Central London where there is wider travel choice, they are not considered to be representative of a development along Clayton Road,

Hayes in Outer London.

The Transport Assessment shows that the development as a whole would result in a negligible increase in vehicle trips in both the AM and PM peak period. However, the Highway Authority treats these findings with caution as the sites used to determine trip generation are not representative of the development proposed. To guard against the development having a detrimental impact upon road safety, traffic congestion and parking s106 contributions towards the measures listed below are required.

To summarise, according to census data the new residents will own cars, parking supply on-site is limited and parking on the surrounding residential streets is restricted to permit holders only. To guard against the development creating further parking stress, the Highway Authority requires that the developer makes a contribution towards schemes that encourages and enables the future residents to live a 'car free' lifestyle by offering improvements to the public transport, walking and cycling opportunities in and around Hayes.

A second requirement would be that the applicant enters into an s106 agreement with the Council that prohibits residents of the new development from joining the Hayes HT1 Parking Management Scheme.

Set out below are a series of measures which when delivered would help make active travel the occupiers preferred mode of choice.

Findings of the Active Travel Zone Study

- Footway widening or other measures remove the pinch point adjacent to Medial House
- Undertake a Road Safety Audit at the Clayton Road/Station Road mini roundabout and implement the measures identified.
- Manage the overcrowded footway at the bus stops along Station Road.
- Provide dropped kerbs and tactile paving where it is missing at access point to the commercial developments.
- Provide tactile paving at the informal pedestrian crossing near the Trevor Road/Clayton Road junction
- Subject to site constraints provide ramped access to the Grand Union Canal at Printing House Land and Western View

The Clayton Road 'Healthy Street'

As mentioned above, east of the application site there is parking on both sides of Clayton Road, this narrows the width of the carriageway leaving it just wide enough for the U5 bus to pass. The overall width of the carriageway is c7.5 metres, but with parking on both sides of the road the space left for vehicles to use is just c2.7 metres wide. The redevelopment of the Crown Trading Centre presents an opportunity to widen Clayton Road whilst retaining the on-street parking. This would increase the space in the centre of the road in-between the parked cars which would improve the safety and convenience with which all vehicles can pass not least when buses are overtaking cyclists. The footway on the northern side of Clayton Road would also be widened to create a shared use footway. East of 26 Clayton Road there is no new development proposal that would provide an opportunity to continue widening Clayton Road. However, extra space for buses, pedestrians and cyclist would be created through the relocation of Pay and Display on-street parking spaces. The widening of Clayton Road to provide space for buses, pedestrians and cyclist would be complemented with investment in those measures that would transform Clayton Road into a place characterised by the ten Transport for London 'Healthy Street' indicators. A developer contribution is sought to help fund these works thereby providing the occupiers of the new development with real travel choice in turn reducing their reliance on the private car for trip making. This would help facilitate a car free lifestyle leading to a successful 'car-lite' development. A developer contribution of £135,720 is sought towards these works.

Highway works along Blyth Road, Clayton Road, Clarendon Road and Trevor Road

As mentioned above Blyth Road, Clarendon Road and Clayton Road all operate one-way forming a large clockwise gyratory. Local residents have complained to Ward Members that these roads are subject to speeding vehicles presenting a road safety risk to pedestrians and cyclists. Furthermore the Council has previously investigated the scope for providing facilities for cyclists along Blyth Road though narrow carriageway width and on-street parking makes this difficult. To increase the safety and attractiveness of making trips by walking and cycling, reduce dependency on the private car and help make a 'car-lite' development successful a developer contribution is sought to traffic calm Blyth Road, Clarendon Road and Clayton Road and create a 20mph zone. This would reduce the road risk to pedestrians as they cross the road. Slower speeds would also help cyclists feel at less risk and more confident. They would be less likely to be overtaken by other vehicles which can be intimidating given the narrow width of the road. As the number of cyclists increases a critical mass will be reached whereby the volume of cyclists starts to calm the speed of traffic themselves.

As mentioned above Trevor Road connects Clayton Road with Blyth Road. This junction would be used by cyclists heading westbound in some case towards Stockley Park. At this junction one-way westbound traffic along Blyth Road must Give Way to two-way traffic on turning in and out of Trevor Road. Problems arise as the geometry of the junction can suggest that Blyth Road users have priority leading to conflict between westbound Trevor Road traffic and westbound Blyth Road traffic.

As mentioned above there is a bus stand and bus stop along Clarendon Road used by the U5 bus service. The U5 connects Uxbridge with Hayes and Harlington Station stopping at Hillingdon Hospital, West Drayton Station and Stockley Park en route. The bus operates at a 10 to 13 minute frequency 06:00 to 20:00 hours Monday to Friday. This bus stop has neither a shelter nor any seating for passengers. To help improve the attractiveness of travelling by bus, reduce reliance on the private car and help make a 'car-lite' development successful a developer contribution of £60,000 is sought to provide a bus boarder and new bus shelter at this stop.

A contribution is sought to traffic calm Blyth Road, Clayton Road, Clarendon Road; implement a local road safety scheme at Trevor Road/Blyth Road and improve facilities for bus passengers along Clarendon Road. Based on the Council's term contractors schedule of rates the cost of these works would be £197,200. This budget estimate does not include utility diversion or any other unforeseen issues that may arise at the detailed design stage.

Grand Union Canal Quietway

LB Hillingdon in partnership with the Canal and Rivers Trust are building the Grand Union Canal Quietway. This involves cutting back vegetation and resurfacing the Grand Union towpath with asphalt making it somewhere safe and convenient for cyclists and pedestrians to use. The section from Hayes town centre to central London is now complete except for a few short gaps where funding is in place. The section from Stockley Park to Trout Road Yiewsley will be completed by autumn 2020. However, there is a budget shortfall preventing the section from Hayes town centre to Stockley Park from being built. The total cost of paving this stretch of towpath is £945,771; a developer contribution of £185,000 is required to bridge the gap between the total cost and budget available. Completing this section would provide residents living in the development without access to a parking and a private car the opportunity to cycle or walk to numerous destinations along the Grand Union Canal, including Stockley Park itself.

Blyth Road Subway/Link to Hayes and Harlington Station

In response to the closure of many large local employers and the forthcoming opening of the Elizabeth Line (Crossrail) Hayes town centre has been the focus of significant investment and public realm improvements. The subway linking Blyth Road with Station Approach has been identified as a key walking route in need of enhancement. By improving the attractiveness of using this subway, more people are likely to make a modal shift away from the private car in turn allowing 'car-lite' developments to be successful. An improvement scheme for the subway has already been

designed; works will include attractive lighting, ambient music, closed circuit television, new surfacing and public art. A developer contribution of £42,250 is required towards these works; this will fund subway lighting, £31,400, and subway facade lettering, £10,850. A contribution of £3,500 is also sought to resurface the footway on the northern side of Blyth Road leading up to this subway. This investment would encourage and enable people living in the new development to make trips by means other than the driver only private car thereby allowing the 'car-lite' development to be acceptable.

Town Centre Improvements

According to the Office of Rail and Road, the number of passenger using Hayes and Harlington Station has almost doubled in the last the last ten years. In 2010/11 there were 2.2m passenger entries and exists increasing to 4.2m in 2018/19. The Botwell Bridge over the Grand Union Canal links Hayes town centre with Hayes and Harlington Station. To further improve connectivity between the station and the town centre it proposed to provide a boardwalk extension on the eastern side of the bridge. The proposed boardwalk would be for use by pedestrians thereby creating extra space on the existing road bridge for use by cyclists. The proposed timber boardwalk extension would measure between 2.8 and 4.8 metres in width and be 25 metres in length creating a total area of 140sqm. A developer contribution is sought towards these works thereby improving the attractiveness of walking between the proposed development and the town centre and the wider area beyond. The proposed boardwalk already has planning permission and will form an attractive feature in the town centre in its own right.

Hillingdon Santander Bike Scheme

The Hillingdon Santander Bike Hire Scheme is already operating successfully in Uxbridge town centre, London Brunel University and Hillingdon Hospital with c32,000 rentals per annum. As part of the opening of the Elizabeth Line (Crossrail) and completion of the Grand Union Canal Quietway work is underway to extend the scheme into West Drayton, Stockley Park and Hayes. A developer contribution of £16,500 is sought towards the establishment of the scheme in Hayes. This would be used to provide docking stations in the vicinity of the development. Occupiers of the new development would be able to then use a Santander bicycle to make a short trip to Hayes railway station, cycle along the Grand Union Quietway or to other destinations with docking stations. This contribution should be secured through an s106 legal agreement. This investment will help make cycling a genuine travel option, thereby reducing dependency on the private car and the need for on-site car parking.

Car Club Scheme

Another way that the developer could reduce occupier's reliance on the private car and the need for car parking would be through the inclusion of a Car Club as part of the development. The Highway Authority requires that the developer enters into an s106 legal agreement with the Council undertaking to provide 2no. Car Club parking spaces as well as three years free membership of the Car Club scheme for each unit.

Permit Free Development/Parking Management Scheme restriction

As discussed above, there is a Parking Management Scheme in operation along Clayton Road. The Highway Authority requires that the developer enters into an s106 legal agreement with the Council prohibiting the occupiers of the development from joining this scheme. As the development would only have 197 residential car parking spaces some units will be car free. People moving into one of these units will be aware of this and further aware that they would not be able to join any nearby Parking Management Scheme.

Travel Plan, Construction Logistics Plan and Service and Delivery Plan

Should planning permission be granted, the Highway Authority requires the applicant to submit and implement a Travel Plan, Construction Logistics Plan and Service and Delivery Plan. These should all be produced following the Transport for London Guidance. 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 S106 agreement. If the Travel Plan is successful the bond will be returned.

Subject to the delivery of the above measures to improve access to the site by walking, cycling and public transport there are no highway objections to the proposed development.

EXTERNAL CONSULTANTS ACTING ON BEHALF OF LB HILLINGDON

FINANCIAL VIABILITY APPRAISAL (Carter Jonas)

Summary

Carter Jonas has been appointed by London Borough of Hillingdon (the Council), to review the Financial Viability Assessment (FVA) prepared by BNP Paribas Real Estate (BNP PRE) on behalf of the Applicant, A2 Dominion Housing Group, in respect of a planning application at 25-39 Clayton Road, Hayes (the Site). The following report provides a review of the financial viability assessment in respect of the proposed development at Clayton Road.

The subject site is located on Clayton Road. It comprises two large warehouses occupied by industrial businesses which are collectively known as the Fairview Business Centre. There is also a central surface car park on site which serves the existing industrial units and is also used for storage.

The advice set out in this report is provided in the context of negotiating planning obligations and therefore in accordance with PS1 of the RICS Valuation - Global Standards 2020, the provisions of VPS1-5 are not of mandatory application. Accordingly, this report should not be relied upon as a Red Book Valuation. In order to establish the site's Benchmark Land Value (BLV) the applicant's viability consultant BNP PRE has adopted an Existing Use Value (EUV) approach, which we do not take issue with. The existing site comprises two industrial units split into five units and accompanying yard space.

The proposed scheme comprises a 28% provision of affordable housing by unit (35.6% by habitable room) split 69:31 by unit in favour of London Affordable Rent over Shared Ownership (77:23 by habitable room). According to the BNP PRE modelling the proposed scheme generates a negative Residual Land Value (RLV). When compared against the assumed BLV, this represents a scheme deficit. Therefore, BNP PRE conclude that the proposal exceeds the maximum reasonable level of affordable housing that could be justified. However, we understand that the Applicant is willing to proceed with the delivery of the proposed scheme.

Carter Jonas has undertaken a review of the existing use valuation which we consider has been overstated. We would also comment that there is a lack of information around the tenancies provided by the Applicant's advisors BNP PRE. We have arrived at a different BLV which also equates in a reduction. In respect of the proposed scheme, we consider the majority of the cost and value assumptions adopted to be reasonable and reflective of market levels. However, we have made adjustments to the affordable housing accommodation, private profit, marketing fees and the rents applied for both the office and retail accommodation. We have also arrived at a reduced negative residual land value.

In summary whilst we consider BNP PRE to have overstated the extent to which the scheme is unviable, we have also arrived at a scheme deficit, albeit at a reduced level. Therefore, we are in agreement with the overall conclusions reached that the proposed scheme could not viably support further levels of affordable housing beyond those already modelled.

NOISE (Anderson Acoustics) 12 June 2020

Anderson Acoustics Ltd has been commissioned by London Borough of Hillingdon to undertake a review of the Acoustic Design Statement (ADS) produced to inform the design of the proposed redevelopment of 25-39 Clayton Road, Hayes and the determination of planning application 58758/APP/2019/3517.

This Technical Memo (ref. 4516_002M_1-0_AG) presents the findings of the review of the ADS in relation to the potential noise effect(s) of the development on the environment, and the potential noise effect(s) of the environment on the development, in the context of national and local policy and good practice guidance. Recommendations are made for any further actions considered appropriate.

The effect of the proposed development (primarily through noise emissions from the plant and retail use introduced by the development) on existing noise sensitive residential receptors on Clayton Road is not discussed and if planning permission is granted a planning condition to ensure the amenity of the existing noise sensitive receptors will need to be put in place.

Acoustic Design Statement

The ADS for 25-39 Clayton Road Hayes (ref. DLW/7176/B) was produced by AIRO (Acoustical Investigation & Research Organisation Ltd), for A2Dominion Development Ltd, dated 10 September 2019. Hereafter, this document is referred to as the AIRO ADS.

Baseline survey

An environmental sound survey was undertaken at two locations on site over the period Thursday 5th to Tuesday 10th July 2018. It is considered the duration of the survey is sufficient. The two most key boundaries of the site were covered (overlooking Clayton Road and the neighbouring industrial/commercial development), whilst a number of days were included. Nevertheless, the following concerns are noted:

- No photograph is provided for Position 2, which appears from the site plan to be sandwiched between two buildings, with no mention of proximity to reflective surfaces. The height is stated (at 4.1 m), but there's no mention of why this height was adopted; how it relates to the height of the surrounding buildings.
- It is stated in Section 2 that, "The western site boundary is with existing industrial/commercial units but there was no evidence of these sources being "dominant"." No attended monitoring survey and assessment of these commercial sources was undertaken to validate the assertion and confirm the acoustic character of these sources. It is not understood if the commercial noise was noticeable or not. It is noted that the nearest buildings have light-weight roofs, some rooftop plant or outlets and some openings (either windows or louvres) in an elevation overlooking the application site. Uses in these building includes joiners, tyre fitters, vehicle service and MOT testing. It is understood a planning application (73955/APP/2020/139) for residential use of the adjacent Crown Trading Estate has been submitted and is in the process of determination. This would remove the commercial uses and their sources of noise emission. Noise from these sources would be removed if planning permission for the adjacent development is granted. Potentially noise from the Alpha Estate (to the southwest) which includes the P&R car service centre, Hi-Brite polishing, a stone traders, flooring merchants and other uses).

The potential noise effect(s) of the development on the environment

In terms of noise, it is rare for a residential-led scheme to result in significant effects on the existing noise environment or soundscape. The key potential sources are typically: those associated with the construction phase; development generated road traffic; building services plant; and activities associated with the retail/caf e use. For a planning stage assessment we would not necessarily require a construction noise assessment as the potential effects can be controlled by LBH through the Control of Pollution Act 1974. The traffic flows associated with the development are unlikely to perceptibly increase noise levels, especially when the former uses of the site are considered and it is considered that assessment of the noise from traffic flows generated by the proposed

development is not required.

The effect of noise from plant from the proposed development and activities for the retail element of the proposed development is not discussed. A rating level limit (following BS4142:2014+A1:2019) for the proposed plant and activities at noise sensitive receptors is not presented. Analysis of the measured background sound can be used and a rating level based on this should be presented. The assessment of rating level limits should be secured by planning condition and the rating level limit should be 5 dB below the background sound level, to meet LBH requirements

The potential noise effect(s) of the environment on the development

The AIRO ADS is appropriately based around the requirements of the ProPG document, with, as per ProPG, additional reference to British Standards 41422 and 82333. Were the relevant requirements to be fully accounted for, then this should also ensure policy compliance. There is considered to be insufficient evidence, however, to be sure that this is the case whilst there is question marks over the effects of commercial noise sources and internal noise levels with the windows open to meet overheating and ventilation requirements.

As clearly and helpfully set out in the AIRO ADS, Stage 2 of the ProPG approach is split into four elements:

- Element 1 - demonstrating a "Good Acoustic Design Process";
- Element 2 - observing internal "Noise Level Guidelines";
- Element 3 - undertaking an "External Amenity Area Noise Assessment"; and
- Element 4 - consideration of "Other Relevant Issues".

The details in relation to these elements are discussed below.

Element 1 - demonstrating a "Good Acoustic Design Process"

In this regard it is stated in Table 2 of the AIRO ADS that, "The "courtyard" style setting out of the site affords protection to amenity spaces and many units by the barrier effects of the units around the outside, particularly to Clayton Road and along the western boundary."

This would indeed appear to be a good acoustic design measure. There is no mention, however, of attempts to avoid habitable rooms overlooking Clayton Road (within the elements of the development providing the screening), with the outcome being that windows need to be closed in order to achieve the internal noise targets. This is not unusual, of course, and may be unavoidable in terms of the practicality of the design; however, the design process is not presented in the AIRO ADS.

Appropriately, the AIRO ADS includes the following quotes from ProPG:

"LPAs should therefore normally request that designers principally aim through the use of good acoustic design, to achieve the internal noise level guidelines in noise sensitive rooms with windows open. Where internal noise levels are assessed with windows closed the justification for this should be included in the ADS."

"Where the LPA accepts that there is a justification that the internal target noise levels can only be practically achieved with windows closed, which may be the case in urban areas and at sites adjacent to transportation noise sources, special care must be taken to design the accommodation so that it provides good standards of acoustics, ventilation and thermal comfort without unduly compromising other aspects of the living environment."

Accordingly, it is not necessarily unacceptable for windows to be assumed closed as part of the assessment, but justification should be included, which is not the case in the AIRO ADS. There is also a lack of reference to the potential overheating and purge ventilation effects from closed windows though it is noted that MEV and MHVR options are proposed which could help manage the potential issues.

It should be borne in mind that the above is based on the assumption that the road traffic on Clayton Road is the only potentially significant source of noise. As discussed above, it is not considered sufficiently clear whether that is the case as there are nearby commercial noise sources on the Crown Trading Estate and Alpha Estate. The potential issues from noise from the Crown Trading Estate are likely to be resolved if the planning application for the residential lead use on that site is consented.

Element 2 - observing internal "Noise Level Guidelines"

Were the windows and ventilation units to be specified as per the AIRO ADS, it is anticipated that the risk of the relevant internal target noise levels being exceeded is minimal, with the windows closed.

The assessment is based on the levels obtained at the two measurement locations and does not consider variation in noise levels at height that might lead to higher noise levels, using dBA rather than spectral levels.

There is nothing unusual about this at planning application stage; however, it does mean that full account is not taken of:

- the actual location of the rooms/windows in question;
- the actual frequency content of the external sound levels;
- the actual sound insulation performance of the various facade elements at different frequencies; and
- the dimensions of the facade elements and receiving rooms.

London Plan. Policy 5.9 'Overheating and cooling'. Clause B states that,

"Major development proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this in accordance with the following cooling hierarchy:

1 Minimise internal heat generation through energy efficient design;

2 Reduce the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls;

3 Manage the heat within the building through exposed internal thermal mass and high ceilings;

4 Passive ventilation;

5 Mechanical ventilation; and

6 Active cooling systems (ensuring they are the lowest carbon options)."

ProPG Paragraph 2.34 indicates an integrated design approach needs to be followed to "design the accommodation so that it provides good standards of acoustics, ventilation and thermal comfort"

Paragraph 2.36 also requires "[where a] scheme is reliant on open windows to mitigate overheating, it is also necessary to consider the potential noise impact during the overheating condition. In this case a more detailed assessment of the potential impact on occupants should be provided".

Given the relationship between the mitigation measure of keeping windows closed to manage noise levels and the ventilation and overheating requirements, it is hoped that more would have been covered in this regard and the assessment made of the internal noise levels with scenarios for the windows open and closed. An overheating strategy has not been provided and so it is unknown if open windows and doors are required to manage overheating. It is recommended that an overheating strategy is provided.

It is recommended that the ADS is updated to include assessment of the internal noise levels with the windows (and doors if required) open to meet the requirements of the overheating strategy. Assessment of the noise levels from the commercial noise, if noticeable, should be to BS4142:2014+A1:2019 methodology.

No discussion of potential sleep awakenings from LAFMax events, has been made in the ADS, for

windows open and without this it is not established if the internal noise criteria are met or not by the proposed development

The internal noise levels are recommended to be secured through planning condition.

Element 3 - undertaking an "External Amenity Area Noise Assessment"

This is covered in the AIRO ADS, but very little information is provided. It is simply stated that: "First floor amenity spaces are shown for Buildings A and B and other ground floor amenity areas to the rear of the site and between the buildings. Generally, these spaces are partially enclosed or shielded by the buildings themselves from sound arising from Clayton Road. Consequently, it is considered that ProPG guidance will be met in the majority of amenity space."

It is agreed that the noise levels in external ground floor amenity areas in the courtyard areas are likely to be acceptable. The noise levels on the balcony amenity areas are not discussed or mitigation measures proposed. Mitigation measures could include solid balustrades and acoustically lined soffits. It is recognised that achieving the guidance noise limits for balcony external amenity areas is not always possible, though mitigation measures should be proposed.

It is recommended that a planning condition for the mitigation measures for the external amenity areas is included if planning permission is granted.

Element 4 consideration of "Other Relevant Issues"

The AIRO ADS simply states: "There are no other relevant issues." In terms of the prompts for such issues provided in ProPG, this is clearly not the case, however. ProPG lists such relevant issues as:

- 4(i) compliance with relevant national and local policy
- 4(ii) magnitude and extent of compliance with ProPG
- 4(iii) likely occupants of the development
- 4(iv) acoustic design v unintended adverse consequences
- 4(v) acoustic design v wider planning objectives

The absence of 4(iv) is considered to be most notable here, where it would have been appropriate to highlight the potential implications of keeping windows closed to meet the internal noise targets.

It is also notable that there is no reference to any national or local policies. Whilst it could be argued that complying with ProPG should ensure compliance, since this is not considered to be the case, it is appropriate to identify relevant policies here.

Further key policy-related guidance is found in the National Planning Policy Framework (NPPF). The 2012 version is quoted in ProPG, which stated in paragraph 123 that, "Planning policies and decisions should aim to recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established"

This statement (along with others) was removed in the 2018 version of the NPPF, applicable at the time the AIRO ADS was issued, but by which time the associated 'planning practice guidance' on 'Noise' had been issued, which included similar wording. Which has since become associated with the "agent of change" principle, with the current guidance being:

"the applicant (or 'agent of change') will need to clearly identify the effects of existing businesses that may cause a nuisance (including noise, but also dust, odours, vibration and other sources of pollution) and the likelihood that they could have a significant adverse effect on new residents/users. In doing so, the agent of change will need to take into account not only the current activities that may cause a nuisance, but also those activities that businesses or other facilities are permitted to carry out, even if they are not occurring at the time of the application being made."

And so whilst the wording has changed over the years, it is clear that noise-sensitive developments should be mindful of existing business, both in terms of current and potential noise levels, and also in terms of both the experience of the future occupants and the future viability of the business.

It is considered that this is not fully accounted for in the AIRO ADS, whereby there are question marks over compliance with the NPPF and associated guidance, in particular if there is commercial noise issues once acoustic character corrections have been considered. It is noted that the commercial uses on the land to the west of the site are subject to a planning application for change of use and this would remove the commercial noise sources.

Conclusions

The main concerns are considered to be:

- whether the potential noise effects from industrial/commercial premises has been sufficiently considered and the assessment of noticeable commercial noise has been made;
- whether sufficient work has been undertaken to minimise the number of habitable rooms where windows need to be closed to achieve the required internal acoustic targets;
- whether internal noise levels are acceptable when windows are required to be open to give acceptable overheating or ventilation conditions.

If, LBH is minded to grant planning permission, then the following actions are recommended:

1. Production of an overheating strategy/details of the ventilation and cooling strategy (to be tied in with the noise assessment and vice versa), prior to determination of the planning application;
2. Justification where any habitable rooms require windows to be closed to meet internal acoustic targets and assessment of internal noise levels with windows open to meet the requirements of the overheating strategy;
3. Securing of the proposed noise mitigation measures through planning conditions;
4. BS4142 assessment of noticeable commercial noise from existing sources at planning application stage and assessment of the plant and retail\cafe activities introduced by the proposed development at planning condition discharge phase

DAYLIGHT SUNLIGHT (Summary)

Proposed Accommodation

ADF tests are reported, of the 1098 rooms tested, 189 do not meet the target values. The majority of the rooms that fall short are LKDs (166 from 382). This is because these rooms comprise of deep floor plates, which makes it difficult to achieve the target values. The number of rooms and windows that do not meet target values, may increase should NSC and sunlight testing is undertaken. In addition, we are aware of another development next door at the Crown Trading Estate. This development has not been assessed here, probably as the application for Fairview was submitted a few months before the Crown Trading Estate application. We are aware that the Crown Trading Estate did assess the approximate window positions of building A at Fairview, in their daylight analysis and there were a number of windows that were affected by the development. We would expect there to be more rooms/windows affected along the west side of building A, if this were to be assessed with the Crown Trading Estate in place.

There are NSC contour drawings in the appendices for the surrounding buildings, so the results cannot be verified here. The report reads as if all surrounding properties will still enjoy good levels of sunlight. However, the results would suggest differently. With the proposed accommodation, no testing for NSC or sunlight was undertaken, and we are not sure the reason for this. ADF calculations show nearly half of the LKD failed to meet the target values. We would expect there to be further shortcomings, if the analysis were to include the Crown Trading Estate development in place

DAYLIGHT AND SUNLIGHT SUMMARY

With regards to VSC and the properties on Clayton Road, there are 100 windows that experience relative reductions and of the 100 windows that fall short, 56 are primary windows and 44 are secondary. However in respect of NSL calculations, all but 2 windows pass.

On Nield Road, out of the 20 windows that fall short, 8 are primary windows and 12 are secondary.

OFFICER COMMENT: Whilst there are acknowledged shortfalls to the Clayton Road and some Nield Road properties, they are relative reductions rather than significant objections. It is also acknowledged that the proposed accommodation has some shortfalls (limited in number as regards the overall development) however, these must be considered in the round along with all other material planning considerations and this is discussed in more detail within the Officer report.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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

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

London Plan (2016) policy 3.3 similarly seeks to ensure that London's housing needs are met. This objective is reiterated in the Mayor of London's Supplementary Planning Guidance (SPG) on Housing, although it must be noted that the SPG is clear that in achieving housing targets, full account must be given to other policy objectives and that to address London's strategic housing requirement and reconcile any local disparities between housing need and supply, boroughs should identify and proactively seek to enable extra housing capacity through the preparation of their Local Plans.

Notwithstanding this general policy support for new residential developments, it is clear that careful consideration must be given to the ability of development proposals to also meet other planning policies and also the ability of authorities to meet their housing needs.

The site is allocated within policy SA 4 (Fairview Business Centre) of the Hillingdon Local Plan: Part 2 - Site Allocations and Designations (2020). The site previously formed part of the Strategic Industrial Location (SIL) referred to as the Hayes Industrial Area, but this SIL was consolidated as part of the managed release of surplus industrial land that took place through the Local Plan: Part 2 (2020). Policy SA 4 of the Local Plan: Part 2 (2020) allocates the site for residential-led mixed use redevelopment. The policy outlines that, in addition to residential, the Council will seek a proportion of employment generating uses to reflect local character and the former designation of the site. The policy suggests that this employment should be sought through the provision of small-scale commercial uses at ground floor level.

The proposal would provide 400 self-contained residential units (C3) and 1130m² of commercial floorspace to accommodate Use Classes B1, 308m² cafe/retail unit (B1/A3 Use Class). The principle of these uses in this location is supported in line with Policy SA 4.

The site is located within the Hayes Opportunity Area (OA). The Hayes OA is identified within the Intend to Publish Version of the London Plan (2019) has having an indicative

capacity to deliver a net increase of 4,000 new homes and 1,000 new jobs. Policy SD1 notes that boroughs through decisions should take account of these indicative capacity targets for homes and jobs.

The new proposal would provide 1,307 sqm (GIA) of B1 office floorspace. This includes one unit that would be either office floorspace or a restaurant/cafe (A3) subject to demand. The 1,307 sqm is an increase above the 971 sqm that was initially proposed and deemed unacceptable. The 1,307 sqm figure has been achieved through the creation of seven new units, three of which would provide additional space through first floor accommodation. The units have been specifically located along the western edge of the site, which when connected with the proposed units along the eastern edge of the Crown Trading proposal, would create a central spine consisting of circa 2,500 sqm of new high quality employment floorspace. There is a variation in the sizes of the individual units, with all of them seeking to create accommodation for small businesses, as opposed to the larger office floorspace market which is currently better served in Hayes. There are also 13 parking bays provided for the new units on this scheme.

The London Employment Sites Databases (2017) forms part of the development plan evidence base and provides job density assumptions. In creating the density assumptions, it allowed for regional distinctions to be taken into account. Utilising the assumption of 11.3m² (GIA) per worker for B1 floorspace, the 1,307 sqm (GIA) would create capacity for approximately 116 FTE jobs. In addition to these jobs, the applicant has cited that a further 15 FTE jobs would be created in relation to the management of the residential aspect of the scheme, some of which are assumed to be located within the management office (C3). Whilst it is accepted that large residential schemes of this nature will create FTE jobs through management once completed, the estimate of 15 jobs is possibly an over estimate.

The improvements that have been made to the scheme now mean the proposal would provide more B1 office floorspace than the proposal on the Crown Trading Site (1,175 m²). However, noting that the Fairview Business Centre currently holds a much higher number of jobs at present (165 FTE jobs), the scheme would likely result in a net loss in FTE jobs and therefore there is a minor conflict with part of Policy SD 1. It is important to note however that this minor conflict must be viewed in light of the schemes performance against other strategic policies in the Development Plan when read as whole, including its performance against other parts of Policy SA 4.

The addition of 400 self-contained residential units would provide approximately 10% of indicative target of a net increase of 4,000 new homes in the Hayes OA and would therefore make a notable contribution to delivering the growth potential of the Hayes OA. It is therefore considered that the scheme will help deliver the growth potential of the Hayes OA overall.

Public Open Space & Canalside Activity

Policy SA 4 also outlines that new public open space, canal access improvements and canalside activity will also be expected within the proposal for this site. These are requirements which are also outlined in the Local Plan: Part 1 (2012) through policies EM4 and EM3, as well as in the Local Plan: Part 2 (2020) through policies DMCI 4 and DMEI 8. The need for an increase in the number of accessible and high quality public open spaces is particularly acute in Hayes, as identified within the Development Funding Infrastructure Study (DIFS) (2017).

In regards to public open space, the proposal includes three small areas of connected public open space:

- The Canal Square
- The Canal Stretch
- The Linear Park

The three public open spaces have been achieved through the applicant responding to requests to include sufficient setbacks between buildings and the canal. Vehicle access has been restricted in these areas to emergency vehicles only, in order to create primary pedestrian routes through these areas. The Canal Stretch and Linear Park are more linear open spaces, which will provide access along and to the canal respectively. The Canal Square provides an area of public open space where individuals are likely to spend more time, with an elevated timber platform providing informal seating and views of the canal, as well as facilitating interaction with the B1/A3 unit located on the corner of Building A. The Council's Policy Team have confirmed that they consider the quantum of public open space provided to be acceptable to meet the tests in the Development Plan.

Accordingly the proposals accord with Local Plan Core Strategy Policy H1, Local Plan Part 2, Policy SA 4, 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 400 dwellings across the 1.7 ha site area, which equates to 235 dwellings/ha.

The site has a Public Transport Accessibility Level (PTAL) of 4 and Table 5.3. stipulates a density standard of 450-750 hr/ha or 150-250 u/ha. The proposed scheme has a density of 235 units per hectare which sits at the upper density range recommended by Policy DMHB 17. It should be noted that the density matrix should not be applied mechanistically enabling account to be taken of other factors relevant to optimising potential such as local context, design, transport, social infrastructure open space.

Draft Policy D3 of the London Plan (Intend to Publish version Dec 2019) advocates a design led approach in order to optimise site capacity.

The local context of the site includes a number of tall buildings which indicates that further taller structures, and resulting higher densities as being appropriate. The site is also located in close proximity to the Town Centre and the introduction of the Elizabeth Line at Hayes and Harlington Station means that the PTAL rating is expected to increase. The site is also located within the Hayes Opportunity Area (OA). As such the proposed density is deemed acceptable and appropriate and the development is considered to be in accordance with London Plan Policy 3.4 (2016) and Policy DMHB 17 of the Hillingdon Local Plan Part 2: Development Management Policies (Jan 2020); Table 5.2.

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.

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.

Residential accommodation is proposed in the form of apartments and duplexes, incorporating a mix of market and affordable accommodation of varying sizes. The residential unit mix is provided below:

Studios x 9 (2.3%)
1 Beds x 170 (42.5%)
2 Beds x 153 (38.3%)
3 Bed apartments x 50 (12.6%)
3 Bed 6 person duplexes x 8 (2.0%)
4 Bed 7 person houses x 10 (2.5%)

3 Bed+ Homes 17% by unit

Whilst the above does not directly mirror the need identified within the SHMA (2016), Policy H10 of the Intend to Publish Version of the London Plan (2019) notes that the nature and location of the site should be taken into account when determining the appropriate mix. The site has a PTAL rating of 4, with the eastern half of the site forecast to rise to PTAL 5 by 2021. The site is also located directly on the border of the Hayes Town Centre. Policy H10 therefore indicates that the site is generally more appropriate for a higher proportion of one and two bed units.

The applicant has revised their proposals to achieve 17% family units, which are defined in the Intend to Publish Version of the London Plan (2019) as those suitable for a family to live in and have three or more bedrooms. Whilst the proportion of family units is slightly below the adjacent Crown Trading proposal (18.4%), this is acceptable on the basis of its slightly improved accessibility and the larger number of four bedroom units that make up the 17%. Importantly the scheme is also not predominantly one bedroom units, which are the least flexible unit type, consisting of a high proportion of two bedroom units as well. The proposal is therefore deemed acceptable 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 version) 2019.

Where the development performs poorly is with regard the number of dual compared with single aspect units. The development has only 45.8% (183 units) dual aspect units. In comparison with other recent approvals for high density development in the surrounding area this is a low percentage. For instance 1 Vinyl Square (Blyth Road and similar density) achieved 78% dual aspect units and the Bellway homes scheme also on Blyth Road achieved 67% dual aspect units. The low percentage for this scheme stems from the way the cores are designed for each block, which differs between these respective schemes. This report will explain how the architecture and landscaping is of high quality and how the development meets all criteria normally used to assess whether the density of development is acceptable. The Development Plan Part 2 does not have any policies which directly reference the proportion of single and dual aspect units a development

should have. Policy D6 of the emerging London Plan criteria C says developments should maximise the provision of dual aspect units, but does not set any percentages which should be applied. The policy also refers to the fact that developments should avoid overheating. The pre-ambule to the policy explains the problems that come with single aspect units if they are directly north or south facing (lack of light or overheating being the issues respectively).

The housing blocks are aligned so that they are almost entirely avoid elevations that are directly north or south facing. This means of the single aspect units there are none that are directly north facing.

In summary the alignment of the blocks, and the fact that no units out of over 400 units are north facing single aspect means that on balance the scheme is considered to be acceptable.

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 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

Paragraph 196 of the NPPF says that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

London Plan Policy 7.7 says that the impact of tall buildings proposed in sensitive locations should be given particular consideration. Such areas might include conservation areas, listed buildings and their settings, registered historic parks and gardens, scheduled monuments, battlefields, the edge of the Green Belt or Metropolitan Open Land, World Heritage Sites or other areas designated by boroughs as being sensitive or inappropriate for tall buildings.

Draft Policy HC1 of the London Plan (Intend to Publish (Dec 2019)) also seeks to protect heritage assets and their setting.

The site is bound by the Grand Union Canal (a non designated heritage asset) directly to the north with other industrial units and two-storey suburban houses beyond. To the south is the Botwell: Thorn EMI Conservation Area. The closest designated heritage asset to the site 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 The Record Store and The Shipping Building, which are all locally listed. 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). To the south east of the site beyond the adjacent developments is Hayes and Harlington Station, which is also locally listed.

The proposals are supported by a Visual Impact Assessment. The Council's Conservation and Design Officer has been involved throughout the pre-application discussions and has requested some amendments to the scheme, which have been incorporated into the final design. The Conservation and Design Officer's originally raised concerns regarding the scale and height of development proposed, however following amendments to the roof form of the development no objections have been made to the proposals.

The proposed development is considered to be of a sufficient distance away from Enterprise house that the setting and significance of the Listed Building would not be unduly harmed. Careful consideration of the views out of the conservation area have driven the design of this proposed development to be of a quality and finish which complements the conservation area setting.

The other locally listed buildings located within the Botwell: EMI Conservation Area are also considered to be of a sufficient distance away from the proposed development that it would be obscured by other buildings or partially seen in views at a distance that they would also not be harmed by the proposals.

Taking into consideration the emerging character of the Botwell: EMI Conservation Area with new mixed use development of a comparable height to the proposals and the distance away of the development site it is not considered that the setting or significance of the conservation area would be harmed.

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.

Policy 7.8 of the London Plan (2016) seeks to protect and conserve heritage assets and archaeological remains and this is reiterated in draft Policy HC1 of the London Plan (Intend to Publish (Dec 2019)). Paragraph 189 of the NPPF (2019) says applicants should provide an archaeological assessment if their development could affect a heritage asset of archaeological interest.

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 stated that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. The Greater London Archaeological Advisory Service conclude that no further assessment or conditions are therefore necessary.

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

Policies DMAV 1, DMAV 2 and DMAV 3 of the Local Plan Part 2; 2020, seek to support the continued safe operation of both Heathrow Airport and RAF Northolt.

National Air Traffic Services (NATS) and Heathrow Airport have been consulted and they have requested conditions be attached to any grant of planning consent. These conditions relate to maximum building heights, Radar mitigation, 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 Policies DMAV 1, DMAV 2 and DMAV 3 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.

7.06 Environmental Impact

Contamination

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), 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. Policy DMEI 12 (Development of Land Affected by Contamination) of the Local Plan: Part 2 - Development Management Policies (2020) in particular states that the Council will support planning permission for 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 used through remediation. This is supported by Policy 5.21 of the London Plan (2016).

A risk assessment has been submitted in support of the application. 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 proposals subject to the attachment of an appropriate condition. The proposal is therefore deemed acceptable in terms of contamination and in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policies DMEI 12 and DMEI 13 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020) and Policy 5.21 of the London Plan (2016).

7.07 Impact on the character & appearance of the area

Paragraph 127 of the NPPF (February 2019) states that planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

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 10 (High buildings and structures) of the Local Plan: Part 2 - Development Management Policies (2020) says that proposals for high buildings or structures will be required to respond to the local dominant context and should (amongst other things):

- i) be located in Uxbridge or Hayes town centres or an area identified by the Borough as appropriate for such buildings; and

- ii) be located in an area of high public transport accessibility and be fully accessible for all users; and
- iii) be of a height, form, massing and footprint proportionate to its location and sensitive to adjacent buildings and the wider townscape context.

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 optimising the housing potential/density of sites (Policy 3.4) and sustainable design and construction (Policy 5.3) are also relevant.

Policies D1 and D4 of the draft London Plan - Intend to Publish (December 2019) states that development design should respond to local context by delivering buildings and spaces that are positioned and of a scale, appearance and shape that responds successfully to the identity and character of the locality, including to existing and emerging street hierarchy, building types, forms and proportions and be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan, through appropriate construction methods and the use of attractive, robust materials which weather and mature well. Developments should also aim for high sustainability standards and also respect, enhance and utilise the heritage assets and architectural features that make up the local character. Proposals should provide spaces and buildings that maximise opportunities for urban greening to create attractive resilient places that can also help the management of surface water. Development should achieve comfortable and inviting environments both inside and outside buildings.

There are a number of tall buildings within the locality, including to the south the 8 storey Enterprise House, the 8 storey Shipping Building and the 7 storey Cabinet Building. Consent has also recently been approved for the 8 storey Assembly Buildings and 10 storey '1 Vinyl Square'. To the east directly adjacent to the Fairview Business Centre site are 6 and 7 storey buildings, with 8, 9 and 10 storey buildings to the north of the station. These are all large buildings of a significant scale and massing in the immediate vicinity. There is also a constant theme of industrial architecture and the extensive use of brick in

the locality.

The Council's Conservation and Design Officer has reviewed the proposals and provided detailed comments. There have been a number of detailed pre-application discussions for the site along with separate discussions on the neighbouring Crown Trading Centre site. The Council has encouraged discussion between the two developers to ensure that the two development sites are designed in a way that does not prejudice the development of the other and that a comprehensive and cohesive development is delivered as a whole.

A number of design principles were set out early on by the Council during discussions one of which was for the creation of a central spine between the two developments running north south from the canal to Clayton Road. This was needed to provide a cohesive interface between the two developments and provide commercial uses at street level, vehicular access, parking and amenity space. It would also allow for the spine to be directly linked to Blyth Road should the industrial land directly to the south be redeveloped in the future.

To the south of the site is Clayton Road, which has a mixed character. The southern side of the street at the eastern end, opposite the proposed development site, is characterised by modest two-storey late Victorian/early Edwardian terraced houses which form part of a perimeter block of back to back houses that stretch back onto Blyth Road. Further west along Clayton Road the terraced houses give way to 2-3 storey light industrial buildings.

Further south can be found the Old Vinyl Factory site which forms the Botwell: EMI Conservation area. The conservation area contains a listed building Enterprise House (Grade II). This listed building has consent to be extended and converted to residential and office accommodation. Other locally listed buildings are the two concrete framed HMV/EMI Buildings to the southern boundary adjacent to the Great western Railway and Neptune House, Appollo House and Jupiter House on Blythe Road.

Following the closure of the factory site a masterplan was drawn up to create a mixed-use redevelopment of the Old Vinyl Factory (TOVF) which was approved in 2013. The aim of the master plan 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 blocks have now been granted planning permission and have either been built or are nearing completion along with a small number yet to be started. The area remains an important part of Hillingdon's industrial heritage.

To the west of the development site is the Crown Trading Estate which is currently occupied by various industrial buildings with car parking. There is currently a planning application to redevelop the site with a mixed use scheme, including 407 residential units (application ref 73955/APP/2020/139) which the Council's Majors Application Planning Committee determined for approval subject to conditions and a s106 agreement and a Stage 2 referral to the GLA. A similar industrial character is also found further west of the site that stretches up to Trevor Road and beyond.

Layout and Positioning

The masterplan for the site comprises two perimeter style blocks that each contains a mixture of apartment buildings and houses. Both are laid out in courtyard arrangement with houses to the north and south and apartments to the east and west. The ground floor has active frontages with apartments, houses and commercial uses that enclose the ground floor concealing a single storey podium car park.

The scheme is organised around two main routes through to the Canal from Clayton Road. The larger of the two is the 'Commercial Spine' which sits between the application site and the adjacent Crown Trading Centre Site. If both schemes were to be built out then it would provide a street with a width of 27 metres and would provide vehicular access to the podium car park, on street car parking and soft landscaping. A service road runs east to west through the centre of the site.

At the centre of the site Buildings A and B are separated by a slightly narrower route of 21 metres which forms a linear park that connects through to the proposed Canal side Square to the north, a generous amenity space fronting onto the canal, and Clayton Road to the South. These green spaces will help to provide a setting for the new development and soften its relationship to the canal. The linear park is not in direct alignment with Clarendon Road but is close enough to the junction that there is a clear visual link that would draw pedestrians through from Blyth Road to the canal and vice versa.

The blocks A and B are set back 8 metres from Clayton Road providing a wide pavement and defensible front garden space to the residential units. The blocks are setback from the canal a minimum of 10m at its narrowest point.

The eastern part of the site has an access road that links through to the Canal Side Park and has perpendicular parking.

Height, Scale and Massing

The height, scale and mass of the scheme has been informed through discussions with the neighbouring Crown Trading Estate, the NATS ceiling information, and in response to the surrounding local context. The development is in strong contrast to the smaller 2-storey houses to the northern side of the canal and the modest two storey terraced houses along the south side of Clayton Road. The development takes its references more from the industrial areas reflecting other recent developments in particular those close to the canal further east such as the former Nestle Factory site and High Point Village which are of a similar maximum height of 10-storeys.

The tallest elements of the development have been retained towards the centre of the site which range between 7 and 10 storeys. This adds visual interests and variation to the skyline and prevents a monotonous linear block form dominating longer distance views.

In response to the southern boundary the development has been purposely kept much lower to respect the modest two-storey terraced houses. The combination of the 8 metre set back and the proposed heights of between 3 and 4 storeys have ensured that the development does not overwhelm the street and respects the well established modest residential scale with defensible front garden space. The western most block is slightly taller at 5-storeys and acts as a 'gateway' marking the entrance to the shared central spine.

The elements facing north (along the Grand Union Canal) step down to reduce the mass - responding to the residential housing on Nield Road. The form of the building has been amended to remove the pitched roofs which were considered to add unnecessary bulk and large expanses of plain featureless brickwork. The blocks have now to a simpler form with roof parapets that enclose amenity areas and help to screen lift over runs and plant. The approach is considered acceptable and responds to the emerging character of the former industrial areas which are now being given over to mixed use developments.

Design

The proposed development acknowledges the character of the environment in which it is located and has adopted an industrial aesthetic that includes key elements such as windows with glazing bars, large fenestration proportions and brick columns.

The primary construction material is proposed to be brick which reflects the local palette. Two main colours have been chosen which correspond to different parts of the site such as red brick to the canal and buff to Clayton Road. The elevations have been embellished with brick detailing in the form of recessed panels and banding which provide subtle articulation and visual interest along with contrasting reconstituted stone banding as well as splayed elements to some windows. Integrated metal balconies have also been incorporated which also help to visually break up the facade providing relief to the brickwork. These have also been designed to a simple industrial aesthetic with simple vertical bars and hand rail which complement the facades.

The communal entrances are suitably celebrated in a restrained style utilising contrasting glazed brick whilst the separate residential entrances at street level are identified by metal inset panels and frames. These elements help to provide a visually rich elevation of complimentary materials that reflect the more robust local palette of materials. The materials should weather satisfactory provided that high quality bricks are chosen along with a complementary mortar.

The above design approach is acceptable and the blocks are considered to be of a high standard of design that is reflective of the surrounding local and historic context. The detailed design of the building, the choice of materials and the quality of workmanship will be important factors in the success of the scheme and could be controlled by relevant conditions should the application be minded or approval.

Conclusion

The scheme is generally considered to be of a high standard of design that is respectful of the surrounding context and the areas industrial past. The removal of the originally proposed gabled roof forms has helped to reduce the developments impact on the townscape. The detailed design of the building, the choice of materials and the quality of workmanship will be important factors in the success of the scheme and therefore relevant conditions are recommended to be attached to any grant of planning consent.

As such it is considered the proposed development accords with Part 1 Policy BE1 of the Local Plan, Policies DMHB 10 and DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 7.1 of the London Plan (March 2016) and Policies D1 and D4 of the draft London Plan - Intend to Publish (December 2019).

7.08 Impact on neighbours

Policy DMHB 10 (High Buildings and Structures) of the Hillingdon Local Plan: Part 2 Development Management Policies (2020) states that proposals for high buildings should (amongst other things) not adversely impact on the microclimate (i.e. wind conditions and natural light) of the site and that of the surrounding areas, with particular focus on maintaining useable and suitable comfort levels in public spaces and should be well managed, provide positive social and economic benefits and contribute to socially balanced and inclusive communities. This is supported by Policy 7.7 of the London Plan (March 2016) and Policy D8 of the draft London Plan - Intend to Publish (December 2019).

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.

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.

The nearest residential properties are located on the southern side of Clayton Road over 21m away to the south of the site. The closest residential properties to the north east are over 30m away on the opposite side of the Grand Union Canal.

Given the separation distances noted above it is considered that no loss of adjacent residential privacy would occur as a result of the proposals, in compliance with the relevant sections of Policy DMHB 11 and Appendix A of the Hillingdon Local Plan: Part 2 Development Management Policies (2020).

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".

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 on neighbouring properties. This report has been independently reviewed by a third party who have concluded that there are relative reductions to residential properties at Clayton Road and Nield Road but where there are shortfalls in the VSC assessment almost all windows then pass the NSL assessment. The independent assessor has concluded this position and advised that the harm is not such to substantiate a refusal on amenity grounds. Any development which exceeds the very low level units on the site would have resulted in a relative reduction at the site and the wider redevelopment and regeneration of this site brings significant benefits to the Borough.

Commercial Use

There are no concerns raised regarding the impact of the proposed commercial units on adjacent occupiers subject to conditions regarding types and 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 45m 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 5.3. which are as follows:

- 1 bedroom flat - 20 sqm per flat
- 2 bedroom flat - 25 sqm per flat
- 3+ bedroom flat - 30 sqm per flat

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 development proposed is required to deliver the following external amenity space:

Studios/1 Beds x 179 x 20m² = 3580m²
2 Beds x 153 x 25m² = 3825m²
3 Bed apartments x 68 x 30m² = 2040m²

Total = 9445m²

The application proposes a total of 6310m² of private amenity space, including 3200m² (Building A 1069m² and Building B 2131m²) of podium amenity space, 2626m² of balcony space and 448m² of private garden/terrace. It is also proposed to introduce 3870m² of public amenity space with a residential 'park' route through the site and the public open space along the north of the site adjacent to the canal.

In total 6310m² of private external amenity space for use by residents of the development is proposed, which is below the level required by Policy DMHB 18: 'Private Outdoor Amenity Space' of the Local Plan: Part 2 - Development Management Policies (2020). However the development also proposes an additional 3870m² of new public open space and 1437m² of play space. The total amenity space provided across the development is therefore 11617m² and in addition every unit will have access to it's own external amenity space in terms of a terrace or balcony.

The proposal would not therefore provide sufficient private outdoor amenity to fully comply with Policy DMHB 18. However given that each property does benefit from it's own private amenity space and the significant level of public open space proposed, including the new link to the canal, the proposed level of amenity for future occupiers is deemed acceptable.

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 10m² 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 proposal would provide a total of 2070m² of play space, which is in accordance with

the requirement of play space calculated by the GLA and as set out in the Mayor's SPG. 1070m² of play space is proposed to be located at ground level between the buildings, to the north of the buildings next to the canal and a further 1000m² within the podium gardens. In total there is proposed to be 600m² of dedicated playspace, with the remainder being incidental playspace within landscaped areas.

The scheme is therefore in accordance with Policies DMHB 19 and DMCI 5 of the Local Plan: Part 2 - Development Management Policies (2020), London Plan (2016) Policy 3.6 and London Plan Intend to Publish Version (2019) Policy S4.

Public Open Space

Policy G4 of the Intend to Publish London Plan (December 2019) states that development proposals should:

- 1) not result in the loss of protected open spaces
- 2) where possible create areas of publicly accessible open space, particularly in areas of deficiency

Policy DMCI 4 (Open Spaces in New Development) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) encourages proposals for major new residential development to make provision for new open space, or enhancements to existing open space and says that proposals that fail to do so will be resisted. In this regard the development proposed would provide 4,050m² of new public realm. This would be located at ground level and link Clayton Road to the Grand Union Canal to the north, a link that is not currently available.

The quality and quantity of the proposed public open space proposed within the development is considered to provide new open space which would be of benefit to the existing and future residents of the site and surrounding area. The proposed public open space is considered to accord with Policy G4 of the Intend to Publish London Plan (December 2019) and Policy DMCI 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

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 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 Assessment, which has been independently reviewed by external consultants. The assessment concludes that whilst there are shortfalls across the site, especially to the north facing units but this should be considered in the round, within the ADF tests it is reported that of the 1098 rooms tested, 189 do not meet the target values which is circa 17%. Whilst it would be preferred that this would be lower, it is commensurate with a development of this scale and nature and other such schemes around the Borough more widely. It is considered that the benefits outweigh the harm in this respect.

Privacy

DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (2020) set out design guidance with regard to new and existing development. Appendix A of the Hillingdon Local Plan: Part 2 Development Management Policies (2020) recommends that a minimum separation distance of 21 metres is required to avoid overlooking and loss of 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. The facades of the proposed buildings all achieving separation distances well in excess of 21m to protect residential privacy from existing residential properties.

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

In total, 46% of the 400 units would be dual aspect, with the number of single aspect dwellings reduced through the design process in discussions with officers. 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. The taller sections of the blocks contain 8 units around a core and have been designed so that each corner has a dual aspect unit and where possible larger units extend to remove the single aspect units between the corner units. All of the proposed units will have outlook over the canal, podium areas and/or the existing streetscene however and will therefore benefit from acceptable levels of outlook.

As a result of negotiations through the pre-application process there are no single aspect north facing units proposed.

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.

Residential Parking

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 development would provide 195 residential car parking spaces and 4 for the commercial use. 23 of the residential car parking spaces would be blue badge/wheelchair accessible. There would be 746 long stay cycle parking spaces and 20 short stay cycle parking spaces. 3 motorcycle parking spaces are proposed, however the applicant has agreed to increase this to 10 space, which would be secured by condition. The applicant has confirmed that all car parking spaces at the site are to be provided with electric vehicle charging points, with active provision at 20% of spaces (39) and passive provision at all the remaining spaces (56). The development would be purposely set back from Clayton Road to allow the creation of a multi-modal link along the length of Clayton Road.

The development would have three access points, a new eastern and a modified western access, both would cater for two-way traffic. The existing central access would be closed to vehicular traffic and made pedestrian only. The creation of the new eastern access would require the removal of 16 meters of on-street parking; this is the equivalent of 3 car parking spaces. However, closing the existing central access to vehicles would allow 3 new on-street car parking spaces to be created, there would therefore be no net change in on-street parking supply as a result of the proposal.

The application site is situated on the edge of Hayes town centre benefiting from convenient access to a range of transport opportunities, shops, services and facilities. According to the data retrieved from the Nomis database, 70% of households living in the Botwell Ward have access to one car or more. If the residents of the new development have a similar profile to the existing ward population then over two thirds would need somewhere to park either within the development or on-street. Of those Botwell Ward residents in employment, 49% drive to work by car or van. Again if the profile of the residents living in the new development is similar to that of the existing ward population then around half of all residents would drive to work and need somewhere to park their car at night and over weekends.

In the vicinity of the site, Clayton Road is subject to one-way working eastbound only, it benefits from footways and street lighting on either side of the carriageway. Immediately in front of the site and to the east the Hayes HY1 residents parking management scheme is in operation, here on-street parking is restricted from 09:00 to 20:00 hours to permit holders only. This on-street parking leaves just enough width for a bus to pass.

Clarendon Road intersects with Clayton Road just east of the development site; Clarendon Road is subject to one-way working northbound and provides access to Blyth Road. Both a bus stand and bus stop has been provided along Clarendon Road, these are used by the U5 bus service. It is reported that passenger demand for this service is both approaching capacity in the AM Peak northbound and PM Peak southbound. Blyth Road hosts the new Old Vinyl Factory development and operates one-way westbound. Further west of the application site is Trevor Road which forms another link between Clayton Road and Blyth Road.

At the busiest times of day the demand from parking along Clayton Road, Blyth Road, Clarendon Road and Trevor Road already exceeds the amount of kerbspace available. This results in cars parking illegally and injudiciously. A 'car-lite' development that does not offer genuine alternatives to making trips by private car would create further parking stress.

Transport for London use as system called PTAL (Public Transport Accessibility Level) to measure access to 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 Transport for London WebCAT service the application site has a PTAL ranking of 4 indicating access to public transport is reasonable compared to London as a whole suggesting that there are opportunities for some trips to be made to and from the site by modes other than the private car.

The Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: Vehicle Parking requires that development proposals must comply with the relevant parking standards. For a development of this type the maximum number of parking spaces permitted for the residential element is 611 spaces. This represents a ratio of 1.5 car parking spaces per unit, the 191 car parking spaces proposed represents a ratio of 0.5 spaces per unit.

Policy DMT 6 requires that 10% of car parking must be for blue badge holders/wheelchair accessible, this equates to 19 spaces, as mentioned above 23 would be provided which is in accordance with policy. Parking spaces for motorcycles, mopeds and scooters should be provided at the rate of 5% of car parking spaces, this equates to 10 spaces, which the applicant has agreed to be secured by condition.

With regard to the provision of electric vehicle charging points the Council has adopted the London Plan - Intend to Publish Version (December 2019) standard which requires that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20% of spaces should have active charging facilities, with passive provision for all remaining spaces. As mentioned above this requirement has been met.

To understand the impact the proposed development would have on the transport network a Transport Assessment has been provided. In order to establish the existing trip rates associated with the site, the applicant has undertaken manual classified turning counts from the site access. This would highlight the 'true' number of vehicle movements associated with the existing site. The results from the survey had shown that the site as existing generates 46 two-way vehicle movements in the AM peak period (08:00-09:00 hours) and 49 two-way movements in the PM peak period (17:00-18:00 hours).

In order to determine the proposed vehicle trip generation, the TRICS (Trip Rate Information Computer System) database was interrogated. The results of this study indicate that the proposed 400 units would generate 62 vehicle movements in the AM peak period and 52 in the PM peak. However, the sites used as comparisons are situated within Central London where there is wider travel choice, they are not considered to be representative of a development along Clayton Road, Hayes in Outer London.

The Transport Assessment shows that the development as a whole would result in a negligible increase in vehicle trips in both the AM and PM peak period. However, the Highway Authority treats these findings with caution as the sites used to determine trip generation are not representative of the development proposed. To guard against the development having a detrimental impact upon road safety, traffic congestion and parking s106 contributions towards the measures listed below are required.

To summarise, according to census data the new residents will own cars, parking supply on-site is limited and parking on the surrounding residential streets is restricted to permit holders only. To guard against the development creating further parking stress, the Highway Authority requires that the developer makes a contribution towards schemes that

encourages and enables the future residents to live a 'car free' lifestyle by offering improvements to the public transport, walking and cycling opportunities in and around Hayes.

A second requirement would be that the applicant enters into an s106 agreement with the Council that prohibits residents of the new development from joining the Hayes HT1 Parking Management Scheme.

The following are required by way of combined mitigation from both the Crown Trading Centre and Fairview development sites.

The Clayton Road 'Healthy Street'

As mentioned above, east of the application site there is parking on both sides of Clayton Road, this narrows the width of the carriageway leaving it just wide enough for the U5 bus to pass. The overall width of the carriageway is c7.5 metres, but with parking on both sides of the road the space left for vehicles to use is just c2.7 metres wide. It has been identified that this will create issues for large vehicles accessing the new developments and that additional traffic management measures will be required to ensure safe access for cars, bicycles and pedestrians.

To address these issues the redevelopment of the Crown Trading Centre and Fairview Business Centre must be supported by improvements to Clayton Road by widening the carriageway whilst retaining the on-street parking. This would increase the space in the centre of the road in-between the parked cars which would improve the safety with which all vehicles can access the new developments. The footway on the northern side of Clayton Road would also be widened to create a shared use footway. East of 26 Clayton Road there is no new development proposal that would provide an opportunity to continue widening Clayton Road. However, extra space for buses, pedestrians and cyclist would be created through the relocation of Pay and Display on-street parking spaces. The widening of Clayton Road to provide space for buses, pedestrians and cyclist would be complemented with investment in those measures that would transform Clayton Road into a place characterised by the ten Transport for London 'Healthy Street' indicators. A developer contribution is sought to help fund these wider works thereby providing the future occupiers with improved access to sustainable transport modes as they access the site from both ends of Clayton Road. A developer contribution of £193,969 plus gifting of land for implementation of plan (15 year term) is sought towards these works.

Grand Union Canal Quietway/Cycleway

LB Hillingdon in partnership with the Canal and Rivers Trust are building the Grand Union Canal Quietway/Cycleway. This involves cutting back vegetation and resurfacing the Grand Union towpath with asphalt and resin bound gravel making it somewhere safe and convenient for cyclists and pedestrians to use. The section from Hayes town centre to central London is now complete except for minimal gaps where funding is in place. The section from Stockley Park to Trout Road Yiewsley will be completed by autumn 2020. However, there is a budget shortfall preventing the section from Hayes town centre to Stockley Park from being built. The total cost of paving this stretch of towpath is £945,771 and a developer contribution of £88,859 is required. Completing this section would provide residents living in the development without access to car parking and a private car the opportunity to cycle or walk to numerous destinations along the Grand Union Canal, including Stockley Park itself.

Car Club Scheme

Another way that the developer can reduce occupier's reliance on the private car and the need for car parking would be through the inclusion of a Car Club as part of the development. The Highway Authority requires that the developer enters into an s106 legal agreement with the Council undertaking to provide 2no. Car Club parking spaces as well as three years free membership of the Car Club scheme for each unit.

Permit Free Development/Parking Management Scheme restriction

There is a Parking Management Scheme in operation along Clayton Road. The Highway Authority requires that the developer enters into an s106 legal agreement with the Council prohibiting the occupiers of the development from joining this scheme. As the development would only have 197 residential car parking spaces some units will be car free. People moving into one of these units will be aware of this and further aware that they would not be able to join any nearby Parking Management Scheme.

Travel Plan

The Council's Highway Officer has also stated that an appropriate Travel Plan be delivered and that the developer provides a £20,000 bond. In the event of the Travel Plan not being delivered the Highway Authority would use this bond to implement the Travel Plan itself. This would be secured by way of a s106 agreement.

Shared Access Route (between Fairview and Crown development sites)

Delivering a comprehensive scheme across this site and the adjoining Crown Trading scheme has been critical to ensure the delivery of a successful neighbourhood. To this end, the shared access road which is proposed to run between the two developments will serve as a single lane entrance and exit for vehicles as a long term solution. Whilst there may be some time between the completion of both developments, the delivery of a single shared space will be secured as a Head of Term to ensure its delivery. This is also require to prevent 4 lanes of traffic being created, to serve the two developments independently. this would inevitable lead to confusion and harm to pedestrians and vehicles.

The quantum of cycle parking, disabled parking, motorcycle parking and electric vehicle charging point provision are also to be secured by way of a suitably worded condition.

TfL have requested a contribution of £370,500 for the A312, including a Healthy Streets Scheme for the A312 Bulls Bridge Junction. A total of 194 car parking spaces are provided, which equates to 0.5 spaces per dwelling. The GLA state that this level of car parking accords with the maximum recommended parking standards set out in the Intend to Publish London Plan Policy T6. Bulls Bridge is located 1.3km from the site to the south east. The proposed development is in accordance with GLA parking standards and the expected increase in traffic movements is expected to be only 62 vehicles in the morning and 52 vehicles in the evening. Not all of these vehicles movements will pass through Bulls Bridge. In addition, for pedestrians and cyclists Bulls Bridge is a considerable distance from the site. Therefore it is not considered that contribution of this scale is (a) necessary to make the development acceptable in planning terms; (b) is directly related to the development; or (c) fairly related in scale and kind to development, as required by paragraph 55 of the NPPF (2019). As such the Council does not believe this contribution is required.

In summary the highways contributions for this site are:

Clayton Road Healthy Street - £193,969 plus gifting of land for implementation of plan (15 year term)

Grand Union Quietway - £88,859

Travel Plan plus £20,000 bond
Car Club Scheme
Parking Permit Restriction

Subject to agreement to the above s106 obligations and conditions, there are no highway objections to this development.

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.

The Metropolitan Police have been consulted on the proposals and have recommended that the development (building and car parks) are covered by a Secured by Design condition and a condition is also recommended regarding the proposed lighting of the canal side area. These conditions are recommended to be attached to any grant of planning consent.

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

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

Policy DMHB 16: 'Housing Standards' of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) 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 proposal would provide 10% of homes as wheelchair accessible, equivalent to 40 homes. The Council's Access officer has been consulted on the application and initially raised a number of concerns regarding that layout of the accessible units. In response the applicant has redesigned these units in order to meet the requirements of the Council's Access Officer who has confirmed that they are acceptable.

Subject to a condition requiring the inclusion of appropriate M4(2) and M4(3) units the scheme is deemed in accordance with Policy DMHB 16: 'Housing Standards' of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) 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. Policy H5 of the Intend to Publish London Plan (2019) sets out a threshold approach to major planning applications requiring 50% affordable housing on non-designated industrial sites. Sites which do not meet this threshold are required to follow the viability tested route to determine the appropriate level of affordable housing. The proportion of affordable housing is measured as the proportion of habitable rooms to ensure a range of sizes of affordable homes can be delivered.

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.

Policy DMH 7: Provision of Affordable Housing of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that in accordance with national policy:

- i) developments with a capacity to provide 10 or more units will be required to maximise the delivery of on-site affordable housing;
- ii) subject to viability and if appropriate in all circumstances, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split 70% Social/Affordable Rent and 30% Intermediate as set out in Policy H2: Affordable Housing of the Local Plan Part 1.

Affordable housing should be built to the same standards and should share the same level of amenity as private housing. Proposals that do not provide sufficient affordable housing will be resisted.

As the proposed development would introduce a total of 400 dwellings it would trigger both the London Plan and Local Plan affordable housing requirements.

The proposed residential units which would be split across the following mix:

- Studios x 9 (2.3%)
- 1 Beds x 170 (42.5%)
- 2 Beds x 153 (38.3%)
- 3 Bed apartments x 50 (12.6%)
- 3 Bed 6 person duplexes x 8 (2.0%)
- 4 Bed 7 person houses x 10 (2.5%)

Of these units the following are proposed as affordable housing:

- 1 bed x 23 units
- 2 bed x 20 units
- 3 bed x 58 units
- 4 bed x 10 units
- Total = 111 affordable housing units

In relation to habitable rooms this equates to 388 of the total habitable rooms (1009), which is 35.6%. The affordable tenure split by habitable room is 77.3% Affordable Rent and 22.7% Shared Ownership (Intermediate).

The proposed tenure split does not meet the relevant policy targets in the London Plan or Local Plan. As required the applicants have therefore prepared a Financial Viability Appraisal (FVA) which has been independently reviewed for the Council. The appraisal has demonstrated that the maximum level of affordable housing on this site has been achieved. On the basis of the findings of the FVA, it would appear that the offer of 35.6% affordable housing with a tenure split of 77.3% Affordable Rent and 22.7% Shared Ownership (Intermediate), would be the viable maximum determined through the FVA process.

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 and Policy DMH 7: Provision of Affordable Housing of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020). 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

Trees and Landscaping

Policy EM4 (Open Space and Informal Recreation) of the Local Plan: Part 1 - Strategic Policies (2012) says that the Council will safeguard, enhance and extend the network of open spaces, informal recreational and environmental opportunities that operate as carbon sinks and that meet local community needs and facilitate active lifestyles by providing spaces within walking distance of homes. Provision should be made as close as possible to the community it will serve. There will be a presumption against any net loss of open space in the Borough. The Council will identify new opportunities for open space through an Open Space Strategy. Major developments will be expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities. The Council will seek to protect existing tree and landscape features and enhance open spaces with new areas of vegetation cover (including the linking of existing fragmented areas) including front and back gardens for the benefit of wildlife and a healthier lifestyle, mitigating climate change.

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 (amongst other things) that all developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit and that development proposals will be required to provide a landscape scheme. The policy also seeks to protect existing trees through tree root protection areas and an arboricultural method statement where appropriate. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

Site specific Policy SA 4 of the Hillingdon Local Plan: Part 2 - Strategic Policies (2012) says that developments in this location should (amongst other things) secure substantial planting and landscaping in association with any development and provide environmental improvements and landscaping as necessary to enhance the local shopping and residential environment; and

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.

London Plan Policy 7.4 identifies that development proposals should provide a high quality design response that contributes to a positive relationship between the urban structure and natural landscape features, including the landform and topography of the area'.

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.

The site is also not covered by any TPO's. A tree survey and arboricultural impact assessment has identified and assessed the condition and value of five individual trees and four groups. According to the assessment, there are no 'A' grade trees on the site. Two trees/ groups are category 'B': T1 a canalside sycamore and G2 a long canalside group. One cherry, T2, is a 'U' grade trees requiring removal in the interests of sound management. The remaining trees are 'C' grade - whose condition and value indicate that there removal may be justified.

The arboricultural impact assessment confirms that four trees will be removed to facilitate the development: T2, the protected cherry and T3,4 and 5, the three alders on the Clayton Road frontage. There is no objection to the proposed tree removals.

The Council's Landscape Architect has reviewed the submitted details and the proposed Urban Greening Factor of 0.4 and they have raised no objections to the proposals subject to additional information being required with regards to proposed surface materials, soft landscaping and the 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

Paragraph 170 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by:

- protecting and enhancing valued landscapes and sites of biodiversity;
- minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures; and
- preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.

This is supported by Policy 7.19 of the London Plan (March 2016) and Policy G6 of the draft London Plan - Intend to Publish (December 2019).

Policy EM4 (Open Space and Informal Recreation) of the Local Plan: Part 1 - Strategic Policies (2012) says that the Council will safeguard, enhance and extend the network of open spaces, informal recreational and environmental opportunities that operate as carbon sinks and that meet local community needs and facilitate active lifestyles by providing spaces within walking distance of homes. Provision should be made as close as possible to the community it will serve. There will be a presumption against any net loss of open space in the Borough. The Council will identify new opportunities for open space through an Open Space Strategy. Major developments will be expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities. The Council will seek to protect existing tree and landscape features and enhance open spaces with new areas of vegetation cover (including the linking of existing fragmented areas) including front and back gardens for the benefit of wildlife and a healthier lifestyle, mitigating climate change.

Policy EM7 (Biodiversity and Geological conservation) of the Local Plan: Part 1 - Strategic Policies (2012) seeks the protection and enhancement of populations of protected species as well as priority species and habitats identified within the UK, London and the Hillingdon Biodiversity Action Plan and will (amongst other things) seek the provision of biodiversity improvements from all development, where feasible.

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.

A Preliminary Ecological Appraisal has been submitted to accompany the application. This sets out that the ecological value of the existing site and includes recommendations. 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. It is recommended that a full Ecological Enhancement Plan be secured by condition. 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. This is supported by policy EM11 of the Local Plan: Part 1 - Strategic Policies (November 2012).

Policy 5.16 of the London Plan (2016) sets out the Mayor's policy for waste management, including the need to minimise waste and encourage recycling. London Plan Policy 5.17 also requires adequate provision to be made for refuse and recycling facilities for new development.

Refuse vehicles would enter via the eastern access and leave using the western access. Bin stores would be distributed across the site though the applicant proposes that arrangements would be put in place for these bins to be moved to a central area on collection days so that appropriate drag distances are met.

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 Policies 5.16 and 5.17 and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 Development Management Policies (January 2020).

7.16 Renewable energy / Sustainability

Policy 5.2. Part A of the London Plan (2016) and Policy SI 2 of the London Plan Intend to Publish Version (2019) requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires non domestic buildings to achieve a 35% improvement on building regulations 2013. This policy also requires major residential developments to achieve a zero carbon standard. However if this cannot be achieved then a cash in lieu contribution will be sought. Parts C & D of the policy require proposals to include a detailed energy assessment.

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).

Policies DMEI 1, DMEI 2 and DMEI 3 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) relate to reducing carbon emissions (and decentralising energy) and require that all developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.

The Energy Strategy submitted with the application assesses the feasibility of incorporating other renewable energy technologies on the site. The energy assessment sets out an array of measures onsite to reduce CO₂.

The Council's Sustainability Officer has assessed the submitted information and has raised no objections to the proposed development subject to one condition and an offsite contribution. The condition is necessary to secure further details regarding the proposed use of photo voltaics and the offsite contribution is necessary to make the development policy compliant (i.e. zero carbon).

The financial contribution is required because the energy assessment identifies a significant shortfall from the zero carbon target required by the London Plan. Consequently, the S106 must include a carbon offset contribution of £314,863, payable to the London Borough of Hillingdon in accordance with policy 5.2(e) of the London Plan.

Subject to the signing of a S106 and the suggested condition outlined above, it is considered that the scheme could have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies DMEI 1 and DMEI 3 of the Local Plan: Part 2 - Development Management Policies (2020), Policy EM1 of the Local Plan: Part 1 - Strategic Policies

(2012) and Policy 5.2 of the London Plan, and the NPPF.

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 initially raised an objection to the proposals. The applicant has amended the proposed drainage strategy in response to this objection and the Council's Flood and Water Management Officer has confirmed that they no longer have any 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. The Noise Impact Assessment has been independently reviewed and a number of planning conditions will be needed in the event of planning permission being granted. The proposed conditions relate to protecting future occupiers and neighbouring residents from noise, including noise

generated by the development and external noise sources. In particular it is recommended that a condition is attached which protects future residents of the scheme from noise generated by the adjacent Crown Trading Estate, should the adjacent site not be redeveloped for residential development by the time the consented scheme is ready to be occupied.

The proposed noise conditions are recommended to be attached to any grant of planning consent. In addition a condition is recommended to be attached that limits the hours of use of the proposed commercial units. Subject to these conditions being attached it is considered that the scheme would be acceptable in terms of noise.

Air Quality

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 that an air quality contribution of £172,496 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

Consultation letters were sent to 472 local owner/occupiers on 28/11/19. Following amendments to the design of the proposals a full re-consultation process was carried out that expired on 15/07/20. The application was also advertised by way of site and press notices. One comment in general support of the proposal has been received and is noted. 5 comments in objection have been received that are summarised below:

- Construction noise, dust & air pollution

- Overdevelopment/Out of scale
- Traffic
- Lack of parking/road safety
- Local infrastructure and services unable to cope
- Flats aren't needed
- Flats will be too expensive and given to people on benefits
- Loss of sunlight/privacy
- Loss of shop creating obesity issues
- Insufficient drainage
- Area becoming a crime centre/anti social behaviour will increase

Measures to limit the detrimental impact of construction would be secured through an appropriate CEMP condition. The scale and density of development are discussed within Sections 7.02 and 7.07 of this report. Traffic and road safety are discussed within Section 7.10. The scheme if approved would be required to pay significant contributions as part of the Community Infrastructure Levy towards local services and infrastructure. The requirement to provide additional housing and the level of affordable housing proposed are covered within Sections 7.01 and 7.13. Impact on neighbouring amenity is covered within Section 7.08. There are no shops presently on the site so there will be no loss of retail. Drainage issues are covered within Section 7.17 and crime and security are covered within Section 7.11.

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 (35.6% by habitable room with a tenure split by habitable room of 77.4% Affordable Rent and 22.7% Shared Ownership), including review mechanism
2. Carbon off-set contribution of £431,769
3. Air Quality damage costs of £172,496
4. Play Space Strategy/Public Accessibility at all times for the lifetime of the development
5. Clayton Road Healthy Street of £193,969 plus gifting of land for implementation of plan (15 year term)
6. Grand Union Canal Quiet Way/Cycleway contribution £88,859
7. Parking permits restriction for future occupiers excluding blue badge holders
8. Residential and Commercial operator Travel Plan plus £20,000 bond

9. On site car club of 2 spaces, free membership for 3 years plus £50 credit for one person in each unit

10. Implementation of a single shared surface and access between the Crown and Fairview Development Sites

11. 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.

12. 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 £3,559,516.92 for the residential element and £46,809.32 for the commercial element, in total £3,606,326.24

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £60 per square metre (as of the 1st of April 2019) of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £1,735,287.55.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

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 a mixed use redevelopment of the Fairview Business Centre on Clayton Road in Hayes. The proposal is for two buildings of staggered storey heights of between 3 and 10 storeys that would provide 400 new residential units (Use Class C3) with 1,130m² of commercial floorspace to accommodate Use Classes A1, A2, A3, B1, D1 or

D2, a 308m2 cafe/retail unit (B1/A3 Use Class) plus parking for 195 vehicles and associated cycle parking, communal amenity space, child play space, landscaping and plant.

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), in particular Policy SA 4 of the Local Plan: Part 2 (2020) allocates the site for residential-led mixed use redevelopment.

The proposed total percentage by habitable room and tenure split does not fully accord with planning policy. As such the applicants have lodged a Financial Viability Appraisal which has been independently reviewed and following discussion it has been confirmed that the schemes affordable housing offer of 35.6%, with a tenure split of 77.3% Affordable Rent and 22.7% Shared Ownership, although not entirely policy compliant, is confirmed through the FVA appraisal process as being the maximum deliverable on site affordable housing.

The scheme provides for an acceptable level of residential amenity and has been designed in such a way so that it would not negatively impact upon adjoining residents. The design enables the potential creation of a 'commercial spine' and future shared access road including a complimentary design and layout with the adjacent Crown Trading Centre Development site, which is also subject to a current planning application.

The scheme has only 46% (183) dual aspect units, nonetheless the housing blocks are aligned so that they are almost entirely avoid elevations that are directly north or south facing. This means of the single aspect units there are none that are directly north facing. In summary the alignment of the blocks, and the fact that none of the 400 units are north facing single aspect means that on balance the scheme is considered to be acceptable in this respect.

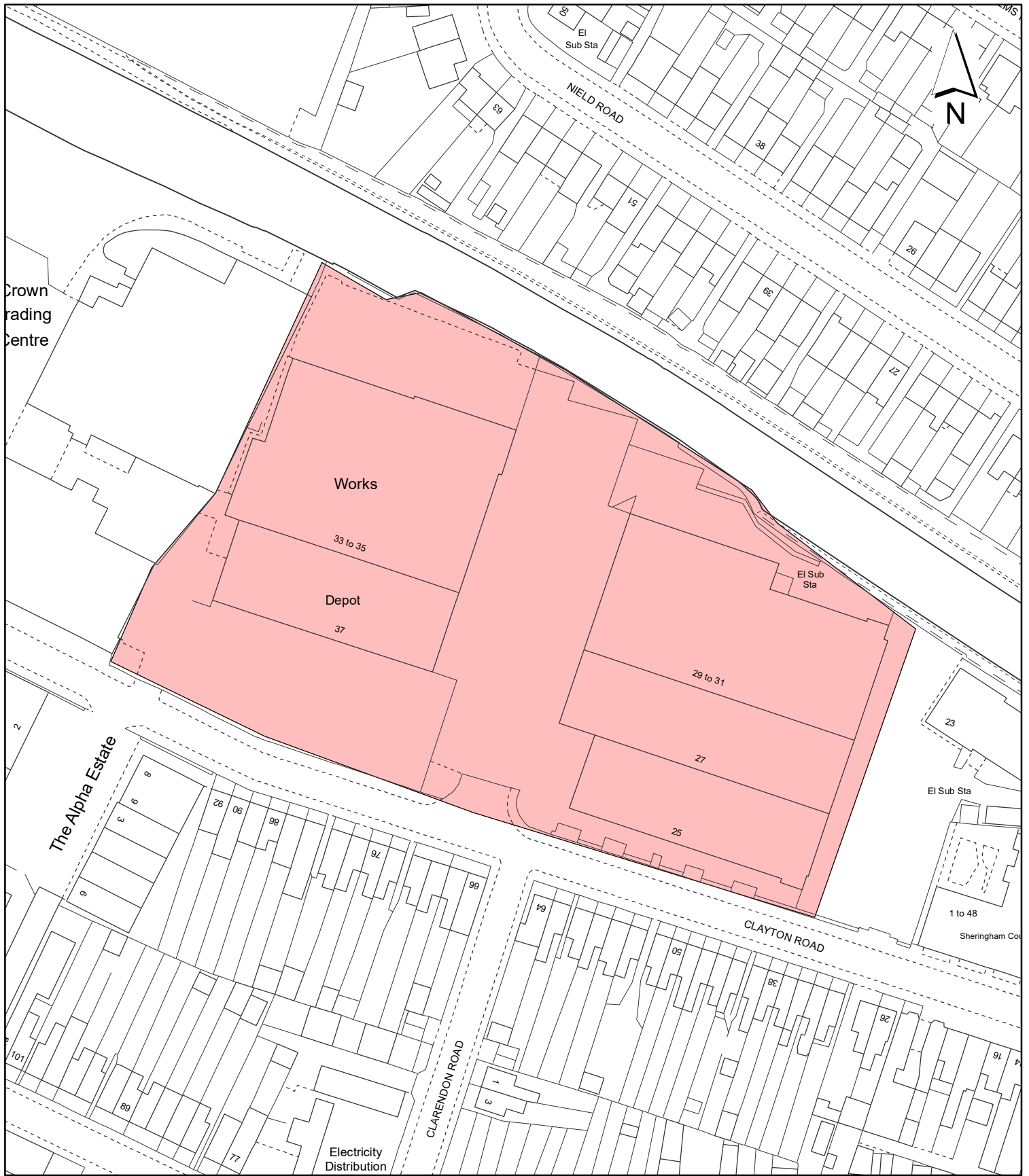
The application is therefore recommended for approval subject to conditions and a legal agreement to secure appropriate contributions to mitigate the impact of the development.

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

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:
**Fairview Business Centre
 Clayton Road
 Hayes**

Planning Application Ref:
58758/APP/2019/3517

Planning Committee:
Major Page 302

Scale:
1:1,250

Date:
December 2020

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

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



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address UNIVERSITY PLAYING FIELDS BRUNEL UNIVERSITY KINGSTON LANE
HILLINGDON

Development: Upgrade of existing sports pitch to provide World Rugby Compliant 3G Artificial Grass Pitch with associated perimeter fencing and technical dugout recessed areas, erection of temporary gym facility, and associated works

LBH Ref Nos: 532/APP/2020/1978

Drawing Nos: 01 Rev 04
Local views assessment
Cover Letter
SSL2766 03 Rev2
SSL2766 05 Rev 01
SSL2766 02 Rev4
Argrostis existing drainage specification
8164 03 02 Rev E
GWPR1479 - ground water investigation repor
Greenfield runoff rate
Suds proforma
Local views assessment - cemetery
Planning statement
Design and Access Statement (Pitch).
Design and Access Statement (Temporary Gym Facility)
Transport Statement
100 year + 40% Attenuation Calcs
SSL2766 07 Proposed Drainage Strategy Rev3.pdf
SSL2766 Flood Risk Assessment and Drainage Strategy Rev3.pdf
Cover Letter
Duralock Spectator Barrier Fence Details
Greenfield runoff rate estimation too
Preliminary Ecology Appraisal badgers (1)
Preliminary Ecology Appraisal badgers (2)
Preliminary Ecology Appraisal (Reptile Survey)
Preliminary Ecology Appraisal
Utilities Search report
8394/DO Noise assessment Nov 2020

Date Plans Received:	29/06/2020	Date(s) of Amendment(s):	30/06/2020
Date Application Valid:	01/09/2020		29/06/2020
			18/11/2020
			01/09/2020

1. SUMMARY

The application seeks to upgrade the existing sports pitch, with associated perimeter fencing and technical dugout recessed areas, erection of temporary gym facility, and associated works. The works proposed are to enhance the Universities rugby program which they partner with Ealing Trailfinders who are a professional rugby club.

There is significant policy support for the enhancement and construction of sports

facilities at national, regional and local level. Furthermore the London Plan (existing and Draft) also provides in principle support for proposals which support London's world class higher education institutes such as universities.

The applicant has submitted a planning statement which demonstrates a need to expand the universities sports facilities as student numbers are rising generally and the demand for the current sports facilities at the university outstrips supply with over 4,000 students participating in some form of sport or physical activity each week either in one of the existing sports clubs or as members of the existing campus gym. As such the proposal is considered to comply with relevant policies at national, regional and local level.

The entire university campus is located within the Green Belt therefore an assessment against the relevant Green Belt policies has been undertaken to ensure that either the development is considered to be appropriate or the proposed harm is outweighed by the benefits of the scheme. It is acknowledged that the replacement of the pitch would comply with paragraph 145 exception b) within the NPPF and is therefore considered to be appropriate development.

The temporary gym does not meet any of the NPPF exceptions and is therefore considered inappropriate development for which very special circumstances should be demonstrated for it to be considered acceptable. The applicant has provided strong justification for the need to enhance the universities sports provision, the economic & social need, the benefits to the wider community and has submitted a visual impact assessment to demonstrate the developments impact to the openness of the Green Belt. After assessing this documents it is considered that the gym would not give rise to significant harm to the visual openness of the Green Belt and given the application proposes temporary consent for up to 5 years for the gym the harm would be reversible. As such the proposal is considered to be acceptable and comply with the paragraph 146 of the NPPF and policy Policy DMEI 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), and it should be noted that the GLA also support this view.

The proposal would result in a temporary loss of part of the playing field in order to accommodate the gym structure for which Sport England (SE) have provided comments. SE have taken a pragmatic approach by stating the harm caused by the temporary loss of the playing field are outweighed by the benefits of the proposal and support the provision of rugby. Notwithstanding this point a condition pertaining to the submission of a community use agreement has been included at Sport England's request in order to ensure that the wider public benefit from the replacement of the turf pitch with an Artificial Grass Pitch.

The proposal would not result in unacceptable harm to the amenities of neighbouring occupants or the local highway network. This application is recommended for approval subject to planning conditions and a legal agreement.

2. RECOMMENDATION

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

A. The Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

1. Air Quality Damage Cost. A contribution sum of £57,601 to address the resulting increase in air pollution emissions associated with this additional proposed

development.

2. **Travel Plan.** The applicant shall amend the universities existing site wide travel plan to incorporate the additional trips associated to the proposed development and it's community use.

3. The applicant shall agree to remove the gym structure within 5 years of the date of planning consent.

4. **Project management and monitoring fee:** A financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 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 8th March 2021 (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of travel plan and air quality) herefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020); the adopted Planning Obligations Supplementary Planning Document (July 2014); Polices 8.2 of the London Plan (March 2016); Policy DF1 of the London Plan - Intend to Publish Version (December 2019); and paragraphs 54-57 of the National Planning Policy Framework (February 2019).'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

SSL2766 02 Rev4
SSL2766 03 Rev2
Duralock Spectator Barrier Fence Details
8164 03 02 Rev E
SSL2766 05 Rev 01

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

REASON

To ensure the development complies with the provisions 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:

Preliminary Ecology Appraisal
Preliminary Ecology Appraisal (Reptile Survey).
Preliminary Ecology Appraisal badgers (2)
Preliminary Ecology Appraisal badgers (1)
Transport Statement
GWPR1479 - ground water investigation report
Design and Access Statement (Pitch).
Design and Access Statement (Temporary Gym Facility)
SSL2766 Flood Risk Assessment and Drainage Strategy Rev3.pdf
SSL2766 07 Proposed Drainage Strategy Rev3.pdf

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 COM9 Landscaping (car parking & refuse/cycle storage)

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

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

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage for 12 bikes
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layout for 1 accessible space
 - 2.e Hard Surfacing Materials

2.f External Lighting

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

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)

5 NONSC Ecology

Prior to commencement of laying the artificial pitch, a scheme for the protection of the outlier badger sett identified within the badger survey shall be submitted to and approved in writing by the Local Planning Authority. Should the applicant be unable to provide sufficient protection for the sett to allow it to remain in situ then suitable written justification must be provided as to why it cannot be retained along with method statements regarding its closure; this written justification and method statement along with a detailed plan for the mitigation of the loss of sett shall be submitted to and approved in writing by the Local Planning Authority. The development must proceed in accordance with agreed written approach of the Local Planning Authority.

Reason

To ensure the development contributes to the protection of valuable species in accordance with EM7 of the Local Plan Part 1 (2012).

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 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first

planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

7 RES24 Secured by Design

The buildings and car parks alongside the associated play areas and sports facilities 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 part of the development shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to ensure the development provides a safe and secure environment in accordance with policy DMHB 15 of the Local Plan Part 2 (2020) and London Plan (2016) Policies 7.1 and 7.3.

8 NONSC Sport England

Use of the development shall not commence until details of community use agreement has been submitted to and approved in writing by the Local Planning Authority. The agreement shall provide details of how the community use of the existing and proposed sports facilities is managed in order to demonstrate that the wider public will benefit from access to the development.

REASON

To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport in accordance with policy DMCI 3 of the Hillingdon Local Plan : Part 2 - Development Management Policies (2020).

9 NONSC Reinstatement Plan

Prior to the occupation of the development a reinstatement plan demonstrating how the area of playing field utilised for the accommodation of the temporary gym will be returned to its original state, shall be submitted and approved in writing by the Local Planning Authority.

REASON

To ensure the development complies Policy EM2 of the Local Plan: Part One (November 2012), DMEI 4 of the Hillingdon Local Plan : Part 2 - Development Management Policies (2020) London Plan Policy S5 (intend to publish version 2019) and paragraphs 145 & 146 of the NPPF (2019).

10 NONSC No additional floodlighting

There shall be no additional external floodlighting beyond that which is included within the plans hereby approved.

REASON

In order to protect the wildlife and ecological habitats within close proximity to the site in accordance with Policy EM7 of the Local Plan Part 1 (2012).

11 NONSC Air quality 1

No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

REASON:

Compliance with London Plan Policy 7.14 and in accordance with Mayor of London "The Control of Dust and Emissions from Construction and demolition (or any successor document).

12 NONSC Air quality 2

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

REASON:

Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy and London Plan Policy 7.14 (2016).

13 NONSC Construction management plan

Prior to commencement of development the applicant shall submit a Construction Management Plan to the Local Planning Authority for its approval. The plan shall detail:

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

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy DMT 1 and DMT 2 of f the Hillingdon Local Plan: Part 2 - Development Management Policies (January

2020)

14 NONSC Crane operation plan

Prior to above ground works, if a Crane is required then 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 Imported soils

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

REASON: To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with 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 Contaminated land

1) Prior to the commencement of the development, the applicant shall carry out an updated ground gas survey to be conducted below the footprint of the proposed new temporary building. The details of this survey work shall be submitted to and approved in writing by the Local Planning Authority.

(a) If unacceptable concentration/s and flow of ground gas are detected, the applicant shall install gas protection measures to prevent gas ingress to the proposed building. The details of this remediation work shall be submitted to and approved in writing by the Local Planning Authority.

(b) Validation and verification information in respect of the remediation works detailed in (a) shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be retained in accordance with the approved details.

REASON: The Council's records show that the development site has ground conditions which suggest possible ground gas risks may be present. A gas survey is required to clarify that there is no significant gas issues at the location of the proposed structure; all 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.

17 NONSC Noise management plan

Prior to the occupation of the development, a noise management plan shall be submitted and approved by the Local Planning Authority. The plan shall include details relating to how local residents can report noise complaints, how they will be recorded and how they will be dealt with.

The approved Strategy shall be implemented for the lifetime of the development.

REASON

To ensure the development accords with the requirements of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy 7.15 of the London Plan (March 2016).

18 NONSC No amplified music

There shall be no amplified music played during any of the activities which take place across the entire application site.

REASON

To ensure the development accords with the requirements of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy 7.15 of the London Plan (March 2016).

19 DIS2 Access to Buildings for People with Disabilities

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. Additional information that should be submitted includes:

Access to the pitch should be possible via a continuous pathway and any spectator areas and seating should be accessible to wheelchair users with good sightlines to the pitch.

The gym building Further details in respect of access to welcome area and any reception desk, details of Toilet facilities accessible to older and disabled people, details of Changing facilities for wheelchair users and details of Accessible showering facilities

The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development in accordance with London Plan (2016) Policies 3.1, 3.8 and 7.2

INFORMATIVES

1 I52 Compulsory Informative (1)

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

property) and Article 14 (prohibition of discrimination).

2 I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon 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 1	Retention of Existing Community Sport and Education Facilities
DMCI 2	New Community Infrastructure
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
LPP 2.2	(2016) London and the wider metropolitan region
LPP 2.6	(2016) Outer London: vision and strategy
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.3	(2016) Sustainable design and construction
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology
DMCI 6	Indoor Sports and Leisure Facilities
DMCI 7	Planning Obligations and Community Infrastructure Levy
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
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 3.19	(2016) Sports Facilities
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.6	(2016) Support for and enhancement of arts, culture, sport and entertainment provision

LPP 5.13	(2016) Sustainable drainage
LPP 5.18	(2016) Construction, excavation and demolition waste
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.21	(2016) Trees and woodlands
LPP 7.3	(2016) Designing out crime
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review

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

To manage potential construction noise and vibration issues from works on the existing teaching spaces it is recommended that the works are conducted with a s.61 consent under the Control of Pollution Act 1974.

The development must comply with the guidance in Building Bulletin 93: Acoustic Design in Schools.

5

The proposed development shall have regard for:

- a) 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.
- b) 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.
- c) 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 door to ensure that doors and door furniture can be easily located by people with reduced vision.
- d) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
- e) Care must be taken to ensure that overspill and/or other interference from induction

loops in different/adjacent areas does not occur.

f) 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.

3. CONSIDERATIONS

3.1 Site and Locality

The Site is located at the east end of the Brunel University Campus. It is bound to the west by Kingston Lane, the north and east by Uxbridge Cemetery and the south by a public footpath/bridleway and the University's running track/sports fields beyond. The Site is currently in use as a single full sized rugby pitch.

The site features a bund around the perimeter of the existing grass pitch and consists of the materials excavated in order to facilitate the leveling of the rugby pitch.

The Site is located at the east of the Campus. It is bound to the west by Kingston Lane, the north and east by Uxbridge Cemetery and the south by a public footpath/bridleway and the University's running track/sports fields beyond. The Site is currently in use as a single full sized rugby pitch.

The campus as a whole extends to approximately 78ha and is located approximately 1km (at its closest point) south of Uxbridge town centre.

3.2 Proposed Scheme

The proposed development comprises two key elements - improvements to the existing sports pitch and the construction of a temporary gym facility between the pitch and Kingston Lane. The proposed development has been brought forward following the Brunel Universities association with Ealing Trailfinders who through this collaboration have created a Rugby Sports Programme. The following development is proposed :

(A) Sports Pitch Improvements

The proposed works comprise the installation of an artificial grass pitch (AGP) to replace the existing grass surface. This will accommodate a full sized World Rugby pitch sized at 120 x 78m plus 2 Technical Dugout Recessed areas. The existing pitch benefits from existing floodlights, which will be re-used, with perimeter fencing of 1.25m proposed around the perimeter. It is proposed to install new hard standing areas adjoining the AGP perimeter complete with associated porous asphalt surfacing for pedestrian access, vehicular maintenance and emergency access.

In line with the wider Brunel University Sports Park, the pitch would also be available for public use.

(B) Temporary Gym Facility

It is proposed to erect a temporary building to house gym facilities for the exclusive use of Ealing Trailfinders as part of the educational partnership. This would be a circa 20m (span width) x 60m (long) x 3m (eave height) thermo-insulated (air-filled roof) building. No utilities other than electrical power for lighting are required. Given the bespoke specialist nature of the facility, which required trained supervision, the temporary gym will not offer wider University or public access. It will form part of the University's estate (not a separate

planning unit).

It is proposed that the temporary gym will be in place for a period of up to five years. During this time, Brunel University will continue to develop its new Campus Masterplan (through detailed discussions with London Borough of Hillingdon), and it is expected that prior to the end of the temporary permission, the gym will relocate to a dedicated facility - either of permanent construction (subject to planning permission) or elsewhere within the Estate.

The location sits between the upgraded rugby pitch and the pedestrian crossing on Kingston Lane, which is the primary access route to the wider Brunel University campus and adjacent to an existing Bus Stop . Whilst it is noted that there are existing gym facilities located on campus, there would be a number of issues with the additional projected students using these facilities - particularly in terms of physical capacity (i.e. up to 600 new users requiring bespoke training).

3.3 Relevant Planning History

532/PRC/2020/34 Brunel University Kingston Lane Hillingdon
Sports pitch improvements and temporary gym building

Decision:

Comment on Relevant Planning History

No relevant planning history, although the wider campus has an extensive planning history

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.

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.CI2 (2012) Leisure and Recreation
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM5 (2012) Sport and Leisure
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- DMCI 1 Retention of Existing Community Sport and Education Facilities

DMCI 2	New Community Infrastructure
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
LPP 2.2	(2016) London and the wider metropolitan region
LPP 2.6	(2016) Outer London: vision and strategy
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.3	(2016) Sustainable design and construction
LPP 6.9	(2016) Cycling
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.8	(2016) Heritage assets and archaeology
DMCI 6	Indoor Sports and Leisure Facilities
DMCI 7	Planning Obligations and Community Infrastructure Levy
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
DMHB 1	Heritage Assets
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 3.19	(2016) Sports Facilities
LPP 3.9	(2016) Mixed and Balanced Communities

- LPP 4.6 (2016) Support for and enhancement of arts, culture, sport and entertainment provision
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.18 (2016) Construction, excavation and demolition waste
- LPP 5.2 (2016) Minimising Carbon Dioxide Emissions
- LPP 6.10 (2016) Walking
- LPP 6.13 (2016) Parking
- LPP 7.21 (2016) Trees and woodlands
- LPP 7.3 (2016) Designing out crime
- LPP 7.5 (2016) Public realm
- LPP 7.6 (2016) Architecture
- LPP 8.2 (2016) Planning obligations
- LPP 8.3 (2016) Community infrastructure levy
- LPP 8.4 (2016) Monitoring and review

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **28th September 2020**

5.2 Site Notice Expiry Date:- **28th September 2020**

6. Consultations

External Consultees

18 neighbouring properties were consulted by letter and a site notice was displayed outside of the site. The application was also advertised within the local press. All methods of consultation expired 28-09-20 and no responses were received.

TRANSPORT FOR LONDON

Proposal: "Upgrade of existing sports pitch to provide World Rugby Compliant 3G Artificial Grass Pitch with associated perimeter fencing and technical dugout recessed areas, erection of temporary gym facility, and associated works".

Thank you for consulting TfL on this application. After reviewing the submitted documents, it is understood that the temporary gym will be for a period of up to 5 years. It is also understood that a wider Master Planning exercise will be underway relating to the whole Campus during this time.

TfL's comments this application are as follows:

Healthy Streets

While noting that there is only one proposed car parking space on site it is a material consideration that the 2088 spaces on the Campus are available for students, staff, and spectators. It is therefore inappropriate to describe and consider that this is as a car-free development that satisfies Healthy Streets requirements.

Figure 4-2 (Vehicular Parking Connectivity) illustrates the main routes to the Campus car parks in the Campus. As a minimum it is suggested that these are reviewed now to identify any pedestrian and cycling issues that need to be addressed and improved. The route from the northbound bus

stop (HD) should also be included in this assessment.

As a minimum we would like to see the routes in Figure 4.2 (and the route from bus stop HD) assessed to identify pedestrian and cycling issues that the development proposals can respond to.
Vision Zero

Section 1.4.6 of the Transport Statement states that "the Proposed Development will assist with achieving the Vision Zero target, with appropriate measures being taken to ensure the safety of all users of the site or the nearby highway network".

As no specific measures are proposed it is not clear what this relates to and therefore how Vision Zero has been considered and addressed.

Further work should be undertaken to clarify what proposals are being referred to and how they will contribute to VZ objectives.

Trip Generation

In the absence of specific TRICS sites either new surveys or investigation of similar sites should be undertaken before a first principles approach is adopted. The site is currently in use so existing site users can and should be surveyed. As this is a partnership with Ealing Trail-finders we would also suggest gathering information from their Ealing operations to inform this development.

While the site itself has a PTAL of 3 this drops down to a score of 1b very quickly, which covers the bulk of the Campus area where the car parking is located. This would seem to imply that car use would be more likely at this location. Mode share should relate to the main mode used for trips associated with the facilities, not simply the last leg from the adjacent Campus.

As this is for a temporary facility there is also the issue of continuity of demand. If the proposals are implemented in order to satisfy expansion plans this raises questions about what will happen to this demand at the end of the temporary period.

Further work should be undertaken to complete the trip generation work so that for each on-site activity (training session, rugby matches, Community and any other potential uses) there is an explanation of their trip volumes, timings, mode share and frequency.

Given the adjacent car parking availability further evidence should be presented to support and justify why sustainable travel choices can be expected and delivered as part of the Campus Travel Plan. Proposals to manage vehicular based demand should be explained and formalised as part of the Travel Plan.

Details of how and where the created demand for these facilities will go at the end of the temporary period should be detailed.

Vehicular Access

Access to the site is from Kingston Lane.

TfL would like to see the access improved to remove the need for left turning vehicles to manoeuvre into the opposing carriageway in order to enter the site.

Car Parking

The Blue Badge space should be provided in accordance with the design guidance provided in BS8300. Vol. 1

Cycle Parking

The proposed cycle provision only relates to the temporary Gym facilities. As the improved pitch will

remain be open to the public and may see increased usage as a result of the proposals we would like to see provision extended to cover this as well.

If the students / staff are expected to be based on the Campus evidence should be provided that there are compliant levels of cycle parking available there in appropriate locations to meet existing and anticipated demand from this development.

Consideration should be given to extending cycle parking to cover the upgraded pitch as well as the temporary Gym.

Travel Plan (TP)

Brunel University currently operate a Travel Plan for the entire University which includes the existing Sports Centre uses and which has received 'Gold Status' from WestTrans. As such no separate TP has been produced as it is stated that it will be sufficient to implement the existing TP.

However, as these proposals represent a change to the existing situation and the trip generation / mode share not properly established the TP will need to be appropriately updated and amended accordingly

The existing TP should be updated to reflect the proposed changes to existing activity and submitted for approval, with proposed measures secured appropriately.

Wider Master planning works

As part of the wider Masterplan work London Buses would like to be involved to explore opportunities to further improve the bus network.

To summarise, for the development to be acceptable in strategic transport terms the above bullet points should be addressed.

GLA

Context

1 On 14 September 2020, the Mayor of London received documents from Hillingdon Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor has to provide the Council with a statement setting out whether he considers that the application complies with the London Plan and the Intend to Publish London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

2 The application is referable under Category 3D of the Schedule to the 2008 Order:

Development

(a) on land allocated as Green Belt or Metropolitan Open Land in the development plan, in proposals for such a plan, or in proposals for the alteration or replacement of such a plan; and
(b) which would involve the construction of a building with a floorspace of more than 1,000 square metres or a material change in the use of such a building.

3 Once Hillingdon Council has resolved to determine the application, it is required to refer it back to

the Mayor for his decision as to whether to direct refusal or allow the Council to determine it itself. In this case, the Council need not refer the application back to the Mayor if it resolves to refuse permission.

4 The Mayor of London's statement on this case will be made available on the GLA website www.london.gov.uk.

Site description

5 The 1.2-hectare site forms part of the Brunel University Campus and is bound by Kingston Lane to the west, the Celadine Route and the university's running track to south and Hillingdon & Uxbridge Cemetery to the east and north. The site is largely enclosed by hedgerow with restricted views into the site. This site is currently in use as a single full-sized rugby pitch.

6 The area immediately north of the site is designated within the Hillingdon Local Plan as a Nature Conservation Site of Borough Grade II of Local Importance. Hillingdon Village Conservation Area is located immediately east of the site. There are a number of Grade II Listed Buildings located between 220 and 450 metres of the site which include: The Red Lion Public House, A W Smith and Sons Conifer Cafe, The Cottage Hotel, Chapels in Hillingdon Uxbridge Cemetery, the Lecture Theatre Block, Brunel University and the North Wing of the Bishopshalt Grammar School.

7 The nearest section of the Transport for London Road Network (TLRN) is the A40 approximately 3.5 kilometres from the site. Uxbridge London Underground station and West Drayton station, which is served by TfL Rail services, are located 2 kilometres from the site. The site is served by 4 bus routes, whilst the nearest Quietway is located 2 kilometres from the site. The site entrance records a public transport access level (PTAL) of 3 on a scale of 0 to 6b, where 6b is highest.

Details of the proposal

8 The application seeks to upgrade the existing sports pitch to provide a 3G artificial grass pitch, recessed dugouts and erection of a temporary gym facility of 1,200 sq.m. This would be required for a period of up to five years which would allow the university time to develop a masterplan, providing a comprehensive approach to planning for the wider campus and ensure that educational needs are met.

9 The university has entered into a partnership with Ealing Trailfinders Rugby Club to offer a Rugby Sports Scholarship, which will offer students assistance with university tuition and accommodation fees in conjunction with developing their rugby performance. The aim of the partnership is to create a comprehensive sports and education programme for talented rugby players, allowing students to combine top-level rugby training with academic studies. Students would have the opportunity to join Ealing Trailfinders Academy and train with the professional team. This programme has already begun with the first 50 students enrolling in 2019, and a further 150 expected in September 2020. It is intended that up to 500 students per year would eventually be enrolled on the programme.

Case history

10 A pre-application in principle meeting was held on 19 May 2020 which concluded that GLA officers welcomed the university's aspirations to expand its sports and education programme, but that a case for Very Special Circumstances would be required in support of any planning application. The applicant was encouraged to seek a full pre-app meeting prior to submission of an application, however, there has been no pre-application discussion with the GLA with regards to the scheme.

Strategic planning issues and relevant policies and guidance

11 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is made up of the Local Plan: Part 1 Strategic Policies (adopted 2012), the Local Plan Part 2 Site Allocations and Designations and Policies Map (2020) and the 2016 London Plan (consolidated with alterations since 2011).

12 The following are also relevant material considerations:

- The National Planning Policy Framework (2019);
- National Planning Practice Guidance;
- Mayor's Intend to Publish London Plan (December 2019) which should be taken into account on the basis explained in the NPPF;

13 On 13 March 2020, the Secretary of State issued a set of Directions under Section 337 of the Greater London Authority Act 1999 (as amended) and, to the extent that they are relevant to this particular application, have been taken into account by the Mayor as a material consideration when considering this report and the officer's recommendation.

14 The relevant issues and corresponding policies are as follows:

- Green Belt London Plan, Intend to Publish London Plan;
- Transport London Plan; Intend to Publish London Plan; Transport Strategy; Mayor's Transport Strategy
- Sustainable development London Plan; Intend to Publish London Plan

Principle of development

15 The site is currently in use as a single full-sized grassed rugby pitch and is largely enclosed by hedgerow. There are no buildings on the site.

Green Belt

16 London Plan Policy 7.17 and Policy G3 of the Intend to Publish London Plan seek to protect Green Belt from inappropriate development in accordance with the National Planning Policy Framework (NPPF). Development proposals that would harm Green Belt should be refused.

17 The NPPF is clear at paragraph 143, that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 144 states that when considering applications on the Green Belt, substantial weight should be given to any harm to Green Belt and that 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

18 Paragraph 145 then sets out the limited exceptions to this:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan; and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

19 In assessing the applicability of exception (b), the upgraded sports pitch would meet this

exception, but the provision of a temporary gym facility does not constitute appropriate facilities for outdoor sport and would not preserve the openness of the Green Belt.

20 The applicant has provided a views assessment which demonstrates that the development would be marginally visible above the hedgerow on Kingston Lane to the west. Hedgerows to the north and east of the site largely enclose the site and would likely result in the building not being visible. Views from the south of the site are already compromised by the existing fencing and as such, the proposed building would not cause any additional adverse impact on the view as set out in the Green Belt assessment that accompanies the application.

21 The applicant has set out very special circumstances as follows:

1. There is an economic and social need for the development;
2. There are no reasonable alternative means of meeting this need;
3. The proposed development is deliverable and will realise significant public benefits; and
4. The scale and severity of harm to the Green Belt will be limited.

Economic and social need

22 Taking each of these in turn, the applicant sets out the role of higher education in the UK's economic success; providing high levels of employment, direct and indirect impacts in terms of consumer spending and in light of their scale of operations, considered as 'anchor institutions' that are unlikely to relocate. In addition, there is likely to be increased pressure on the university's campus and associated facilities with student numbers expected to increase over the next 20 years as a result of higher populations of those aged 18-20 years old. The applicant identifies a number of provisions within the National Planning Policy Framework in support of this approach; paragraph 91 requires planning decisions to enable and support healthy lifestyles, whilst paragraph 96 highlights the importance of health and wellbeing and the opportunities for communities to access sport. Policies S1 and S5 of the Intend to Publish London Plan and policies 3.16 and 3.19 of the London Plan seek to improve, enhance and support the provision of social infrastructure, specifically sports facilities.

23 The applicant states that there is a current urgent need to provide these facilities with demand exceeding supply. Over 4,000 students participate in some form of sport and physical activity each week, across 50 sports clubs or as members of the existing campus gym with significant capacity issues identified. The performance programme currently has 62 players of the 121 members of the university's rugby club. This is expected to rise to approximately 500 players, or 4% of the total university's student population and is anticipated to realise a 10% increase in the number of students accessing the sports facilities.

Alternative means of meeting need

24 The application seeks temporary permission for the gym building for a period of up to five years. This would allow the university to develop a comprehensive masterplan for the campus in its entirety. The applicant states that this will be developed through detailed discussions with both the London Borough of Hillingdon and the Greater London Authority which is welcomed. However, in the intervening period, it is important that the needs of the university can be accommodated. The provision of the temporary gym building is considered location-specific, adjacent to the existing rugby pitch and would best facilitate the rugby programme. In addition, the university campus is entirely within the Green Belt, and as such alternative sites are not available.

25 The proposed location of the temporary gym building is accessible both on foot and by public transport with a bus route located adjacent. The applicant states that whilst there are other existing sports facilities on the campus, they would not provide sufficient capacity required. Furthermore, other areas within the campus were not considered suitable given the proximity to existing buildings, areas within flood risk and impacts with regards to noise and light pollution.

Significant public benefits

26 It is understood that the proposed facilities would not be open to the public, restricted for use solely by students. However, the applicant states, that the proposals would support the wider university programme in attracting students and deliver on national economic and social policy objectives relating to economic development and wellbeing. Other sporting facilities are used by members of the public, thus demonstrating that needs of those in the wider community are met through university provision. Notwithstanding, the proposed artificial 3G pitch will also be made available for use by members of the public.

27 The temporary gym building would alleviate pressure on existing facilities freeing up capacity for other students, staff and members of the public. The applicant has also provided details on how access to rugby within the university is being developed to include;

- apprenticeships;
- supporting players in the wider south east who are under-16 and under-18, providing them with a professional level of coaching and support in helping them obtain a place at the university;
- participation of the Brunel Trailfinders Rugby Club at the Rugby Football Union Leagues, providing match activity for those on the apprenticeship programme;
- facilitating Middlesex County Rugby Football Union events;
- providing routes towards higher education for talented young athletes via the Inner-City Educational Support Programme and;
- providing training facilities and matches for state and independent schools throughout London and the south east of England.

Level of harm to the Green Belt

28 The applicant has provided a Green Belt Study that has been undertaken to assist with previous masterplan discussions. This assesses the contribution the wider campus, including the area subject to this application, makes to the purposes of including land within the Green Belt. This site is considered as making only a limited contribution to the Green Belt and would not have an adverse impact on the functionality of the remainder of the Green Belt as a whole.

29 The siting of the temporary gym building is such that it is in the least obtrusive location on the site, immediately adjacent to Kingston Lane, largely screened by existing hedgerow and as far away as possible from the wider Green Belt to the west which is more open in character. The applicant has also provided information to demonstrate that the building is no larger than is necessary to accommodate the level of need over the five-year period and that tree planting can be incorporated to reduce impacts further. In addition, the applicant states that given the temporary nature of the building, its impacts are reversible and has agreed that this can be secured by condition.

Analysis and conclusion

30 The Very Special Circumstances set out above identify that there is a genuine need for the provision of a gym facility on the campus with the number of students enrolled in the performance programme expected to rise significantly from 62 to 500. Its location on the campus has taken account of accessibility by foot and public transport, proximity to other buildings, impacts of noise and light pollution, and flood risk. The applicant has confirmed that the 3G pitch would be made available for public use, and that despite the gym facility being used solely for students, this would free up other facilities on the campus for public use. This is considered a public benefit of the development. Notwithstanding, the applicant has also provided details of how the development would increase participation in rugby by way of apprenticeships, alternative routes towards higher education for young athletes and other measures. In addition, the applicant has demonstrated that the building is no larger than is required and is sited such that it reduces the impact on the openness of the Green Belt to the east.

31 Without prejudice to GLA officers' views set out above, it should be a condition on any planning permission that all temporary buildings on the site are removed on expiration of the temporary

planning permission. The need to safeguard the Green Belt against enduring harm is critical to the acceptability of the proposal; therefore, the Council must ensure that measures are in place to return the land to its existing or better condition

Future masterplan

32 It is understood that wider Masterplan work for the Campus is underway and GLA officers and TfL would welcome discussions on its development.

Historic environment

33 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should 'should have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses' and in relation to conservation areas, special attention must be paid to 'the desirability of preserving or enhancing the character or appearance of that area'.

34 The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation and, the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Significance is the value of the heritage asset because of its heritage interest, which may be archaeological, architectural, artistic or historic, and may derive from a heritage asset's physical presence or its setting. Where a proposed development will lead to 'substantial harm' to or total loss of the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. London Plan Policy 7.8 and Intend to Publish London Plan Policy HC1 state that development should conserve heritage assets and avoid harm, which also applies to non-designated heritage assets.

35 The site is not within a designated conservation area and there are no listed buildings in the immediate surrounding area. Hillingdon Village Conservation Area is located immediately east of the site. There are a number of Grade II Listed Buildings located between 220 and 450 metres of the site which include: The Red Lion Public House, A. W. Smith and Sons Conifer Cafe, The Cottage Hotel, Chapels in Hillingdon Uxbridge Cemetery, the Lecture Theatre Block, Brunel University and the North Wing of the Bishopshalt Grammar School.

36 Having regard to the statutory duties in respect of listed buildings in the Planning (Listed Buildings and Conservation Areas) Act 1990, and the NPPF in relation to listed buildings and non-designated heritage assets, GLA officers consider that the proposed use of the site for a 3G artificial grass pitch and provision of a temporary gym building would not cause any harm to the significance of the surrounding heritage assets, as due to the distance to heritage assets and the limited scale of the development there would be no adverse impact on the setting of these assets.

Energy

37 The applicant should follow the energy hierarchy when designing the temporary gym facility and outline the building services provided to the gym and the predicted energy demands.

38 If the gym has a significant electrical demand, the applicant should consider the potential for energy efficiency measures and renewable energy generation e.g. roof mounted photovoltaic panels. If the gym will be heated, cooled or provided with domestic hot water, the applicant should submit an energy statement following the GLA Energy Assessment Guidance 2018, which sets out the information that should be provided within the energy assessment to be submitted prior to Stage 2.

Flood risk and drainage

39 The site is located in Flood Zone 1. The risk of flooding has been considered from a range of sources; when mitigation measures are considered, the residual flood risk is low. The approach to flood risk management complies with London Plan Policy 5.12 and Intend to Publish London Plan Policy SI12.

40 The surface water drainage strategy for the proposed development does not comply with London Plan Policy 5.13 and Intend to Publish London Plan Policy SI13, as it does not give appropriate regard to the drainage hierarchy and greenfield run-of rate with regard to the temporary gym facility. Further information should be provided demonstrating how SuDS measures at the top of the drainage hierarchy will be included in the development and how they will be maintained, and how greenfield run-off rate with be achieved. Full, technical comments will be provided to the applicant.

Transport

Healthy Streets and vision zero

41 The proposals include provision of one car parking space, however given that this is part of a wider site, the 2,088 extant parking spaces available on campus are taken into account as a material consideration. As such, TfL do not consider the proposed development as car-free. Further evidence should be provided, and further clarity required to justify the sustainable travel choices that can be delivered as part of the Campus Travel Plan, and the appropriate measures that are proposed and how they would contribute to Vision Zero objectives in order to comply with Policy T2 of the Intend to Publish London Plan.

Trip generation and impact assessment

42 Further work should be undertaken to complete the trip generation work so that for each on-site activity (training session, rugby matches, community and any other potential uses) there is an explanation of their trip volumes, timings, mode share and frequency. This would enable a full assessment of the development's impacts on the local public transport, walking and cycling networks against Policy T4 of the Intend to Publish London Plan.

43 Proposals to manage vehicular based demand should be explained and formalised as part of the Travel Plan. Details of how and where the created demand for these facilities will go at the end of the temporary period should be explained.

Cycle parking

44 While the proposals for the temporary gym facility comply with Intend to Publish London Plan Policy T5, it is noted that the upgraded pitch is expected to see increased wider community usage. For this reason, consideration should be given to extending cycle parking to cover this use as well. Proposed provision should respond to the existing and anticipated mode share.

Management plans

45 Changes to the existing Campus Travel Plan have not been proposed. However, this should be updated to reflect these proposals to ensure compliance with Policy T4 of the Intend to Publish London Plan, and appropriately secured.

46 Whilst it is not anticipated that there will be many servicing movements associated with the site, the construction traffic associated with the site upgrade (and potential restoration at the end of 5 years) has not been detailed. This should be provided within a Construction Logistics Plan, prepared in line with TfL's guidance and secured by condition.

Local planning authority's position

47 Hillingdon Council planning officers are currently assessing the application.

Legal considerations

48 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged or direct the Council under Article 6 of the Order to refuse the application. In this case, the Council need not refer the application back to the Mayor if it resolves to refuse permission. There is no obligation at this stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

49 There are no financial considerations at this stage.

Conclusion

50 London Plan and Intend to Publish London Plan policies on the principle of development; natural environment; sustainable development; historic environment and transport are relevant to this application. The application does not currently fully comply with these policies; however, resolution of the below issues could lead to the scheme becoming policy compliant.

- Principle of development: The site is located on land within the Green Belt and is currently in use as a grassed full-sized rugby pitch. The applicant has provided Very Special Circumstances which set out the economic and social need for the development, the public benefits that would be delivered, the scale of harm to the Green Belt and that there are no reasonable alternative means of meeting the demand. These matters, when considered collectively along with the temporary nature of the development, outweigh the harm to the Green Belt.

- Sustainable infrastructure: The approach to flood risk management complies with London Plan Policy 5.12 and Intend to Publish London Plan Policy SI12. The surface water drainage strategy does not give appropriate regard to the drainage hierarchy and greenfield run-of rate and does not comply with London Plan Policy 5.13 and Intend to Publish London Plan Policy SI13.

Further information should be provided regarding the SuDS measures on the site.

- Transport: Further work is required regarding trip generation to enable a full assessment of the development's impacts on the local public transport, walking and cycling networks. The Travel Plan should include proposals to manage vehicular based demand, and the Campus Travel Plan should be revised. A CLP should be provided that considers construction traffic and the site's restoration at the end of 5 years.

SPORT ENGLAND

Sport England - Statutory Role and Policy

It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in light of the National Planning Policy Framework (in particular Para. 97), and against its own playing fields policy, which states:

'Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

all or any part of a playing field, or
land which has been used as a playing field and remains undeveloped, or

land allocated for use as a playing field unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.'

Sport England's Playing Fields Policy and Guidance document can be viewed via the below link:

https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#playing_fields_policy

The Proposal and Impact on Playing Field

The application proposes to construct a Rugby Artificial Grass Pitch (AGP) where the existing lit natural turf grass pitch is marked and a temporary gym facility on the playing field.

Assessment against Sport England Policy

The London Borough of Hillingdon does not have a Playing Pitch Strategy, the RFU have not provided any feedback regarding the proposal and the submitted documentation is relatively silent on the strategic need for the development therefore Sport England is not clear if there is a strategic need for the proposal. The lack of strategic need normally raises concerns on the long-term sustainability of an AGP (as a sink fund would need to be in place, normally generated from community use fees, to fund maintenance and replacement of the carpet at the end of its life) and the impact on surrounding sites which may lose demand to the proposed AGP thereby bringing those sites sustainability into question. In this instance, however, the submitted documentation has indicated that the development would provide facilities for both the University and Ealing Trailfinders consequently it could be suggested that there is some demand for the proposed development.

Furthermore, the proposed AGP would directly replace the existing natural grass rugby pitch on the site. It is not clear if there is an issue with pitch quality at the site but the proposed AGP would allow more play on the site without having to worry about cancelling sessions due to ground conditions. The use of the existing playing field is relatively constrained to the existing rugby pitch due to the location of the sports lighting and size of the site therefore the impact of the proposed AGP preventing other sports on the site now or in the future is limited. As a result, on balance, Sport England is willing to take a pragmatic approach in this instance and accept that the increased play on a fairly constrained playing field would be of benefit to sport provided that the proposed AGP is designed and constructed in line with World Rugby Guidance as stated in the Design and Access Statement, the long-term sustainability can be secured and the site is available for community use as per the hours stated in the Design & Access Statement.

Similarly, there is no discussion of strategic need for the proposed temporary gym facility however this would complement the proposed AGP. Recent aerial photographs suggest that the playing field area lost to the proposed gym (and parking/access) has not been utilised for formal sport so it has likely to have been used for informal, recreation and/or training purposes. All this use could be relocated to the proposed AGP as there would be less impact on wear and tear compared to a natural turf pitch. In addition, since this element of the proposal is temporary then this area of playing field would come back into use once the building is removed. Sport England would add, however, that given the proximity of the building to the proposed AGP, changing rooms to support the proposed AGP could be of some benefit.

Overall, Sport England is willing to accept that the proposal is of sufficient benefit to the development of sport to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.

Conclusions and Recommendation

Given the above assessment, Sport England does not wish to raise an objection to this application as it is considered to broadly meet exception 5 of the above policy. The absence of an objection is subject to the following condition being attached to the decision notice should the local planning authority be minded to approve the application:

01) Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the development hereby permitted and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.

Informative: Guidance on preparing Community Use Agreements is available from Sport England. <http://www.sportengland.org/planningapplications>. For artificial grass pitches it is recommended that you seek guidance from the Rugby Football Union on pitch construction when determining the community use hours the artificial pitch can accommodate.

02) On the expiration of five years from the date of this permission the temporary gym facility and ancillary facilities hereby permitted shall be removed from the site and the playing field reinstated to at least the same condition as it was prior to its temporary loss. The playing field shall be reinstated in the first planting season following the removal of the temporary facilities hereby permitted.

Reason: To ensure that area of playing field is restored to a condition fit for purpose once the facilities are removed and to accord with Development Plan Policy.

Informative: Sport England advises that the applicant engages with a competent sports agronomist prior to the construction of the temporary facilities so that the existing condition of the playing field can be assessed and a specification to restore the playing field can be developed.

If you wish to amend the wording of the recommended conditions, or use another mechanism in lieu of the conditions, please discuss the details with the undersigned. Sport England does not object to amendments to conditions, provided they achieve the same outcome and we are involved in any amendments.

Should the local planning authority be minded to approve this application against the recommendation of Sport England; then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009 the application should be referred to the Secretary of State via the National Planning Casework Unit.

There is a free online resource from Sport England (Use Our School) that offers further guidance and information for local authorities and other education providers on how to make the best use of school facilities for the benefit of the local community. It is especially useful for those who have responsibility within a school for establishing, sustaining and growing community activity on school sites. 'Use Our School' can be accessed here; www.sportengland.org/useourschool

Sport England would also like to be notified of the outcome of the application through the receipt of a copy of the decision notice.

The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of

Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.

HISTORIC ENGLAND

Thank you for your letter of 3 Sept 2020 regarding the above application. On the basis of the information available to date, in our view you do not need to notify us of this application under the relevant statutory provisions, details of which are enclosed.

If you consider that this application does fall within one of the relevant categories, or you have other reasons for seeking our advice, please contact us to discuss your request.

This response relates to designated heritage assets only. If the proposals meet the Greater London Archaeological Advisory Service's published consultation criteria we recommend that you seek their view as specialist archaeological adviser to the local planning authority.

GLAAS

Recommend No Archaeological Requirement

THAMES WATER

Waste Comments

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

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

MOD

Thank you for consulting the Ministry of Defence (MOD) on the above proposed development which was received by this office on 03/09/2020.

The applicant is seeking full planning permission for the upgrade of the existing sports pitch to provide World Rugby Compliant 3G Artificial Grass Pitch with associated perimeter fencing and technical dugout recessed areas, erection of temporary gym facility, and associated works

The application site is approximately 3.54km from the centre of the runway at RAF Northolt and occupies the statutory height, technical and birdstrike safeguarding zone surrounding the aerodrome.

After reviewing the documents provided, I can confirm the MOD has no safeguarding objections to this proposal.

I trust this is clear however should you have any questions please do not hesitate to contact me.

HEATHROW SAFEGUARDING

We have now assessed the below application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development. However, we would like to make the following observations:

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, 'Wildlife Hazards' (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf>).

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' (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>)

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.

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

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

Internal Consultees

FLOOD AND WATER MANAGEMENT OFFICER:

SSL have produced an FRA and Drainage Strategy Revision 3 dated Nov 2020. The proposals have been revised to control discharge rates to 1.69ls as requested indicated as Q bar for the site, through the provision of additional 53m³ storage for the temporary Gym as well as additional void space for the Pitch and is therefore policy compliant.

PLANNING POLICY

Designations
- Green Belt

Principle of Development

The proposed development involves the replacement of the existing grass surface pitch with an artificial grass pitch to accommodate a rugby pitch, and associated perimeter fencing and hardstanding for pedestrian and vehicular access. The applicant is also seeking permission for a temporary gym building of 1,200sqm for a period of five years.

Provision of sports facilities

The NPPF supports the provision of sports facilities. Part c of paragraph 91 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which enable and support healthy lifestyles, especially where this would address identified local health and well-being needs - for example through the provision of, among other things, sports facilities. Paragraph 96 also states that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Whilst the proposed gym facility will not be open to members of the public, the artificial grass pitch will be made available to the public and the applicant has stated that the building of the temporary gym facility will free up capacity of other facilities operated by the university for members of the public.

Part B of Policy S5 (Sports and Recreation Facilities) of the Intend to Publish Version of the London Plan states that Development proposals for sports and recreation facilities should: increase or enhance the provision of facilities in accessible locations, well-connected to public transport and link to networks for walking and cycling; maximise the multiple use of facilities, and encourage the co-location of services between sports providers, schools, colleges, universities and other community facilities.

Part C of Policy S5 also states that existing sports and recreational land (including playing fields) and facilities for sports and recreation should be retained unless the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

The applicant is proposing the replace the existing grass surface pitch with an artificial grass pitch to accommodate a rugby pitch and provide a temporary gym facility. This proposal is generally supported by planning policy.

Green Belt

Policy EM2 of the Local Plan: Part One (November 2012) notes that any proposals for development in the Green Belt will be assessed against national and London Plan policies, including the very special circumstances test.

The National Planning Policy Framework (NPPF) attaches great importance to the Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. The NPPF states that once Green Belt boundaries have been defined and local planning authorities are required to positively enhance the beneficial use of the Green Belt. Paragraph 144 of the NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt.

Paragraph 145 of the NPPF (2019) notes a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt unless it meets one of the exceptions. Exceptions relevant to this development are:

- Part b) of paragraph 145 - the provision of appropriate facilities (in connection with the existing use

of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;

- Part g) of paragraph 145 - limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- Not have a greater impact on the openness of the Green Belt than the existing development; or
- Not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Policy DMEI 4 of the Local Plan: Part Two (2020) notes inappropriate development in the Green Belt will not be permitted unless there are very exceptional circumstances. Extensions and redevelopment of sites will also only be permitted where this would not have a greater impact on the openness of the Green Belt as well as the purposes of including land within it, than the existing development, having regard to:

- the height and bulk of the existing building on site,
- the proportion of the site that is already developed,
- the footprint, distribution and character of the existing buildings on site,
- the relationship of the proposal with any development on the site that is to be retained; and
- the visual amenity and character of the Green Belt.

Part of the proposed development has the potential to be assessed as an exception to Green Belt policy based on the type of development proposed. The artificial playing pitch would be considered an exception as per part b) of paragraph 145 due to its use for outdoor sport. There is also additional hardstanding and perimeter fencing proposed as part of the new playing pitch provision. These elements may have an additional impact on the openness of the Green Belt and the purposes of including land within it which would need be assessed.

The temporary gym building would be a significant development. The applicant has stated that the gym is to be directly associated with the rugby pitches and incorporated in the overall rugby training. Part b) of paragraph 145 states that one exception to the construction of buildings in the Green Belt is the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. The applicant has sought to demonstrate that the temporary gym is to be provided in connection to the rugby pitch however given its scale and consequent impact on the purposes of Green Belt, it is the Council's view that the gym does not fall within the exceptions set out in paragraph 145 and consequently would therefore be inappropriate development. Very special circumstances therefore need to be demonstrated to justify the provision of the gym in this location. The applicant's proposed very special circumstances are reviewed in detail below.

The applicant also needs to demonstrate that the facilities will preserve the openness of the Green Belt. If the applicant is unable to do this, they must again demonstrate very special circumstances for the scale and massing of the proposed gym given the significant impact this could have on the openness of the Green Belt in this location. The applicant has submitted a local views assessment which demonstrates that there will be an impact on views from the west of the site, no additional impact on views from the south of the site due to existing fencing already in place, and no impact on views from the east and north of the site due to hedgerows which enclose the site.

Very Special Circumstances

As stated above, the provision of the artificial rugby pitch would fall within exception b) of paragraph 145 of the NPPF however it is not clearly demonstrated that the temporary gym facility would fall

within exception b) and that it would preserve the openness of the Green Belt. The applicant has provided a case to demonstrate that very special circumstances exist which outweigh the harm to the Green Belt.

A) Economic and Social Need and Urgent Requirement for Facilities

The applicant has highlighted the importance of the higher education sector in delivering on economic and social policy objectives, both locally and to the wider UK. The applicant also notes that as an existing and successful higher education/economic asset it is well placed to deliver improvement and growth necessary to satisfy economic and social needs. The applicant highlights research which indicates that engagement in sports at university leads to improved graduate employability and that there is a direct link between sports facility provision and the future economic performance of graduates.

Student numbers are rising generally and the applicant has stated that there is an urgent need to provide facilities. The applicant has stated that demand for the current sports facilities at the university outstrips supply with over 4,000 students participating in some form of sport or physical activity each week either in one of the existing sports clubs or as members of the existing campus gym. A survey of the existing gym facilities undertaken by the applicant demonstrated significant capacity issues, with the quantity and access to the types of strength and conditioning equipment required by the rugby programme being highlighted as key issues. The applicant highlights that growth of the rugby programme will deliver a 10% increase in the number of students wishing to access the sports facilities and that this demand is not capable of being met with the existing infrastructure in terms of gym capacity and the playing demands on the current grass sports pitches.

The applicant has also highlighted that the provision of sports facilities are supported by the NPPF and London Plan.

B) Alternative Means of Meeting Need

The applicant is seeking permission for a temporary gym facility for a period of 5 years, which they have stated will allow the university time to prepare a new masterplan for the entire campus to ensure that all educational need requirements can be comprehensively planned for. The applicant intends to prepare this through detailed discussions with LB Hillingdon and the GLA. The applicant is seeking permission for the temporary gym facility to ensure needs are met in the short-term.

The applicant has stated that the gym needs to be located close to the rugby pitch because it is intended to support the rugby programme. The applicant has also stated that there is no capacity for growth within the university's existing sports facilities or other locations across the campus. The applicant has stated that other locations considered were also inappropriate due to reasons of noise, proximity to existing buildings, locations within areas of flood risk and the size of the proposed development.

The entire university campus lies within the Green Belt and so it is likely that similar issues regarding impact on the openness of the Green Belt are likely to be found on other sites within the university's campus. The Council would expect additional evidence to demonstrate which other sites were considered and why they were unsuitable but the applicant's rationale for seeking to locate the gym close to the rugby pitch is accepted.

The site itself is accessible by public transport and walking which is positive and will help minimise additional vehicle activity in and around the Green Belt location.

C) Public Benefits

The applicant has stated that the temporary gym facility will be accessible only to students, however, they point out that the university's existing facilities already attract a lot of public use and that the temporary gym will alleviate capacity challenges within the existing sports facilities. This will allow the University to offer more opportunities to students, staff and the local community to participate in sport and physical activity.

They state that by supporting the wider university programme, the proposed development will also deliver on economic and social policy objectives relating to economic development and health and well-being.

The artificial grass pitch will also be made available to the public.

The applicant has stated that the university will be supporting access to rugby within the university by working with clubs/organisations outside of the university. This will be provided through the following ways:

- An apprenticeship programme to provide a non-academic pathway combining rugby and personal development towards employment. Training and matches would take place at the university;
- Allowing participation of the Brunel Trailfinders Rugby Club in the Rugby Football Union (RFU) which will provide match activity to players on the apprenticeship programme alongside other Brunel students;
- Working with the Middlesex County Constituent Body RFU to support and deliver rugby for under 18 and under 20 programmes, many of the events for which will be delivered at the proposed facility
- Through an Inner City Educational Support Programme which is being created to provides routes towards higher education for talented young athletes. Financial bursaries will support students to study at Brunel and other select colleges;
- Through links with schools throughout London and the South East of England, the Trailfinders Academy will support the use of the proposed facilities for training and matches for these schools throughout the year.

D) Level of Harm to the Green Belt

The applicant has provided a Green Belt study undertaken in 2015 which assesses the contribution that the Brunel University campus as a whole makes to the purposes of the Green Belt. It concludes that the land within which the proposed development sits make a limited contribution only and that allowing development on this land would not be likely to have an adverse impact on the functionality of the remainder of the Green Belt as a whole.

The applicant has also submitted a local views assessment which demonstrates that there will be an impact on views from the west of the site, no additional impact on views from the south of the site due to existing fencing already in place, and no impact on views from the east and north of the site due to hedgerows which enclose the site. The applicant has also stated that there is scope for additional landscaping for the new temporary facility that can be incorporated to help minimise the appearance in the landscape.

Finally, the applicant notes that the temporary nature of the facility means that it's impacts are reversible. The applicant has agreed that after five years the land will be returned to its original or equivalent or improved states of openness and that they are agreeable for this to be secured by planning condition.

Conclusion

Taking into account all of the above evidence, it is accepted that the applicant has demonstrated that very special circumstances do exist for the proposed development. There is a significant benefit in terms of the proposed development helping to facilitate access to higher education and helping to

facilitate apprenticeship programmes to provide non-academic pathways to employment. There is also a benefit to the local community as the proposed gym facility is expected to alleviate capacity on existing campus facilities which are used by members of the public as well as university staff and students. The artificial grass pitch will also be available for public use.

The importance of the university in general to the local and wider economy is well established. The applicant has highlighted a need for additional facilities to cope with increasing student numbers and has highlighted the positive impact sports facilities can have on both health and well-being and the future employability of graduates.

As the entire university campus lies within the Green Belt, reasonable alternative sites may encounter similar issues in terms of the impact of the gym facility on the openness of the Green Belt and the purposes of including land within it. The applicant has sought to demonstrate that the impact on the Green Belt will be limited and has submitted a views assessment which shows a minimal impact on local views. The temporary nature of the proposed gym facility means that any impact will at least be temporary and nature and use of planning conditions to ensure the land is returned to its original or equivalent state is recommended.

HIGHWAYS

Change of an existing sports field to a 3D pitch, fencing and erection of a temporary gym facility. The site is located along Kingston Road which has double yellow line restrictions along its entire length, resulting in no vehicle parking opportunities. There are no existing parking facilities, 12 cycle parking spaces are proposed and one disabled parking space. There is an existing access point which will be upgraded. The access is wide enough to accommodate all size of vehicles and swept path analysis has been provided. There will be minimal vehicle movements associated with the site, therefore it is not envisaged that will be significant, if any conflict issues between pedestrians, vehicles and cyclists. This is solely for the Rugby club not for wider university or public use, so trips will be contained. There is no parking provided as it will be expected that people will walk, cycle or use public transport to access the site. Parking is bookable at the main campus, less than a five minute walk away which will be utilised for away teams arriving by mini bus for matches. The University already has a well established Travel Plan and a condition should be place on the application that this site should be covered by the Travel Plan document. With the inclusion of this condition, there are no highways objections to this application.

AIR QUALITY

The Proposed Development (land use class D2) is likely to generate approximately 150 two-way trips (gym staff, coaching staff, medical, admin personnel and the players themselves) each time there is a training session on the pitch, and 200-300 two-way trips each time a rugby match is undertaken, during the day, afternoons/ evenings and at weekends via pre-arranged and structured community access.

The largest number of trips at any one time at the site are likely to be when a rugby game is scheduled. This additional increase in traffic emissions are likely to impact the Uxbridge Focus Area which will add to current exceedances of the nitrogen dioxide annual mean limit value within this sensitive area.

The proposal is air quality neutral in terms of traffic emissions. As per the London Plan, developments need to be neutral as minimum and contribute actively to reduce pollution in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

DAMAGE COST AND MITIGATION MEASURES

The trip generation associated with the operation of the upgraded facilities will generate in average 0.2 tonnes of NOx and 0.01 tonnes of PM2.5 per annum which equates to a damage cost of £76, 801. Assuming the travel plan in place achieves a 10% traffic reduction and that modal shift actions by users achieve a further 15% reduction, the residual damage cost is £57, 601.

Therefore, a section 106 agreement with the LAP of £57,601 will have to be paid for Hillingdon to address the resulting increase in air pollution emissions associated with this additional proposed development. As per standard practice, the required amount will be used to continue 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.

Alternatively, the equivalent amount is to be allocated by the applicant towards further improvements of the existing Travel Plan. This is to be secured via a bond and Condition Travel Plan below.

2 Reason for Refusal (if objecting)
N/A

3 Observations

Two Air Quality conditions are required to both further develop the existing University's Travel Plan to make it more effective and measurable and manage the construction fleet as per Mayor requirements. See text below.

Condition Air Quality - Addendum to the Existing Travel Plan

1. No construction works shall be undertaken until a clear and effective addendum to the existing Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The addendum shall include, but not be restricted to:

- a) Additional measures to foster the use of electric vehicles,
- b) Provision of an electric vehicle fast charging bay. This is to be implemented as part of the proposal with the minimum requirements as per the London Plan,
- c) Provision of specific measures that encourage modal shift to sustainable ways of transport during the sport events. These may include but not be restricted to display of information on digital boards before and during the game encouraging attendants to use green ways of transport; on-line selling tickets with information on how to access the place via walking, cycling and or public transport, etc;
- d) A clear and effective strategy, aligned with the Travel Plan, to measure the effectiveness of the travel plan measures over a period of 5 years. Measures to support and encourage modal shift, will include but be not restricted to incentives for residents to use public transport to reduce their car ownership. The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason -

As the application site is within an Air Quality Management Area and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), London Plan Policy 7.14, Mayor's Intent to Publish London Plan Policy SI1, and paragraph 170 of the National Planning Policy Framework (2019).

Conditions - Reducing Emissions from Demolition and Construction

A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason: Compliance with London Plan Policy 7.14 and in accordance with Mayor of London "The Control of Dust and Emissions from Construction and demolition (or any successor document).

B Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019) All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

Context

The proposed development is within an Air Quality Management Area and affect an identified Air Quality Focus Area i.e. the Uxbridge Focus Area. Air Quality Focus Areas are defined by the GLA as areas already suffering from poor air quality where prioritisation of improvements is required. This is supported by:

Local Plan Part 2 Policy DME1 14

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 continued improvement of air quality, especially within the Air Quality Management Area.

TREES AND LANDSCAPING

This site is occupied by a rugby pitch, belonging to Brunel University, located to the east of Kingston Lane. Hillingdon Cemetery lies to the north and east of the pitch. Other sports / athletics facilities are situated to the south. The land rises from the Kingston Lane, in the west, from 44.0-45.0 metres to the cemetery in the east at 50.0metre (+/-). It also rises from Kingston Lane (north end 44.0m to the south at 45.0m).

The existing pitch was constructed relatively recently and is situated on an elevated plateau some 3 metres (+/-) above the road. Much of the road boundary is defined by palisade security-type fencing, behind which is a hedge, maintained at approximately 2.5metres along much of the street frontage.

The cemetery boundaries are defined by a 3 metre high dense holly (evergreen) hedge on the east boundary. The north boundary is more open tree-lined edge. Aside from the tall rugby posts, the only visual intrusion above the pitch, is the high mast floodlight poles around the edges. There are no TPO's or Conservation Area designations affecting the site and there is no vegetation, other than the roadside hedge.

COMMENT No trees will be affected by the proposal.

The upgrade of the sports pitch from a natural grass to an artificial grass finish should not have a visual impact from outside the site. It is understood that topsoil (300-450mm) will be removed from the existing pitch and replaced with a similar depth of construction and formation of the synthetic

surface. Compared to the spot heights on the site boundaries (given above) the proposed height of the pitch will vary between 47.05 metres (in the north-west corner) and 48.195 metres (north-east and south-east corners). The floodlight columns will remain.

The main visual impact will be from the temporary gym facility which will be installed between the Kingston Lane boundary and the edge of the rugby pitch on the land which is currently two grass terraces.

SCREENING OPPORTUNITIES A small area of planting is shown on plan, immediately to the north of the gym. It appears that additional tree planting could be provided in the north-west and south-west corners of the site without interfering with the operational / maintenance requirements of the site. There is also space to plant fastigate (upright) trees between the gym building and the roadside hedge.

Further to that, additional hedge planting could be provided in existing gaps (for example the north-west boundary / north of the existing gates). The existing hedgerow could also be allowed to grow and be maintained at a slightly higher level - say 3.5metres?

RECOMMENDATION No objection subject a review of the opportunities for additional screening / planting, as noted above. Details could be conditioned using COM9 (parts 1,2,4 and 5).

CONTAMINATED LAND

1 Summary of Comments:

I have reviewed the following report as submitted with the application:

Title: Ground Investigation Report; Ref: GWPR1479/GIR; Version V1.01 Dated: February 2016; Prepared by: Ground and Water Ltd.

Details within the report include an updated conceptual site model and risk assessment which indicate that, in terms of land affected by contamination, chemical analyses of soil samples sampled during the site investigation did not identify any significant contamination over a majority of the land at the site and therefore it is concluded that the existing playing area of the site will be suitable for continued use with the proposed replacement pitch.

However, in terms of the land at the proposed location of a new temporary gym building, an elevated concentration of carbon dioxide was recorded in a single borehole/gas monitoring well which was drilled in proximity to the southern corner of the proposed structure (see observations section below).

Therefore, I recommend the following conditions be imposed if planning permission is awarded:

Gas Condition

Ground Gas Survey

Before any part of the development is commenced, the applicant shall carry out and submit details of an updated ground gas survey to be conducted below the footprint of the proposed new temporary building. If unacceptable concentration/s and flow of ground gas are detected, the applicant shall install gas protection measures to prevent gas ingress to the proposed building. This condition will not be discharged until works have been completed and appropriate validation and verification information has been submitted to and approved by the Local Planning Authority.

REASON: The Council's records show that the development site has ground conditions which

suggest possible ground gas risks may be present. A gas survey is required to clarify that there is no significant gas issues at the location of the proposed structure; all 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.

Soil Condition

Imported Materials Condition

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

REASON: To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with 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 Reason for Refusal (if objecting):

Not applicable (subject to the above conditions)

3 Observations:

- The report indicates that scheduled monitoring of soil gases detected an elevated concentration of carbon dioxide (CO₂) which was recorded on one of two monitoring visits undertaken over a two-week period.
- The CO₂ exceedance was identified in window sampling borehole WS1 which penetrated materials of the Boyne Hill Gravel strata to a depth of 3.45mbgl.
- No made ground materials were recorded in the borehole log for WS1
- Borehole Log from BH1 (de-commissioned following drilling) indicate made ground is present in the location of the proposed new temporary gym building.

ACCESS

This proposal is underpinned by an intention to provide a sports facility for the local community and for sports organisations to participate in physical activities for health improvement and development particularly amongst low participant groups of people. Of note is an intention to encourage and increase the number of people, including disabled people to take up sport. In framing the following comments, reference is made to policy 3.1 and 7.2 of the 2016 London Plan, and the Council's Accessible Hillingdon Supplementary Planning Document (adopted September 2017): 1. One accessible parking bay is noted at the top of the 1:20 vehicle slope. From the accessible parking bay level access is shown on plan 8164.03.01. 2. No comments on the AGP however the temporary gym facility should be fully accessible to include a range of equipment accessible to disabled people. 3. The Design and Access Statement refers to Sports England's Technical Design Guidance Note, 'Accessible Sports Facility 2010', but does not explain how the guidance has been applied to the proposed development. 4. Access to the pitch should be possible via a continuous pathway and any spectator areas and seating should be accessible to wheelchair users with good sightlines to the pitch. Further details are required in this regard. 5. The plan for the intended gym building lacks the necessary detail for an accessibility assessment of merit to be carried out. Details should include: a.

Accessibility to welcome area and any reception desk. b. Toilet facilities accessible to older and disabled people. c. Changing facilities for wheelchair users. d. Accessible showering facilities 6. A 'Changing Places' cubicle measuring 3m x 4m (12m²) should be incorporated into a revised floor plan to be considered as part of the determination of this planning proposal. CONCLUSION: further details in respect of the points raised in numbers 4 to 6 above are requested.

OFFICER COMMENT: Conditions will be imposed to secure 4 and 5 above, however, a changing places facility of the size suggested cannot be facilitated without causing detrimental harm to the Green Belt by virtue of impacting upon the openness of the Green Belt. The University have advised that Changing Places facilities exist on the main campus that could be used where required.

NOISE COMMENTS (SUMMARY ONLY)

Recommendations:

Where time permits, it is our opinion that the report should be updated as follows to help inform the determination of the planning application:

- Fully describe the current and proposed use(s) of the pitch, drawing out what would be different under the proposed use.
- Fully consider the guidance in the NPPF and Sport England DGN and determine a suite of thresholds that can be used to judge the likelihood and degree of adverse effect. This will likely need to address any change in sound levels and/or number of occurrences rather than absolute sound levels. Professional judgement will be required.
- Identify and consider all key noise-sensitive receptors/locations.

Where time does not permit such revisions before a decision needs to be made, and where LBH is mindful to grant permission, then it is considered that the risk is sufficiently low that the additional assessment could be conditioned.

Alternatively, given the generally like-for-like nature of the development, and our anticipated low risk of significant adverse noise effect, it is considered that the Council could take the position that no further noise assessment is required.

OFFICER COMMENT: The above information was submitted and further reviewed with the following summary recommendations:

4 SUBSEQUENT RECOMMENDATIONS

The only real difference between the two version of the NIA report is the inclusion of further details on the existing and proposed uses (as presented above), but where it is questionable if the information is complete or consistent. Essentially, therefore, nothing has changed since the previous review, and all previous comments and recommendations remain valid, in our opinion. However, this includes our conclusion that the risk of significant adverse noise effect is low, and that the Council could take the position that no further noise assessment is required.

OFFICER COMMENT: based on the summary set out above and the low risk of significant adverse noise impacts, no further information was requested, but the implementation of the Noise Management Plan contained within the Noise Assessment will also be conditioned should planning permission be granted.

ECOLOGY

In general, the ecological impacts are negligible (except for badgers). The current amenity grassland would present minimal value for wildlife and therefore its loss to an artificial pitch would be negligible.

With regards to badger sett; it does not appear necessary to close it from a practical construction point of view. The badger report states that 'if there is likely to be a breach, then it should be closed'

but doesn't provide a plan of the proposed development in the context of the badger sett. Furthermore, there is no discussion of the construction impacts or operation of the artificial pitch save for a few minor references. Simply put, the closure of this sett has not been properly justified.

The sett may be an outlier but it is on the edge of a larger area of ideal habitat for badgers and relatively undisturbed. Therefore even if the amenity grassland were to be replaced by the artificial pitch the connectivity from this sett to the wider habitats would remain. Therefore, the preferred approach would be to retain the sett. On receipt of sufficient justification that the sett must be closed then the applicant must present alternative ecological enhancement measures to offset the loss of the outlier sett. It would not be acceptable to simply close the sett without any mitigation or consideration of enhancement opportunities.

The following condition is therefore necessary:

Condition

Prior to commencement of laying the artificial pitch, a scheme for the protection of the outlier badger sett identified within the badger survey shall be submitted to and approved in writing by the Local Planning Authority. Should the applicant be unable to provide sufficient protection for the sett to allow it to remain in situ then suitable written justification must be provided as to why it cannot be retained along with method statements regarding its closure; this written justification and method statement along with a detailed plan for the mitigation of the loss of sett shall be submitted to and approved in writing by the Local Planning Authority. The development must proceed in accordance with agreed written approach of the Local Planning Authority.

Reason

To ensure the development contributes to the protection of valuable species in accordance with EM7 of the Local Plan Part 1.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site accommodates an established outdoor grass sports pitch used for Rugby. The entire campus, including the rugby pitch falls within the Green Belt as designated in the Hillingdon Local Plan. Accordingly, the key issues pertaining to the principle of development relate to the impact of the development on the openness of the Green Belt.

ENHANCEMENT TO EDUCATIONAL FACILITIES AND SPORTS PROVISION

Paragraphs 91- 93 of the NPPF (2019) state planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, enable/support healthy lifestyles and provide social and recreational facilities to meet local community needs - including the provision of sports facilities. Paragraphs 96 - 101 of the NPPF (2019) state that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to health and the well-being of communities. The document is clear that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless the loss can be replaced by equivalent or better provision, or the development is for alternative sports and recreation.

At a regional level, London Plan Policy 3.19 (Sports Recreation 2016) indicates development proposals that increase or enhance the provision of sports and recreation facilities will be supported. Policy S1 (intended to publish version 2019) states that development proposals that provide high quality, inclusive social infrastructure that addresses a local or strategic need and supports service delivery strategies should be

supported.

The London Plan (adopted and Draft) also provides in principle support for proposals which support London's world class higher education institutes. Policy 3.18 of the London Plan (2016) states that the Mayor will "support provision of higher education facilities adequate to meet the demands of a growing and changing population and to enable greater educational choice", requiring Local Plans to assess the need for higher education development and secure sites for provision.

Part B of Policy S5 ((Sports and Recreation Facilities) of the Intend to Publish Version of the London Plan (2019) states that Development proposals for sports and recreation facilities should: increase or enhance the provision of facilities in accessible locations, well-connected to public transport and link to networks for walking and cycling; maximise the multiple use of facilities, and encourage the co-location of services between sports providers, schools, colleges, universities and other community facilities.

Part C of Policy S5 also states that existing sports and recreational land (including playing fields) and facilities for sports and recreation should be retained unless the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

The application proposes the replacement of the existing grass surface rugby pitch with an rugby league standard artificial grass pitch (AGP). The application also proposes a temporary gym facility which will be accessed by the participants of the rugby programme only. As demonstrated above and through the comments from both the GLA and Policy Officer, the proposed gym building is generally supported by virtue of Very Special Circumstances.

GREEN BELT

London Plan (2016) policy 7.16 and the NPPF (2019) confirm that the strongest protection should be given to the green belt and that inappropriate development should be refused, except in very special circumstances.

Policy EM2 of the Local Plan: Part 1 (2012) confirms that any proposals for development within the Green Belt will be assessed against national and London Plan policies, including the very special circumstances test.

Policy OL1 of the Local Plan: Part 2, and Policy DMEI 4 of the Hillingdon Local Plan : Part 2 - Development Management Policies (March 2020) confirms that only predominantly open land uses will be considered acceptable within the Green Belt and that planning permission for other uses will not be granted.

Policy DMEI 4 of the Hillingdon Plan : Part 2 - Development Management Policies (2020) states:

- A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very special circumstances.
- B) Extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness

of the Green Belt and Metropolitan Open Land, and the purposes of including land within it, than the existing development, having regard to:

- i) the height and bulk of the existing building on the site;
 - ii) the proportion of the site that is already developed;
 - iii) the footprint, distribution and character of the existing buildings on the site;
 - iv) the relationship of the proposal with any development on the site that is to be retained;
- and

The NPPF (2019) sets out the national planning policy approach to development in the Green Belt. It states that planning authorities should continue to consider the construction of new buildings in the green belt as "inappropriate". However the NPPF notes that certain forms of development can be considered as being 'not inappropriate' provided they preserve its openness and do not conflict with the purposes of including land within it.

Paragraph 145 lists these exceptions. Of relevance to the proposed development, this includes:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Having regard for the above policies, the applicant has submitted a planning statement with evidence which supports why this development should be considered acceptable within its Green Belt location. The documents states "It is not considered therefore that the works to upgrade the pitch, or the provision of a temporary building to house a gym (the use of which will be ancillary to the existing material use of the land) represent inappropriate development ". Furthermore the document refers to the development as complying with both exception b) "provision of outdoor sports facilities", and or g) "limited infilling or the partial or complete redevelopment of previously developed land", as justification for why the development is considered to be appropriate.

Whilst it is clear that the proposal for a replacement of the grass pitch with an AGP would be used for outdoor sports and would therefore meet exception b) of paragraph 145, the harstanding and additional fencing around the perimeter of the pitch would have an additional impact upon the openness of the Green Belt which requires assessment.

Moreover the temporary gym facility would measure approximately 1200 sqm and 6.2 m in height which is a significantly sized building and would not be considered to comply with exception g). Furthermore whilst the building would be associated to the AGP by way of its use by those who participate in the rugby programme, the fact it is an indoor gym facility means it cannot be considered as an extension to the outdoor sports facility. Whilst the applicant has stated that both the AGP and gym accord with parts b) and or g) of paragraph 145 of the NPPF given the lack of evidence with the submission to support this, the temporary gym would be considered inappropriate development and therefore very special circumstances need to be demonstrated to justify the need for the gym in this location. This justification must outweigh the potential harm for the development to be considered acceptable.

The Planning Statement preempts that the Council would take this view which is supported by the GLA in their comments and provides a list of very special circumstances and evidence to justify each point. These are as follows:

- (1) There is an economic and social need for the development;
- (2) There is no reasonable alternative means of meeting this need;
- (3) The proposed development is deliverable and will realise significant public benefits; and
- (4) The scale and severity of harm to the Green Belt will be limited.

1) Economic and Social Need and Urgent Requirement for Facilities

The planning statement emphasises the role which the higher education sector has to play in delivering social and economic policy objectives at local and national level. Furthermore the applicant states that Brunel University is considered a successful higher education and economic asset and is well placed to deliver improvement and growth necessary to satisfy economic and social needs. The applicant highlights research which indicates that engagement in sports at university leads to improved graduate employability and that there is a direct link between sports facility provision and the future economic performance of graduates.

The document goes on to state that given student numbers are rising, sports participation is also growing and the success of the rugby partnership programme with Ealing Trailfinders there is a need to increase the sports facilities on site to meet this demand. The submission provides some evidence towards this by stating that over 4,000 students participate in some form of sport or physical activity each week either as part of an existing sports club or through the use of an on campus gym. Moreover the document includes the results of a survey undertaken by the applicant, of the existing gym facilities which demonstrated significant capacity issues. Specific issues were identified relating to the quantity and access to the types of strength and conditioning equipment required by the rugby programme.

The applicant states there is a forecasted increase in the growth of the rugby programme and that it will deliver a 10% increase in the number of students who access the sports provision within the university campus. The submission demonstrates that the university is unable to absorb this increase within its existing sports infrastructure and the playing demands of the current grass pitches.

The statement provides policy references such as paragraphs 91, 92 and 96 of the NPPF which require planning decisions to enable and support healthy lifestyles, especially where

this would address identified local health and well-being needs (for example through the provision of sports facilities) and that that access to opportunities for sport is important for the health and wellbeing of communities. Further references include London Plan which sets out support for increasing accessibility to, and participation in sport and recreation.

(2) There is no reasonable alternative means of meeting this need

The proposal seeks permission for a temporary gym facility for up to 5 years, which will allow time for the university to prepare and submit a new masterplan. The masterplan will detail how the university plans to deal with its forecasted growth over an extended period (e.g 10 years) to ensure that all educational need requirements can be planned for. As such the applicant is seeking a short-term solution in order to meet the demand for sports provision within the university.

Given that the entire campus is located within the Green Belt it is clear that locating the new gym floorspace anywhere else within the campus would create a similar scenario. As stated above the applicant has demonstrated the growth of the sports provision demand and in particular gym space floor space has risen to a point where it can no longer be accommodated within its existing facilities. As such locating a temporary building next to the pitch which would improve the functionality of the programme and free up gym space within the campus for wider use, is viewed as logical.

The applicant raises additional points to support the gyms proposed location by stating that other locations considered were also inappropriate due to reasons of noise, proximity to existing buildings, locations within areas of flood risk and the size of the proposed development.

Additional benefits such as the accessibility of the site by way of public transport and walking are also listed which are accepted and these would assist with reducing the potential for significant vehicle trip generation.

(3) The proposed development is deliverable and will realise significant public benefits;

The applicant has stated that the temporary gym facility will be available to students of the university only. This decision is understandable given the shortfall in gym space across the campus as described within the planning statement. However the AGP will be made available for wider public use in a similar way to the other sports facilities within the university ownership such as the AGP football / hockey pitches, athletics track and gyms within the main campus. The submission states that the existing sports facilities can be booked via a mobile or other device application and the university monitor the use of the facilities by students and the wider public in order to ensure adequate availability is provided for both. Furthermore it is clear that the university is able to use sports facilities as a tool for revenue therefore it there should be little concern relating to the university restricting public use to an unacceptable level.

Moreover the applicant has stated that the university will be supporting access to rugby within the university by working with clubs/organisations outside of the university. This will be provided through the following ways:

- An apprenticeship programme to provide a non-academic pathway combining rugby and

personal development towards employment. Training and matches would take place at the university;

- Allowing participation of the Brunel Trailfinders Rugby Club in the Rugby Football Union (RFU) which will provide match activity to players on the apprenticeship programme alongside other Brunel students;

- Working with the Middlesex County Constituent Body RFU to support and deliver rugby for under 18 and under 20 programmes, many of the events for which will be delivered at the proposed facility;

- Through an Inner City Educational Support Programme which is being created to provides routes towards higher education for talented young athletes. Financial bursaries will support students to study at Brunel and other select colleges;

- Through links with schools throughout London and the South East of England, the Trailfinders Academy will support the use of the proposed facilities for training and matches for these schools throughout the year.

(4) The scale and severity of harm to the Green Belt will be limited (Visual Impact)

In terms of visual impact, the site currently comprises of an existing turf rugby pitch with associated rugby goal posts, flood lighting and a pitch boundary which segregates the spectators from the playing surface. The existing pitch sits within a perimeter bund which differs in height due to the land level change which slopes down as you approach the front of site from Kingston Lane. The site benefits from dense foilage along the northern, southern and western boundaries which significant screen views of the pitch from outside of the site. However given the height of both the rugby posts and the floodlights these can be viewed from significant distances outside of the site.

The applicant has stated there is an underlying shortfall in gym space which is failing to meet the current demand for sports provision and in particular the type of gym equipment which is required to meet the needs of the athletes within the rugby programme. It is therefore acknowledged that the university would need to increase gym floor space within the boundary of its ownership and whilst the temporary building is not considered to be an extension to the outdoor sports facility it is recognised that this is a practical location in terms of how it will improve the functionality of the programme as participants can move between the gym and the pitch with ease. The built form is not the only element for which harm can be attributed. Whilst the pitch itself is not considered to present additional impacts to the openness of the Green Belt, the additional hardstanding and perimeter fencing are considered to have moderate adverse impacts.

The proposed new Gym building is approx 60x20m with a 3m eaves height and a low pitched roof. The building is single storey, and is approx 1m above the footway level on Kingston Lane and the overall ridge height of the pitched roof is 6.18 m. The requirement to allow a flexible layout to the space to accommodate various gym equipment sets the eaves height at 3.0m combined with a low pitched roof setting the ridge height. The proposed building is industrial in appearance with insulated profiled sheeting for the walls and gable ends and an air filled white PVC coated fabric roof covering. The building is a low linear form, in 5m bays -the entrance area is articulated with entrance doors and windows, the pitch side elevations provide windows and access doors towards the new AGP. The elevation to Kingston Lane is plain, being set close to the existing retained hedgerow.

The site is bounded to the west and the north by the Hillingdon Moutary and Hillingdon

Cemetery. To the east is the universities athletics track and football/hockey pitches and to the south lies the academic campus which comprises of a high number of buildings varying in scale and design. The site itself benefits from dense foliage which creates a green screen around the boundary which exceeds 2 m in height particularly at the front of the site along Kingston Lane. With this in mind it is clear that the sense of openness is restricted when viewed from Kingston Lane and from within the site itself when looking south towards the wider university campus. Notwithstanding the above there are number of open areas created through the gaps within the foliage along the boundary shared with the cemetery, partially when travelling north along Kingston Lane, through the gaps in the hedge row where the path leads into up to the entrance to the athletics track and from within the athletics track itself. The applicant has submitted a views assessment which demonstrates that there will be some level of impact from each of these view points.

Whilst it is clear that the proposed temporary gym would be of a considerable scale and would result in an impact to the openness of the Green Belt, the applicants Design and Access Statement demonstrates that the applicant has reduced the scale of the development in order to ensure that the impact to the openness is minimised as much as possible during the lifespan of the temporary building. Given the temporary nature of the gym building, it is not considered that it has any significant adverse impact on the long-term openness of the Green Belt or the visual amenities of the surrounding area. Furthermore the applicant notes that the temporary nature of the facility means that it's impacts are reversible. The applicant has agreed that after five years the land will be returned to its original or equivalent or improved states of openness and that they are agreeable for this to be secured by planning condition.

Taking these points into account it is considered that the potential harm to the openness of the Green Belt would be outweighed by the benefits of the scheme and the proposals therefore comply with national, regional and local planning policies.

IMPACT ON THE PLAYING FIELDS AND PROVISION OF ENHANCED SPORTS FACILITIES AND COMMUNITY BENEFITS

The proposed development would result in alterations to the layout of the site, which would affect playing field provision. Paragraph 74 of the NPPF (2019) states that:

"Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss."

Policy 3.19 of the London Plan (2016) expects development proposals to increase or enhance the provision of sports and recreation facilities. Proposals that result in a net loss of sports and recreation facilities, including playing fields should be resisted.

Policy S5 of the draft London Plan (2019) seeks to retain existing playing fields unless (among other criteria) the loss resulting from the proposed development would be replaced by equivalent or other better provision in terms of quantity and quality in a suitable location

or the development is for an alternative sports and recreational provision and the benefits of which clearly outweigh the loss of current and former use.

Policy DMCI 1A of the Local Plan: Part Two (2020) requires new schools to consider their impact on green open space, games pitches, outdoor play and amenity space, taking account of the character of the area, whether the site is within an area of open space deficiency and whether the school has sufficient outdoor space for play and games.

Further to the above, the 'Playing Fields Policy' states that 'Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of all or any part of a playing field, or land which has been used as a playing field and remains undeveloped, or land allocated for use as a playing field, unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.'

The five specific exceptions are identified as follows:

1. 'A robust and up-to-date assessment has demonstrated, to the satisfaction of Sport England, that there is an excess of playing field provision in the catchment, which will remain the case should the development be permitted, and the site has no special significance to the interests of sport.'
2. 'The proposed development is for ancillary facilities supporting the principal use of the site as a playing field, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.'
3. 'The proposed development affects only land incapable of forming part of a playing pitch and does not:
 - reduce the size of any playing pitch;
 - result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
 - reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;
 - result in the loss of other sporting provision or ancillary facilities on the site; or
 - prejudice the use of any part of a playing field and any of its playing pitches.'
4. 'The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:
 - of equivalent or better quality, and
 - of equivalent or greater quantity, and
 - in a suitable location, and
 - subject to equivalent or better accessibility and management arrangements.'
5. 'The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.'

The proposed development would present a loss of a proportion of the playing field and the replacement of a turf pitch with an artificial grass pitch therefore Sport England are required to be consulted. The London Borough of Hillingdon does not have a Playing Pitch Strategy which would be referred to in order to determine whether there is a surplus in the availability of turf pitches within the borough which could be used. Furthermore there is no specific data which would allow officers to assess the usability of the turf pitches across each year over specific period which would be useful in determine whether there is a need for artificial grass pitches to increase the level of all year round outdoor sports provision. Sport England recognise that the absence of such information place the emphasis on the

applicant to provide a robust argument for both the replacement of the turf pitch and the partial loss of the playing field.

In commenting on the proposal Sport England refer to the submitted documentation which indicates that the development would provide facilities for both the University and Ealing Trailfinders and consequently it could be suggested that there is some demand for the proposed development. In addition to this it should be noted that Ealing Trailfinders have taken up residency at the Brunel Rugby pitch and participate in home fixtures here twice per week as well as training. Sport England have stated that no agronomy report has been submitted to support the need to replace the turf pitch with an artificial surface however it is clear from the submission that the quality of the surface is not being used as a reason for replacing it with an AGP, but instead it is the ability to extend its use if it were to be replaced. In essence the AGP can be used at all times of the year whereas it is inevitable that a turf pitch will be unplayable due to weather conditions more often. This is recognised by Sport England and the Council agree with this point.

It is common for Sport England to object to the partial loss of a playing field, however as stated above in visual impact section, the use of the existing playing field is relatively constrained to the existing rugby pitch due to the location of the sports lighting and size of the site. Therefore the impact of the proposed AGP preventing other sports on the site now or in the future is limited.

It is recognised that the location of the gym is acceptable given the improvements this would make to the functionality of the programme and the wider benefits it will bring to the campus and general public. It is noted that SE do not raise an objection to the potential loss of part of the playing field to facilitate the construction of the temporary gym as the area is unlikely to have been used for formal sport and any informal use (training, warm up etc) could be relocated to the playing pitch as there will be much less concern with the potential wear and tear of the surface. In addition, since this element of the proposal is temporary then this area of playing field would come back into use once the building is removed.

Overall, Sport England states it is willing to take a "pragmatic" approach to the partial loss of the playing field to facilitate the temporary gym and the replacement of the turf pitch with an AGP providing a community use agreement is submitted and approved by the local planning authority which secures the level of public availability of the pitches. In addition a reinstatement condition has been requested to ensure that the land utilised for the temporary gym is reinstated to a playing field once the 5 year expiration of the temporary consent has passed.

With regards to the request for an agreement. At the moment, the grass pitch only has student use for training and matches so the introduction of the artificial pitch will only help to increase community usage of Brunel's sports facilities as there will not be the need to protect the playing surface in the same way.

The university has a process in place for existing sports facilities where by students, members and the wider public can book a time to use the facilities via a mobile app. Whilst it is understandable that a community use agreement be sought by Sport England to ensure that the local community benefit from the proposed development, an agreement would normally include a framework built around providing specific time slots that the facility would be available to the applicant or student population and a separate set of times for the wider community. The concern here would be that a rigid agreement could

result in an underutilised facility, possible loss of revenue to the university and restricted community benefit. The applicant was asked to provide evidence relating to the split between member/student bookings and those by the wider community. The evidence demonstrated that almost two thirds of the bookings for the 3g pitch adjacent to the south of the athletics track were made by the wider community (external hire) across 12 months. As such the existing method of booking the facilities are considered adequate.

Notwithstanding this point an agreement could be submitted containing the details of how the existing booking system works and how successful it is in ensuring adequate provision is provided to the wider community in order to justify the harm caused by the loss of the turf pitch and the partial loss of the playing field

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 DMHB 9: states memorials and their wider settings will be protected, and there is a general presumption in favour of their retention in situ. They should be well maintained and their alteration, removal or sensitive relocation will only be considered when fully justified within a Heritage Statement.

There are no Conservation Areas, Listed Buildings or Areas of Special Local Character within the vicinity. Notwithstanding this point the Council is aware the the adjacent cemetery accommodates a number of commonwealth war graves for which the setting should be preserved. A site visit was undertaken by the Case Officer and none were found along the boundary shared with the application site or any of the view points from within the cemetery. As such the development would not result in an adverse impact to the setting on the heritage assets.

Although the application site does not fall within a designated Archaeological Priority Area, there is a requirement to consult Historic England's Greater London Archaeological Advisory Service (GLAAS) due to the size of the site. No objection has been raised and there is no further requirement for conditions.

7.04 Airport safeguarding

The proposed height of the development raises no airport safeguarding issues.

7.05 Impact on the green belt

This issue has been partly addressed in part 7.01 of the report.

The Design and Access Statement states that the Site makes a limited contribution to the Green Belt and would not be likely to have an adverse impact on the functionality of the remainder of the Green Belt as a whole. Notwithstanding this point the development, and in particular the gym structure, would impact the openness of the Green Belt thus each view should be assessed accordingly.

The application site comprises of the an existing turf rugby pitch. The site is bound to the west and the north by the Hillingdon Moutary and Hillingdon Cemetery. To the east is the universities athletics track and football/hockey pitches and to the south lies the academic campus which comprises of a high number of buildings varying in scale and design. The site itself benefits from dense foliage which creates a green screen around the boundary which exceeds 3 m in height particularly at the front of the site along Kingston Lane.

Accordingly the views of the site would be obscured by the dense foliage. the presence of perimeter bunds or in the context of the taller buildings located within the academic

campus.

In terms of visual impact, the existing site results in very little impact to the openness of the Green Belt given that it is only the floodlighting which can be viewed for any reasonable distance and partial views of the perimeter fencing which bounds the pitches from the cemetery and the adjacent athletics track. The application proposes the replacement of the existing turf pitch with a rugby league standard AGP which is not considered to have any additional impacts upon the visual openness of the Green Belt. However the associated hardstanding and perimeter ball stop fencing is as well as the proposed gym which would measure 1200 sqm in floor space and 6.2 m in height which is a significant sized structure and would present a greater impact to the visual openness to the Green Belt. Notwithstanding this point the applicant is seeking a temporary permission for up to 5 years for the gym structure the impact is reversible.

The applicant's Planning and Design and Access Statements demonstrate that the scale of the gym building, which is considered to pose the greatest harm to the openness, has been reduced in order to minimise the harm but remain functional. It is acknowledged that there would be little value in reducing the scale of gym building by a greater volume as this would then result in an over-spill of programme athletes using the gym floorspace elsewhere within the campus which this application is proposing to reduce. With regards to the impact of the perimeter fencing this would be 1.25 m in height and therefore views from outside of the pitch would be minimal. It is recognised that the additional hardstanding to provide parking would also present an impact to the openness of the development and views of this would not immediately be screened due to gaps in the hedgerow required to provide vehicular access into the site.

It is clear that the proposed gym building would be visible from Kingston Lane when travelling both directions. The most prominent view of the building would be from Kingston Lane looking east where the pitched roof would sit above the 3 m hedgerow and from Kingston Lane looking south east where there is a gap in the hedgerow to facilitate the existing vehicular access into the playing field. The views assessment does not provide an in depth assessment of the impact of each view however the planning statement does make reference to some of views within the views document. With regards to views 1.1, 1.2 and 1.3 the statement says, "As shown in the accompanying Local Views Assessment, existing vegetation will screen views of the temporary building in long views north/south along Kingston Lane, with views largely restricted to the immediate western boundary". It is noted that the vegetation would screen approximately to 3-4 m of the height of the gym building and the majority of it's width, the height would extend above the hedgerow by 2-3 metres. Notwithstanding this point the gym structure would benefit from a pitched roof measuring approximately 6 metres but only 3 metres to the eaves which means that the bulk of the height of the roof would sit further away from the boundary thus reducing the overall impact to the openness.

A further assessment was requested from within the cemetery as upon visiting the site to ascertain the location of the commonwealth war memorials the boundary treatment was observed and gaps within the vegetation along the boundary were identified. A views plan was submitted and demonstrates that the gym building would be the only additional structure which would be viewed from within the cemetery and the bulk of the structure would be obscured by vegetation. Furthermore the building would be sited 28 m from the boundary which would also reduce the impact from this location.

Conclusion

Taking all of the views into consideration it is clear that the development would present some harm to the openness of the Green Belt due to the significant size of the gym building. However the most prominent views from outside of the development would be offered from Kingston Lane when travelling in both directions and a large proportion of these views would be obscured by the dense 3 m high hedgerow which tunnels along the boundary of the highway. With regards to the views offered from inside of the development these would be viewed against a backdrop of either the adjacent track or the taller university buildings within the main academic campus. Furthermore the applicant is seeking temporary permission for up to 5 years for the gym building which presents the greatest impact and therefore any potential harm would be reversible.

Taking these points into consideration the proposed development is not considered to give rise to a significant impact upon the openness of the Green Belt and the temporary nature of the development is considered to be acceptable.

7.07 Impact on the character & appearance of the area

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 D1 of the 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 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 application site comprises of the an existing turf rugby pitch. The site is bounded to the west and the north by the Hillingdon Moutary and Hillingdon Cemetery. To the east is the universities athletics track and football/hockey pitches and to the south lies the academic campus which comprises of a high number of buildings varying in scale and design. The

site itself benefits from dense foliage which creates a green screen around the boundary which exceeds 3 m in height particularly at the front of the site along Kingston Lane. The proposed replacement of the turf pitch with an AGP and the associated ball stop fencing is not considered to have a negative impact upon the character and appearance of the area. The gym building would comprise of 1200 sqm thermolite paneled structure with a pitched roof measuring 6.2 m and which is not considered to be in keeping with the character and appearance of the street scene. However the 3 m dense hedgerow along the front of Kingston Lane would obscure views of the vast majority of the structure as the the eaves are approximately 3 m and the pitched roof reduces the views of the structure further from the road. Similar to the assessment of harm to the openness of the Green Belt the structure would benefit from a temporary permission for up to 5 years meaning any harm would be reversible. As such the proposed development is not considered to have a significant impact upon the character and appearance of the area.

7.08 Impact on neighbours

Policy DMHB 11 (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

There are no residential properties within the immediate vicinity of the proposed development. It is therefore not considered that the proposal would result in an over dominant form of development, or that there would be a material loss of privacy, daylight or sunlight to surrounding properties which would detract from the amenities of neighbouring occupiers, in compliance with the above mentioned policies and relevant design guidance.

With regards to the illumination of the pitch, as discussed in previous sections the layout and size of the pitch has been dictated by the need to retain the existing floodlighting. No additional floodlight is proposed thus there would be no additional impacts with regards to lighting over spill into neighbouring properties or adverse impacts upon wildlife habitat.

7.09 Living conditions for future occupiers

This consideration relates to the quality of residential accommodation and is not applicable to this type of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

Policy DMT 6 of the Local Plan: Part Two (2020) sets maximum car parking standards. For a development of this type it is required that the quantum of car parking provided is determined 'on an individual basis using a transport assessment and a travel plan, and in addition provision for taxi and bus/coach access and parking'.

The Healthy Streets approach forms the core theme of the Intend to Publish London Plan and Mayor Transport Strategy (2018). Healthy Streets for London (2018) demonstrates the health benefits of more inclusive and healthier street environments which are aimed to encourage active lifestyle.

Policy T2 Healthy Streets' (intended to publish version, 2019) outlines that development proposals should:

- Demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with TfL guidance;
- Reduce the dominance of vehicles on London's streets whether stationary or moving; and
- Be permeable by foot and cycle and connect to local walking and cycling networks as well

as public transport.

The application proposes to replace the existing turf pitch with a AGP accompanied with associated fencing and a new temporary gym structure. The site is located along Kingston Road which has double yellow line restrictions along its entire length which limits the risk of parking over spill onto adjacent roads. Based on TfL's web-based WebCAT a PTAL of 3 has been calculated for a central point of origin within the Proposed Development. The Proposed Development benefits from a wide range of high frequency public transport services. The existing and Proposed Development is immediately served by four bus routes which are accessible within 640m of the Proposed Development. These stops are served by a total of 36 and 37 services during the AM and PM peak hours, respectively.

The Proposed Development is likely to generate approximately 150 two-way trips (gym staff, coaching staff, medical, admin personnel and the players themselves) each time there is a training session on the pitch, and 200-300 two-way trips each time a rugby match is undertaken, during the day, afternoons/ evenings and at weekends via pre-arranged and structured community access. When matches are undertaken, opposing players are likely to arrive in mini buses, rather than separate vehicles

The site will only offer 1 x disabled parking bay with off-site car parking provided at Brunel University opposite only. This arrangement is considered to be acceptable given that the proposal seeks to increase the availability of sports facilities to serve the existing student capacity where there is an identified need as evidenced elsewhere within this report.

From a student use perspective, the new artificial pitch will mainly be used by the Rugby Performance Programme however other student clubs will also have access and these students will predominantly arrive on foot by walking across from the main campus. Ealing Trailfinders have sent through the following analysis which shows the low car use for the programme

150 (Staff and players)

(i) 131 Players

-Players live on campus and walk to all training (62%)

-14 Live off campus in Uxbridge but walk to all training (9%)

-3 Players live off campus and commute via public transport (2%)

-19 players live off campus and commute via car to campus/training (12%)

(ii) 19 Staff

-17 members of staff live off campus and commute via personal car (11.3%)

-1 member of staff lives off campus and commutes via bicycle (0.6%)

-1 member of staff lives off campus and commutes via public transport (0.6%)

Based on the data collected, rather than a suggestion of 150 two-way individual trips, the figure could be closer to 25, of which 7-10 would already occur due to students attending academic facilities on campus.

When matches are undertaken, opposing players are likely to arrive in mini buses, rather than separate vehicles. It is noted that TFL have requested additional details on the trip generation and that the mode share should reflect the main campus mode share. However it should also be noted that the rugby partnership with Ealing Trailfinders has been operational for more than 12 months with matches taking place on one day per week and

also on a Saturday with spectator parking being provided within the campus without any concerns. This application is for the replacement of the pitch rather than an increase in the number of pitches which means that there would be no additional impacts upon the highway network on matchdays. Similar to the other sports and leisure facilities on site the development would only require a small amount of staff who will have access to parking within the academic campus if required. The University has a permit policy for the allocation of spaces for both students and staff which is controlled by the university.

With regards to vehicle access the existing arrangement is considered to be acceptable by the Councils Highways Officer and this involves vehicular access via double gates with dropped kerbs on Kingston Lane and an ambulance and fire tender will be able to access the site via the existing vehicular access in emergencies. In the infrequent event that a maintenance vehicle is required on site this will be undertaken via the vehicular access point by a small van. TFL have raised concerns with left turning vehicles into the site having to cross the lane of oncoming traffic however given the infrequent use the development would not give rise to significant highway safety concerns.

Pedestrian connectivity to and from the main campus and the proposed development will be via the existing foot paths. The footpaths along Kingston Road between the site, main campus and the bus stop are in good condition as is the a signalised crossing between the site and the main campus.

A number of existing cycle paths exist within the university campus and link to the broader network of Local Cycle Network and National Cycle Route. There is also a public pathway along the southern boundary of the site Hillingdon residential area. To the immediate south of the Proposed Development is Celandine Route, which is a designated off-road shared pedestrian / cycle route, which links to Nursery Lane to the west. The Proposed Development is located approximately 1km to the west of National Cycle Network Routes 6 and 61. Furthermore the entire campus benefits from a number of cycle scheme stations where students and visitors can use a bike from one of the cycle stands at a charge and travel between a number of different locations locally.

The proposed plans demonstrate 1 disabled accessible space is to be provide and 12 cycle parking spaces are proposed which is considered to be acceptable. TFL have suggested that monetary bus contributions should be secured, however as stated previously the works do not increase the intensity of use significantly to warrant such mitigation.

With regards to Vision Zero, the Councils Highways Officer has stated that taking into consideration the scale of development and the good condition of the existing cycling and pedestrian routes, no further work is required.

Taking the above into consideration the proposed development is considered to comply with DMT 2 and DMT 6 of the Hillingdon Local Plan : Part 2 - Development Management Policies.

7.11 Urban design, access and security

URBAN DESIGN

Comments relating to Urban Design are covered within sections 7.1 and 7.5 of this report

SECURITY

The planning statement does not provide reference to how the proposed development adheres to the principles of secure by design. As such a suitably worded condition is to be attached to any grant of consent requiring the development to accord with the principles of secure by design.

7.12 Disabled access

Policy 7.2 of the London Plan (March 2016) requires that all new development proposals provide the highest standards of accessible and inclusive design.

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) Development should be well integrated with the surrounding area and accessible. It should:

- i) improve legibility and promote routes and wayfinding between the development and local amenities;
- iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space;
- iv) provide safe and direct pedestrian and cycle movement through the space;
- vii) deliver proposals which incorporate the principles of inclusive design.

It is noted that accessible car parking provision is included as part of the proposed plans and would be secured by condition. Furthermore the pedestrian routes throughout the campus and leading to this development are already in use and further accessibility works are not considered to be necessary. Level access will be provided into the entrance of the site and into the temporary gym structure which complies with the relevant access requirements. Comments received have requested a changing places facility of some 12sqm. Having sought to secure as small a temporary building as possible it is not considered that an increase in the size of the gym would facilitate a changing places facility is appropriate due to the impact to the openness of the Green Belt. As such the proposal would not be considered contrary to Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 7.2 of the London Plan (March 2016).

7.13 Provision of affordable & special needs housing

Not relevant to this application

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

The NPPF states that development proposals should seek to respect and retain, where possible, existing landforms and natural features of development sites, including trees of amenity value, hedges and other landscape features. It states that development should make suitable provision for high quality hard and soft landscape treatments around buildings.

Policy DMHB 14 of the Local Plan:Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

There are no TPO's or Conservation Area designations affecting the site and there is no vegetation, other than the roadside hedge. As no trees will be affected by the proposal the applicant has not submitted a tree or arboricultural assessment and there is little reference

to landscaping within the planning statement and DAS. Notwithstanding this point the application has been assessed by the Councils Principle Landscapes Architect who has agreed that the main impact to the visual amenity would be floodlighting columns which will remain as existing and the gym building. The Landscapes Officer has identified the need for additional screening along the north-west and south west corners of the site and also some new upright tree between the gym building and the roadside hedge. Further enhancements are suggested to the front boundary itself in relation to filling in the gaps between the existing hedgerow as well as allowing it to grow up to 3.5 m which will provide additional screening. No objection has been raised to the proposal providing a condition pertaining to the above landscaping enhancements is attached to any grant of planning consent.

ECOLOGY

Immediately to the north of the site is a designated Nature Conservation Site of Metropolitan or Borough Grade I Importance. The following planning policies are taken into consideration:

Paragraph 170 of the NPPF (February 2019) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Policy 7.19 of the London Plan (March 2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy EM3 of the Local Plan: Part 1 - Strategic Policies (November 2012) advises that for development adjacent to rivers, the Local Planning Authority will seek to secure and where possible enhance the role of the river and its immediate surroundings as a wildlife corridor.

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the design and layout of new development should retain and enhance any existing features of biodiversity within the site.

The applicant has submitted an ecological survey in support of the application which identifies 3 key areas for consideration which may provide some ecological value. These are the scattered trees within the site boundary, the hedgerows and amenity grassland. The report identifies all three areas would present minimal value for wildlife and therefore its loss to an artificial pitch would be negligible. However a separate report does indicate the possibility of a badger sett being present. The report states that an active "sett" has been found along the southern boundary shared with the athletics track and recommends that the obtain a licence from natural England to close the sett.

The Councils Ecology Officer has reviewed the document and states that there is a lack of detail in the submission to justify the closing of the sett as well as the possible impacts of the construction of the development. In commenting on the proposal the Ecology Officer has suggested that a condition be attached to any grant of consent pertaining to the submission of further justification for the closing of the set and the submission of an ecological enhancement plan in order to offset the loss of the outlier sett.

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 applicant has demonstrated the proposal would include a secure waste storage area within the proposed plan.

Given the use of the site there are unlikely to be many delivery and servicing movements associated with the AGP or the temporary gym facility. Any servicing and refuse movements will be infrequent and managed during off peak hours. Vehicles will use the existing vehicular access point.

Brunel Sport Department would manage waste at the artificial pitch and gym in line with waste collection at our other outdoor sport facilities. A combination of Brunel Sport and Grounds staff collect the waste daily from the bins at the existing facilities and move it to the allocated waste collection point next to the Sports Pavilion. An appointed University contracted waste management company collect all of the waste from our outdoor sports facilities from outside the Sports Pavilion using the existing access road via the car park at the Hillingdon Hospital end of Kingston Lane

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 DME1 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'.

Whilst this is a major scale application the replacement of the pitch would not require additional lighting as it will use the existing floodlighting.

The applicant has confirmed that the energy demand for the temporary gym would be low. In terms of the electrical installation this comprises: -

1. 33 no. 100w LED high bay lights; 1 no. distribution board; 2 no double sockets; switches and cabling; 1 no. internal and 1 no. external emergency light per door
2. Fire alarm system
3. Security and access control systems

There is no heating or water supply. As such it is not considered that an Energy Statement

is required, or that on site renewable energy generation would be required. Whilst renewable energy sources could be considered as beneficial they could present additional impacts upon the views of the Green Belt and present a cost to the applicant which could be greater than the construction of the temporary structure itself. As such the proposed development is considered to be acceptable.

7.17 Flooding or Drainage Issues

Policy 5.13 of the London Plan (2016) states that development proposals should use sustainable urban drainage systems (SuDs) unless there are good reasons for not doing so and that developments should aim to achieve green-field run-off rates. Policy 5.15 goes on to confirm that developments should also minimise the use of mains water by incorporating water saving measures and equipment.

Policy DMEI 10 of the Local Plan: Part Two (2020) applications for all new build developments are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy.

The application site is identified as being within Flood Zone 1 as such the development area is at low risk of flooding from surface water, which happens when rainwater does not drain away through the normal drainage systems or soak into the ground, but lies on or flows over the ground instead.

The proposed development will include the creation of an Artificial Grass Pitch (AGP) with new fencing and porous hard standing pathways, as well as the temporary gym facility.

A topographical survey of the area has been completed which shows two plateaus and surrounding land. The South East corner of the site is highest at 50.70 AOD and the north-west corner being the lowest at 43.97 AOD.

The nearest watercourse to the site is the River Pinn which is located approximately 350m west of the site. The river crosses through Brunel University London campus from Harrow Weald and flows into the Frays River.

The proposed development area will occupy land and replace an existing grassed playing field. Surface water from the artificial grass pitch will be drained via the existing piped network and four (4no.) ring soakaways; Adequate attenuation is proposed (water storage) within pitch bases (comprising a permeable granular sub-base) to ensure that excess volumes, which would be experienced during a critical storm event.

Surface water from the temporary gym facility will be disposed of via the Thames Water 225mm sewer before being attenuated within the 36m³ beneath ground attenuation tank with a restricted outfall of 5.0l. This drainage strategy is designed to ensure no above ground flooding occurs up to and including the 1 in 100 year event + 40% allowance for climate change.

No objection has raised by the Councils Flood Water Management Officer

The surface water drainage from this site, post development, is such that the surface water will be managed and disposed of within the site boundary, thus complying with the Planning Practice Guidance for 'Flood Risk and Climate Change' to the National Planning Policy Framework. Based on the above and providing the above strategies are adopted; the developed site will not contribute further to flood risk thus satisfying the principles of the

7.18 Noise or Air Quality Issues

NOISE

Policy 7.15 of the London Plan (March 2016) states that development proposals should seek to manage noise by:

- a. avoiding significant adverse noise impacts on health and quality of life as a result of new development;
- b. mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses;
- c. improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity);
- d. separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation;
- e. where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles;
- f. having particular regard to the impact of aviation noise on noise sensitive development;
- g. promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

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

The applicant submitted a noise assessment in support of the application. The proposed hours of use are until 22:00 hours on weekdays and weekends. The nearest existing noise sensitive receivers to the proposed AGP are the residential dwellings approximately 130 metres to the East on The Chantry.

The temporary gym would operate from 07:00 hours to 22:00 hours and will not include any amplified music of gym classes which use music. Given that the activity is inside a building, will no significant sources of noise and is a significant distance from any noise sensitive locations limited impact on residential amenity is expected and is considered acceptable in noise terms.

Notwithstanding this point the applicant presents the inclusion of a noise management plan within the acoustic assessment and this should be secured by way of condition. The noise report should include details for how local residents will be able to report noise to the university and how it will be recorded and dealt with.

The proposal would accord with the requirements of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy 7.15 of the London Plan (March 2016).

AIR QUALITY

Policy DMEI 1 of the Local Plan: Part Two (2020) requires major development in Air Quality Management Areas to provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

The Local Plan recognises that living walls and roofs allow a number of environmental goals to be achieved in a relatively small space. They also remove particulates that improve local air quality. The Sustainability Officer has requested that a condition is added to the decision notice to ensure the proposal contributes to Air Quality enhancements.

Policy DMEI 14 of the Local Plan: Part Two (2020) requires development proposals to demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. Developments are expected to be:

- Air quality neutral;
- include mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors; and
- actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

The proposed development (land use class D2) is likely to generate approximately 150 two-way trips (gym staff, coaching staff, medical, admin personnel and the players themselves) each time there is a training session on the pitch, and 200-300 two-way trips each time a rugby match is undertaken, during the day, afternoons/ evenings and at weekends via pre-arranged and structured community access.

The largest number of trips at any one time at the site are likely to be when a rugby game is scheduled. This additional increase in traffic emissions are likely to impact the Uxbridge Focus Area which will add to current exceedances of the nitrogen dioxide annual mean limit value within this sensitive area.

The proposal is air not quality neutral in terms of traffic emissions. As per the London Plan, developments need to be neutral as minimum and contribute actively to reduce pollution in Focus Areas, contributing to the reduction of emissions in these sensitive areas.

The trip generation associated with the operation of the upgraded facilities will generate in average 0.2 tonnes of NO_x and 0.01 tonnes of PM_{2.5} per annum which equates to a damage cost of £76, 801. Assuming the travel plan in place achieves a 10% traffic reduction and that modal shift actions by users achieve a further 15% reduction, the residual damage cost is £57, 601. The applicant has agreed this contribution.

Therefore, a section 106 contribution of £57,601 is required to address the resulting increase in air pollution emissions associated with this additional proposed development.

7.19 Comments on Public Consultations

See external comments section of this report

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).

Relevant Officers have reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

1. Air Quality Damage Cost. A contribution sum of £57,601 to address the resulting increase in air pollution emissions associated with this additional proposed development.
2. Travel Plan. The applicant shall amend the universities existing site wide travel plan to incorporate the additional trips associated to the proposed development and it's community use.
3. The applicant shall agree to remove the gym structure within 5 years of the date of planning consent.

Community Infrastructure Levy

The proposal is not liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as although the scheme provides more than 100 sq.m of floorspace in accordance with paragraph 52 of the CIL regulations temporary planning permissions are exempt from CIL liability.

7.21 Expediency of enforcement action

Not applicable to this application

7.22 Other Issues

CONTAMINATED LAND

Policy DMEI 12 of the Local Plan: Part Two (2020) requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. 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.

The application site is highlighted as being at risk of ground contamination therefore the applicant has submitted a ground water investigation report in support of the proposal. Details within the report include an updated conceptual site model and risk assessment which indicate that, in terms of land affected by contamination, chemical analyses of soil samples sampled during the site investigation did not identify any significant contamination over a majority of the land at the site and therefore it is concluded that the existing playing area of the site will be suitable for continued use with the proposed replacement pitch.

However, in terms of the land at the proposed location of a new temporary gym building, an elevated concentration of carbon dioxide was recorded in a single borehole/gas monitoring well which was drilled in proximity to the southern corner of the proposed structure.

The report indicates that scheduled monitoring of soil gases detected an elevated concentration of carbon dioxide (CO₂) which was recorded on one of two monitoring visits undertaken over a two-week period. As the document states that the testing returned positive traces of the aforementioned gases further survey work is required to be submitted to the local authority and if unacceptable concentration flows of ground gas are detected then a plan detailing appropriate mitigation will be submitted and approved by the LPA.

The councils Contaminated Land Officer has reviewed the proposal and raises no objection subject to the above ground gas survey condition and a further condition pertaining to the use of imported material such as soils.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The application seeks to upgrade the existing sports pitch, with associated perimeter fencing and technical dugout recessed areas, erection of temporary gym facility, and associated works. The works proposed are to enhance the Universities rugby programme which they partner with Ealing Trailfinders who are a professional rugby club.

The entire university campus is located within the Green Belt therefore an assessment of the developments impact to the visual openness has been undertaken. It is acknowledged that replacement of the existing turf pitch with an AGP meets paragraph 145 part b) of the NPPF and is considered appropriate development. The temporary gym building is not considered to meet this exception however very special circumstances which include, economic and social benefits, enhancement to sports provision to meet the identified need and limited impact upon the openness have all been agreed. The application is supported by both the GLA and Sport England who agree that the benefits of the scheme outweigh the potential harm to the Green Belt and temporary loss of the playing field. As such the proposal is considered to meet the necessary Green Belt policies at national, regional and local level.

A head of term has been included to restrict the consent for the temporary gym building for up to 5 years.

Furthermore the proposed development is not considered to give rise to adverse impacts upon the residential amenities of surrounding properties or the visual amenity of the street scene.

Taking the above into consideration the proposed development is recommended for approval subject to conditions and a s106 agreement.

11. Reference Documents

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

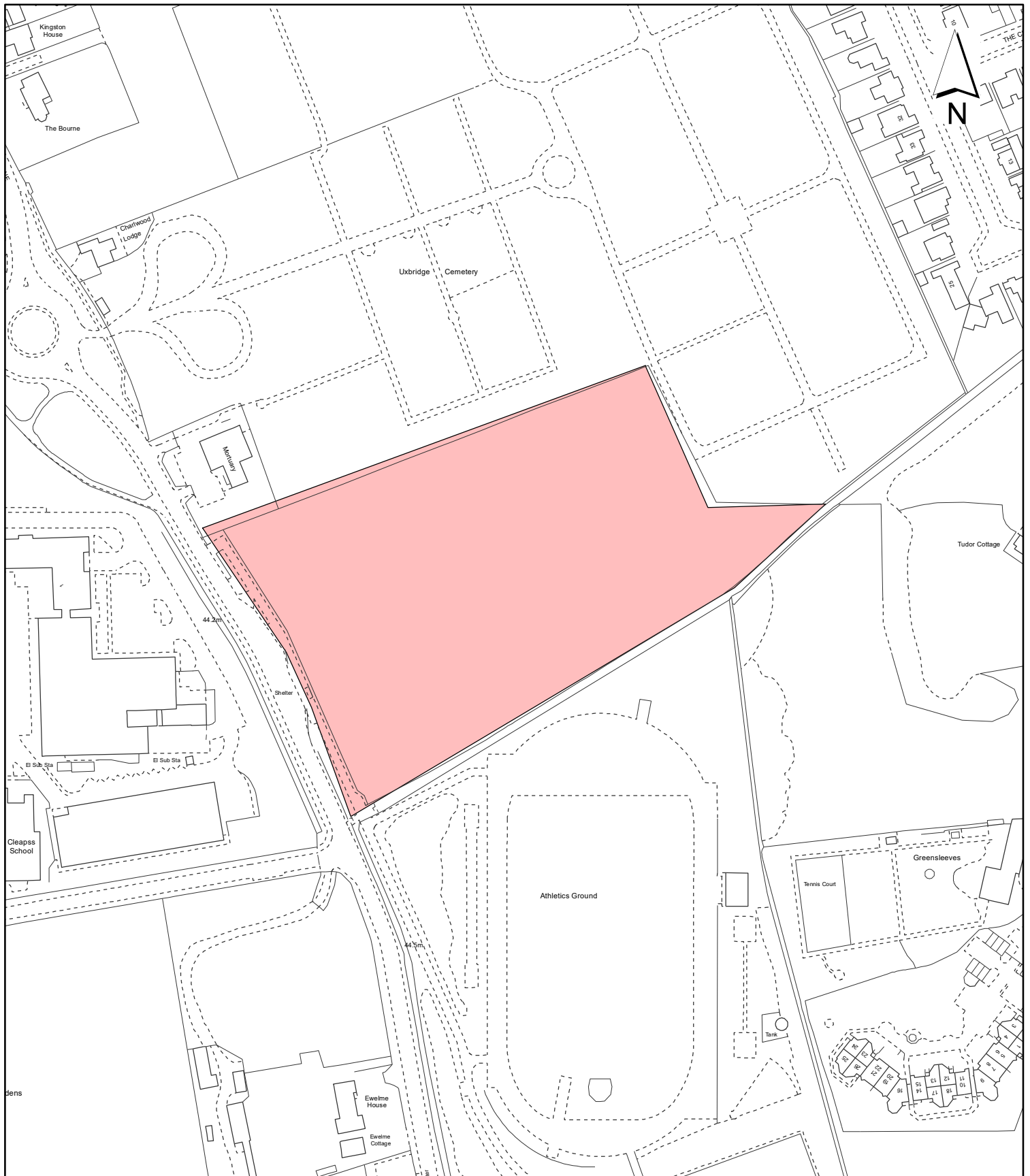
Hillingdon Local Plan: Part 2 Site Allocations and Designations (2020)

Hillingdon Local Plan: Part 2 Development Management Policies (2020)

Hillingdon Local Plan: Policies Map (2020)
London Plan (March 2016)
London Plan (Intend to publish draft) 2019
National Planning Policy Framework (2019)
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
Council's Supplementary Planning Document - Planning Obligations (2014)

Contact Officer: Christopher Brady

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:
**University Playing Fields
 Brunel University
 Kingston Lane**

Planning Application Ref:
532/APP/2020/1978

Planning Committee:
Central & South

Scale:
1:2,000

Date:
December 2020

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

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



This page is intentionally left blank

Report of the Head of Planning, Transportation and Regeneration

Address	GSK, STOCKLEY PARK IRON BRIDGE ROAD WEST DRAYTON
Development:	Redevelopment of the site to provide two industrial units providing industrial floorspace (Use Class B1c/B2/B8) and ancillary offices together with associated parking, access arrangements, landscaping and infrastructure (Re-consultation on revised landscaping plan).
LBH Ref Nos:	39207/APP/2020/2188
Drawing Nos:	30928-PL-200 30928-PL-205A Covering Letter dated 03 July 2020 30928-PL-202A Energy Statement dated July 2020 30928-PL-209 30928-PL-208 Air Quality Assessment dated October 2020 1982-19-05.dwg 05 Rev. 1982-19-05.dwg 06 Rev. E 1982-19-05.dwg 08 Rev. A 1982-19-05.dwg 09 Rev. A 30928-PL-201D 30928-PL-203C 30928-PL-204D 30928 PL 206C 30928 PL 207D Planning Statement dated July 2020 Statement of Community Involvement dated July 2020 Transport Assessment dated July 2020 Framework Travel Plan dated July 2020 Flood Risk Assessment dated June 2020 Energy Assessment Rev. 02 dated July 2020 Sustainability and Energy Statement dated July 2020 Heritage Impact Assessment dated September 2020 Property Market Assessment dated June 2020 Covering Letter - Submission of Heritage Impact Assessment dated September 2020 PPWL-RPS-SI-XX-DR-D-1302 Rev. P04 Drainage Design Philosophy dated October 2020 PPWLE-RPS-SI-XX-DR-C-1600 Rev. P04 1982-19-03.dwg Rev. C 30928-PL-211 30928-PL-210 Design and Access Statement dated July 2020 Outline Construction Logistics Plan dated June 2020 Delivery and Servicing Plan dated June 2020 Ecology Assessment dated June 2020 Geo-Environmental - Preliminary Risk Assessment dated June 2020 Landscape and Visual Impact Appraisal Landscape Design Statement dated June 2020

Landscape Maintenance and Management Plan
Noise and Vibration Assessment dated June 2020
1982-19-05.dwg 07 Rev. C

Date Plans Received:	15/07/2020	Date(s) of Amendment(s):	05/10/2020
Date Application Valid:	23/07/2020		07/10/2020
			29/09/2020
			23/11/2020
			15/07/2020
			24/07/2020
			11/11/2020
			16/07/2020

1. SUMMARY

The application seeks planning permission for the redevelopment of the site to provide two industrial units providing industrial floorspace (Use Class B1c/B2/B8) and ancillary offices together with associated parking, access arrangements, landscaping and infrastructure.

A clear and strong demand for industrial floorspace in this location has been identified that outweighs the loss of the existing office floorspace on this site. The development is located on previously developed land and would not have a greater impact on the openness of the Green Belt compared to the existing development. As such, the development meets the exception test outlined in NPPF paragraph 143 and is therefore appropriate development on the Green Belt.

The site was recently designated a Grade II Registered Park and Garden. It is considered that the loss of the existing offices and their replacement with two large industrial units would result in less than substantial harm to this part of the Grade II Registered Park and Garden as the significant boundary landscaping will be retained and the applicant has maximised opportunities for new landscape planting, furthermore the site is detached from the main office park, such that the proposals have less impact than had they been proposed in part of Stockley park phase 1.

The economic benefits of the proposal would be significant. The proposal would support jobs during construction, and once completed would create up to 450 new Full Time Equivalent (FTE) jobs with the potential to create additional employment opportunities in the future together with a further off-site jobs generating up to a potential 650 FTE; these benefits warrant being given significant weight. The proposal will also result in social benefits from employment generation including security, improved living standards, social cohesion and health benefits.

The NPPF explains that the environmental objective of sustainable development is to contribute to protecting and enhancing the natural, built and historic environment, including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The proposal would contribute to protecting and enhancing the natural, built and historic environment. A substantial amount of structural planting is proposed which would mitigate the visual impact of the built form of the proposed development. A package of specific

highways, ecological, and landscaping enhancements is also proposed. The package of ecological and landscaping enhancements which are proposed along with measures to address climate change carry moderate weight in favour of the proposal.

For the reasons outlined within the report, it is considered that overall, the benefits of the proposed development are considered to significantly outweigh the less than substantial harm and the application is recommended for approval, subject to a Section 106 agreement and planning conditions.

2. RECOMMENDATION

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

1. That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008.

2. That the Council enter into a legal agreement with the applicant under Section 106/Deed of Variation of the Town and Country Planning Act 1990 (as amended) to secure the following:

i) To secure all necessary highway works including written agreement from the Local Planning Authority; (Section 278) including traffic calming changes along Iron Bridge Road;

ii) A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved. Travel Plan coordinated as far as reasonably possible with GSK travel plans and Stockley Park travel plans;

iii) Carbon Fund: a contribution of £178,200 for a carbon fund to make up for the shortfall for this development and in order to make the development policy compliant (£1800 for every tCO₂/annum that is below the zero carbon target);

iv) Carbon Reporting Clause: Should the carbon reduction performance of the development fail to meet the required targets (Carbon Reduction Condition) as set out in the reports to the Local Planning Authority (Carbon Reporting Condition) then the building occupier/management company must provide alternative solutions to the Local Planning Authority to ensure the targets are met.

v) Air Quality in line with the SPD and given the site is located in an air quality management area, a contribution in the sum of £206,032;

vi) A contribution of £250,000 towards Sustainable Highways Capacity Improvements;

vii) A contribution of £20,000 for improving access to and the enhancing the routes within Stockley Country Park;

viii) The requirement to prepare and implement a canalside landscaping strategy

and maintenance regime (including details of additional tree planting along the canal as shown on plan ref: 1982-19-05.dwg 05 Rev. I) in agreement with the Canal & River Trust;

ix) The implementation of canal wayfinding and access improvement measures;

x) The retention of, or, relocation of the existing sculpture (At the site entrance on Iron Bridge Road) and off site tree planting in agreement with the Local Planning Authority;

xi) 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. Securing an Employment/Training Strategy Agreement is Council's priority. Financial Contribution will only be accepted in exceptional circumstances; and

xii) Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

3) That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement/Deed of Variation and any abortive work as a result of the agreement not being completed.

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

5) That if any of the heads of terms set out above have not been agreed and the Section 106 Agreement has not been finalised before within 6 months of the committee meeting, or any other period deemed appropriate that delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse the application for the following reason:

'The development has failed to secure obligations relating to a travel plan, public transport improvements, air quality, canal side improvements, preserving the special interest of Stockley Park and construction training. The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020); the adopted Planning Obligations Supplementary Planning Document (July 2014); Policies 8.2 of the London Plan (March 2016); Policy DF1 of the London Plan - Intend to Publish Version (December 2019); and paragraphs 54-57 of the National Planning Policy Framework (February 2019).'

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

1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years

from the date of this permission.

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 30928-PL-200, 30928-PL-201D, 30928-PL-202A, 30928-PL-203C, 30928-PL-205A, 30928 PL 206C, 30928-PL-210, 30928-PL-211, 1982-19-03.dwg Rev. C, 1982-19-05.dwg 05 Rev. I, 1982-19-05.dwg 06 Rev. E, 1982-19-05.dwg 07 Rev. C, 1982-19-05.dwg 08 Rev. A, 1982-19-05.dwg 09 Rev. A, PPWLE-RPS-SI-XX-DR-C-1600 Rev. P04, PPWL-RPS-SI-XX-DR-D-1300 Rev. P04 and PPWL-RPS-SI-XX-DR-D-1302 Rev. P04 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Development Management Policies (2020) and the London Plan (2016).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be carried out except in complete with the specified supporting plans and/or documents:

Covering Letter dated 03 July 2020
Design and Access Statement dated July 2020
Air Quality Assessment dated October 2020
Outline Construction Logistics Plan dated June 2020
Delivery and Servicing Plan dated June 2020
Ecology Assessment dated June 2020
Geo-Environmental - Preliminary Risk Assessment dated June 2020
Flood Risk Assessment dated June 2020
Drainage Design Philosophy dated October 2020
Framework Travel Plan dated July 2020
Transport Assessment dated July 2020
Statement of Community Involvement dated July 2020
Planning Statement dated July 2020
Energy Statement dated July 2020
Sustainability and Energy Statement dated July 2020
Noise and Vibration Assessment dated June 2020
Heritage Impact Assessment dated September 2020
Covering Letter - Submission of Heritage Impact Assessment dated September 2020
Property Market Assessment dated June 2020
Landscape and Visual Impact Appraisal dated June 2020
Landscape Design Statement dated June 2020
Landscape Maintenance and Management Plan dated June 2020

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and the London Plan (2016).

4 OM19 Demolition Management Plan

Prior to demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

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

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

REASON

To safeguard the amenity of surrounding areas and manage highways impacts in accordance with Policies DMHB 11, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

5 NONSC Construction Logistics Plan

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

- (i) The phasing of development works.
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of 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 and manage highways impacts in accordance with Policies DMHB 11, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

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 policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

7 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.

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted

to the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020)

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

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

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

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage for 94 spaces including accessible cycle parking spaces and spaces for cargo bikes and shower and changing facilities within the development for staff
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that 20% of all parking spaces are served by active EVCP and 80% of all car parking spaces are served by passive EVCP, 22 spaces are reserved for blue badge holders with a further 11 spaces available for brown badge holders) and 11 motorcycle parking spaces with anchor points
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures

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

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

5. Schedule for Implementation

6. Other
 - 6.a Existing and proposed functional services above and below ground
 - 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 and 5.17 of the London Plan (2016).

9 NONSC Bird Hazard Management Plan

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

-management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards' (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf>).

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

REASON

To ensure the safe movement of aircraft and the operation of Heathrow Airport in accordance with Policy DMAV 1 of the Local Plan: Part Two - Development Management Policies (2020).

10 NONSC Landscaping - Bird Hazard Management

No development shall take place until the following details have been submitted to and approved in writing by the Local Planning Authority, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at www.aoa.org.uk/policy-campaigns/operations-safety). These details shall include:

-'No bird feeding signs' to be installed where the site provides access to the canal edges.

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON

To ensure the safe movement of aircraft and the operation of Heathrow Airport in accordance with Policy DMAV 1 of the Local Plan: Part Two - Development Management Policies (2020).

11 NONSC Servicing and Delivery Plan

Prior to the occupation of development details of a Delivery and Servicing Plan which identifies efficiency and sustainability measures to be undertaken once the development is operational shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London. This shall incorporate measures to minimise vehicle deliveries/servicing during am and pm peak hours.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policies DMT 1 and 2 of the Hillingdon Local Plan Part 2 (2020).

12 COM26 Ecology

Prior to the above ground works, an ecological enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include plans

and specifications that demonstrate the incorporation of measures and features within the landscaping and the fabric of the building that support a range of habitats and species, as a minimum it is recommended that living walls/screens, green roofs, bat and bird boxes and artificial refugia will be included.

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

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with Policy 5.2 of the London Plan (2016) and Policy DMEI 2 of the Local Plan: Part 2 - Development Management Policies(2020).

13 NONSC Carbon Reduction

Prior to the commencement of above ground works, full details including specifications of the low and zero carbon technology to be used onsite shall be submitted and approved in writing by the Local Planning Authority. The details shall demonstrate the development will achieve the reduction targets identified in the energy strategy (Yonder, July 2020) and provide the necessary information relating to the type, size and location of the relevant technology. In the case of the PVs, the details shall include a roof plan and elevations showing their inclusion. The development must proceed in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

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

14 NONSC Sustainable Urban Drainage Scheme

Prior to commencement,(excluding demolition and site clearance) a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it, manages water and demonstrate ways of controlling the surface water on site by providing information on a scheme shall clearly demonstrate the following:

a) Suds features:

i. A site investigation must be provided to establish the infiltration potential and level of groundwater on the site to determine appropriate SuDs methods (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

ii. Evaluation of all sustainable urban drainage options 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, Living Walls and Roofs and on site vegetation should be integrated in any drainage design Any proposal should use of methods to minimise the use of potable water through water collection, reuse and recycling by:

- incorporating water saving measures and equipment.
- providing details of water collection facilities to capture excess rainwater and or
- providing details of how rain and grey water will be recycled and reused in the development.

iii. 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, 1in 30, 1 in 100, and 1 in 100 year plus Climate change,

iv. Safe access and egress must be demonstrated - any above ground storage and or overland flooding or flows paths should be mapped, (please include depths and velocities

and hazards) above the 100, plus climate change.

v. During Construction i. How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

vi. Long Term Management and Maintenance of the drainage system including clear plans showing the responsibility of different parties should be provided, such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services. Where it is a PMC the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to: Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy DMEI 10 Water Management, Efficiency and Quality in Hillingdon Local Plan Part 2 Development Management Policies (2020), Policies 5.12, 5.13 and 5.15 of the London Plan (2016), National Planning Policy Framework (2019), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

15 NONSC External Lighting

Prior to occupation, an external lighting scheme shall be submitted and approved in writing by the Local Planning Authority. Details shall include measures to ensure that external lights are automatically turned off when the buildings are not in use. The development shall thereafter be completed in accordance with the approved scheme and shall remain in place for the lifetime of the development.

REASON

To protect the biodiversity along the Grand Union Canal in accordance with policies DMHB 1, DMHB 8, DMHB 11 and DMEI 7 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and to reduce energy demands in accordance with Policy 5.2 of the London Plan (2016).

16 NONSC CRT Risk Assessment and Method Statement

Prior to the commencement of the development (other than demolition and site clearance), a Risk Assessment and Method Statement shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canals and Rivers Trust. The Risk Assessment and Method Statement shall identify risks to the stability of canal infrastructure, the waterway environment and the health, safety and enjoyment of canal users during demolition and construction phases. It shall demonstrate that such risks have been adequately avoided, mitigated or managed through the method statement. Once approved, development shall be carried out in accordance with the Risk Assessment and Method Statement.

REASON

To ensure the development does not have an adverse impact on the structural integrity of waterway assets, the environment of the Grand Union Canal and its users in accordance with Policies DMHB 11 and DMEI 7 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

17 NONSC Low Emissions Strategy inc Boilers

The development shall not be occupied until a low emissions strategy has been submitted to and approved in writing by the LPA. The low emission strategy shall include:

1. Fleet composition - to include a quantified baseline for the current fleet, with targets set for the continued use of lower emission vehicles. This should be reviewed on annual basis

- to demonstrate continual improvement from this source of emissions, with a view to move towards a Euro VI fleet as soon as practicable;
2. Traffic management schemes - to include the enforcement of no-idling practices; and
 3. Emissions from energy plant - to include the use of low NOx boilers.

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

REASON

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

18 NONSC Non Road Mobile Machinery

All Non Road Mobile Machinery (NRMM) used on major development sites within the London Borough of Hillingdon are required to meet Stage IIIA of EU Directive 97/68/EC and the development site must be registered online on the NRMM website at <http://nrmm.london/>.

REASON

To ensure the development complies with Policy EM8 of the Hillingdon Local Plan: Part 1, Policy 7.14 of the London Plan (2016) and paragraph 124 of the National Planning Policy Framework.

19 NONSC Carbon Reporting

Prior to occupation of development, a scheme for the recording, monitoring and reporting of the carbon emissions performance of the development shall be submitted to and agreed in writing by the local planning authority. The scheme shall set out the methods for measuring carbon performance, how the savings identified in the energy assessment will be recorded and the mechanisms and timings for reporting such data to the Local Planning Authority. The development must be operated in accordance with the approved scheme.

Reason: To ensure the development continues to contribute to the management of carbon emissions in accordance with London Plan Policy 5.2.

20 NONSC Restriction of Uses

The development hereby permitted, shall only be occupied by uses falling within Class E (Research and Development/Industrial), Class B2 or Class B8 as defined by the Town & Country Planning (Use Classes) Order 1987, notwithstanding the changes to the Use Classes Order in relation to Use Class E. No other 'E' use class is permitted without seeking full planning permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policies DME 1 of the Local Plan: Part Two Development Management Policies (2020).

21 COM13 Restrictions - Enlargement of Industrial/Warehouse Buildings

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the buildings shall not be extended without the prior written consent of the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policies DMHB 11 of the Local Plan: Part Two Development Management Policies (2020).

22 COM14 No additional internal floorspace

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

REASON

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

23 NONSC Parking Allocation Scheme

The development hereby approved shall not be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority should the development be subdivided. The parking allocation scheme shall, as a minimum, include the appropriate level of provision for each use class and dedicated in such a manner for the life-time of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Chapter 6 of the London Plan (2016).

24 NONSC Contaminated Land

(i) Prior to commencement, other than demolition a scheme to deal with contamination shall be submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A further programme of targeted soil and groundwater sampling, monitoring and testing, together with reporting of the results of analysis and Detailed Quantitative Risk Assessment, shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

(ii) If during remedial or development works contamination not addressed in the submitted

remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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

REASON

To ensure that 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 DMEI 12 of the Local Plan: Part Two - Development Management Policies (2020).

25 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).

26 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to 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.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

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

2 153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon adopted Local Plan (21012 and 2020), including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
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 13	Importation of Material
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 8	Registered Historic Parks, Gardens and Landscapes
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 1.1	(2016) Delivering the strategic vision and objectives for London
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.18	(2016) Green Infrastructure: the multi functional network of open and green spaces
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
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 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
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 6.9	(2016) Cycling
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 4	NPPF-4 2018 - Decision-making
NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

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.

4 115 Control of Environmental Nuisance from Construction Work

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

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further

information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

5

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Local Plan Part 1 and 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.

6 I60 **Cranes**

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

7

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/>

8 I23 **Works affecting the Public Highway - Vehicle Crossover**

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

9 I23B **Heavy Duty Vehicle Crossover**

Prior to work commencing, you are advised to submit an application for a Heavy Duty Vehicle Crossover to Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW to prevent damage to the highway from construction vehicles entering and leaving the site.

10

The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB.

11

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 trade.effluent@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.

12

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

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 regarding the required access agreement.

The application site includes land over which the Trust has a freehold interest. The developer/applicant is advised to contact the Trust's Estates Team on 0303 040 4040 or email Bernadette.McNicholasa@canalrivertrust.org.uk in order to ensure that any necessary consents are obtained.

3. CONSIDERATIONS

3.1 Site and Locality

The application site measures approximately 6.3 ha in size and comprises a broadly rectangular in shape. The application site currently comprises 3 office buildings totalling approx. 31,575 sq.m of Class B1(a) floorspace. The buildings are surrounded by a substantial amount of ancillary surface level car parking. In the south eastern corner of the site there is also a large multi-storey car park associated with the GSK offices.

The site lies to the west of Stockley Road and to the north of Iron Bridge Road. The site is bound by Horton Road to the north and Ironbridge Road North runs along the western boundary of the site. Stockley Park Country Park and Golf Course, an extensively landscaped public park provided on a historic landfill site, is situated to the north of the site, across Horton Road. To the south, the site is bound by the Grand Union Canal and towpath which is managed by the Canal and River Trust.

The site forms part of the wider well-established Stockley Park commercial area and is located to the west of the development known as Prologis Park West London (formerly known as Stockley Park Phase 3). This site is characterised by large industrial buildings, currently occupied by a data centre operator. To the east, beyond Stockley Road, the Stockley Park office campus, largely characterised by a range of large low density office buildings ranging from two to four storeys, set within extensive landscaping and car parking.

The site is bound by land within the Green Belt. Some existing hardstanding areas and part of the existing multi-storey car park in the south-eastern corner of the site encroach into the

Green Belt. The site is bordered by trees and landscaping along each of the site boundaries, helping to screen it from the surrounding highways and from the canal. The site is currently accessed from one combined vehicular and pedestrian access on Ironbridge Road.

The site is located within Flood Zone 1 and is not located within a conservation area and there are no listed buildings on or within the vicinity of the site. On 18 August 2020, Stockley Park: Business park Phases I and II, country park and golf course was registered as a Grade II listed Park and Garden, the site forms part of the listing. Green Chains run on a north-south axis to the east and west of the site. A public footpath (Y27) runs along an east west axis of the canal towpath. To the south of the site, the Grand Union Canal is designated as a Grade I Nature Conservation Site of Metropolitan Importance.

3.2 Proposed Scheme

The application is seeking planning permission for the "redevelopment of the site to provide two industrial units providing industrial floorspace (Use Class B1c/B2/B8) and ancillary offices together with associated parking, access arrangements, landscaping and infrastructure."

Use

The proposals seek the comprehensive redevelopment of the site to deliver 30,627 sqm (GIA) of new flexible industrial floorspace (Class B1c, B2 and B8 uses), the proposal also includes two small offices which are proposed to be ancillary to the main industrial use.

It should be noted that the application was submitted on 15 July 2020. From 1 September 2020, for purposes of Use Class, A1/2/3 & B1 have been redefined as Class E. A condition is proposed to be secured with the consent requiring the development to be used as industrial uses with an ancillary office only.

Amount and Layout

The development will comprise two buildings. Unit 1 is proposed to be 17,673 sq.m and Unit 2 is proposed to be 12,954 sq.m. Each building will include an associated ancillary office element, service yard with loading and delivery bays and areas for staff car parking. The main building would be located within the central portion of the site

Unit 1, which is the larger of the two, will be located on the southern part of the site, nearest to the Grand Union Canal. Unit 2 will be located on the northern part of the site, adjacent to Horton Road. The building will be set back from Horton Road with hard and soft landscaping.

The height of the buildings extend up to a maximum of 18.10m for unit 1 and 17.80m for unit 2 to external ridge. The office space provided remains ancillary to the main distribution and industrial functions of the operation.

It is noted that the existing sculpture at the existing site entrance would be relocated within Stockley Park, the Applicant has committed to a Section 106 HoT to ensure the sculpture is relocated within Stockley Park before the development is completed.

Access

The existing main access to the site is via Iron Bridge Road to the west of the site. Iron Bridge Road is a two way single carriageway road running in an north-south direction from Horton Road.

The main HGV access into the site will be provided from Ironbridge Road. Two additional vehicular access will be provided from Ironbridge Road to each unit proposed, providing access to staff and visitor car parking only. All vehicles will therefore access the site from Ironbridge Road, via Horton Road, with no direct access proposed from Stockley Road (A408).

Car Parking

The Site currently includes three office buildings. The buildings are surrounded by surface level car parking, providing approximately 885 parking spaces, and a multi-storey car park in the south-eastern corner of the Site, with approximately 350 parking spaces (1,235 car parking spaces across the site).

217 car parking spaces, including disabled spaces and electric vehicle parking, will be provided, as well as spaces for HGV's. A total of 94 cycle parking spaces will be provided across the site.

20% of car parking spaces will be provided with active EVCP and the remaining 80% will be provided with passive provision. Additionally, all parking spaces for operational vehicles will be provided with active EVCP.

10% of employee car parking spaces will be designed under accessible standards.

Motorcycle Parking

11 motorcycle parking spaces will be provided of which 7 motorcycle parking spaces would be allocated for Unit 1 and 6 spaces for Unit 2 will be provided respectively.

Cycle Parking

94 cycle parking spaces will be provided which includes 31 short stay cycle parking spaces and 61 long stay cycle parking spaces.

3.3 Relevant Planning History

39207/A/96/0024 Unit A Stockley Works Horton Road Yiewsley

Formation of additional offices on ground and first floor in the main warehouse area, external alterations to building with additional car parking and landscaping

Decision: 17-04-1996 Approved

39207/APP/2012/2327 Unit 1a Horton Road Yiewsley

Installation of a security barrier, turnstile, security fencing, CCTV and other associated works in an existing car park.

Decision: 22-11-2012 Approved

39207/APP/2013/258 Unit 1a Horton Road Yiewsley

Reduction in parking spaces from 65 to 64 spaces; additional dropped kerb detailing; security card reader and intercom detailing; and a decrease in height of the boundary fence from 2.8m to 2.73m (Application for a non-material amendment to Planning Permission Ref: 39027/APP/2012/2327)

Decision: 20-02-2013 Approved

39207/APP/2016/4611 1-3 Iron Bridge Road West Drayton Stockley Park

Continued use of the site as an office use (Use Class B1(a)) (Application for a Certificate of Law Development for an Existing Development)

Decision: 15-02-2017 Approved

Comment on Relevant Planning History

Relevant planning history is set out above.

4. Planning Policies and Standards

Development Plan

Planning law requires that applications for planning permission be determined in accordance

with the development plan, unless material considerations indicate otherwise.

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

- The Local Plan: Part 1 - Strategic Policies (2012)
- The Local Plan: Part 2 - Development Management Policies (2020)
- The Local Plan: Part 2 - Site Allocations and Designations (2020)
- The West London Waste Plan (2015)
- The London Plan - Consolidated With Alterations (2016)

Material Considerations

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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM4 (2012) Open Space and Informal Recreation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- DMAV 1 Safe Operation of Airports
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DME 1 Employment Uses in Designated Sites
- 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 13 Importation of Material
- DMEI 14 Air Quality

DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 8	Waterside Development
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 8	Registered Historic Parks, Gardens and Landscapes
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP 1.1	(2016) Delivering the strategic vision and objectives for London
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.18	(2016) Green Infrastructure: the multi functional network of open and green space:
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
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 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
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 6.9	(2016) Cycling
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture

- LPP 8.1 (2016) Implementation
- LPP 8.2 (2016) Planning obligations
- LPP 8.3 (2016) Community infrastructure levy
- LPP 8.4 (2016) Monitoring and review
- NPPF- 11 NPPF-11 2018 - Making effective use of land
- NPPF- 12 NPPF-12 2018 - Achieving well-designed places
- NPPF- 15 NPPF-15 2018 - Conserving and enhancing the natural environment
- NPPF- 16 NPPF-16 2018 - Conserving & enhancing the historic environment
- NPPF- 2 NPPF-2 2018 - Achieving sustainable development
- NPPF- 4 NPPF-4 2018 - Decision-making
- NPPF- 6 NPPF-6 2018 - Building a strong, competitive economy
- NPPF- 9 NPPF-9 2018 - Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 26th August 2020

5.2 Site Notice Expiry Date:- 26th August 2020

6. Consultations

External Consultees

The application was advertised between 05-08-20 and 26-08-20.

No comments or objections were received from neighbouring or nearby occupants.

NATS

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

HEATHROW AERODROME SAFEGUARDING

We have now assessed the above application against safeguarding criteria and we will need to object to these proposals unless the conditions within the attached response letter are applied to any planning permission.

Officer comment: The recommended condition has been included in the list of conditions.

THAMES WATER

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

The proposed development is located within 15 metres of our underground waste water assets and as such we would like the following informative attached to any approval granted. "The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

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>

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 trade.effluent@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.

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.

GLAAS

Thank you for your consultation dated 24 July 2020. 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 site does not lie in an Archaeological Priority Area or Zone. Historic maps show it being quarried for brickearth in the early 20th century so it is unlikely that significant archaeological remains will

survive. No further assessment or conditions are therefore necessary.

NATURAL ENGLAND

Natural England raised no objection to the application. The amendments have no significantly different impact on the natural environment than the original proposal.

CANALS AND RIVERS TRUST

The Trust is disappointed to note that the development proposals would see a service yard and car parking along the canal frontage, with the prospect of HGVs parking close to the site boundary. Whilst, for a significant proportion of the site, the existing vegetation between the canal and the site would appear to screen this area from view, near the ramp down from the Iron Bridge Road, where the vegetation is less dense, we anticipate, from the limited information available, that the servicing yard, the paladin fence and gate that controls access to the servicing yard, and possibly the car park, will be visible. We suggest that this is not consistent with policy DMHB 11 of the Council's Local Plan, which requires development to harmonise with the local context by taking into account the impact on neighbouring open spaces and their environment, or policy DMEI 8, which requires development adjacent to watercourses to demonstrate a high quality design which respects the character of the waterway.

Whilst we welcome the intention to include an area of office accommodation on the south-western elevation, this will be set back significantly from the canal. As a result, we are doubtful that the office accommodation will have any beneficial impact on passive surveillance over the canal. Taking this into account, we suggest that the most appropriate strategy to make the application compliant with DMHB 11 and DMEI 8 would be to increase the screening provided by the canalside landscaping, preferably by additional planting on the site but alternatively additional planting on the existing area of vegetation between the site and the canal. We note, however, that, whilst there is a landscaping strategy proposed for it, the existing area of vegetation between the site and the canal has not been included within the site application boundary. As a result, one of the following options would need to be taken - the improvements would need to be secured by condition on the site, which would require amendments to the site layout; the site boundary would need to be amended so that the issue can be addressed by condition; or a planning obligation for additional planting and management off-site will be required.

Given our concerns about the visual impact of the development, we are unlikely to support the removal of trees from the canalside landscaped area (as proposed in the submitted Landscape Strategy) without evidence of the impact of this on views from the canal and consideration of the biodiversity impacts. We also would not support non-native planting in this area.

We would suggest that the issue of landscaping is discussed further with the applicant. However, if no changes to the layout or site boundary are proposed then we would welcome further discussions with the Council about the terms of an appropriate planning obligation.

We note that the Landscape Strategy proposes the management of landscape immediately adjacent to the towpath to reduce overshadowing and improve forward visibility. As noted, this area sits outside of the planning application site boundary at present. If this proposal was to form part of the application, then we would need to see further details of the vegetation management envisaged in order that we could reach a judgement on the acceptability of it from biodiversity and landscaping perspectives. The Trust would be happy to discuss this proposal further with the applicant outside of the planning process.

The impact on the structural integrity of waterway infrastructure

The Grand Union Canal sits within a cutting through this part of the borough. Part of the embankment that forms this cutting sits immediately adjacent to the site. The Trust is concerned that the demolition of the existing building closest to the canal could, if not carried out appropriately, undermine the canal embankment and result in land instability. In accordance with paragraphs 170 and 178 of the NPPF, it is the role of the planning system to prevent surrounding land from being placed at risk of land instability as a result of development. We suggest that a Risk Assessment and Method Statement is required by condition in order that the developer can demonstrate to the satisfaction of the council, in consultation with the Trust, how this risk will be managed/mitigated. At minimum, this statement should include a method statement for the demolition and cross sections of below ground works and excavations.

We note that the proposed canalside section plan appears to show a retaining wall adjacent at the top of the canal cutting. The submitted plans do not appear to include existing sections and we have been unable to confirm if a retaining wall is currently in place in this location. We would expect to see the Risk Assessment and Method Statement consider the impacts of any changes in the loading that a retaining wall (new or existing) in this location may have on the structural stability of the canal cutting, for example as a result of changes to ground levels. The developer should have regard to the Trust's Code of Practice for Works Affecting the Canal & River Trust and liaise with John Pryer (John.Pryer@canalrivertrust.org.uk) to ensure that the proposed works have the necessary consent.

The impact on use of the canal as a sustainable transport corridor

We welcome the wayfinding improvement proposals set out in the application documents and suggest that these should be secured through a planning obligation, given that they relate to land outside of the site boundary. We suggest that canal access improvements could be extended to include improvements to the access path and steps from the Old Stockley Road bridge.

The Trust as landowner

The developer should note that the freehold of part of the site is held by the Canal & River Trust. The applicant should consider the details of any conditions on the leasehold agreement.

Obligations, Conditions and Informatives

Should planning permission be granted on the basis of the current plans, we request that planning obligations include:

- The requirement to prepare and implement a canalside landscaping strategy and maintenance regime in agreement with the Canal & River Trust.
- The implementation of canal wayfinding and access improvement measures.

We request that the following planning conditions be imposed:

Lighting

No external lighting related to the development hereby approved shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered.

Reason: In the interests of the protection of the biodiversity of the Grand Union Canal.

Risk Assessment and Method Statement

Prior to the commencement of the development hereby permitted, a Risk Assessment and Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Risk Assessment and Method Statement shall identify risks to the stability of canal infrastructure, the waterway environment and the health, safety and enjoyment of canal users during demolition and construction phases. It shall demonstrate that such risks have been adequately avoided, mitigated or managed through the method statement. Once approved, development shall be carried out in accordance with the Risk Assessment and Method Statement.

Reason: To ensure the development does not have an adverse impact on the structural integrity of waterway assets, the environment of the Grand Union Canal and its users. This condition seeks to prevent harm to the canal during the demolition and construction phases and is therefore required prior to commencement.

It is our understanding that the developer will need to agree to the imposition of any pre-commencement conditions in advance. Should the developer not be willing to do so, we would be grateful if the Council could notify us as we will need to consider whether the only course of action available to us is to object to the development on these grounds until the information and guarantees requested above are provided.

Should planning permission be granted, we request that the following informatives appended to the decision notice:

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

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 regarding the required access agreement.

The application site includes land over which the Trust has a freehold interest. The developer/applicant is advised to contact the Trust's Estates Team on 0303 040 4040 or email Bernadette.McNicholasa@canalrivertrust.org.uk in order to ensure that any necessary consents are obtained.

For us to monitor effectively our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

MINISTRY OF DEFENCE

The proposed development site occupies the statutory height safeguarding zone which ensures air traffic approaches are not impeded.

The airspace above and around aerodromes is safeguarded to maintain an assured, obstacle free environment for aircraft manoeuvre. Having reviewed the proposal, I can confirm the MOD has no concerns regarding the height of the proposed development. However Within this zone, the principal concern of the MOD is the creation of new habitats may attract and support populations of large and / or flocking birds close to aerodromes. The principal concern of the MOD with this development is the proposed gently curved roofs with valleys between, which would be attractive to hazardous large breeding gulls to tuck their nests into. These roofs have the potential to attract and support breeding large gulls, therefore the MOD recommend a Bird Hazard Management Plan (BHMP) be put in place to prevent the breeding of large gulls.

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

HISTORIC ENGLAND

Thank you for your letter of 25 August 2020 regarding the above Planning application. On the basis of the information available to date, in our view you do not need to notify us of this application under the relevant statutory provisions.

HILLINGDON CANAL PARTNERSHIP

Principle of development

The original concept for Stockley Park was a business park with high quality offices set in a landscaped area along the lines of those in Silicon Valley. Over the years there has been an increase in warehousing and distribution centres and the current application continues that process. It is assumed that these changes have been brought about by economic circumstances and the Partnership sees no relevant planning grounds to object to the proposals in principle. The integration of Stockley Park with the Grand Union Canal was never fully realised from the outset and the Partnership therefore believes that the key issues concerning the current proposals are the quality of the landscaping and the ease of access to and from an improved canal towpath.

Landscaping

The height and density of the vegetation between the towpath and the boundary of the site tend to create a rather off-putting ambience for walkers. Removal of the vegetation would not be desirable from an ecological point of view and would open up the site to an excessive extent. What is needed is a careful balance which creates some natural surveillance from the new buildings while maintaining a degree of screening.

The selection of plants is particularly important in order to retain some cover during the winter months. In discussion with the applicants earlier in the year the Partnership suggested that a gap might be made in the vegetation to open up views of the canal at an appropriate spot and they undertook to consider this idea.

In the light of these comments it is hoped that conditions will be applied to any planning permission so that the applicants are required to reach agreement with the Canal and River Trust on the detailed landscaping proposals. The responsibility for future maintenance should also be clarified.

Towpath improvements

The Partnership is keen to promote greater use of the towpath of the Grand Union Canal throughout the Borough for walking and cycling both for environmental reasons and for the physical and mental health of local residents and people working at adjoining developments. It therefore welcomes the proposals for improving the width and surface of the towpath subject to the detailed specifications of the Trust being met.

Access improvements

Improved access to and from the towpath is also vital in order to achieve the walking and cycling objectives and the developers' proposals are supported.

Signposting and information boards

In our discussions with the applicants we requested that the development should include good signposting to encourage use of the towpath and information boards to explain the history of the Grand Union Canal and its role in the local industrial heritage. This request received a positive response and needs to be formalised in some way.

Old Stockley Road

The land adjoining the site at Old Stockley Road is subject to frequent rubbish dumping and is in a deplorable condition. In the Partnership's discussions with the applicants we suggested that there would be considerable benefit to the community if they were to take over this area and landscape it as part of their development. We undertook to check with the Council that this is currently highway land. That was confirmed and the Council stated that they would be willing to enter into discussions with the applicants about extinguishing the highway rights and transferring the land to them subject to the costs of that process being met. The Partnership requests that provision for this should be made in any Section 106 agreement.

Use of canal during construction works

The close proximity of the canal provides an opportunity for both the removal of demolition waste and the bringing of bulk construction materials to the site. The Partnership requests that this should be considered.

Use of canal water for cooling

Canal water has been used successfully for some years in the cooling systems for adjoining office blocks and this has significant environmental benefits. The issue was not raised in our discussions with the applicants and it is not known how relevant it would be for warehousing and distribution centres but we would like to register it for consideration.

GREATER LONDON AUTHORITY

I refer to the copy of the above planning application, which was received from you on 27 August 2020. On 21 September 2020 the Mayor considered a report on this proposal, reference 2020/6155/S1. A copy of the report is attached, in full. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order.

The Mayor considers that the application does not yet comply with the London Plan and Intend to Publish London Plan for the reasons set out in paragraph 67 of the above mentioned report; but that the possible remedies set out in that report could address these deficiencies.

If your Council subsequently resolves to make a draft decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged; or direct the Council under Article 6 to refuse the application; or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application. You should therefore send the Mayor a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make, and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

The proposal

Redevelopment of the site to provide two industrial units providing industrial floorspace (Use Classes B1c/B2/B8) and ancillary offices together with associated parking, access arrangements, landscaping and infrastructure.

The applicant

The applicant is Prologis UK Limited and the architect is Michael Sparks Associates.

Strategic issues summary

Principle of development: The development is located on previously developed land and would not have a greater impact on the openness of the Green Belt compared to the existing development. As such, the development meets the exception test outlined in NPPF paragraph 143 and is therefore appropriate development on the Green Belt. There is a clear and strong demand for industrial floorspace in this location that could outweigh the loss of office floorspace on this site, subject to further information on the marketing of the site and on the heritage impacts of the proposal (paragraphs 18-29).

Urban design: The proposed layout, scale and massing is generally supported. Improvements to the pedestrian routes through the site must be provided. The Council should review the noise assessment and should secure mitigation measures by condition. A fire statement should be provided (paragraphs 30-38).

Heritage: The applicant must provide a heritage assessment to allow officers to assess the impact on the Stockley Park Grade II listed Registered Park and Garden (paragraphs 41-43).

Transport: The proposed amount of parking is unjustified and takes up a significant proportion of the site. Cycle parking is not in line with Policy T5 of the Mayor's intend to publish London Plan. An appropriate Active Travel Zone assessment and agreement over contributions are required, and management plans should be secured by condition (paragraphs 58-63). Further information on inclusive design, air quality, circular economy, energy, water and urban greening is required.

Recommendation

That Hillingdon Council be advised that the application does not yet comply with the London Plan and the Mayor's intend to publish London Plan, for the reasons set out in paragraph 67 of this report; but that the possible remedies set out that paragraph could address these deficiencies.

On 24 July 2020, the Mayor of London received documents from Hillingdon Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses, and on 27 August 2020 the Stage 1 referral was completed. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008, the Mayor has until 8 October 2020 to provide Hillingdon Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor's use in deciding what decision to make.

The application is referable under the following Categories of the Schedule to the 2008 Order:

- 1B(c) "Development (other than development which only comprises the provision of houses, flats,

or houses and flats) which comprises or includes the erection of a building or buildings (c) outside Central London and with a total floorspace of more than 15,000 square metres";

- 3D "Development - (a) on land allocated as Green Belt or Metropolitan Open Land in the development plan, in proposals for such a plan, or in proposals for the alteration or replacement of such a plan; and (b) which would involve the construction of a building with a floorspace of more than 1,000 square metres or a material change in the use of such a building"; and
- 3E "Development (a) which does not accord with one or more provisions of the development plan in force in the area in which the application site is situated; and (b) comprises or includes the provision of more than 2,500 square metres of floorspace for a use falling within any of the following classes in the Use Classes Order (vi) class B1 (business); (vii) class B2 (general industrial); (viii) class B8 (storage and distribution)"; and
- 3F "Development for a use, other than residential use, which includes the provision of more than 200 car parking spaces in connection with that use".

Once Hillingdon Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

Site Description

The 6.3 hectare site is located within the Stockley Park business park, which is designated as a Locally Significant Employment Location and Grade II listed Registered Park and Garden, in the London Borough of Hillingdon. The site is entirely surrounded by, and slightly overlaps with, Green Belt. The Grand Union Canal to the immediate south of the site is a Site of Importance for Nature Conservation (SINC).

The site is currently occupied by offices occupied by GlaxoSmithKline (GSK), which it is understood is in the process of vacating the site. It comprises three low-rise 1990s office buildings located at the centre, northern boundary and south west corner of the site respectively, and a multi-storey car park (MSCP) at the south east corner of the site. The central office building is surrounded by extensive surface car parking that connects the three buildings. The site also includes some soft landscaping in the form of lines of trees and a small lake to the north.

The main entrance to the site is from Iron Bridge Road North, located to the west of the site. A small rectangular lake within the Green Belt separates the road and the site from the completed part of the Prologis Business Park to the west, which comprises large industrial warehouses, as well as a small children's nursery. To the north of the site is Horton Road, which lies within the Green Belt and which meets with the A408 Stockley Road dual carriageway at a junction to the immediate north east of the site. The A408 Stockley Road is to the east of the site, separated by trees within the Green Belt. To the south of the site is the Grand Union Canal, which is separated from the site by trees and other vegetation, also within the Green Belt.

The closest point of the Transport for London Road Network (TLRN) is approximately 2.2 kilometres from the site at the A4020 Uxbridge Road. The site is served by three bus routes (U5, 350 and A10). The nearest bus stop is adjacent to the north of the site on Horton Road. The site records a PTAL of 0-2 on a scale of 0 to 6b, where 6b is the highest. West Drayton rail station is located approximately 1 kilometre walk west of the site, providing services into central London and Reading. This station will also benefit from the Elizabeth Line in the future.

Details of the Proposal

The applicant is proposing a detailed planning application for the redevelopment of the site to provide 30,627 sq.m. (GIA) of flexible industrial floorspace (Use Classes B1c, B2 and/or B8). The proposed floorspace is detailed below:

- Unit 1: 17,673
- Unit 2: 12,954

The development would comprise of two buildings, Unit 1 in the southern portion of the site and Unit 2 to the north. Each building would have an associated element of ancillary office space and a service yard with loading and delivery bays. Staff car parking would comprise 239 spaces and there would be 94 cycle parking spaces. Unit 1 would be separated from the Grand Union Canal by service yards, as well as new landscaping to the immediate south of the site. There would be four access points of access to the site from Ironbridge Road North.

The site would form part of the Prologis Park West London if approved. The business park comprises largely of industrial warehouse buildings to the west of this site. Phase 1 of the business park was approved in December 2015 (LPA reference: 37977/APP/2015/1004) whilst Phase 2 was approved in October 2017 (LPA reference: 37977/APP/2017/3046), and both phases have been constructed.

Case History

On 16 June 2020, a pre-planning application meeting was held virtually with GLA and TfL officers. The proposed redevelopment of the site including the introduction of industrial floorspace was supported in strategic planning terms on the basis of demand and the fact that the development was designed in such a way that it is fit for purpose and does not prejudice the function of existing adjacent businesses and uses. Subject to verification that the Green Belt land concerned can reasonably be considered to be previously developed, GLA officers were satisfied that the proposal may be assessed against the NPPF exceptions test. Urban design, environment and transport matters were also required to be addressed as part of any future application.

On 18 August 2020 Stockley Park (including this site) was designated a Grade II listed Registered Park and Garden.

Strategic Planning Issues and Relevant Policies and Guidance

For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the Hillingdon Local Plan Part 1: Strategic Policies (2012), the Hillingdon Local Plan Part 2: Development Management Policies (2020) and the Hillingdon Local Plan Part 2: Site Allocations and Designations (2020) and the London Plan (2016).

The following are also relevant material considerations:

- The National Planning Policy Framework (February 2019);
- National Planning Practice Guidance; and
- The London Plan Intend to Publish version (December 2019).

Principle of Development

Green Belt

The site lies partly within land designated as Green Belt by the Hillingdon Local Plan Part 2: Site Allocations and Designations (2020). London Plan Policy 7.16 and the Mayor's intend to publish London Plan Policy G2, strongly resist inappropriate development of Green Belt. Paragraph 143 of the NPPF states that inappropriate development, is by definition, harmful to the Green Belt and should not be approved except in very special circumstances. The NPPF provides that construction of new buildings should be regarded as inappropriate save for certain limited exceptions set out in paragraph 145:

- Buildings for agriculture and forestry;
- The provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- Limited infilling in villages;
- Limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would; not have a greater impact on the openness of the Green Belt than the existing development; or would not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land or contribute to meeting an identified affordable housing need within the area of the local planning authority.

Exception Test

It is noted that the site is entirely surrounded by Green Belt, which slightly intersects with the site boundary and with existing buildings on the site. In particular, the existing MSCP currently extends 291 sq.m. into the Green Belt. It is further noted that the site consists of a significant amount of hard standing as car parking. As such, most of the site can be considered previously developed land.

The applicant is proposing two warehouse buildings on the site. It is noted that Unit 1 would extend into the Green Belt by 158 sq.m. at the south east corner of the site. This extension would be on the same part of the site as currently occupied by the MSCP. It is important to note that the height of the proposed building would be around 18 metres high, which is likely to be similar to the height of the existing buildings and MSCP; this should be clarified by the applicant. The remainder of Unit 1 and the rest of the development would fall outside of the Green Belt.

As much of the site that intersects with the Green Belt is previously developed, it is necessary to consider whether NPPF exception (g) applies here. As no affordable housing is proposed only the first part of exception (g) could apply. The applicant is proposing to develop only on previously developed land within the Green Belt. Unit 1 would have a 46% smaller footprint within the Green Belt compared to the existing MSCP. Furthermore, the proposed development, whilst larger in terms of building footprint, would be of a similar height to the existing buildings. The applicant has carried out a landscape and visual impact assessment (LVIA). This finds that the development would have a minor adverse impact, but this is largely in relation to the proposed footprint intrusion into the Green Belt, which as detailed above would be on previously developed land. In terms of visual impact, the LVIA notes that the development would be obscured by surrounding retained vegetation. It is also noted that much of the Green Belt to the east and south of the site is inaccessible. From the more accessible Green Belt to the north and west the proposed warehouse buildings would not be out of context for the area given the recently completed warehouse buildings to the west of the site, which are also next to the Green Belt. As such, and having regard to the urban design assessment below, the development is considered to not have a greater impact on the openness of the Green Belt compared to the existing development. As such, the development meets the exception test outlined in paragraph 143 (g) of the NPPF and is therefore appropriate development on the Green Belt.

Change of Use

London Plan Policy 2.13 and the Mayor's intend to publish London Plan Policy SD1 provide that

proposals in Opportunity Areas should seek to maximise density and contain a mix of uses. The site lies within the emerging Heathrow Opportunity Area in the Mayor's intend to publish London Plan, which has an indicative capacity for 13,000 new homes and 11,000 new jobs.

The site is currently occupied by 31,575 sq.m. of office floorspace. London Plan Policies 4.2 and 4.3 and the Mayor's intend to publish London Plan Policy E1 state that the office stock at business parks, including Stockley Park, should be renewed and modernised. Further to this, Policy E1 states that office space in outer London should be consolidated in town centres and other existing office clusters, such as Stockley Park, and should be extended where viable. It is noted that Stockley Park is also locally designated as a Locally Significant Employment Location, where the provision of B1(a) office floorspace is prioritised, in the Hillingdon Local Plan Part 2: Site Allocations and Designations (2020).

However, London Plan Policy 4.2 and the Mayor's intend to Publish London Plan Policy E1 also support the redevelopment of surplus office space to other uses. Policy E1 requires that there is evidence of no reasonable prospect of it being used for business purposes before the loss of office space can be accepted. This evidence should include strategic and local assessments of market demand and supply, including evidence of vacancy and marketing (at market rates suitable for the type, use and size for at least 12 months).

London Plan Policy 4.4 and the Mayor's intend to publish London Plan Policy E4 seek to ensure that there is a sufficient stock of industrial land to meet the current and future needs of different types of industrial and related functions in different parts of London. London Plan Policy 4.4 states that in Hillingdon there should be limited release of industrial land. However, the Mayor's intend to publish London Plan Policy E4 sets Hillingdon a revised policy to retain capacity for industrial floorspace. The Land for Industry and Transport SPG indicates that there is projected additional demand for over 329 hectares of land for warehousing and logistics functions in London between 2011 and 2031. The SPG further states that most of this additional demand is anticipated in the outer East, West, and North sub-regions and identifies Heathrow as a principal property market for industry and logistics in London for the reason that London's airports are important drivers of demand for warehousing and other high value-added business space on industrial land.

The Mayor's intend to publish London Plan Policy E4 supports the provision of industrial capacity in locations with access to the strategic road network which provide capacity for logistics and other industrial sectors, provide capacity for SMEs, are suitable for 'last mile' distribution services and support access to supply chains and local employment in industrial and related activities. The Mayor's intend to publish London Plan Policy E7 also supports proposals to intensify B1c light industrial, B2 general industrial and B8 storage uses.

The applicant has provided a market assessment, which finds that the current availability within Stockley Park is between 26% and 32%, excluding the subject site. As such, it estimates that 158,000 sq.m. (1.7 million sq.ft.) of office floorspace will be surplus to demand over the next three years. It is understood that GSK are in the process of vacating the site, and that it will be fully vacant by January 2021. The applicant should provide evidence of marketing to demonstrate that there is no demand for the office space on this specific site, in line with the Mayor's intend to publish London Plan Policy E1.

The site is well-suited for industrial development, located adjacent to and with easy access to the A408 and the wider strategic road network, the M4 and the M25, as well as being located within the emerging Heathrow Opportunity Area. The market assessment notes that the Heathrow industrial market is characterised by the limited availability of large high quality industrial premises and this development would help to meet demand for such premises. The availability rate for industrial floorspace in the area is 6.7%, which officers agree means that there is not a sufficient range of premises to meet demand in line with the Land for Industry and Transport SPG. It is further noted

that the availability of units above 9,000 sq.m. (100,000 sq.ft.) is particularly limited at 2.3%, which this development could help to address. As such, the market assessment predicts a 111,500 sq.m. (1.2 million sq.ft.) deficit of industrial floorspace over the next three years, demonstrating a clear demand for this floorspace.

Officers consider that there is a clear and strong demand for industrial floorspace in this location that could outweigh the loss of office floorspace on this site, subject to further information on the marketing of the site. In addition, the applicant must address heritage concerns given that the existing office buildings may have historic significance within the Stockley Park Grade II listed Park and Garden.

Urban Design

London Plan Policies 7.1 and 7.4 and the Mayor's intend to publish London Plan Policies D1, D3 and D4 seek to ensure that new developments are well-designed and fit into the local character of an area. New buildings and spaces should respond to the form, style and appearance to successfully integrate into the local character of an area, with a positive relationship with the natural environment and respect and enhancement of the historic environment. London Plan Policy 3.4 and the Mayor's intend to publish London Plan Policy D3 also seek to optimise the potential of sites, having regard to local context, design principles, public transport accessibility, and capacity of existing and future transport services.

Layout, scale and massing

The general layout is supported including the decision to set Unit 1 back from the SINC and southern boundary of the site. The applicant is proposing an active frontage along the northern frontage of Unit 2 and the western frontage of Unit 1 by locating the ancillary office space in these locations. This will ensure that Horton Road and Iron Bridge Road North are overlooked, improving the perception of safety along these roads. The buildings would be screened by trees and landscaping along most frontages. The building heights are in line with the existing built context and do not raise any strategic concerns.

Landscaping and public realm

The applicant has prepared a Landscape Design Statement that sets out clear objectives for the design of the landscaping. These objectives include retaining and protecting existing trees and hedges, providing buffer planting, improving habitat biodiversity and improving the amenity value of the site. The proposed approach would largely enhance or retain the greening located in the Green Belt surrounding the site, which also forms an important feature of the Grade II listed Registered Park and Garden. Notably, the applicant would retain the existing buffer between the site and the Grand Union Canal, enhancing it with soft landscaping to improve pedestrian permeability and accessibility, which is strongly supported. The applicant has proposed a Landscape Maintenance and Management Plan, which should be reviewed by the Council and secured by condition.

The applicant should provide a drawing that clearly shows the location of pedestrian routes through the site. Where pedestrian routes cross vehicle routes, a vehicle-free alternative route and/or a crossing point should be provided to ensure inclusive and safe pedestrian access. In this respect, it is not currently clear how pedestrians entering the site would access Unit 1 from Iron Bridge Road North without passing through car parking. Furthermore, officers are concerned that the proposed access route for Unit 2 would be unsafe for pedestrians leaving the site, as it would be on the inside corner of the road within the site.

Industrial unit design and layout

The proposed industrial units would include significant areas of yard space, HGV delivery bays and docks and ancillary office spaces with shower and toilet facilities. The warehouses would be up to 18 metres tall. As such, the industrial units would be capable of accommodating a wide range of B1(c), B2 and B8 uses.

Agent of Change

In line with the Mayor's intend to publish London Plan Policy D13, the applicant must consider and mitigate for existing noise and other nuisance generating uses in a sensitive manner in new development under the agent of change principle. Paragraph 3.13.4 states that other nuisances such as dust, odour, light and vibrations can be considered under this policy particularly when considering the intensification of industrial estates. London Plan Policy 7.15 and the Mayor's intend to publish London Plan Policy D14 further require the mitigation and minimisation of the existing and potential adverse impacts of noise.

The surrounding context is characterised by similar large warehouse buildings, a dual carriageway and other roads. The nearest sensitive residential receptors are at Emden Close, approximately 130 metres to the south of the site. However, it is noted that the development is next to a children's nursery to the south west, which has the potential to be negatively affected by noise generated by the development.

The noise assessment concludes that the development would have a significant adverse impact on noise during the day and an adverse impact at night. However, it is important to note that this is compared to an existing office use that generates very little operational noise. As such, taking account of the surrounding industrial context, officers agree that the noise levels are likely to be similar to existing levels. The applicant proposes a range of mitigation measures to address the noise levels including switching engines off and quiet working practices. Furthermore, it is noted that the impact of road traffic on noise is likely to be negligible. As such, given that the nursery already operates within this industrial context, further mitigation is not required. The applicant's noise assessment concludes that for residential receptors the level of noise would be below guideline levels, even at night with the windows open. As such the noise assessment does not raise any strategic concerns. The Council should review the noise assessment and should secure mitigation measures by condition.

Fire safety

In accordance with Policy D12 of the Mayor's intend to publish London Plan, the applicant must submit a fire statement, produced by a third party suitably qualified assessor. This must provide details of: the construction methods, products and materials; the means of escape for all building users; features which reduce the risk to life, including sprinklers in all apartments; access for fire service personnel and equipment; access for fire appliances; and how future modifications to the building will not compromise the base build fire safety and protection measures. This should be provided before the application is referred back to the Mayor at Stage 2.

Inclusive Design

London Plan Policy 7.2 and the Mayor's intend to publish London Plan Policy D3 seek to ensure that proposals achieve the highest standards of accessible and inclusive design (not just the minimum). Any application should ensure that the development can be entered and used safely, easily and with dignity by all; is convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment; is designed to incorporate safe and dignified emergency evacuation for all building users; and as a minimum at least one lift per core should be a fire evacuation lift suitable to be used to evacuate people who require level access from the building.

The proposed circulation spaces are sufficiently generous and inclusive and access to the buildings is level. The applicant should provide measures to ensure that disabled visitors and staff are able to easily and safely access the site, including segregated pedestrian routes, clearly marked crossings and tactile paving. The applicant should also provide measures to protect pedestrians from HGVs accessing the site from Iron Bridge Road.

Heritage

The proposal is located within the Stockley Park Grade II Registered Park and Garden. The site is not located near to any other conservation areas or listed buildings. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions "should have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses". If harm is identified, it should be given considerable importance and weight.

The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Significance is the value of the heritage asset because of its heritage interest, which may be archaeological, architectural, artistic or historic, and may derive from a heritage asset's physical presence or its setting. Where a proposed development will lead to 'substantial harm' to or total loss of the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Paragraph 197 of the NPPF also states that effect of an application on the significance of a non-designated heritage asset should be considered, with a balanced judgement made on the scale of any harm or loss and the significance of the heritage asset. Policy HC1 'Heritage conservation and growth' of the Mayor's Intend to Publish London Plan, as well as London Plan Policy 7.8, states that development should conserve heritage assets and avoid harm, which also applies to non designated heritage assets.

It is noted that Stockley Park was only listed on 18 August 2020, after this application was submitted. As such, given the absence of any other nearby heritage assets, the applicant has not provided a heritage assessment. Historic England records that Stockley Park was listed for reasons of: its historic interest as a pioneering business park and for its reuse of contaminated land; its design interest, as a collaboration between designers, engineers and landscape architects, its award-winning design and its integration of business park, golf course and public park elements; and its survival, including the preservation and maintenance of the original design. Officers now need to consider whether the loss of the existing office buildings on the site (including the loss of the existing pattern of development) could result in a loss of significance, and thereby result in harm to the Registered Park and Garden. However, it is not possible to assess the degree of harm without understanding the contribution the site currently makes to the significance of the Registered Park and Garden. The applicant must provide a heritage assessment to allow officers to assess the degree of harm caused to the Grade II listed Registered Park and Garden. The applicant should also consult with and provide GLA officers with the responses from the Gardens Trust and Historic England.

Air quality

The application is for a major development within an Air Quality Management Area. As such, in accordance with London Plan Policies 3.2, 5.3 and 7.14 and the Mayor's Intend to Publish London

Plan Policy SI1, an Air Quality Assessment has been provided. Policy SI1 states that this should take an air quality neutral approach.

The assessment has concluded that the development is not air quality neutral due to exceedances of the transport emissions benchmark (TEB). However, the calculation of transport emissions appears to have included all vehicle trips. The GLA Air Quality Neutral Planning Support Update guidance states (paragraph 3.22) to only include car trips in the calculation of the development transport emissions. A revised calculation should therefore be submitted. If the development continues to exceed the TEB, a scheme of mitigation must be proposed to be compliant with London Plan Policy 7.14 and the Mayor's intend to publish London Plan Policy SI1 The dispersion modelling assessment requires further clarification or amendment before the results can be supported. Further technical information is provided in an appendix to this memo. At present, it cannot be concluded whether the development complies with London Plan and the Mayor's intend to publish London Plan air quality policies.

It is also noted that an assessment of gas-fired energy plant (boilers) has not been carried out. It is considered, given the distance of sensitive receptors from the site, and the nature of the proposed development, that significant impacts will be avoided by adhering to the minimum standard of the GLA's Sustainable Design and Construction SPG.

A condition is required in relation to the gas-fired boiler plant to ensure it meets the minimum emissions standards in Section 4.3 and Appendix 7 of the Mayor's Sustainable Design and Construction SPG. In addition, conditions are recommended in relation to the Non-Road Mobile Machinery Low Emission Zone for London and to control emissions of dust and PM10 during construction and demolition.

Circular economy

The Mayor's intend to publish London Plan Policy GG5 states that those involved in planning and development should recognise and promote the benefits of transition to a circular economy as part of the aim for London to be a zero-carbon city by 2050. Policy D3 further states that the principles of the circular economy should be taken into account in the design of development proposals in line with the circular economy hierarchy. The Mayor's intend to publish London Plan Policy SI7 requires major applications to develop circular economy statements. The pre-consultation draft of the Circular Economy Statements Guidance (March 2020) provides further information on how to prepare a Circular Economy Statement.

The applicant should provide a circular economy statement. This should follow the criteria set out in the Mayor's intend to publish London Plan Policy SI7 and the Circular Economy Statements Guidance.

Energy

In accordance with the principles of London Plan Policy 5.2 and Policy SI2 of the Mayor's intend to publish London Plan, the applicant has submitted an energy statement, setting out how the development proposes to reduce carbon dioxide emissions. The energy hierarchy has been followed; the proposed strategy is generally supported; however, the applicant should submit additional information to ensure compliance with the London Plan policies. The development would achieve a 53% saving in regulated carbon dioxide emissions compared to 2013 Building Regulations. The carbon dioxide savings exceed the minimum target within Policy 5.2 of the London Plan and the Mayor's intend to publish London Plan Policy SI2. The applicant is required to provide further information on the energy efficiency measures, carry out a dynamic overheating analysis, demonstrate that opportunities for connection to a district heating network have been explored, investigate an alternative low carbon solution to the proposed gas boiler system and provide further

details on the proposed PV and solar thermal. The applicant should note that on final publication of the Mayor's intend to publish London Plan a zero-carbon target shall apply to major non-residential development. Once all on-site opportunities for carbon dioxide savings have been exhausted, any residual shortfall would need to be met via a carbon offset contribution.

Urban greening

London Plan Policy 5.10 and the Mayor's intend to publish London Plan Policy G5 state that developments should provide new green infrastructure that contributes to urban greening. Policy G5 also sets out a new Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments.

The proposed development is Category B2/B8 use and therefore is not required to meet the UGF target of 0.3 for predominantly commercial development set by Policy G5 of; however, with reference to paragraph 8.5.5 of the Mayor's intend to publish London Plan the applicant should still prepare and submit a UGF calculation and supporting drawing showing surface cover types. The UGF submission should set out what measures have been taken to achieve urban greening on site. The applicant should review additional green infrastructure and urban greening measures on site such as providing green roofs, and green walls or facades.

Biodiversity

London Plan Policy 7.19 and the Mayor's intend to publish London Plan Policy G6 state that proposals that create new or improved habitats that result in positive gains for biodiversity should be considered positively. Policy G6 further states that development proposals should aim to secure net biodiversity gain.

The application site adjoins the London Canals SINC. The ecological assessment sets out that the proposed development would not adversely impact the SINC subject to best practice construction methods to prevent encroachment and run-off. A Construction Environment Management Plan setting out measures to protect the SINC should be conditioned subject to any grant of planning consent.

The applicant should provide evidence the proposed development secures a net biodiversity gain in accordance with Policy G6 of the Mayor's intend to publish London Plan. If biodiversity net gain is not achievable on the site the applicant should review opportunities for biodiversity offsetting in consultation with the Council.

Trees

London Plan Policy 7.21 and the Mayor's intend to publish London Plan Policy G7 are clear that development proposals should ensure that wherever possible existing trees of value are retained. The proposed development will result in the removal of a significant number of trees, many of which are Category B. Trees of value should be retained where possible and where trees are removed there should be adequate replacement provided. The applicant should provide a CAVAT assessment of the existing trees in the site boundary, the value of the trees removed, and the value of the trees proposed to demonstrate that adequate replacement is being provided.

Walking and cycling

The applicant has not provided an Active Travel Zone (ATZ) assessment has been provided. An ATZ assessment will need to be undertaken and should cover key routes in the wider area, such as routes to the nearest rail station(s), bus stops, parks, schools, hospitals and amenities, and must

identify deficiencies that will need to be addressed. An appropriate assessment should be provided, and agreement over funding of improvements should be negotiated with the Council.

The cycle parking proposed does not meet the required quantum as set out in the Mayor's intend to publish London Plan Policy T5. The minimum cycle parking standards are required to be met. Furthermore, there should be a commitment to provide measures to support cyclists, including lockers and showers.

Vehicle Parking

A total of 239 parking spaces are proposed, taking up a significant proportion of the site contrary to the Mayor's intend to publish London Plan Policy D3. Contrary to preapplication advice, no substantive justification for this number has been provided. Robust evidence should be provided for why the number of car parking spaces proposed are required.

The Mayor's intend to publish London Plan allows for up to 1 space per 600 sq.m for B1 office use in this area and states that B8 uses should have regard to B1 office standards, taking into account the significantly lower employment density in such developments. In order to further reduce the dominance of vehicles on London's streets, whether stationary or moving, the applicant should aim to provide car parking significantly below the Mayor's intend to publish London Plan maximum. A reduction in parking would support the Mayor's targets for mode shift to active and sustainable travel. Furthermore, motorcycle parking is not required and should be removed from the proposals.

A Car Parking Design and Management Plan should be secured by condition including ensuring the disabled parking is used only by Blue Badge holders and arrangements for meeting any future demand for such provision. The Plan should also set out how and when passive charging facilities would be brought into use.

Management plans

Draft Travel, Construction Logistics, Delivery & Servicing and Parking Design & Management Plans should be appropriately secured.

TRANSPORT FOR LONDON

Active Travel Zone

No Active Travel Zone assessment has been provided. An Active Travel Zone Assessment (ATZ) will need to be undertaken. This will need to cover key routes in the wider area, such as routes to the nearest rail station/s, bus stops, parks, schools, hospitals and amenities, and must identify deficiencies that will need to be addressed. Policy T2 requires that, among other things, "development proposals should: demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with TfL guidance..." This therefore meets the first of the NPPF Paragraph 56 tests. An appropriate assessment should be secured, and agreement over funding of improvements should be negotiated with the Council as LPA.

Car parking

A total of 239 parking spaces are proposed, taking up a significant proportion of the site contrary to Policy D3. Contrary to pre-application advice, no substantive justification for this number has been provided. Robust evidence should be provided for why the number of car parking spaces proposed are required.

The Intend to Publish London Plan allows for up to 1 space per 600m² for B1 office use in this area

and states that B8 uses should have regard to B1 office standards, taking into account the significantly lower employment density in such developments. In order to further reduce the dominance of vehicles on London's streets, whether stationary or moving, the applicant should aim to provide car parking significantly below the Intend to Publish London Plan maximum allowed provision for development at this location. A reduction in parking would help to restrain car trip generation and promote sustainable travel, helping toward the Mayor's targets for active travel, together with supporting Healthy Streets aims including reduced traffic impact, maintaining good air quality in the area, and Vision Zero objectives.

Furthermore, motorcycle parking is not required and should be removed from the proposals. A Car Parking Design and Management Plan (CPDMP) should be secured by condition including ensuring the disabled parking is used only by Blue Badge holders and arrangements for meeting any future demand for such provision. The Plan should also set out how and when passive charging facilities would be brought into use.

Cycle parking

The proposed quantum of cycle spaces meet the minimum Intend to Publish London Plan standards. London Design Cycling Standards (LCDS) requires a minimum five per cent Sheffield stands on wider stands (1.8m recommended) for larger/wider cycles such as cargo cycles, cycle trailers and cycles constructed for disabled riders.

Furthermore, shower and changing facilities should also be provided for staff. These should be secured by condition.

Travel Planning

TfL welcomes the submission of the outline Travel Plan, which aims to promote sustainable travel to and from the site. TfL understands that mode shift targets are still to be set once baseline surveys are undertaken within six months of occupation.

TfL supports the proposed additional initiatives in the Travel Plan to encourage and secure a high PT, Walking and Cycling mode share. Furthermore, these initiatives and this objective will be undermined if a large number of employees have access to a car parking space. The Travel Plan and all agreed measures therein should be secured, enforced, monitored and reviewed as part of the s106 agreement.

Construction Logistics Plan

TfL welcomes the submission of an outline construction logistics plan; however, would expect the applicant to provide a detailed construction logistics plan (CLP) including routes used to and from the site, hours of operation, expected number of vehicles and general good practice.

The detailed CLP should be secured by condition, in line with Intend to Publish London Plan policies T4 and T7. Specific TfL advice can be found here: <http://content.tfl.gov.uk/construction-logistics-plan-guidance-for-developers.pdf> .

Delivery and Servicing Plan

TfL also welcome the submission of an outline delivery and servicing plan that provides an indicative idea of how the development would operate. A full delivery and servicing plan should be secured by condition. We suggest that you allow for 24/7 deliveries or at least more than the average due to this being an industrial area.

Community Infrastructure Levy (CIL)

It is noted that the proposed development is within LB Hillingdon, where the MCIL2 Charging Schedule applies £60 per square metre for eligible new development.

Summary

In summary, the following outstanding transport issues should be resolved prior to determination:

- An appropriate ATZ assessment is required to be submitted by the applicant. This will need to cover key routes in the wider area, such as routes to the nearest rail station/s, bus stops, parks, schools, hospitals and amenities, and must identify deficiencies that will need to be addressed. Subsequently an appropriate package of interventions must be secured.
- TfL would encourage the applicant to reduce the car parking provision significantly in order to encourage guests to use more sustainable modes to travel to and from the site. Robust justification for the amended proposed level of parking should also be provided.
- It should be ensured that 5% of the cycle spaces are spaced at 1.8m to cater for larger cycles.

GARDENS TRUST (REVISED COMMENTS OCTOBER 2020):

We are grateful for the opportunity to comment on this application, which has a material impact on the significance of Stockley Park, a historic designed landscape which is Registered by Historic England at Grade II. The inclusion of this site on the national register is a material consideration.

We object to this application in its current form, as it will lead to substantial harm to designated heritage asset Stockley Park.

We write as the Planning & Conservation Working Group of the London Gardens Trust (LGT). The LGT is affiliated to The Gardens Trust (formerly the Garden History Society and the Association of Gardens Trusts), which is a statutory consultee in respect of planning proposals affecting sites included in the Historic England (English Heritage) Register of Parks and Gardens of Special Historic Interest. The LGT is the Gardens Trust for Greater London and makes observations on behalf of the Gardens Trust in respect of registered sites, and may also comment on planning matters affecting other parks, gardens and green open spaces, especially when included in the LGT's Inventory of Historic Spaces (see www.londongardenstrust.org/conservation/inventory/ - Stockley Park entry pending) and/or when included in the Greater London Historic Environment Register (GLHER). For further information, we refer you to the list entry for Stockley Park (<https://historicengland.org.uk/listing/the-list/list-entry/1466074>) and the Gardens Trust publication *The Planning System in England and the Protection of Historic Parks and Gardens* (2019), which is available online at www.thegardenstrust.org

We have previously objected to this application on the basis that it needs to be accompanied by a heritage impact assessment. We thank you for your email of 30/9/20 in which Savills have responded with an HIA. We strongly disagree with Savill's statement that 'the proposed development will not result in any material harm to the heritage asset' as even a limited understanding of the site and its significance demonstrates that the proposal will lead to substantial harm. We appreciate that the timeline of the application's submission alongside the Stockley Park's designation as a heritage asset meant that the HIA has been written after the proposals were drafted. We urge the applicants to revise their proposals now that they can gather a proper understanding of the site as a heritage asset and so that this can inform the development of their proposals rather than have to retrospectively justify them.

As point of reference, Savills say 'It is important to note that Historic England responded to the consultation period with no comments to make on the proposals.' You will be aware that this is

because Historic England limit their involvement on planning consultations to landscapes that are registered at Grade I and II*, whereas Stockley Park is II. Their lack of comment should not be used to infer that the proposal is acceptable. This proposal will lead to substantial harm to the heritage asset. The existing Registered design has 3 buildings positioned carefully to create court-like spaces, in which car parking spaces are integrated as an striking landscape features amongst formal tree planting. The site arrangement makes noticeable use of geometric angular shapes and axial devices. This provides a clever contrast with the generous planting belts around the perimeter.

The proposal replaces this sophisticated and landscape-focussed design with a basic layout in which 2 large buildings are wedged side by side with the minimal landscaping necessary for screening and habitat. The proposal also involves removing part of the iconic lime avenue plantings in order to provide vehicular access. The loss of quality in this part of the designated heritage asset will be substantial and create a noticeably different landscape style to the rest of the site. There is national and local policy of relevance to this application. At a national level, we refer you to NPPF 195, which is clear that 'Where a proposed development will lead to substantial harm to ... a designated heritage asset, local planning authorities should refuse consent.' The harm set out in the previous paragraph clearly constitute substantial harm to this designated heritage asset.

Locally, Local Plan policy HE1.1 is relevant to this proposal in its commitment to 'Conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes Registered Parks and Gardens'. For the reasons set out above, this proposed development most certainly does not conserve and enhance Stockley Park, and rather destroys some historic features, as set out above. We object to this application in its current form and ask that the application review its development proposals in light of the recent designation of Stockley Park as. Grade II Registered historic designed landscape and refreshed understanding of its significance.

The LGT objects to this planning application on the following grounds:

- loss of high-quality buildings carefully set within the designated landscape
- The height, bulk and outline of the proposed buildings will have a harmful impact on the designated character of the park and the coherent design and detailing of the remaining original estate.
- loss of hundreds of plants and mature trees and the pond
- destruction of the sophisticated, landscape-focussed design designated Grade II
- negative impact on the quality and coherence of the rest of the listed park and country park beyond
- negative impact on the setting of the canal and the natural habitat beyond which is of local importance

REVISED COMMENTS - SUMMARY (NOVEMBER 2020)

The Gardens Trust acknowledged the modest improvements made to the scheme however maintained their objection to the proposal.

Internal Consultees

ACCESS OFFICER

This application has been assessed against London Plan Policy 3.1 and 7.2, and the Hillingdon Local Plan (Part 2) Policy DMT 6.

In line with the Councils parking standards 10% bays should be designated for Blue Badge holders, with a further 5% bays for Brown Badge holders. In terms of the proposed buildings, no accessible concerns are raised. However, the following informative should be attached to any grant of planning permission: The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative

ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

AIR QUALITY OFFICER

The road traffic associated with the operation of the proposed development will affect the air quality within the LBH Air Quality Management Area (AQMA) and the West Drayton / Yiewsley and the Hayes Focus Areas both during its construction and operation phases. In particular, the proposed development, during its operation phase, due to the uses proposed and location, will add to current exceedances of the nitrogen dioxide annual mean limit value within these sensitive areas as a result of traffic emissions.

The Transport Assessment submitted to support the planning application has established that the proposed development is envisaged to generate 3,508 two-way daily vehicular trips that are forecasted to be comprised of 1,164 LGVs, 925 HGVs, and 1,419 cars and motorcycles two-way movements over the course of a typical day. This equates to 26.4% movements associated with HGVs.

As per the London Plan Intent to Publish (December 2019) and LBH Air Quality Action Plan 2019-2024, Developments need to be at least air quality neutral and contribute actively to reduce pollution in sensitive areas. The proposed development will generate additional two-way 1695 vehicular trips daily, which is a considerable burden to the local network, not being air quality neutral.

Damage Costs and Mitigation Measures

The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

The level of mitigation required to the proposed development for traffic emissions is £316,972.

The mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied.

Once all deductions were applied, the remaining value of mitigation due is £206,032. Flat rate deductions applied are as follow: Travel Plan (15%) Green Measures (5%) Strategic Multi-Modal Shift (15%).

Therefore, a section 106 agreement with the LAP of £206,032 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

It is noted that whereas the Transport Assessment indicates additional two-way 1695 vehicular trips daily, to align the damage cost calculations with other similar planning applications in the area, only a 1 in 4 of the traffic flows reported were accounted for in the damage cost calculation.

In addition, a condition requiring a Travel Plan and reducing emissions from demolition and construction.

SUSTAINABILITY OFFICER

There are no objections to the proposed development with regards to Energy subject to the following.

The details are sufficient to satisfy that the strategic approach to carbon reduction is policy compliant. However, further detailed work is required to understand what will be delivered as part of the final proposals. In particular with regards to the low and zero carbon technology to be used.

Further detail is also required as to how the carbon reduction will be monitored and reported back to the Council (otherwise known as the 'be seen' policy requirement set out in the latest London Plan - Intend to Publish Version).

Finally, the energy strategy sets out a requirement for an offsite contribution which needs to be captured in the S106. Conditions are recommended on carbon reduction and carbon reporting.

Section 106

Carbon Reporting Clause

Should the carbon reduction performance of the development fail to meet the required targets (Carbon Reduction Condition) as set out in the reports to the Local Planning Authority (Carbon Reporting Condition) then the building occupier/management company must provide alternative solutions to the Local Planning Authority to ensure the targets are met.

The solutions can be modifications to the existing development, new interventions within the development or offsite contributions to the Council as agreed.

Carbon Offset Contribution

As set out in the energy strategy, a contribution of £178,200 is required to make up for the shortfall in CO2 reductions onsite.

ECONOMIC DEVELOPMENT OFFICER

The application from Prologis to create an extension to their successful Prologis Park West London is welcomed from an Economic Development perspective.

Whilst it is disappointing to see a major commercial concern like Glaxo Smith Klien leave the borough it is pleasing to see the immediate acquisition of the site by Prologis. It is also encouraging to note that Prologis have been quick to bring forward a flexible, commercially viable scheme for the site.

In assessing the potential impact of the application, it is worth noting the impact of first phase of the Prologis development on Stockley Park, which successfully delivered a construction training / local employment scheme during the construction phase of the development. The completed development has delivered flexible employment units that have all been occupied by a range of commercial concerns from Data centre operator Virtus and mail / parcel distributor Royal mail and a range of other logistics operators.

Like phase one, the new application looks to provide flexible employment space offering a range of opportunities for commercial operators. Prologis advise that they are in discussion with a range of operators but at this point no contracts have been signed. If as is likely, that phase two of the development provides similar facilities to phase one the development will provide a range of employment opportunities. These will potentially include jobs in the logistics sector and warehouse and delivery/ driving positions are most welcome at this time. The decline in operations at Heathrow continues to have a detrimental impact on airport and airport associated employment. There have been significant redundancies in the service, transport and logistics sectors and the

furloughing of workers continues to be a challenge. Whilst it will be at least a year before the buildings are handed over to the end user employers, the impact of the economic downturn at Heathrow will have long term implications. Therefore, the future jobs the site will provide are useful in the medium / long term.

Prologis have advised that they would be willing to work with local partners such as JCP / College to support local employment, where the opportunity presented. This commitment is welcomed.

During the construction phase a construction training / employment scheme will serve to ensure that local residents are both employed and trained on the site. Negotiations have started and Prologis are keen to replicate a scheme similar to the one successfully delivered in phase one.

Prologis have also indicated that they would be willing to support the new Hillingdon Chamber of Commerce initiative, which looks to support smaller local businesses gain access to contracts in major development schemes. Whilst most of these opportunities relate to the construction phase of a development, there are some elements of a scheme, such as maintenance and grounds maintenance that will be required on an ongoing basis.

COUNCIL LANDSCAPE ARCHITECT

This office site was developed on restored land as part of the Stockley Park (Phase 2) Business Park, in the late 1990's. It was, until recently, occupied by Glaxo Smithkline. It is located to the south-west of the junction of Stockley By-Pass and Horton Road. The wooded cutting and towpath of the Grand Union Canal form the southern boundary. To the east of Iron Bridge Road a new data centre has recently been completed on land formerly known as Stockley Park (Phase 3). There are no TPO's or Conservation Area designations affecting the site, however, the site lies within a well-established / maturing setting of tree-lined car parks, wooded boundaries (north, south and east) and the lime necklace (an avenue of pleached Broad-leaved limes, (*Tilia platyphyllos*). A signature landscape feature which lines the key routes through Stockley Park. After 20(+) years the boundary planting effectively conceals or, at least, filter views of the built development within the site.

LOCAL DESIGNATIONS

The site is surrounded by Green Belt which excludes the central built-up / developed area, Green Chains run on a north -south axis to the east and west of the site. A public footpath (Y27) runs along an east west axis of the canal towpath.

TREE STRATEGY (Removal / retention / replacement)

A tree survey, by BB Trees, ref. 389/18 Rev 0, dated August 2019, has been submitted. The report has identified and assessed the condition and value of 15 individual trees, 55 tree groups and 30 hedges. The survey includes off-site woodland groups G82 (London planes in the Horton Road central reserve), G98 (eastern boundary), G99 and G100, off-site trees on the southern boundary associated with the canal - which were all planted contemporaneously with the on-site planting, as part of a comprehensive masterplan.

Three groups; G1 (lime avenues), G82 (Horton Road planes) and G89 (dense mixed woodland, Stockley Road boundary) are rated 'A' grade with no individual trees achieving this status.

An arboricultural impact assessment, ref. 389-20 Rev 0, by BB Trees, dated June 2020 confirms (section 3.0) that all existing buildings are to be demolished and two replacement units constructed, one to the northern side of the existing entrance off Iron Bridge Road and one to the south. All of the existing trees within the central core of the site and car park will be removed to facilitate the development, however, the built development has been set back from existing boundaries to ensure that all existing structure planting around the boundaries will be retained and gaps re-planted where space permits.

TREE PROTECTION & ARBORICULTURAL METHOD STATEMENT

Details of tree protection fencing (to BS5837:2012) have been submitted and a 'preliminary' arboricultural method statement provided in Appendix 1. A full arb method statement will be required to be submitted for approval prior to the commencement of any demolition or construction work on site.

OFF-SITE TREES

Off-site trees, including the London planes and underplanting on Horton Road, the lime necklace on Horton Road / Ironbridge Road and the wooded canal embankment have been surveyed and assessed. A Canal Interface Improvement Concept has been prepared. Prologis agreed in principle to maintain and enhance the canalside planting and also to adopt the management / maintenance of the Horton Road and Ironbridge Road landscape which forms a distinctive approach to the site. These details need to be legally grossed within a S. 106 agreement.

LANDSCAPE & VISUAL APPRAISAL

A landscape and visual impact appraisal has been prepared by Barry Chinn Associates with reference to the Guidelines for Landscape and Visual Impact Appraisal, Third edition (GLVIA3), 2013. The assessment has established the value and condition of the baseline landscape and considered it against an assessment of landscape and visual effects post-development.

The summary table (Table 2) of landscape effects of the development considers 7 key receptors. The highlighted sensitivities range between low / low - medium / medium and medium-low. The magnitude of change ranges between no change / low / low-medium and the residual impact (year 15) spans minor beneficial / negligible / minor adverse./

GROUND LEVELS / BUILDING HEIGHTS

The site is all built, or planted on restored / man-made ground and soils. The successful establishment of the existing structure planting is a testament to the quality of soil forming and land restoration. Due to the soil and sub-soil constraints the site will be re-developed with limited re-modelling of the existing site topography. The finished floor levels will be 34.940 AOD, with eaves at 51.260m AOD and a ridge height at 52.940m AOD. The new units will be similar to the recently completed data centre to the west in terms of scale, materiality and heights (typically eaves at 15.0m - ridge 18.0m above GL).

SITE ENTRANCES

The existing Iron Bridge Road site entrance will be re-purposed for the service yard access to unit 2. Three new vehicular access points will be created to serve the new buildings, resulting in localised tree loss from the lime avenue (G1). Infill tree planting will be maximised to re-inforce G1 using semi-mature nursery stock (25-30cm stem girth). Due to the length of the avenue, it is considered that the overall visual integrity of the group will be maintained in the long term.

LANDSCAPE DESIGN STATEMENT

The brief for the landscape masterplan and cross-sections has been informed by Barry Chinn's Landscape Design Statement which sets out clear analysis of the site and identifies clear design objectives.

LANDSCAPE MAINTENANCE & MANAGEMENT

A draft landscape maintenance and management plan by Barry Chinn Associates sets out the key objectives for the establishment and maintenance of the site in the interests of both visual amenity and biodiversity. The report includes a 10 year management matrix of operations and frequencies. The text does not specifically refer to the long term adoption of off-site trees on Horton Road or the canal embankment. (Refer to off-site trees, above)

RECOMMENDATION

No objection subject to clarification / legal agreements regarding the adoption of 'off-site' planting for the purpose of ongoing maintenance. Pre-commencement condition COM8 is required - to include on site monitoring / supervision by an arboricultural consultant. Conditions should include COM 9 (parts 1,2,3,4,5 and 6) and COM 10.

REVISED COMMENTS - NOVEMBER 2020

I refer to the amended drawings and new information submitted on 06/11/2020, 11/11/2020 and 16/11/2020 - and a site inspection with Barry Chinn Associates on 19/11/2020. While the tree loss from the existing car parks cannot be underestimated, substantial mitigation in the form of landscape proposals and wider environmental benefits is proposed. 1. Green Walls A green wall system, by Mobilane, is now proposed to articulate the building facades. This is a well-proven, structural (steel-framed) system which will be attached to, but stand proud of, the building facade. Pre-grown planters containing ivy (evergreen) are attached to the support structure. Each container has integral irrigation and a drainage system and is replaceable should maintenance require it. The green wall will constitute an aesthetic improvement to the appearance of the buildings and the efficient use of the vertical surfaces - and will help mitigate the limited opportunities for ground level planting. The green wall will also encourage biodiversity and has the capacity to reduce sub-micron particle pollution, thereby improving air quality. Full details of the product and future management and maintenance should be conditioned. 2. Green roof A green roof has been proposed, albeit a relatively modest area. The loading on the larger roof spans precludes the installation of additional green roofs. Full details to be conditioned. 3. Additional tree planting at ground level. Additional tree planting within the car parks along the west boundary and in the south-west is welcomed. This has been achieved at the expense of car parking. Additional tree planting proposed along the southern boundary is off-site at the top of the canal embankment. These will be planted below the 3 metre high steel sheet pile retaining wall - proposed to reduce the disturbance of the canal side planting. This proposal is indicative at this stage because the planting will concentrate on areas of thin / weaker vegetation cover and seek to fill gaps which will best be assessed following installation of the retaining wall. Additional tree planting along the eastern (Green Belt) boundary is indicative at this stage. Minor incursions are anticipated along this boundary when kerbing / existing fencing is removed and levels adjusted to suit the site and new drainage provision. Localised vegetation removal is anticipated along the existing planted edge. As with the canalside boundary, final / optimum planting locations will be confirmed as the project progresses. Full details to be conditioned. 4. GSK sculpture I haven't found this detail on the file but Officers confirmed that there is a proposal to re-locate the sculpture (and commemorative plaque) to the north of the lakes between Ironbridge Road and the data centre. A location to the north of the weir and close to the Horton Road / Ironbridge has been suggested - from where it will be visible from the road.

PLANNING POLICY OFFICER

Designations
Locally Significant Employment Location
Office Growth Location

Principle of Development

The proposed development is for the demolition of an existing E class office and its replacement with flexible E class (light industrial)/ B2/ B8 warehousing. The current level of office provision is 31,500sqm arranged over three buildings, with the site forming part of the wider Stockley Park office park. The applicant has confirmed that the office currently remains in operational use by GSK but that it is gradually being vacated as the lease comes to an end and GSK consolidates on an alternative site. The proposed redevelopment of the site would deliver approximately 31,000 sq.m of light industrial, general industrial or storage floorspace. The flexibility of use is sought to meet the needs of a range of potential occupiers.

The whole of the site is currently designated as a Local Significant Employment Location and an Office Growth Location. Policy DME1 states that the Council will support light industrial, office and research and development activities (B1 a,b and c) within Locally Significant Employment Locations (criterion C). Proposals for other uses in LSEs will only be acceptable where:

i) there is no realistic prospect of the land being developed in accordance with criterion A, B and C; or

ii) sites have been vacant and consistently marketed for a period of 2 years; and

iii) the proposed alternative use does not conflict with the policies and objectives of this plan. In addition, policy DME3 specifically protects office floorspace in preferred locations requiring the provision of information to demonstrate that a site has been marketed for two years, that it is no longer viable for office use and that the surrounding employment uses will not be undermined.

It should be noted that from September 1st 2020 the Use Classes order has changed and all of the B1 use classes have been subsumed into a new E use class from commercial, business and service uses (previously A1, A2, A3, B1 and D1 health related uses). This means that it would be possible for the site to move to any of these alternate uses without the requirement for planning permission. However, the Council's local plan policy DME3 does specifically seek to protect office floorspace and given the proposed change of use still requires planning permission the criteria in policy DME3 remain relevant to the assessment of this application. The provision of light industrial uses on this site would also be supported by policy DME1 if the requirements of policy DME3 regarding the loss of office floorspace could be satisfied. B2 general industrial and B8 storage uses are not supported in LSEs.

The applicant has not provided specific evidence regarding the marketing of their site as required by policies DME1 and DME3. Instead the evidence provided focuses on the wider property market area as a basis for demonstrating that there is no realistic prospect of the site being re-let or redeveloped for further office use. As highlighted in their planning statement, the applicants have submitted evidence from the Savills Economic Team that there is a strong need for additional B8 floorspace in the local area and no significant need for new office floorspace. It is argued that this evidence is further supported by the large amount of vacant floorspace currently within the wider Stockley Park office park. It is also highlighted that a light industrial use would be compatible with the existing designations of the site and that a development of this scale could generate up to 650 new jobs.

The case is also put forward that this part of Stockley Park to the west of Stockley Road differs in character from that to the east which has a much stronger office character. Much of the land to the west of Stockley Road has already been brought forward as a logistics park and it is argued that the proposed redevelopment of the GSK office site for the same uses would strengthen the function of this area without weakening the office park overall.

The Council does not have its own evidence to verify that put forward by the applicant with regards to the relative demand for office and industrial floorspace in the Stockley Park Property Market Area or the borough more widely. However the Council does view the Park more broadly as one of its main reservoirs of employment land and a key objective underpinning the Local Plan is to retain the employment uses in these locations as the best quality employment land in the Borough. Policies E1 and E2 of the Local Plan Part 1 identify that the Council will accommodate new jobs during the Plan period by protecting Strategic Industrial Locations and Locally Significant Employment and Industrial Sites, as well as identifying Office Growth Locations. This is supported by policies in the current and emerging London Plan which seek the consolidation of existing office clusters and the retention of industrial capacity at a Borough wide level.

Evidence prepared in support of the new London Plan provides the most recent detailed analysis of industrial and office capacity in the Borough (London Industrial Land Supply and Economy Study, GLA 2016). It identifies a vacancy rate within the Council's designated industrial areas of 7%, indicating a good balance of supply and demand on par with other Boroughs in the sub-region and

below the indicative London-wide frictional rate of 8%. There is also evidence presented that Hillingdon has already lost a significantly higher proportion of industrial land than its strategic benchmark indicating a need to protect and promote future supply. In terms of office supply, there has been a net loss of 89,000 sqm approved since April 2014. It should be noted that the majority of this is the result of permitted development rights and not planning decisions made by the Council. However, the Council does not have evidence of how this has impacted overall vacancy rates although there is evidence provided by the applicant that capacity remains in the market despite these losses.

Consequently the assessment of this application comes down to balancing one set of policy objectives in the Local Plan, which is to protect office floorspace in this location, and the overall objective of the Local Plan and London Plan to retain employment capacity and support the local economy. Ideally the applicant would have provided evidence of the marketing of this site for offices in order to demonstrate compliance with all aspects of the policy. However, the combined evidence with regard to the demand for industrial land and the levels of vacancy in the wider Stockley Park campus are considered sufficient in this instance to demonstrate that the site is no longer viable for office use. The change in function of western part of Stockley Park to a mixed industrial use is therefore supported despite being contrary to policy DME1 which does not support B2 and B8 uses in LSEs. This is on the basis that the loss of office in this part of Stockley Park would consolidate and therefore strengthen the remainder of the business park to the east of Stockley Road and that the proposed use would secure the use of the site for employment/ industrial uses through its restricted E, B2 and B8 classification. If the site were to remain as offices then under the revised use class order, there is a chance that it would be lost from employment use anyway through a change to another non-employment E class use.

HIGHWAYS OFFICER

The application site forms part of the wider Stockley Park employment area but is separated from the main park being on the opposite side of the Stockley Road/Horton Road/Bennetsfield Way roundabout. The existing main access to the site is from Iron Bridge Road, this is a two-way single carriageway road running in an north-south direction from Horton Road. Iron Bridge Road has single yellow line parking restrictions along both sides of the carriageway for the full extent of the road operational weekdays 07:00 to 19:00h. There is a pedestrian footway running on the northern and western sides of the site, the eastern boundary is formed by Stockley Road. Stockley Road is a dual carriageway with a posted speed limit of 50mph. It leads south to Junction 4 of the M4. To the north Stockley Road connects to Uxbridge, some 5km away. Approximately 1km to the north, the A408 forms a roundabout junction with the B465 West Drayton Road, which then leads further north joining the A4020 Uxbridge Road.

According to the Transport for London WebCAT service the application site has a PTAL ranking of 1b indicating access to public transport is limited compared to London as a whole suggesting that there would be a strong reliance on the private car for trip making.

Car Parking

The site is currently occupied by three 2-storey vacant office blocks surrounded by approximately 885 surface level car parking spaces and a multi-storey car park comprising 350 car parking spaces (1,235 spaces cumulatively).

Bus routes A10, 350 and U5 serve the application site (bus stop on Iron Bridge Road). The 350 bus route extends into Heathrow Terminal 5. U5 buses travel from Uxbridge Underground Station, through West Drayton to Stockley Park, and then on to Hayes and Harlington Station. The A10 is a dedicated frequent bus link from Heathrow Airport to Stockley Park, and then continues on to Uxbridge Station.

- Route 350 runs every 10-13 minutes
- Route U5 runs every 10-13 minutes
- Route A10 runs every 12-20 minutes

The proposed development seeks to provide 122 car parking spaces for Unit 1 and 95 car parking spaces for Unit 2 (217 car parking spaces cumulatively). Overall there would be a net reduction of 1,018 car parking spaces. The application would provide 54 cycle parking spaces are proposed for Unit 1 and 40 cycle parking spaces for Unit 2. The applicant anticipates that the proposal would be occupied by a business that would operated 24 hours a day 7 days a week.

Access

The applicant has provided drawings showing vehicular movements to access and egress each unit and manoeuvring around the car parks and servicing yards. Access and circulation plans for a Refuse Collection Vehicles and a Fire Tender have also been provided; these have been reviewed and are considered acceptable.

Pedestrians and cyclist would access Unit 1 via Iron Bridge Road North through the staff car parking access. Unit 2 would have a segregated pedestrian and cyclist access which would follow desire lines from/to the bus stops at Horton Road into the site. Access would also be possible from the staff car park entrance. Internally, footpaths are provided around the two buildings which allow for direct access to the entrance of each building. From the cycle parking areas, employees and visitors would be able to walk to the entrance of the buildings along footways away from vehicular traffic. The Highway Authority has raised no objection to the principle of the proposed arrangement, the Greater London Authority has sought further clarity on the pedestrian routes for Unit 1 in particular. A condition securing details of pedestrian routes within the site is requested to ensure conflict between all road users within the site is minimised.

Traffic Calming

Recently traffic calming measures along Iron Bridge Road were implemented including the reducing the speed limit to 20mph, the installation of speed tables and extending double yellow lines to prevent vehicle parking.

The location of the existing speed tables conflict with the planned access points into the proposed development. The applicant is seeking agreement from the Council to replace all of the new speed tables with speed cushions, speed cushions are considered more suitable as the proposed development would generate additional HGV movements. The replacement speed tables would allow larger vehicles to straddle the cushions reducing the impact to trailers. Highway Authority has raised no objection to the proposed works subject to the cost being borne by the Applicant. The alterations to the speed cushions is proposed to be secured as Head of Term in the Section 106 legal agreement if the application is considered acceptable.

Car Parking

The Highways Authority has commented on this application For a development of this type the maximum number of parking spaces permitted is a maximum of 2 spaces plus 1 per 50 - 100 sqm. For both units combined, the application would be expected to provide between 310 and 617 car parking spaces.

The proposed development seeks to provide 122 car parking spaces for Unit 1 and 95 car parking spaces for Unit 2 (217 car parking spaces cumulatively across the site). The applicant anticipates that the proposal would be occupied by a business that would operated 24 hours a day 7 days a week.

The Local Plan (2020) requires that a minimum of 5% of all car parking should be provided with active electric vehicle charging points and a further 5% provided with passive electric vehicle charging points. The applicant proposes that 20% of car parking spaces would have an active electric vehicle charging points would all the remainder having passive provision. Highway Authority welcomes this quantum of electric vehicle charging point provision.

The Local Plan (2020) requires parking for motorcycle, mopeds and scooters should be provided at the rate of 5% of all spaces. Based on the required total of 217 car parking spaces this represents 11 spaces, the Highway Authority require that these spaces are provided with an anchor point.

The Local Plan (2020) requires that 10% of all car parking spaces should be blue badge/wheel chair accessible based on the required total of 217 car parking spaces this equates to 22 spaces in total and 5% spaces for brown badge holders this equates to 11 spaces.

The Greater London Authority has commented on the application requiring justification for the quantum car parking proposed. It is noted that the site is located in an area with a low PTAL rating which means the reliance on car generated trips would be high. Furthermore, whilst the application site is served by 3 bus routes, traffic exiting the main Stockley Park during the afternoon peak is not able to access the A408 southbound as queuing traffic on the elevated section prevents southbound traffic from Stockley Park joining. This causes queues to tail back into Stockley Park. In addition, queued traffic blocking Stockley Park's access to the roundabout prevents traffic wishing to travel north entering onto the roundabout. The bus journey therefore can take a longer time as the buses serving the site use the roundabout.

The quantum of car parking proposed is a balance between addressing aspirations by the London Plan and the requirements of the Local Plan. Whilst the quantum of car parking spaces is below the recommended maximum standard set out in the Local Plan, on the basis of the justification provided within the supporting Transport Assessment, the proposed quantum of car parking is considered acceptable subject to a contribution towards improvement to the capacity of Stockley Park Roundabout that will ease congestion and allow sustainable transport modes become an attractive travel option to the site. Subject to the inclusion of a Head of Term requiring a contribution towards sustainable highways capacity improvements, the proposed quantum of car parking is considered acceptable.

Cycle Parking

The application would provide 54 cycle parking spaces are proposed for Unit 1 and 40 cycle parking spaces for Unit 2. Details of showers and lockers for staff to facilitate cycling and sustainable travel is required by way of condition.

Trip Generation

In order to determine the impact the development would have on the surrounding road network the applicant has prepared a Transport Assessment (WSP, 2020) which considers how the volume of vehicle trips generated by the proposed development would change compared to the site in its existing use. To determine how many vehicle trips the site currently generates manual classified count traffic surveys have been undertaken. However, it should be noted that at the time of the survey the car parking associated with the 3rd office building was in effect being used as a workplace park and ride facility. The staff that had previously worked in the 3rd office building had already been relocated elsewhere; however they would still drive to the Stockley Park office and park as before and then be driven in a minibus to the new office. The applicant suggests that the trips generated by the workplace park and ride facility acts as a proxy for trips generated by that building. To confirm the validity or otherwise of these surveyed trip generation figures using TRICS a sensitivity test was undertaken with all three of the existing buildings in operation.

Of the two sets of results, the manual classified counts showed the lowest number of vehicular trips generated. The applicant has used these manual classified counts as the baseline as this would provide the most robust net change in trip generation when compared to trips generated by the proposed development. To calculate the trip rates for other modes, the applicant has taken the observed vehicle trips and used TRICS to calculate the proportion and number of trips made by other modes.

The manual classified counts showed that the busiest period was the AM Peak 08:00 to 09:00h when 269 arrivals and 14 departures were counted giving a two-way total of 280. In the PM Peak there were 225 two-way movements. Over a 24 hours period 1,813 trips were generated, 906 arrivals and 907 departures.

To determine how trips would assign to the network, Census Travel to Work Data for the Medium Super Output Area within which the site situated has been used, this shows that 89% of vehicles would leave the site and head along Horton Road eastbound towards Stockley Park roundabout. From the Stockley Park roundabout 60% of vehicles would head northbound with the remaining 29% of vehicles heading southbound.

Trip rates for the proposed development have been extracted from a traffic survey undertaken at the nearby Prologis Park Heathrow site in December 2014. This is accepted as the Prologis Park Heathrow and proposal site are comparable in terms of size, land use, location and accessibility. Applying the 2014 trip rates of the Prologis Park Heathrow site to the proposed development forecast that the proposed development would generate 3,508 daily two-way trips. This exercise shows that with the new development there would be a net uplift of 1,695 daily trips.

The busiest period at the Prologis Park Heathrow site is late at night, 23:00 to 00:00h, the applicant anticipates that the proposed development would be occupied by a similar type of business so therefore expects that the busiest time of vehicle movements at the proposed development would also be late at night. On this basis the time during which the application site generates the greatest number would shift from 08:00 to 09:00h to 23:00 to 00:00h with the new development. Consequently the number of trips currently generated in the AM Peak 08:00 to 09:00h would fall from 283no. two-way movements to 94no. movements. Whilst the proposed development would generate more daily trips, most of these movement would take place late at night when background traffic is lowest as opposed to during the AM Peak when it is at its highest.

The trips generated by the proposed development have then been assigned to the network but for this scenario this has been based on the distribution of trips at the Prologis Park Heathrow development. This analysis indicates that at the Stockley Road roundabout 75% of vehicles would head southbound towards the M4 motorway - most of these movements would be taking place late at night.

As discussed above, although the new development would generate more daily trips than the existing use, a total increase of 1,695, this could be absorbed by the surrounding highway network because most of these movements would take place late at night, furthermore trips generated by the new development would head southbound as opposed to the existing situation where they head northbound. The applicant has gone on to assess the impact of the proposed development on the surrounding road network in the AM and PM Peaks. In the AM Peak there would be 189 fewer two-way vehicle movements

However it should be borne in mind that in the future the site could be occupied by another type of B1(C) (Light Industrial), B2 (General Industry) and B8 use (Storage and Distribution) without needing planning permission. The profile of trips generated by this new use could be very different to the profile of trips associated with the proposed 24/7 development. An alternative occupier may generate trips during the day when at times when the network is already at capacity.

The trip generation figures presented in the Transport Assessment correspond with a business that operates 24/7. However, it is not certain what type of business would occupy the proposed development now or in the future, it could be a business that operates 24/7 or it could be a business that works a 12 hour daytime shift. To help understand any change in trip generation between the site in its existing use and a business that operates a 12 hour shift, the Highway Authority have required that the applicant undertakes a sensitivity test that compares trip generated by the existing use, trips generated by the assumed 24/7 occupier and an occupier that works a 12 hour shift.

The results of this work show that an occupier that operates a 12 hour shift would generate slightly more 2-way trips in the AM peak than an occupier that operates 24/7 - the type of occupier that the applicant expects, however, the difference is just 29 trips, 123 trips if a 12 hour shift compared to 94 trips if 24/7 - this is within the variance in daily traffic flows and the impact would be almost undetectable. Most significantly both an occupier that operates 24/7 and an occupier that works a 12 hours shift both generate far fewer AM Peak hour trips that the site does in its current use, 123 trips if a 12 hour shifts occupier (worse case) compared to 283 trips in the current use.

Alongside the planning application the applicant has provided a Framework Travel Plan, an Outline Construction Logistics Plan and an Outline Delivery and Servicing Plan, these have all been assessed and are judged to be satisfactory.

In accordance with the latest Transport for London Healthy Streets Transport Assessment Guidelines the applicant has submitted an Active Travel Zone Transport Assessment

The Highway Authority notes that the assumed 24/7 occupier would generate a greater number of daily vehicular trips compared to the site in its existing use and if the site were to be occupied by a business that works a 12 hour shift. However, analysis of the number of trips being loaded onto the network when it is at its busiest - the 08:00 to 09:00h peak, the anticipated 24/7 occupier generates few trips that the site does currently. Even if the site is occupied by a business that operates a 12 hours shift the number of AM peak hour trips would still be less that the site generates in its current use.

Developer Contributions

Stockley Park Travel Plan bond £20,000

As surety that the Stockley Park Travel Plan would 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 would use this bond to implement the Travel Plan itself. This should be secured by way of a S106 agreement. If the Travel Plan is successful the bond would be returned.

Sustainable Highways Capacity Improvements £250,000

The proposed development would place additional demand for road space on the Stockley Park roundabout. A developer contribution is sought to improve the capacity of this roundabout so it is better able to cater for the uplift in daily vehicle numbers. The previous occupiers of the offices on the application site contacted the Council on several occasions to report instances of cyclists riding around the roundabout being hit by vehicles entering the roundabout failing to give way to cyclists. A scheme has already been designed, a survey of utilities and topographical surveys carried out. A contribution of £250,000 is required to implement a scheme that has already been designed to address this issues.

Improving access to and the enhancing the routes within Stockley Country Park £20,000

To the north of the application site, on the northern side of Horton Road, is Stockley Country Park which is a large area of public open space. Numerous footpaths crisscross this Park providing off-road walking and cycle access to for example Falling Lane and West Drayton Road. A developer contribution is sought to help improve access into the Park and upgrade the various routes across it thereby increasing the attractiveness of walking and cycling to work in turn helping to reduce the volume of car trips that the development generates.

Traffic calming changes along Iron Bridge Road

As mentioned above access to the new development would require the removal of traffic calming speed tables recently provided. The Highway Authority requires the developer to fund in full the cost of replacing these speed tables with a similar traffic calming device.

Subject to all of the above, there are no highway objections to this proposal as it would be in accordance with Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts, Policy DMT 2: Highway Impacts and Policy DMT 6: Vehicle Parking. The Highway Authority is satisfied that the development would not present a risk to road safety, hinder the free flow of traffic or lead to parking stress; there are no highway objections to this development.

FLOOD WATER MANAGEMENT OFFICER

More information required on the proposed components of the drainage network. Flood Risk The site is greater than a hectare. A Flood Risk Assessment (WSP report reference 2215-FRA-001 dated June 2020) has been provided to support the application and confirms that the risk of flooding to the site is low from all sources. Drainage The applicant has provided a Drainage Design Philosophy (RPS report reference PPWLE-RPS-XX-XX-RP-C-0300 dated April 2020) to set out the proposed strategy for managing surface water on the site. It is proposed to discharge from the site at 2l/s/ha, with a peak runoff rate of 12.5l/s (7l/s from Unit 1 and 5.5l/s from unit 2). This rate is considered to be acceptable. It is proposed for the drainage network to discharge into the Thames Water surface water sewer in the east of the site. The drainage strategy presented does not set out the reasons for excluding more sustainable drainage approaches, which would have been expected for a development of this scale. Such as the inclusion of blue/green roofs for the flat roof areas of the proposals, the inclusion of rain gardens within the parking area, permeable paving for the car parking bays, inclusion of the pond for attenuation (as required by Part F of DMEI 10). While the drainage strategy meets the quantity requirement in policy, there are concerns that there is not sufficient space within the proposed development for a sustainable drainage system to be constructed if it is left to a details condition. Blue Ribbon Network It is welcomed that a vegetated buffer will be left from the canal. There are concerns with the layout of the access to the south of the site where the HGV entrance so close to the canal. This needs to be coordinated with Landscaping/highways/ecology as it involves all disciplines.

REVISED COMMENTS (OCTOBER 2020)

The applicant has submitted a revised Drainage Design Philosophy (RPS report revision P04 dated 2nd October 2020) following the previous consultation response. The proposed drainage strategy now includes small areas of green roof on both buildings, rain gardens/swales and the incorporation of the existing pond into the drainage system. The design amendments are considered to be the bear minimum but the drainage system does now incorporate some sustainable elements. While we would like the amount of green infrastructure to be expanded on the site, the information is now considered to be policy compliant. The details of the drainage strategy should be secured by way of a condition that ensures the integration of the drainage system into the landscaping plan. Where possible, the extent of green roof should be expanded, which can be incorporated with bird mitigation to prevent nesting should this be an issue.

CONSERVATION AND DESIGN OFFICER

The application seeks permission to redevelop the site to provide two industrial units providing industrial floorspace (Use Class B1c/B2/B8) and ancillary offices together with associated parking, access arrangements, landscaping and infrastructure.

On the 18th August 2020 the Council received notification from Historic England that Stockley Park: Business Park Phases I and II, and Country Park and golf course, to the east and west of Stockley Road, Uxbridge, Hillingdon has been added to the Register of Parks and Gardens of Special Historic Interest in England at Grade II.

The reasons given for designation are:

Historic Interest

- First established in the mid 1980s, it was a pioneering design from the early phase of business park development in England;
- A skilled reuse of highly contaminated land.

Design Interest

- An important collaboration between several prominent late C20 designers, engineers and landscape architects to create a business park in which continues to be held in high regard;
- The overall site has a fully integrated design with a cellular business park contrasting well with the naturalistic and geometric forms of golf course and public park.

Survival

Carefully established and consistent design parameters have made for a unified and consistent landscape and; despite the development of some buildings and modifications to their immediate landscape context, overall the original design is well-preserved.

Historic parks and gardens are a fragile and finite resource: they can easily be damaged beyond repair or lost forever. Whether in town or country, such places are an important, distinctive, and much cherished part of our inheritance and we have a duty to care for them.

In order to identify those sites which are of particular historic significance, Historic England was enabled by government to compile the 'Register of Parks and Gardens of Special Historic Interest in England'.

The Register in itself entails no additional statutory controls. The historic interest of a park or garden is, however, established as a material planning consideration, and the Register provides the key means by which sites of special historic interest are identified. It draws attention to the fact that the sites included should receive special consideration if changes or proposals for development are being contemplated. The Council is required to consult Historic England over any planning applications received which may affect sites graded I or II* on the Register. The Council are also directed to consult The Gardens Trust on applications which may affect any site on the Register, regardless of grade. Now that Stockley Park: Business Park Phases I and II, and Country Park and golf course, to the east and west of Stockley Road has been added to the Register of Historic Parks and Gardens by Historic England at grade II it will be necessary for the applicant to submit a heritage impact assessment. Paragraph 189 of the NPPF states that: In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the

proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

This was requested and was received on the 29 September 2020. This document has now been read and concludes that there would be no harm to the Registered Park and Garden. I understand that the Gardens Trust have already been consulted on this application and have requested further information.

When assessing the application the Council will need to take into consideration paragraphs 189-202 of the NPPF in the same way it does with other heritage assets.

The current landscaping and the size and layout of the existing buildings that occupy the proposed development site take their cues from the rest of the Stockley Park and are sympathetic to it. The relatively low levels of the buildings and the fenestrated designs of the elevations mean that they do not overwhelm the overall landscape design, but rather they work together to create a well-balanced environment which is very much in the spirit of the rest of Stockley Park and the original master plan.

There are concerns that the removal of the existing buildings and landscaping within the site for the construction of two large industrial sheds and large expanses of hard landscaping would sit at odds with the rest of Stockley Park and as a consequence would not respect the Registered Park and Garden.

Following our previous meeting with the applicant there has been no amendments to the design of the buildings to help lessen their impact and they still appear as large monolithic largely windowless structures at odds with the rest of Stockley Park. It is considered that there should be more articulation in the facades and visual interest added to help break up the bulk and mass of the buildings. The buildings would also benefit from being separated more to allow for further planting between in a similar way to other developments within the park. The parking areas also do not show the same level of landscaping to the rest of Stockley Park where rows of parking are broken up by hedging and or trees.

Views also need to be considered from within the site and other areas of Stockley Park including the golf course to the north as well as from Stockley Road that runs adjacent to the site.

The existing sculpture at the entrance to the site is also proposed to be removed. It is unclear if this is to be removed in its entirety or it is to be relocated to another area of the site. This sculpture is mentioned in the designation Advice Report alongside two others within the park which add visual interest to the landscaped design. If this sculpture is proposed to be removed then consideration should be given to its retention or replacement.

The development in its current form is considered to cause harm to the designated heritage asset. The harm identified would be considered 'less than substantial harm' to the Registered Park and Garden. In line with paragraph 196 of the NPPF, the less than substantial harm arising from the impact of the development on the Registered Park and Garden would need to be weighed against the package of public benefits arising from the scheme.

We still need to understand the full impact of the development on the heritage asset and in particular views of the proposed industrial sheds from within the application site and other areas of Stockley Park including the golf course to the north and also from Stockley Road that runs adjacent to the site. It will, therefore, be necessary for the applicant to submit a detailed views assessment so that the full impact of the development can be fully understood. For the above reasons the proposed development is considered to harm the Registered Park and Garden contrary to local plan policies.

CONTAMINATED LAND OFFICER

I have reviewed the following documents relating to the study site known as GlaxoSmithKline (GSK), Stockley Park, Hillingdon:

Report Title: Geo-Environmental - Preliminary Risk Assessment; Ref: 70062215-PRA; Dated June 2020; Prepared by WSP.

Report Title: Phase 2 Geo-Environmental Assessment; Ref: 70062215-P2; Dated June 2020; Prepared by WSP.

The extremely comprehensive and detailed Phase 2 report provides information which indicate concentrations of contaminants are present in made ground materials at site.

Results from chemical analyses were compared with the relevant generic assessment criteria for the current and proposed commercial land use; significantly elevated concentrations of lead were identified at two locations; asbestos was also identified at two locations.

The risk assessment indicated:

"the risk to current and future Site users is considered to be Low, although the risk to future construction workers is considered to be Low to Moderate due to greater potential for direct contact with potentially contaminated soils. The risk from vapours from shallow groundwater and soil is also considered to be Low. It is recommended that the a condition is imposed if planning consent is granted.

Observations:

- Statistical analysis indicated that soils across the entire site were unlikely to be impacted by the reported elevated concentrations of identified contaminants of concern (CoC), because the proposed construction designs incorporate significant expanses of hardstanding and building footprints which would prevent direct contact between contaminants and identified receptors;
- Elevated concentrations of ground gas (methane [$>1\%$] and carbon dioxide [$>5\%$]) were detected at various locations within the site boundary.
- Numerical data from gas monitoring and subsequent calculations identify a Characteristic Situation 2 (low risk) category; requiring,

Based on the results of the ground investigation and assessment the report offers the following recommendations - (I consider these items should be implemented accordingly):

- Additional ground investigation and subsequent monitoring beneath the footprint of existing buildings following demolition;
- The ancillary fuel pipes are decommissioned (unless previously completed at the time of reported UST decommissioning) and the USTs and pipes removed, along with the excavation of visually and olfactory contaminated material and validation sampling;
- Installation of ground gas protection measures in new buildings;
- Provision of a capping layer (minimum 300 mm thick) in areas of soft landscaping;

- Completion of a potable water pipe assessment where pipes are to be laid within Made Ground materials once the development layout has been finalised; and,
- Production of a Remediation Strategy (RS) detailing the above remediation requirements.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

ECONOMY AND EMPLOYMENT

The proposed development is for the demolition of an existing office and its replacement with flexible E class (light industrial)/ B2/ B8 warehousing. The current level of office provision is approximately 31,500 sq.m arranged over three buildings, with the site forming part of the wider Stockley Park office park. The applicant has confirmed that the office currently remains in operational use by GSK but that it is gradually being vacated as the lease comes to an end and GSK consolidates on an alternative site.

The proposed redevelopment of the site would deliver approximately 31,000 sq.m of light industrial, general industrial or storage floorspace. The flexibility of use is sought to meet the needs of a range of potential occupiers.

The site lies within the emerging Heathrow Opportunity Area in the Mayor's intend to publish London Plan, which has an indicative capacity for 13,000 new homes and 11,000 new jobs. The application site is also designated as a Locally Significant Employment Location and an Office Growth Location.

Paragraph 80 of the National Planning Policy Framework (February 2019) emphasises that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

Policy 2.13 of the London Plan (2016) and Policy SD1 of the Mayor's intend to publish London Plan (2019) provides that proposals in Opportunity Areas should seek to maximise density and contain a mix of uses.

Policies 4.2 and 4.3 of the London Plan (2016) and Policy E1 of the the Mayor's intend to publish London Plan (2019) state that the office stock at business parks, including Stockley Park, should be renewed and modernised. Further to this, Policy E1 states that office space in outer London should be consolidated in town centres and other existing office clusters, such as Stockley Park, and should be extended where viable. It is noted that Stockley Park is also locally designated as a Locally Significant Employment Location, where the provision of B1(a) office floorspace is prioritised, in the Hillingdon Local Plan Part 2: Site Allocations and Designations (2020).

Policy 4.2 of the London Plan (2016) and Policy E1 of the the Mayor's intend to Publish London Plan (2019) also support the redevelopment of surplus office space to other uses. Policy E1 requires that there is evidence of no reasonable prospect of it being used for business purposes before the loss of office space can be accepted. This evidence should include strategic and local assessments of market demand and supply, including evidence of vacancy and marketing (at market rates suitable for the type, use and size for at least 12 months). Policy 4.4 of the London Plan (2016) and Policy E4 of the Mayor's intend to publish London Plan (2019) seek to ensure that there is a sufficient stock of industrial land

to meet the current and future needs of different types of industrial and related functions in different parts of London.

Policy E4 of the Mayor's intend to publish London Plan (2019) supports the provision of industrial capacity in locations with access to the strategic road network which provide capacity for logistics and other industrial sectors, provide capacity for SMEs, are suitable for 'last mile' distribution services and support access to supply chains and local employment in industrial and related activities. Policy E7 of the Mayor's intend to publish London Plan also supports proposals to intensify B1c light industrial, B2 general industrial and B8 storage uses.

Policies E1 and E2 of the Local Plan: Part One (2012) identify that the Council will accommodate new jobs during the Plan period by protecting Strategic Industrial Locations and Locally Significant Employment and Industrial Sites, as well as identifying Office Growth Locations.

Policy DME 1 of the Local Plan: Part Two (2020) states that the Council will support light industrial, office and research and development activities (B1 a,b and c) within Locally Significant Employment Locations (criterion C). Proposals for other uses in LSELs will only be acceptable where:

- i) there is no realistic prospect of the land being developed in accordance with criterion A, B and C; or
- ii) sites have been vacant and consistently marketed for a period of 2 years; and
- iii) the proposed alternative use does not conflict with the policies and objectives of this plan. In addition, policy DME3 specifically protects office floorspace in preferred locations requiring the provision of information to demonstrate that a site has been marketed for two years, that it is no longer viable for office use and that the surrounding employment uses will not be undermined.

On 1st September 2020, the Use Classes order changed and all of the B1 use classes have been subsumed into a new E use class from commercial, business and service uses (previously A1, A2, A3, B1 and D1 health related uses). This means that it would be possible for the site to move to any of these alternate uses without the requirement for planning permission. Given the proposed change of use still requires planning permission the criteria in Policy DME 3 of the Local Plan: Part Two remain relevant to the assessment of this application. The provision of light industrial uses on this site is supported by policy DME1 if the requirements of policy DME3 regarding the loss of office floorspace could be satisfied.

Policies DME1 and DME3 of the Local Plan: Part Two (2020) requires marketing evidence which has not been provided and this application is nor supported by marketing evidence. However, the application is supported by a Property Market Assessment dated June 2020. The evidence provided focuses on the wider property market area as a basis for demonstrating that there is no realistic prospect of the site being re-let or redeveloped for further office use.

The evidence submitted in support of this application indicates there is a strong need for additional B8 floorspace in the local area and no significant need for new office floorspace. It is understood that the site has been marketed for a freehold sale three times in the last five years by the former occupier (GSK).

- The first marketing process ran from September - December 2016.
- The second marketing exercise then took place June - September 2017.
- The third marketing exercise took place in early 2019, when Prologis (the applicant) acquired the site.

The 2016 and 2017 marketing exercises did not lead to a disposal of the site. The marketing campaigns were aimed at end occupiers and office owners/developers. It is understood there was no interest from end users. The owners/developers that had express an initial interest in the site did not make any formal offers and later expressed concerns around the extent of refurbishment required, costs, levels of demand for office accommodation in this location and the current/future over supply office floorspace at Stockley Park. It was widely suggested that this side of Stockley Park is seen as less suitable for office development.

The Applicant has argued that this evidence is further supported by the large amount of vacant floorspace currently within the wider Stockley Park office park. It is also highlighted that a light industrial use would be compatible with the existing designations of the site and that a development of this scale could generate upto 650 new jobs.

The applicant also argues that this part of Stockley Park, to the west of Stockley Road, differs in character from that to the east which has a much stronger office presence. Much of the land to the west of Stockley Road has already been brought forward as a logistics park and it is argued that the proposed redevelopment of the GSK office site for the same uses would strengthen the function of this area without weakening the office park overall.

The Council does not have its own evidence to verify that evidence produced by the applicant with regards to the relative demand for office and industrial floorspace in the Stockley Park Property Market Area or the borough more widely. However the Council does view the Park more broadly as one of its main reservoirs of employment land and a key objective underpinning the Local Plan is to retain the employment uses in these locations as the best quality employment land in the Borough.

Evidence prepared in support of the new London Plan provides the most recent detailed analysis of industrial and office capacity in the Borough (London Industrial Land Supply and Economy Study, GLA 2016). It identifies a vacancy rate within the Council's designated industrial areas of 7%, indicating a good balance of supply and demand on par with other Boroughs in the sub-region and below the indicative London-wide frictional rate of 8%. There is also evidence presented that Hillingdon has already lost a significantly higher proportion of industrial land than its strategic benchmark indicating a need to protect and promote future supply. In terms of office supply, there has been a net loss of 89,000 sq.m approved since April 2014, majority of this is the result of the change of use through permitted development rights. However, the Council does not have evidence of how this has impacted overall vacancy rates although there is evidence provided by the applicant that capacity remains in the market despite these losses.

In assessing this application, officers have balanced the need to protect office floorspace in this location required by the Local Plan against a wider set of objectives within the Local Plan and the London Plan to retain employment capacity and support the local economy. The combined evidence with regard to the demand for industrial land and the levels of vacancy in the wider Stockley Park campus are considered sufficient in this instance to demonstrate that the site is no longer viable for office use.

The change in function of western part of Stockley Park to a mixed industrial use is therefore supported despite being contrary to policy DME1 of the Local Plan: Part Two (2020) which does not support B2 and B8 uses in LSEs. This is on the basis that the loss of office in this part of Stockley Park would consolidate and therefore strengthen the remainder of the business park to the east of Stockley Road and that the proposed use would secure the use of the site for employment/ industrial uses through its restricted E (light industrial), B2 and B8 classification. The principle of the redevelopment of the site from offices to an industrial use is considered acceptable.

7.02 Density of the proposed development

Not applicable to the consideration of this application.

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

The offices on the existing site are not listed and the application site is not located within a conservation area. The nearest listed buildings are situated 300m to the east of Stockley Road as such the application proposal would not result in harm to the setting of the listed buildings. The application site forms part of the Grade II Registered Park and Garden at Stockley Park.

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.

The Greater London Archaeological Advisory Service (GLAAS) has confirmed the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. The application site does not lie within an archaeological priority area and the site has been heavily disturbed by modern mineral extraction and industrial development indicating low to negligible potential for significant surviving archaeological remains. As such, no further assessment is required and the proposal is not considered contrary to Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

REGISTERED PARK AND GARDEN

This application was submitted on 15 July 2020 and registered on 23 July 2020. On 18 August 2020, Stockley Park: Business park Phases I and II, country park and golf course was registered as a Grade II listed Park and Garden as a pioneering suburban business park, established to a master plan of 1984 by Arup Associates and mainly developed from 1985 to 1993 with landscape architects Bernard Ede and Charles Funke.

It is most notable for its pioneering design from the early phase of business park development in England and its skilled reuse of highly contaminated land. It is recognised for its carefully established and consistent design parameters have made for a unified and consistent landscape and, despite the redevelopment of some buildings and modifications to their immediate landscape context, overall the original design is well-preserved and maintained. The application site forms part of the Grade II listed Registered Park and Garden which is a material consideration that applies to the determination of this Application.

Although the inclusion of an historic park or garden on the register in itself brings no additional statutory controls, registration is a material consideration in planning terms, Local Planning Authorities must take into account the historic interest of the site in determining applications.

The application seeks permission to redevelop the site to provide two industrial units providing industrial floorspace (Use Class B1c/B2/B8) and ancillary offices together with car parking, access arrangements, landscaping and associated works.

The application is supported by Heritage Impact Assessment which considers that the western section of Phase 1 of Stockley Park, which includes the application site possesses a differing character to the wider Business Park, located to the east of Stockley Road and which is more uniform in character. The existing buildings within the application site are not in accordance with early designs and the enclosed nature of the site, legible as one whole site, is unlike the character and plots to the east of Stockley Road.

Since the application was submitted and following the listing, extensive discussions have been held between the Applicant and Officers. The application proposal has been revised to introduce more soft landscaping to reflect the character of Stockley Park. The Applicant notes the revised proposal seek to retain the landscaping setting of the site, both along the boundaries and within the site.

As part of the proposal, the avenue of trees to the west of the site would be retained where possible, and reinstated where the existing vehicular access is altered. This element would therefore reflect the character of Stockley Park in terms of planned landscaping with the avenue of lime trees being retained along Iron Bridge Road and Horton Road. The proposal incorporates green walls that would run vertically along the proposed buildings to break up the visual impact of the proposed buildings. Further hedging and tree planting has been introduced around the area of car parking to reflect the pattern of tree and hedge planting across Stockley Park.

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

Policy 7.8 of the London Plan (2016) and Policy HC1 of the Intend to Publish Version of the London Plan (2019) requires development to identify, value, conserve, restore, re-use and incorporate heritage assets, including registered historic parks, where appropriate. Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

Policy HE1 of the Local Plan: Part One (2012) states the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes Registered Parks and Gardens and historic landscapes, both natural and designed.

Policy DMHB 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) The Council will expect development proposals to avoid harm to the historic environment. 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 a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;
- 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 proposal would 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.

Policy DMHB 8 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires development within, or adjacent to a registered or historic park, garden or landscape, to respect its special character, environmental quality, important views and vistas. Development proposals should make provision (based on detailed research) for the restoration and long term management of the park, garden or landscape. Applications which impact detrimentally on the significance of a registered park or garden will normally be refused.

The Register provides the key means by which sites of special historic interest are identified. It draws attention to the fact that the site is included and should receive special consideration.

It is considered that the current landscaping and the size and layout of the existing office buildings that occupy the proposed development site take their cues from the rest of the Stockley Park and are sympathetic to it. The relatively low levels of the buildings and the fenestrated designs of the elevations mean that they do not overwhelm the overall landscape design, but rather they work together to create a well-balanced environment which is very much in the spirit of the rest of Stockley Park and the original master plan.

The Conservation Officer has raised concerns relating to the removal of the existing buildings and landscaping within the site for the a construction to two large industrial buildings with a large expanse of hard landscaping. The Conservation Officer considers the proposal would sit at odds with the rest of Stockley Park and considers the development would result in less than substantial harm to the designation to the designated heritage asset.

It is acknowledged that the Parks and Gardens Trust have commented on the application noting the proposal would result in substantial harm to the Registered Park and Garden. Following a review of the designation and the proposal, Officers consider that this proposal would not result in the total loss of the historic interest identified at Stockley Park: Business park Phases I and II, country park and golf course. The harm identified is less than substantial harm to the significance to this part of the Grade II Registered Park and Garden. The Framework's Glossary states that in the context of heritage policy, conservation means the process of maintaining and managing change to a heritage asset in a way that

sustains and, where appropriate, enhances its significance.

Officers note that this part of Stockley Park is of a different character to the wider Business Park which is located to the east of Stockley Road which effectively divides the Park in two and the business park is not legibly seen as one entity. The western part of Phase 1 retains a similarity of character and appearance with the rest of Phase 1 in terms of building scale and the landscape features of tree lined avenues and hedging to screen car parking and define the site. The industrial character of Iron Bridge Road North and Iron Bridge Road South is a major influence on the setting of this part of the Park. The buildings within this part of Phase 1 are all contained within one large plot, unlike those to the east which are distinct buildings with distinct occupants. As a result Officers consider that the harm to this part of the Registered Park and Garden is as a result of the loss of existing offices integrated into a landscaped setting and the loss of landscaping features and their replacement with industrial buildings of a substantial footprint.

The design and the layout of the buildings are surface level seek to achieve an intense use of the site whilst respecting local heritage assets. The design achieves higher employment densities and more productive premises. This outcome is consistent with the aspirations of Policy E4 of the Intend to Publish Version of the London Plan would priorities the intensification of employment land and premises. Logistics operations also typically require service yards of circa. 50m to optimise lorry circulation, parking and efficient movement of goods in to and out of the loading docks.

In line with NPPF (2019) paragraph 196 the identified less than substantial harm, must be weighed against the public benefits of the proposal including where appropriate, securing its optimum viable use.

Historic England Guidance notes that public benefits can cover a wide range of considerations and may go beyond straightforward heritage issues. The Government's Planning Practice Guidance (PPG) states that public benefits can be anything that arises from a development that delivers economic, social or environmental progress, as defined by paragraph 7 of the NPPF (2019).

In terms of the benefits provided by this proposal, the following has been identified:

- The development will deliver a significant amount of new Grade A industrial and logistics floorspace (Class B1c/B2/B8 use) which responds to an identified local need for such uses. The proposed delivery of circa. 31,000 sqm of Grade A industrial and logistics floorspace, which would make an important contribution towards meeting local employment needs;
- Once completed, the development would deliver upto 440 full time jobs with the potential to create an additional 250 full time jobs and a number of part time jobs associated with the site;
- The provision of flexible employment floorspace to ensure that the proposed units are attractive and suitable for a range of occupiers, providing greater choice for the local market;
- The proposal includes soft landscaping along the site's boundaries, improving the appearance of the site, improving the quality of the local environment, including along the Grand Union Canal towpath and the streetscene along Iron Bridge Road;
- The creation of new pedestrian and cycle route along the Grand Union Canal towpath;
- A net improvement in biodiversity to increase the ecological value and benefits of the site in terms of contribution to local biodiversity; and

- Sustainable design and construction measures will be utilised to reduce CO2 emissions, through a combination of fabric performance, energy efficiency and on-site renewables including photovoltaic panels providing an efficient and sustainable development.

The Applicant has also stated that the site has been marketed three times in the last five years and the marketing exercise did not result in the disposal of the site with little interest from end occupiers and office owners/developers. Furthermore, the applicant has provided evidence that there is vacant office space within the main Stockley Park campus to the east of the Stockley Road. In respect of the existing office floorspace in this location, given the current impacts of the Coronavirus pandemic, with an increased number of employees now working from home, and many large companies now considering the need for large scale, fixed office premises.

The Applicant states that the long term protection of this site for office use is not viable and could sterilise the development and use of this site. The proposed development is viable and deliverable, and responds to market demand. It will result in investment in the Borough and creation of a significant number of new jobs. The economic benefits provided by this proposal is given very significant weight. A commitment to deliver additional tree planting along the canal has also been secured as part of this application.

It is noted that the application site was listed as a Grade II Registered Park and Garden after the application had been lodged. Since its listing, the Applicant has engaged positively and proactively with Officers to mitigate against the harm as a result of the proposal. Additional landscaping on the site, including increased tree planting among the surface car parking, to mirror the existing character and appearance of the site is proposed. Key tree planting along Iron Bridge Road, Stockley Road and Horton Road is to be retained.

The proposal includes the re-location of the sculpture (and commemorative plaque) to the north of the lakes between Ironbridge Road and the data centre. A location to the north of the weir and close to the Horton Road and Ironbridge has been suggested from where it will be visible from the road. Plans for the relocation of the sculpture have not been finalised, however the Applicant's commitment to relocating it to a suitable area within Stockley Park is supported and final details would be secured by way of a Section 106 legal agreement.

To conclude, Officers have considered the impact of the proposal on the Grade II listed Park and Garden and identified that the proposal would result in less than substantial harm. For the reasons outlined above, great weight has been attached to the economic benefits which is considered to outweigh the harm identified subject to the inclusion of relevant conditions and legal obligations to deliver enhanced public benefits.

LISTED BUILDINGS AND CONSERVATION AREA

The application site is not located within a conservation area nor are there any statutory listed buildings nearby that could be affected by the proposal.

There are three locally listed buildings within the wider Stockley Park: 5 Longwalk Road, designed by Norman Foster; The Arena, designed by Arup Associates and comprising a polygonal conservatory; and, four buildings within Phase 1 of the business park (those located between Longwalk Road and Roundwood Avenue), acknowledged as the original phase of buildings, with group vale and a landscaped setting.

Given the application site is sited to the west of Stockley Road which is densely vegetated along the Stockley Road boundary, the proposed development would not be visible in the context of the locally listed buildings and would not harm their setting.

7.04 Airport safeguarding

Paragraph 95 of the National Planning Policy Framework requires that planning decisions promote public safety and take into account wider security and defence requirements by:

- a) anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate. Policies for relevant areas (such as town centre and regeneration frameworks), and the layout and design of developments, should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security; and
- b) recognising and supporting development required for operational defence and security purposes, and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

B) In consultation with the Airport Operator, the Council will ensure that:

- i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and
- ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

The application site is approximately 3km north of Heathrow Airport. As such, Heathrow Airport Ltd, the National Air Traffic Services and the Defence Infrastructure Organisation (Ministry of Defence) were consulted on this application.

Whilst no objection was raised to the proposal, Heathrow Aerodrome Safeguarding and the Ministry of Defence noted that if the application is recommended for approval, a planning conditions requiring the submission of a Bird Hazard Management Plan, a landscape scheme designed to decrease the likelihood of bird hazards and a Construction Management Plan which includes details of cranes and any other tall construction equipment. Subject to the inclusion of the conditions, the proposed development would accord with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.05 Impact on the green belt

Paragraph 133 of the National Planning Policy Framework (2019) states that the essential characteristics of Green Belts are their permanence and openness. Paragraph 145 of the Framework states that the construction of new buildings in the Green Belt shall be regarded as inappropriate development.

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

- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Policy 7.16 of the London Plan (2016) and the Mayor's intend to publish London Plan Policy G2 (2019) state that the strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance.

Policy DMEI 4 of the Local Plan: Part Two (2020) states that extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and Metropolitan Open Land, and the purposes of including land within it, than the existing development, having regard to:

- i) the height and bulk of the existing building on the site;
- ii) the proportion of the site that is already developed;
- iii) the footprint, distribution and character of the existing buildings on the site;
- iv) the relationship of the proposal with any development on the site that is to be retained; and
- v) the visual amenity and character of the Green Belt and Metropolitan Open Land.

The site is surrounded by Green Belt, which slightly intersects with the site boundary and with existing buildings on the site. The existing Multi Storey Car Park on site currently extends 291 sq.m. into the Green Belt. The existing site also consists of a significant amount of hard standing for car parking. The site is therefore considered to be previously developed land.

The applicant is proposing to erect 2 buildings on site with associated landscaping. Unit 1, which is the larger unit situated on the southern part of the site would extend into the Green Belt by 158 sq.m. This encroachment would be on the same part of the site that is currently occupied by the Multi Storey Car Park. The height of the proposed building would be approximately 18 metres, which is similar to the height of the existing office building that are upto 18m in height. The remainder of Unit 1 and the rest of the development would fall outside of the Green Belt designation.

As much of the site that intersects with the Green Belt is previously developed, it is considered the applicant is proposing to develop only on previously developed land within the Green Belt. Unit 1 would have a 46% smaller footprint within the Green Belt compared to the existing Multi Storey Car Park.

Furthermore, the proposed development, whilst larger in terms of building footprint, would be of a similar height to the existing office buildings. The applicant has carried out a landscape and visual impact assessment (LVIA). This finds that the development would have a minor adverse impact, but this is largely in relation to the proposed footprint intrusion into the Green Belt, which as detailed above would be on previously developed land. In terms of visual impact, the LVIA notes that the development would be obscured by surrounding retained vegetation particularly when viewed from Stockley Road.

The proposed units would not be out of context for the area given the recently completed warehouse buildings to the west of the site, which are also next to the Green Belt. As such, the development is considered to not have a greater impact on the openness of the Green Belt compared to the existing built form currently on site. It is considered that the development meets the exception test outlined in paragraph 143 (g) of the NPPF and it is therefore an appropriate development within the Green Belt.

7.07 Impact on the character & appearance of the area

London Plan Policies 7.1 and 7.4 (2016) and the Mayor's intend to publish London Plan Policies D1, D3 and D4 (2019) seek to ensure that new developments are well-designed and fit into the local character of an area. New buildings and spaces should respond to the form, style and appearance to successfully integrate into the local character of an area, with a positive relationship with the natural environment and respect and enhancement of the historic environment. London Plan Policy 3.4 (2016) and the Mayor's intend to publish London Plan Policy D3 (2019) also seek to optimise the potential of sites, having regard to local context, design principles, public transport accessibility, and capacity of existing and future transport services.

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 (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 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 Site is c.6.3ha in size and currently comprises three office buildings with associated surface level car parking and a multi-storey car park structure. It is bound by Iron Bridge Road to the west, Horton Road to the north and Stockley Road to the east. The Grand Union Canal passes to the south of the Site.

The Application seeks to provide a total of 30,627sqm GIA of industrial/storage and distribution floor space within 2 units. The intention of the development is to allow a range

of different building sizes in order to offer opportunities for different business uses and processes.

The height of the buildings extend up to a maximum of 18.10m for unit 1 and 17.80m for unit 2 to external ridge. The office space provided remains ancillary to the main distribution and industrial functions of the operation. Crucially, the overall height is similar to that of the existing offices buildings on site.

Layout, scale and massing

The proposal would setback Unit 1 from the canal embankment by 60m. Along the eastern boundary, the existing embankment would be retained and reprofiled where necessary. The embankment at its narrowest would be between 8m at its narrowest and 15m. Along the north east corner, Unit 2 would be set in from Horton Road by 35m. To the north west corner of the site, Unit 2 would be setback from Horton Road by 25m. Along Iron Bridge Road, Units 1 and 2 would be setback from the road by 25m. The existing avenue of trees along Horton Road and Iron Bridge Road would be retained. A 10m landscaping buffer is proposed along the southern boundary of the site adjoining the canal tow path.

The general layout and the decision to set Unit 1 back from the SINC and southern boundary of the site is considered acceptable. The applicant is proposing an active frontage along the north eastern frontage of Unit 2 and the south western frontage of Unit 1 by locating the ancillary office space in these locations therefore breaking up the massing and providing visual interest in these areas. the proposed office areas will include green roofs. The proposal will provide active surveillance and visual interest where the proposed buildings are visible from the public realm. It would also provide some natural surveillance over these areas, improving the perception of safety along these roads.

The proposed industrial units would include significant areas of yard space, HGV delivery bays and docks and ancillary office spaces with shower and toilet facilities. Within the context of the industrial buildings on the site to the west of Iron Bridge Road, the proposed site layout is considered acceptable.

Landscaping and public realm

The submitted Landscape Design Statement sets out clear objectives for the design of the landscaping. These objectives include retaining and protecting existing trees and hedges, providing buffer planting, improving habitat biodiversity and improving the amenity value of the site. The proposed approach would largely enhance or retain the greening located in the Green Belt surrounding the site, which also forms an important feature of the Grade II listed Registered Park and Garden. Notably, the applicant would retain the existing buffer between the site and the Grand Union Canal, enhancing it with soft landscaping to improve pedestrian permeability and accessibility, which is strongly supported. Matters relating to landscaping is discussed in detail within Section 07.14 of the report.

The proposal is considered to accord with the requirements of Policies DMHB 11 and DMHB 12 of the Local Plan: Part Two (2020).

7.08 Impact on neighbours

Policy DMHB 11 of the Local Plan Part Two (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

The nearest residential house is situated approximately 170 m to the south of the site, beyond the canal. The site lies within a commercial area where the majority of the buildings are commercial units and as such, the proposal would not result in harm to the amenities of surrounding properties.

7.09 Living conditions for future occupiers

The application relates to a commercial development with no residential properties proposed. Considerations in relation to residential amenity for future occupiers is not a relevant material consideration for this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 1 of the Local Plan: Part Two (2020) requires development proposals to meet the transport needs of the development and address its transport impacts in a sustainable manner. Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

Policy DMT 2 of The Local Plan: Part 2 - Development Management Policies (2020) ensures development proposal have safe and efficient vehicular access to the highway network and would provide a safe, secure and convenient access and facilities for cyclists and pedestrian.

Policy DMT 6 of The Local Plan: Part 2 - Development Management Policies (2020) requires development proposal to comply with parking standards unless it would not lead to a deleterious impact on street parking provision, congestion or local amenity.

The application site forms part of the wider Stockley Park employment area but is separated from the main park being on the opposite side of the Stockley Road/Horton Road/Bennetsfield Way roundabout. The existing main access to the site is from Iron Bridge Road, this is a two-way single carriageway road running in an north-south direction from Horton Road. Iron Bridge Road has single yellow line parking restrictions along both sides of the carriageway for the full extent of the road operational weekdays 07:00 to 19:00h. There is a pedestrian footway running on the northern and western sides of the site, the eastern boundary is formed by Stockley Road. Stockley Road is a dual carriageway with a posted speed limit of 50mph. It leads south to Junction 4 of the M4. To the north Stockley Road connects to Uxbridge, some 5km away. Approximately 1km to the north, the A408 forms a roundabout junction with the B465 West Drayton Road, which then leads further north joining the A4020 Uxbridge Road.

According to the Transport for London WebCAT service the application site has a PTAL ranking of 1b indicating access to public transport is limited compared to London as a whole suggesting that there would be a strong reliance on the private car for trip making.

Access

The applicant has provided drawings showing vehicular movements to access and egress each unit and manoeuvring around the car parks and servicing yards. Access and circulation plans for a Refuse Collection Vehicles and a Fire Tender have also been provided; these have been reviewed and are considered acceptable.

Pedestrians and cyclist would access Unit 1 via Iron Bridge Road North through the staff car parking access. Unit 2 would have a segregated pedestrian and cyclist access which would follow desire lines from/to the bus stops at Horton Road into the site. Access would also be possible from the staff car park entrance. Internally, footpaths are provided around

the two buildings which allow for direct access to the entrance of each building. From the cycle parking areas, employees and visitors would be able to walk to the entrance of the buildings along footways away from vehicular traffic. The Highway Authority has raised no objection to the principle of the proposed arrangement, the Greater London Authority has sought further clarity on the pedestrian routes for Unit 1 in particular. A condition securing details of pedestrian routes within the site is requested to ensure conflict between all road users within the site is minimised.

Traffic Calming

Recently traffic calming measures along Iron Bridge Road were implemented including the reducing the speed limit to 20mph, the installation of speed tables and extending double yellow lines to prevent vehicle parking.

The location of the existing speed tables conflict with the planned access points into the proposed development. The applicant is seeking agreement from the Council to replace all of the new speed tables with speed cushions, speed cushions are considered more suitable as the proposed development would generate additional HGV movements. The replacement speed tables would allow larger vehicles to straddle the cushions reducing the impact to trailers. Highway Authority has raised no objection to the proposed works subject to the cost being borne by the Applicant. The alterations to the speed cushions is proposed to be secured in the Section 106 legal agreement if the application is considered acceptable.

Car Parking

For a development of this type the maximum number of parking spaces permitted is a maximum of 2 spaces plus 1 per 50 - 100 sqm in line with Policy DMT 6 of the Local Plan: Part Two (2020). For both units combined, the application would be expected to provide between 310 and 617 car parking spaces.

The proposed development seeks to provide 122 car parking spaces for Unit 1 and 95 car parking spaces for Unit 2 (217 car parking spaces cumulatively across the site). The applicant anticipates that the proposal would be occupied by a business that would operate 24 hours a day 7 days a week.

The Local Plan (2020) requires that a minimum of 5% of all car parking should be provided with active electric vehicle charging points and a further 5% provided with passive electric vehicle charging points. The applicant proposes that 20% of car parking spaces would have an active electric vehicle charging points would all the remainder having passive provision. Highway Authority welcomes this quantum of electric vehicle charging point provision.

The Local Plan (2020) requires parking for motorcycle, mopeds and scooters should be provided at the rate of 5% of all spaces. Based on the required total of 217 car parking spaces this represents 11 spaces, the Highway Authority require that these spaces are provided with an anchor point.

The Local Plan (2020) requires that 10% of all car parking spaces should be blue badge/wheel chair accessible based on the required total of 217 car parking spaces this equates to 22 spaces in total and 5% spaces for brown badge holders this equates to 11 spaces.

The Greater London Authority has commented on the application requiring justification for the quantum car parking proposed. It is noted that the site is located in an area with a low PTAL rating which means the reliance on car generated trips would be high. Furthermore, whilst the application site is served by 3 bus routes, traffic exiting the main Stockley Park during the afternoon peak is not able to access the A408 southbound as queuing traffic on the elevated section prevents southbound traffic from Stockley Park joining. This causes queues to tail back into Stockley Park. In addition, queued traffic blocking Stockley Park's access to the roundabout prevents traffic wishing to travel north entering onto the roundabout. The bus journey therefore can take a longer time as the buses serving the site use the roundabout.

The quantum of car parking proposed is a balance between addressing aspirations by the London Plan and the requirements of the Local Plan. Whilst the quantum of car parking spaces is below the recommended maximum standard set out in the Local Plan, on the basis of the justification provided within the supporting Transport Assessment, the proposed quantum of car parking is considered acceptable subject to a contribution towards improvement to the capacity of Stockley Park Roundabout that will ease congestion and allow sustainable transport modes become an attractive travel option to the site. Subject to the inclusion of a Head of Term requiring a contribution towards sustainable highways capacity improvements, the proposed quantum of car parking is considered acceptable.

Cycle Parking

The application would provide 54 cycle parking spaces are proposed for Unit 1 and 40 cycle parking spaces for Unit 2. Details of showers and lockers for staff to facilitate cycling and sustainable travel is required by way of condition alongside details of accessible cycle parking spaces.

Trip Generation

In order to determine the impact the development would have on the surrounding road network the applicant has prepared a Transport Assessment which considers how the volume of vehicle trips generated by the proposed development would change compared to the site in its existing use. To determine how many vehicle trips the site currently generates manual classified count traffic surveys have been undertaken. However, it should be noted that at the time of the survey the car parking associated with the 3rd office building was in effect being used as a workplace park and ride facility. The staff that had previously worked in the 3rd office building had already been relocated elsewhere; however they would still drive to the Stockley Park office and park as before and then be driven in a minibus to the new office. The applicant suggests that the trips generated by the workplace park and ride facility acts as a proxy for trips generated by that building. To confirm the validity or otherwise of these surveyed trip generation figures using TRICS a sensitivity test was undertaken with all three of the existing buildings in operation.

Of the two sets of results, the manual classified counts showed the lowest number of vehicular trips generated. The applicant has used these manual classified counts as the baseline as this would provide the most robust net change in trip generation when compared to trips generated by the proposed development. To calculate the trip rates for other modes, the applicant has taken the observed vehicle trips and used TRICS to calculate the proportion and number of trips made by other modes.

The manual classified counts showed that the busiest period was the AM Peak 08:00 to 09:00h when 269 arrivals and 14 departures were counted giving a two-way total of 280. In the PM Peak there were 225 two-way movements. Over a 24 hours period 1,813 trips were generated, 906 arrivals and 907 departures.

To determine how trips would assign to the network, Census Travel to Work Data for the Medium Super Output Area within which the site situated has been used, this shows that 89% of vehicles would leave the site and head along Horton Road eastbound towards Stockley Park roundabout. From the Stockley Park roundabout 60% of vehicles would head northbound with the remaining 30% of vehicles heading southbound.

Trip rates for the proposed development have been extracted from a traffic survey undertaken at the nearby Prologis Park Heathrow site in December 2014. This is accepted as the Prologis Park Heathrow and proposal site are comparable in terms of size, land use, location and accessibility. Applying the 2014 trip rates of the Prologis Park Heathrow site to the proposed development forecast that the proposed development would generate 3,508 daily two-way trips. This exercise shows that with the new development there would be a net uplift of 1,695 daily trips.

The busiest period at the Prologis Park Heathrow site is late at night, 23:00 to 00:00h, the applicant anticipates that the proposed development would be occupied by a similar type of business so therefore expects that the busiest time of vehicle movements at the proposed development would also be late at night. On this basis the time during which the application site generates the greatest number would shift from 08:00 to 09:00h to 23:00 to 00:00h with the new development. Consequently the number of trips currently generated in the AM Peak 08:00 to 09:00h would fall from 283no. two-way movements to 94no. movements. Whilst the proposed development would generate more daily trips, most of these movement would take place late at night when background traffic is lowest as opposed to during the AM Peak when it is at its highest.

The trips generated by the proposed development have then been assigned to the network but for this scenario this has been based on the distribution of trips at the Prologis Park Heathrow development. This analysis indicates that at the Stockley Road roundabout 75% of vehicles would head southbound towards the M4 motorway - most of these movements would be taking place late at night.

As discussed above, although the new development would generate more daily trips than the existing use, a total increase of 1,695, this could be absorbed by the surrounding highway network because most of these movements would take place late at night, furthermore trips generated by the new development would head southbound as opposed to the existing situation where they head northbound. The applicant has gone on to assess the impact of the proposed development on the surrounding road network in the AM and PM Peaks. In the AM Peak there would be 189 fewer two-way vehicle movements

However it should be borne in mind that in the future the site could be occupied by another type of B1(C) (Light Industrial), B2 (General Industry) and B8 use (Storage and Distribution) without needing planning permission. The profile of trips generated by this new use could be very different to the profile of trips associated with the proposed 24/7 development. An alternative occupier may generate trips during the day when at times when the network is already at capacity.

The trip generation figures presented in the Transport Assessment correspond with a

business that operates 24/7. However, it is not certain what type of business would occupy the proposed development now or in the future, it could be a business that operates 24/7 or it could be a business that works a 12 hour daytime shift. To help understand any change in trip generation between the site in its existing use and a business that operates a 12 hour shift, the Highway Authority have required that the applicant undertakes a sensitivity test that compares trip generated by the existing use, trips generated by the assumed 24/7 occupier and an occupier that works a 12 hour shift.

The results of this work show that an occupier that operates a 12 hour shift would generate slightly more 2-way trips in the AM peak than an occupier that operates 24/7 - the type of occupier that the applicant expects, however, the difference is just 29 trips, 123 trips if a 12 hour shift compared to 94 trips if 24/7 - this is within the variance in daily traffic flows and the impact would be almost undetectable. Most significantly both an occupier that operates 24/7 and an occupier that works a 12 hours shift both generate far fewer AM Peak hour trips than the site does in its current use, 123 trips if a 12 hour shifts occupier (worse case) compared to 283 trips in the current use.

Alongside the planning application the applicant has provided a Framework Travel Plan, an Outline Construction Logistics Plan and an Outline Delivery and Servicing Plan, these have all been assessed and are judged to be satisfactory.

In accordance with the latest Transport for London Healthy Streets Transport Assessment Guidelines the applicant has submitted an Active Travel Zone Transport Assessment.

The Highway Authority notes that the assumed 24/7 occupier would generate a greater number of daily vehicular trips compared to the site in its existing use and if the site were to be occupied by a business that works a 12 hour shift. However, analysis of the number of trips being loaded onto the network when it is at its busiest - the 08:00 to 09:00h peak, the anticipated 24/7 occupier generates few trips that the site does currently. Even if the site is occupied by a business that operates a 12 hours shift the number of AM peak hour trips would still be less that the site generates in its current use.

Developer Contributions

Stockley Park Travel Plan bond £20,000

As surety that the Stockley Park Travel Plan would 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 would use this bond to implement the Travel Plan itself. This should be secured by way of a S106 agreement. If the Travel Plan is successful the bond would be returned.

Sustainable Highways Capacity Improvements £250,000

The proposed development would place additional demand for road space on the Stockley Park roundabout. A developer contribution is sought to improve the capacity of this roundabout so it is better able to cater for the uplift in daily vehicle numbers. The previous occupiers of the offices on the application site contacted the Council on several occasions to report instances of cyclists riding around the roundabout being hit by vehicles entering the roundabout failing to give way to cyclists. A scheme has already been designed, a survey of utilities and topographical surveys carried out. A contribution of £250,000 is required to implement a scheme that has already been designed to address this issues.

Improving access to and the enhancing the routes within Stockley Country Park £20,000

To the north of the application site, on the northern side of Horton Road, is Stockley Country Park which is a large area of public open space. Numerous footpaths crisscross this Park providing off-road walking and cycle access to for example Falling Lane and West Drayton Road. A developer contribution is sought to help improve access into the Park and upgrade the various routes across it thereby increasing the attractiveness of walking and cycling to work in turn helping to reduce the volume of car trips that the development generates.

Traffic calming changes along Iron Bridge Road

As mentioned above access to the new development would require the removal of traffic calming speed tables recently provided. The Highway Authority requires the developer to fund in full the cost of replacing these speed tables with a similar traffic calming device.

Subject to the above, there are no highway objections to this proposal as it would be in accordance with Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts, Policy DMT 2: Highway Impacts and Policy DMT 6: Vehicle Parking. The Highway Authority is satisfied that the development would not present a risk to road safety, hinder the free flow of traffic or lead to parking stress; there are no highway objections to this development.

7.11 Urban design, access and security

Urban Design

Refer to Section 7.03 and 7.07 of this report.

Security

Paragraph 7.13 of the London Plan (2016) requires development proposals to contribute to the minimisation of potential physical risks and include measures to deter crime and anti social behaviour. A secured by design condition has been recommended and therefore the proposal is considered to accord with Policy 7.13 of the London Plan.

7.12 Disabled access

Policy 7.2 of the London Plan (2016) require all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design which seek to ensure that developments:

- a can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances
- b are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment
- c are flexible and responsive taking account of what different people say they need and want, so people can use them in different ways
- d are realistic, offering more than one solution to help balance everyone's needs, recognising that one solution may not work for all.

The submitted Design and Access Statement confirms that disabled parking spaces will be provided to meet the Council's parking standards. The spaces will be designed in accordance with Approved Document M recommendations and located close to office entrances. The approach route from the designated spaces to the entrance will be level with dropped kerbs. Internally, vertical circulation to the office areas is via stairs and a lift to

suitable for disabled employees.

The stairs from the entrance area are suitable for ambulant disabled use in accordance with Approved Document M recommendations in terms of the appropriate rise and going of each step, visually contrasting nosings and handrails.

A unisex accessible disabled toilet is provided in accordance with Approved Document M recommendations at ground floor. Within the corner of the disabled WC, a level access shower is provided for use only by staff who commute to work by bicycle as part of the green travel plan. Toilets are provided on ground and 1st floors, and will be large enough to accommodate a disabled WC. Grabrails etc. in accordance with Approved Document M can then be fitted by the occupier to suit their staff requirements. The proposal is considered to comply with Policy 7.2 of the London Plan (2016).

7.13 Provision of affordable & special needs housing

The application relates to a commercial development with no residential properties proposed. Considerations in relation to affordable housing provision are not therefore relevant to the application.

7.14 Trees, landscaping and Ecology

Policy 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 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 Local Plan: Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

There are no Tree Preservation Orders affecting the site. In August 2020, Stockley Park: Business park Phases I and II, country park and golf course was registered as a Grade II listed Park and Garden, the site forms part of the listing. As noted above in Section 07.03 of the report, Stockley Park is recognised as a pioneering suburban business park. It is recognised for its carefully established and consistent design parameters have made for a unified and consistent landscape and, despite the redevelopment of some buildings and modifications to their immediate landscape context, overall the original design is well-preserved and maintained. Since the application site was listed, the Trees and Landscaping Officer together with the Conservation Officer has worked closely with the Applicant to ensure the proposed development responds to the character and context of the wider Stockley Park.

The Trees and Landscaping Officer notes the site lies within a well-established and maturing setting of tree-lined car parks, wooded boundaries (north, south and east) and the lime necklace (an avenue of pleached Broad-leaved limes, (*Tilia platyphyllos*)). A signature landscape feature which lines the key routes through Stockley Park. After 20 (+) years the boundary planting effectively conceals or, at least, filter views of the built development within the site.

Tree Strategy: Removal / retention / replacement

The submitted tree survey was reviewed by the Trees Officer who noted the report has identified and assessed the condition and value of 15 individual trees, 55 tree groups and 30 hedges. The survey includes off-site woodland groups G82 (London planes in the Horton Road central reserve), G98 (eastern boundary), G99 and G100, off-site trees on the southern boundary associated with the canal - which were all planted contemporaneously with the on-site planting, as part of a comprehensive masterplan.

Three groups; G1 (lime avenues), G82 (Horton Road planes) and G89 (dense mixed woodland, Stockley Road boundary) are rated 'A' grade with no individual trees achieving this status.

An arboricultural impact assessment states that all of the existing trees within the central core of the site and car park will be removed to facilitate the development, however, the built development has been set back from existing boundaries to ensure that all existing structure planting around the boundaries will be retained and gaps re-planted where space permits. The majority of the existing trees along Horton Road, Iron Bridge Road and along the embankment along Stockley Road are being retained.

Tree Protection and Arboricultural Method Statement

Details of tree protection fencing (to BS5837:2012) have been submitted and a 'preliminary' arboricultural method statement provided in Appendix 1. A full arboricultural method statement will be required to be submitted for approval prior to the commencement of any demolition or construction work on site which is secured by way of a condition.

Off-site Trees

Off-site trees, including the London planes and underplanting on Horton Road, the lime necklace on Horton Road / Ironbridge Road and the wooded canal embankment have been surveyed and assessed.

A Canal Interface Improvement Concept has been prepared. The Applicant has agreed in principle to maintain and enhance the canalside planting and also to adopt the management and maintenance of the Horton Road and Ironbridge Road landscape which forms a distinctive approach to the site. These details of off-site trees are required to be required by a Head of Term within the Section 106 legal agreement.

Landscape and Visual Appraisal

A landscape and visual impact appraisal has been submitted in support of the application with reference to the Guidelines for Landscape and Visual Impact Appraisal, Third edition (GLVIA3), 2013. The assessment has established the value and condition of the baseline landscape and considered it against an assessment of landscape and visual effects post-development.

In terms of landscape effects of the development, the report considers 7 key receptors. The highlighted sensitivities range between low / low - medium / medium and medium-low. The magnitude of change ranges between no change / low / low-medium and the residual impact (year 15) spans minor beneficial, negligible or minor adverse. Following a review of the Landscape and Visual Appraisal, a site visit and a review of the proposed plans, it is considered the proposal would not result in a visual harm to the openness of the Green Belt or the surrounding area.

Ground Levels and Building Heights

The site is all built, or planted on restored man-made ground and soils. The successful establishment of the existing structure planting is a testament to the quality of soil forming and land restoration. Due to the soil and sub-soil constraints the site will be re-developed with limited re-modelling of the existing site topography. The finished floor levels will be 34.940 AOD, with eaves at 51.260m AOD and a ridge height at 52.940m AOD. The new units will be similar to the recently completed data centre to the west in terms of scale, materiality and heights (typically eaves at 15.0m - ridge 18.0m above GL). The proposed levels is considered to be similar to that of the existing offices and is considered acceptable.

Site Entrances

The existing Iron Bridge Road site entrance will be re-purposed for the service yard access to unit 2. Three new vehicular access points will be created to serve the new buildings, resulting in localised tree loss from the lime avenue (G1). Infill tree planting will be maximised to re-inforce G1 using semi-mature nursery stock (25-30cm stem girth). Due to the length of the avenue, it is considered that the overall visual integrity of the group will be maintained in the long term.

Landscape Management and Maintenance

A draft landscape maintenance and management plan sets out the key objectives for the establishment and maintenance of the site in the interests of both visual amenity and biodiversity. The report includes a 10 year management matrix of operations and frequencies.

Green Walls

A green wall system, by Mobilane, is now proposed to articulate the building facades. This is a well-proven, structural (steel-framed) system which will be attached to, but stand proud of, the building facade. Pre-grown planters containing ivy (evergreen) are attached to the support structure. Each container has integral irrigation and a drainage system and is replaceable should maintenance require it. The green wall will constitute an aesthetic improvement to the appearance of the buildings and the efficient use of the vertical surfaces - and will help mitigate the limited opportunities for ground level planting. The green wall will also encourage biodiversity and has the capacity to reduce sub-micron particle pollution, thereby improving air quality. Full details of the product and future management and maintenance should be conditioned.

Green Roof

A green roof has been proposed, albeit a relatively modest area. The loading on the larger roof spans precludes the installation of additional green roofs. The landscaping officer has requested full details of the proposed green roof should be subject to a condition.

Additional Tree Planting

The Trees and Landscaping Officer has noted that following the Listing, the Applicant has proposed additional tree planting within the car parks along the west boundary and in the south-west corner of the site which is welcomed.

Additional tree planting proposed along the southern boundary is off-site at the top of the canal embankment. These will be planted below the 3 metre high steel sheet pile retaining wall - proposed to reduce the disturbance of the canal side planting. This proposal is indicative at this stage because the planting will concentrate on areas of thin / weaker vegetation cover and seek to fill gaps which will best be assessed following installation of the retaining wall.

Additional tree planting along the eastern (Green Belt) boundary is indicative at this stage. Minor incursions are anticipated along this boundary when kerbing / existing fencing is removed and levels adjusted to suit the site and new drainage provision. Localised vegetation removal is anticipated along the existing planted edge. As with the canalside boundary, final and optimum planting locations will be confirmed as the project progresses. Full details to be conditioned.

To conclude, following extensive discussions with the Applicant and a review of the submitted Arboricultural Impact Assessment and supporting documents and following a review of the Landscaping and Visual Impact Assessment and Landscaping Strategy, the Trees and Landscaping Officer has raised no objection to the application subject to the inclusion of relevant conditions and Heads of Terms relating to off-site tree planting. The proposal is considered to comply with Policy DMHB 14 of the Local Plan: Part Two (2020).

ECOLOGY

Paragraph 170 of the NPPF (February 2019) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Policy 7.19 of the London Plan (March 2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy G5 of the Intend to Publish Version of the London Plan (2019) requires development proposals to 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.

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the design and layout of new development should retain and enhance any existing features of biodiversity within the site.

The applicant has provided an Urban Greening Factor Plan. The scheme would score 0.23. This is based on the scheme comprising a landscaped area of 13,941 sqm compared to an overall site area of 63,220 sqm.

Landscaping elements that contribute towards the sites UGF score include the planting that will be retained along the site boundaries, the proposed areas of green roof on the warehouse buildings, the permeable paving across the parking areas and the proposed green screening wall to the rear of unit 1.

The overall score of 0.23 is considered to be acceptable, considering the nature of the

development comprising industrial and logistics use.

The Ecology Officer has commented on the application noting given the position next to both the Grand Union Canal and the River Colne, a robust and comprehensive ecology enhancement plan must be secured within the development. The Ecology Officer has recommended ecological enhancements which have been included in the schedule of conditions.

7.15 Sustainable waste management

Policy 5.17 of the London Plan (2016) requires suitable waste and recycling facilities in all new developments. Policy EM11 of the Local Plan: Part One (November 2012) requires proposed development to address waste management at all stages of a development life.

It is considered that the application site has sufficient capacity for refuse and waste management. The Waste Strategy has raised no objections to this application.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (2016) development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

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 DME1 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'.

The Sustainability Officer has commented on the application noting the details are sufficient to satisfy that the strategic approach to carbon reduction is policy compliant. However, further detailed work is required to understand what will be delivered as part of the final proposals. In particular with regards to the low and zero carbon technology to be used.

Further detail is also required as to how the carbon reduction will be monitored and reported back to the Council. The energy strategy sets out a requirement for an offsite contribution which needs to be captured in the S106. The recommended conditions and Heads of Term are secured.

7.17 Flooding or Drainage Issues

Policy 5.13 of the London Plan (2016) states that development proposals should use sustainable urban drainage systems (SuDs) unless there are good reasons for not doing so and that developments should aim to achieve green-field run-off rates. Policy 5.15 goes on to confirm that developments should also minimise the use of mains water by incorporating water saving measures and equipment.

Policy DMEI 10 of the Local Plan: Part Two (2020) requires all major developments in Critical Drainage Areas or an area identified at risk from surface water flooding must be designed to reduce surface water run-off rates to no higher than the pre-development greenfield run-off rate in a 1:100 year storm scenario, plus 30% allowance for climate change for the worst storm duration. The assessment is required regardless of the changes in impermeable areas and the fact that a site has an existing high run-off rate will not constitute justification.

The Flood Water Management Officer has commented on the application noting a revised Drainage Design Philosophy was received following the previous consultation response. The proposed drainage strategy now includes small areas of green roof on both buildings, rain gardens/swales and the incorporation of the existing pond into the drainage system.

The design amendments are considered to be the bear minimum but the drainage system does incorporate some sustainable elements. Following the Officer's comments, the Applicant has amended the proposal to include more green infrastructure across the site.

The recommended condition has been included that ensures the integration of the drainage system into the landscaping plan. Subject to the inclusion of the proposed condition, the proposal is considered to comply with Policy DMEI 10 of the Local Plan: Part Two (2020) and Policies 5.13 and 5.15 of the London Plan (2016).

7.18 Noise or Air Quality Issues

Noise

The National Planning Policy Framework (NPPF) gives the Government's guidance on noise issues. Policy 7.15 of the London Plan (2016) seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals.

Policy 7.15 of the London Plan (March 2016) states that development proposals should seek to manage noise by:

- a. avoiding significant adverse noise impacts on health and quality of life as a result of new development;
- b. mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses;
- c. improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity);
- d. separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation;
- e. where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles;

- f. having particular regard to the impact of aviation noise on noise sensitive development;
- g. promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

The Applicant has submitted a Noise Impact Assessment in support of the application. The results of the assessment indicate a significant adverse impact during the day and an adverse impact at night. However, when context is taken into account, the impact is substantially reduced with absolute noise levels below existing levels, the character of the noise similar to existing and external and internal levels below recommended guidelines.

A number of noise minimisation measures are proposed to control noise emissions from the site. Operational noise limits at nearby sensitive receptors have been defined for building services and fixed plant. These noise limits will be adhered to in the design of building services and fixed plant. An assessment of changes to road traffic noise levels along the local road networks has identified that there will be a negligible impact. Given its location adjacent to Stockley Road and an industrial estate to the west, it is considered the subject to Applicant adhering to the recommendations set out in the report, the proposal would not result in an adverse impact to noise sensitive receptors.

Air Quality

Policy 7.14 of the London Plan (2016) requires developments to at least be Air Quality Neutral and not lead to further deterioration of existing poor air quality, particularly in Air Quality Management Areas.

Policy DME1 1 of the Local Plan: Part Two (2020) requires major development in Air Quality Management Areas to provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

The Local Plan recognises that living walls and roofs allow a number of environmental goals to be achieved in a relatively small space. They also remove particulates that improve local air quality. The Council's EPU (Air Quality) Officer has requested that a condition is added to the decision notice to ensure the proposal contributes to air quality enhancements.

Policy DME1 14 of the Local Plan: Part Two (2020) requires development proposals to demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. Developments are expected to be:

- Air quality neutral;
- Include mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors; and
- Actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

The Air Quality Officer has commented on the application noting that the road traffic

associated with the operation of the proposed development will affect the air quality within the LBH Air Quality Management Area (AQMA) and the West Drayton / Yiewsley and the Hayes Focus Areas both during its construction and operation phases. In particular, the proposed development, during its operation phase, due to the uses proposed and location, will add to current exceedances of the nitrogen dioxide annual mean limit value within these sensitive areas as a result of traffic emissions.

The Transport Assessment submitted to support the planning application has established that the proposed development is envisaged to generate 3,508 two-way daily vehicular trips that are forecasted to be comprised of 1,164 LGVs, 925 HGVs, and 1,419 cars and motorcycles two-way movements over the course of a typical day. This equates to 26.4% movements associated with HGVs.

As per the London Plan Intent to Publish (December 2019) and LBH Air Quality Action Plan 2019-2024, Developments are expected to be at least air quality neutral and contribute actively to reduce pollution in sensitive areas. The proposed development will generate additional two-way 1,695 vehicular trips and as such, the development is not considered to be air quality neutral.

The Air Quality Officer notes the level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach for the proposed development for traffic emissions is £206,032. Therefore, a Section 106 agreement Head of Terms is required so Hillingdon may 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.

7.19 Comments on Public Consultations

No comments 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.

Relevant Officers have reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

i) To secure all necessary highway works including written agreement from the Local Planning Authority; (Section 278) including traffic calming changes along Iron Bridge Road

ii) A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved. Travel Plan coordinated as far as reasonably possible with GSK travel plans and Stockley Park travel plans;

iii) Carbon Fund: a contribution of £178,200 for a carbon fund to make up for the shortfall for this development and in order to make the development policy compliant (£1800 for every tCO₂/annum that is below the zero carbon target);

iv) Carbon Reporting Clause: Should the carbon reduction performance of the development fail to meet the required targets (Carbon Reduction Condition) as set out in the reports to the Local Planning Authority (Carbon Reporting Condition) then the building occupier/management company must provide alternative solutions to the Local Planning Authority to ensure the targets are met.

v) Air Quality in line with the SPD and given the site is located in an air quality management area, a contribution in the sum of £206,032;

vi) A contribution of £250,000 towards Sustainable Highways Capacity Improvements;

vii) A contribution of £20,000 for improving access to and the enhancing the routes within Stockley Country Park;

viii) The requirement to prepare and implement a canalside landscaping strategy and maintenance regime (including details of additional tree planting along the canal as shown on plan ref: 1982-19-05.dwg 05 Rev. I) in agreement with the Canal & River Trust;

ix) The implementation of canal wayfinding and access improvement measures;

x) The retention of, or, relocation of the existing sculpture and off site tree planting in agreement with the Local Planning Authority;

xi) 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. Securing an Employment/Training Strategy Agreement is Council's priority. Financial Contribution will only be accepted in exceptional circumstances; and

xii) Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

Community Infrastructure Levy

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £5 per square metre of gross internal industrial floor area. This application is CIL liable with respect to new floorspace being created.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £60 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Contaminated Land

Policy DMEI 12 of the Local Plan: Part Two (2020) requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. 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.

The Contaminated Land Officer has commented on the application noting the comprehensive and detailed Phase 2 report submitted in support of this application provides information which indicate concentrations of contaminants are present in made ground materials at site.

Results from chemical analyses were compared with the relevant generic assessment criteria for the current and proposed commercial land use; significantly elevated concentrations of lead were identified at two locations; asbestos was also identified at two locations.

The risk assessment indicated that the risk to current and future Site users is considered to be Low, although the risk to future construction workers is considered to be Low to Moderate due to greater potential for direct contact with potentially contaminated soils. The risk from vapours from shallow groundwater and soil is also considered to be Low. On this basis, the Contaminated Land Officer has requested a condition to be attached. Subject to the inclusion of the condition, the proposal would comply with Policy DMEI 12 of the Local Plan: Part Two (2020).

Fire Safety

Policy D12 (Fire safety) of the Intend to Publish of the London Plan (2019) states 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 a Fire Safety Report has been submitted as part of the application. This report provides a strategy to outline the functional requirements of Part B: Fire Safety to the Building Regulations 2010 (as amended) for the proposed project. The report confirms that the development can be adequately and safely accessed in the event of an emergency. 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 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

The application seeks planning permission for the redevelopment of the site to provide two industrial units providing industrial floorspace (Use Class B1c/B2/B8) and ancillary offices together with associated parking, access arrangements, landscaping and infrastructure.

The principle of development is clearly supported as there is a clear and strong demand for industrial floorspace in this location that outweighs the loss of office floorspace on this site. The development is located on previously developed land and would not have a greater impact on the openness of the Green Belt compared to the existing development. As such, the development meets the exception test outlined in NPPF paragraph 143 and is therefore appropriate development on the Green Belt. The loss of the existing offices and their replacement with two large industrial units would result in less than substantial harm to this part of the Grade II Registered Park and Garden.

The NPPF (2019) makes it clear that the purpose of the planning system is to contribute to the achievement of sustainable development, through 3 over-arching and inter-dependent objectives - economic, social and environmental.

The economic benefits of the proposal would be significant. The proposal would support jobs during construction, and once completed would create 450 new full time equivalent (FTE) jobs with the potential to create additional employment opportunities in the future together with a further off-site jobs generating a potential 650 FTE, these benefits warrant being given significant weight. The proposal will also result in social benefits from employment generation including security, improved living standards, social cohesion and health benefits.

The NPPF (2019) explains that the environmental objective of sustainable development is to contribute to protecting and enhancing the natural, built and historic environment, including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The proposal would contribute to protecting and enhancing the natural, built and historic environment. A substantial amount of structural planting is proposed which would mitigate the visual impact of the built form of the proposed development. A package of specific highways, ecological, and landscaping enhancements is also proposed. The package of ecological and landscaping enhancements which are proposed along with measures to address climate change carry moderate weight in favour of the proposal.

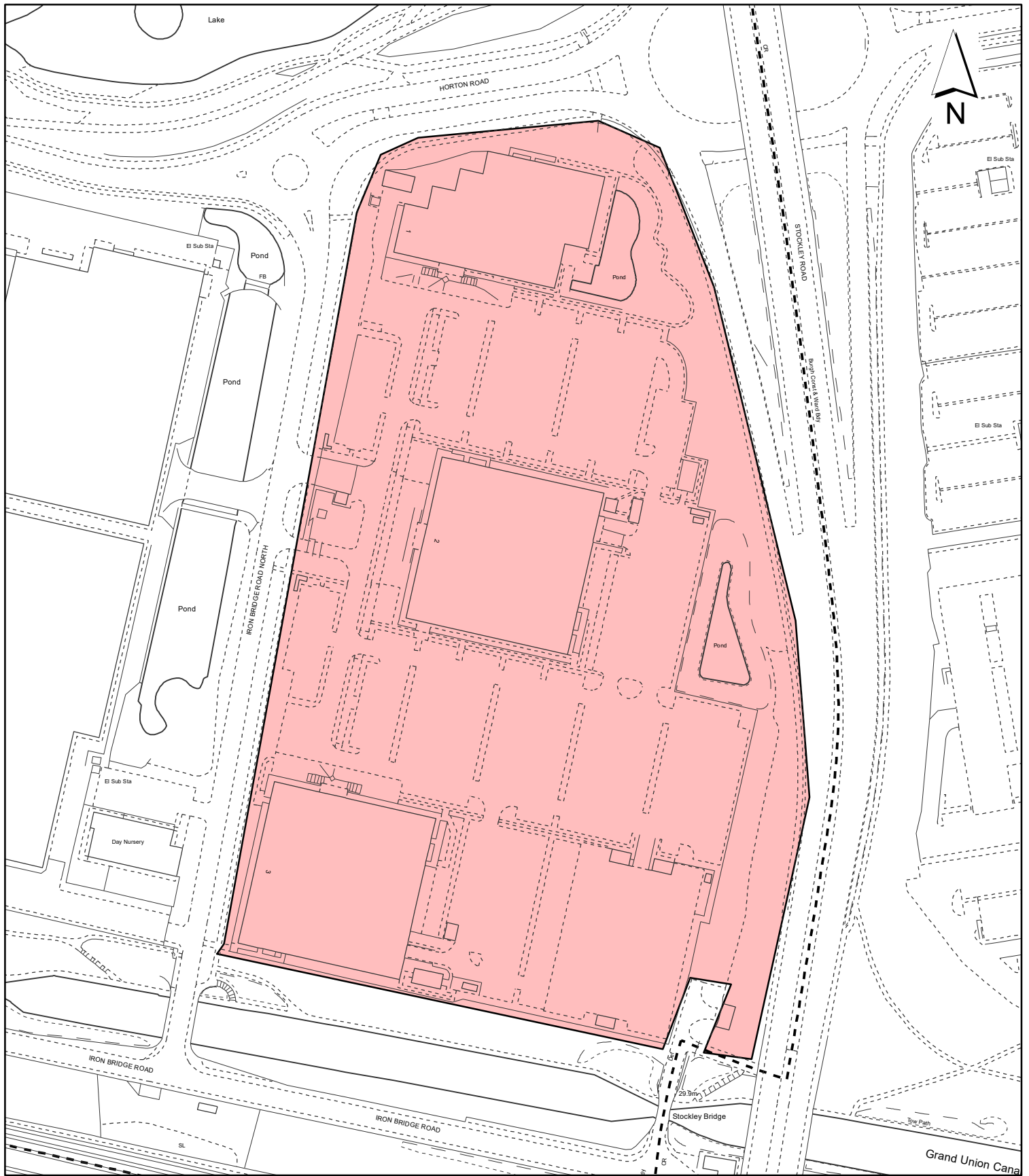
For the reasons outlined within the report, it is considered that overall, the benefits of the proposed development are considered to significantly outweigh the less than substantial harm to the Grade II Registered Park and Garden. The application is recommended for approval, subject to a Section 106 agreement and planning conditions.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Development Management Policies (January 2020)
Hillingdon Local Plan: Part Two Policies Map (2020)
The London Plan (2016)
National Planning Policy Framework (2019)
London Plan Intend to Publish Version, December (2019)
The Planning System in England and the Protection of Historic Parks and Gardens:
Guidance for Local Planning Authorities (2016)

Contact Officer: Zenab Haji-Ismail

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address: **GSK, Stockley Park
 Iron Bridge Road
 West Drayton**

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

Planning Application Ref:
39207/APP/2020/2188

Scale:
1:2,000

Planning Committee:
Central & South Page 459

Date:
December 2020



This page is intentionally left blank

Report of the Head of Planning, Transportation and Regeneration

Address PACKET BOAT MARINA PACKET BOAT LANE COWLEY

Development: Variation of Conditions 2 (Approved Plans), 3 (Supporting Documentation), 8 (Signage and Lighting Details) and 13 (Turning Areas) of planning application 53216/APP/2018/4179, dated 21/11/2019 (Change of use of 25 existing moorings from leisure to residential use, with associated works), in order to amend the wording of conditions and make changes to the approved parking layout, landscaping, cycle storage, bin storage and lighting.

LBH Ref Nos: 53216/APP/2020/3138

Drawing Nos: P267-PB-01 Rev. B Location Plan
3058/FRA/Final/v3.2/2018-11-21 Flood Risk Assessment Final Report v3.1 (November 2018)
Ecological Enhancement Scheme (January 2018)
416.04960.00012 Packet Boat Marina Property Assessment (Dated October 2018)
734338-2 (01) Interpretive Report on Ground Investigation (Dated July 2019)
Landscape Management and Maintenance Plan
002 Rev. B Jetty Sections
001 Rev. D Site Plan
003 Rev. B Jetty Details
734338-1 Rev. 1 Desk Study and Preliminary Risk Assessment
P267-PAC-02 Rev. G Existing Site Plan
JC.5102 Cover Letter (Dated 2nd October 2020)
P267-PB-10 Rev. A
TBSC_BWML_PBO_56AMZ+BIN_MS_01 Issue 0
P267-PB-05 Rev. E
P267-PB-06 Rev. E
P267-PB-04 Rev. F
The Sauro LED Light

Date Plans Received:	02/10/2020	Date(s) of Amendment(s):	22/02/2019
Date Application Valid:	02/10/2020		26/03/2019
			30/07/2019
			28/11/2018
			17/10/2019
			18/11/2020
			03/09/2019
			27/09/2019
			16/10/2019

1. SUMMARY

This application seeks permission to vary Conditions 2 (Approved Plans), 3 (Supporting Documentation), 8 (Signage and Lighting Details) and 13 (Turning Areas) of planning application 53216/APP/2018/4179 (Change of use of 25 existing moorings from leisure to residential use, with associated works), in order to amend the wording of conditions and make changes to the approved parking layout, landscaping, cycle storage, bin storage and lighting.

The changes proposed are considered to constitute a minor material amendment and are considered acceptable with regard to their impact on relevant material planning considerations. All other matters have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid. Subject to conditions, this application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from 21st November 2019.

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers P267-PB-01 Rev. B, P267-PAC-02 Rev. G, P267-PB-04 Rev. F, P267-PB-05 Rev. E, P267-PB-06 Rev. E, P267-PB-10 Rev. A, 001 Rev. D, 002 Rev. B, 003 Rev. B and TBSC_BWML_PBO_56AMZ+BIN_MS_01 Issue 01 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the London Plan (March 2016)

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be carried out except in complete accordance with the specified supporting plans and/or documents:

JC.5102 Cover Letter (Dated 2nd October 2020);
734338-1 Rev. 1 Desk Study and Preliminary Risk Assessment;
734338-2 (01) Interpretive Report on Ground Investigation (Dated July 2019);
Ecological Enhancement Scheme (January 2018); and
Landscape Management and Maintenance Plan.

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and the London Plan (March 2016).

4 NONSC Number of Boats

At no time shall there be more than 164 no. boats moored within the development area, including no more than 55 no. boats which are moored to residential moorings (that include a postal address). The associated residential and visitor parking layout shall be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with Policies DMHB 14, DMHB 20, DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

5 NONSC Records of Residential Boats

The developer shall make available for inspection their records detailing the location and number of residential moorings within Packet Boat Marina at the request of the Local Planning Authority.

REASON

To preserve the character of Packet Boat Marina, to manage amenity impacts on surroundings residents and to manage impacts on the ecology of the site, in accordance with Policy EM3 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012); Policy DMHB 20, DMEI 6 and DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020); Policy 7.19 of the London Plan (March 2016) and National Planning Policy Framework (February 2019).

6 NONSC Site Management Plan

Residents shall be required to use:

- a) only smokeless fuels in stoves and heaters on their boats; and
- b) only use phosphate free washing up liquids and detergents, including boat materials.

To ensure the above can be in place, a site management plan shall be submitted and approved in writing by the LPA prior to the first occupation of the proposed residential moorings, which details the following:

- i) Measures and management strategies to ensure that only smokeless fuels in stoves and heaters are used on boats within the marina.
- ii) Measures and management strategies to ensure that only phosphate free washing up liquids and detergents are used on boats within the marina.

The development shall not be carried out otherwise than in accordance with the details thus approved.

REASON

To protect the amenity of existing and future residents in accordance with Policy DMHB 11, DMEI 14 and DMHB 20 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 7.14 of the London Plan (March 2019), and to protect elements of biodiversity value within the site in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 7.19 of the London Plan (March 2016) and National Planning Policy Framework (February 2019).

7 COM8 Tree Protection

Prior to commencement of the relevant part of the works, details shall be submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the

fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

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

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

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

8 NONSC Lighting Details

Prior to the commencement of the relevant works, details shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canals and Rivers Trust in relation to the replacement/refurbished lighting columns throughout the site. The works shall incorporate low level lighting using warm white LEDs 1000-3000k.

The lighting shall be constructed in accordance with the above approved information and shall be retained as such.

REASON

To ensure lighting is appropriate for the amenity of the users of the Marina and is not detrimental to biodiversity, in compliance with Policies DMEI 7 and DMHB 20 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and paragraph 170 of the National Planning Policy Framework (February 2019).

9 COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first

planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

10 NONSC Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy, detailing how this contamination will be dealt with, has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

(i) Any subsequent remediation scheme concerning newly discovered contamination shall include a written method statement providing details of how the completion of the remedial works will be verified. The details shall be agreed in writing with the LPA prior to commencement. No deviation shall be made from the scheme without the express agreement of the LPA prior to its implementation.

(ii) All works which form part of any remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The strategy shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DME1 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 5.21 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

11 NONSC Soil and Material Imports

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and

ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy 5.21 of the London Plan (March 2016) and the National Planning Policy Framework (February 2019).

12 NONSC Control of Noise

The rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest noise sensitive premises. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON

To safeguard the amenity of the surrounding area in accordance with 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).

13 NONSC Turning Areas

The turning areas identified on drawing reference 'P267-PB-05 Rev. E ' hereby approved shall remain clear and unobstructed at all times to ensure the free flow and movement of boats within the marina.

REASON

To ensure that residential amenity is safeguarded in accordance with Policy DMHB 11 and DMHB 20 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

14 RES22 Parking Allocation

The residential moorings hereby approved shall not be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. The parking allocation scheme shall, as a minimum, include a requirement that there is no sub-letting of parking spaces and 1 car parking space shall be allocated and dedicated for the use of each of the residential moorings hereby approved and shall remain allocated and dedicated in such a manner for the life-time of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

15 NONSC Non Standard Condition

Prior to commencement of the relevant part of the works, details shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with TfL with respect to:

- A cycle store designed in accordance with the London Cycling Design Standards (LCDS). A minimum 1.0m spacing between cycle stands is required, with a minimum 0.5m bay width provided per cycle.
- Provision of wider cycle spaces should be introduced to at least 5% of the allocated residential cycle parking in line with London Plan cycle parking standards and the LCDS.

The approved details shall be implemented prior to first occupation and shall remain in

such a manner for the life-time of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

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.

NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport
NPPF- 13	NPPF-13 2018 - Protecting Green Belt land
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
LPP 5.10	(2016) Urban Greening
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.17	(2016) Waste capacity
LPP 5.21	(2016) Contaminated land
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 7.16	(2016) Green Belt
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.27	(2016) Blue Ribbon Network: supporting infrastructure and recreational use
LPP 7.28	(2016) Restoration of the Blue Ribbon Network
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 20	Moorings

DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking

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

The Council have information on the ground conditions and there is a possibility there may be contaminating substances present in the ground. We would advise persons working on site to take basic precautions in relation to any contamination they may find. It is understood there is some evidence that remedial works were undertaken at the site, however the possibility of contamination being present at depth remains. Precautions should be taken to minimise the mixing of any material that is dug up with clean shallow soils that are to remain on site.

5

The Flood Action Notice included in the Flood Risk Assessment should be provided residents and displayed on site.

6

It is advised that Conditions 4, 5, 8, 9 and 10 of planning permission reference 53216/APP/2017/1711, permitting a new fixed pontoon to provide 7 leisure moorings, have not been discharged. It appears that this development has been brought forward without complying with the decision notice.

7

It is advised that enforcement case reference ENF/92/07 was raised and closed in 2007, stating that there was no breach of planning control as all works/operations/uses occurring on site were in accordance with approved planning permission or permitted development.

8 125 Consent for the Display of Adverts and Illuminated Signs

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

3. CONSIDERATIONS

3.1 Site and Locality

Packet Boat Marina is a medium sized marina on the Grand Union Canal which

accommodates both residential and leisure boats. The Marina is located on the western edge of the borough, on the south eastern side of Packet Boat Lane, immediately to the west of the Water's Edge Public House and the Grand Union Canal, north of its junction with the Slough arm of the canal. The site includes a marina with wide beam and narrow boat berths, a visitor centre, a shop, an office building, a workshop, shower and toilet facilities, laundry facilities, a boatyard, landscaped grounds and a car park accessed from Packet Boat Lane to the north. The entrance to the marina for boat traffic is from the Slough arm to the south.

Surrounding the site to the west, south and north west is a large country park including a builder's yard adjacent to the west of the site. The land to the north, east and south east of the site is a mixture of commercial/light industrial and residential uses. A scrap car yard is located approximately 15 metres to the north. The closest residential properties are located approximately 40 metres north-west and 80 metres north-east of the site.

The Marina forms part of designated Green Belt land, a Nature Conservation Site of Metropolitan or Borough Grade I Importance and the Colne Valley Regional Park. The Site is located within Flood Zone 1 and has a low Public Transport Accessibility Level (PTAL) of 1a. The north section of the application site is designated as part of the Cowley Lock Conservation Area.

3.2 Proposed Scheme

This application seeks permission to vary Conditions 2 (Approved Plans), 3 (Supporting Documentation), 8 (Signage and Lighting Details) and 13 (Turning Areas) of planning application 53216/APP/2018/4179 (Change of use of 25 existing moorings from leisure to residential use, with associated works), in order to amend the wording of the attached conditions and make changes to the approved parking layout, landscaping, cycle storage, bin storage and lighting. As such, the current application does not seek to change the main element of the proposal, this being the proposed change of use of 25 no. existing moorings from leisure to residential use.

Under the current application, the parking bays in the western portion of the car park will no longer be reconfigured, meaning the number of parking spaces will remain at 84 (as opposed to increasing to 103). The extent of new tarmac will be reduced to cover only the most damaged section of the internal roadway.

The 3 no. active and 3 no. passive electric vehicle charging points and 3 no. accessible parking spaces are proposed to remain as part of the proposed works, along with new planting as identified on the submitted plans. There will be no change to the approved parking spaces and allocations in the eastern portion of the car park.

The proposal still includes the refurbishment of the existing faulty lighting columns are to be replaced but all other functional columns will remain as existing.

The design of the proposed cycle storage and refuse storage has been revised and is proposed to be contained within an anthracite grey enclosed metal structure, measuring 2.04 metres in height and 10.2 metres by 8.7 metres in footprint. The 34 no. resident storage boxes are also proposed to take the form of 'box-like' timber clad structures, measuring 1.42 metres in height and 1.42 metres by 1.965 metres in footprint.

3.3 Relevant Planning History

53216/APP/2018/4179 Packet Boat Marina Packet Boat Lane Cowley

Change of use of 25 existing moorings from leisure to residential use, with associated works

Decision: 20-11-2019 Approved

Comment on Relevant Planning History

Planning application reference 53216/APP/2018/4179 permitted the change of use of 25 existing moorings from leisure to residential use, with associated works.

4. Planning Policies and Standards

Development Plan

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

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

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

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

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

The London Plan - Consolidated With Alterations (2016)

The West London Waste Plan (2015)

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 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 parts of 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.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- NPPF- 2 NPPF-2 2018 - Achieving sustainable development
- NPPF- 9 NPPF-9 2018 - Promoting sustainable transport
- NPPF- 13 NPPF-13 2018 - Protecting Green Belt land
- NPPF- 15 NPPF-15 2018 - Conserving and enhancing the natural environment
- LPP 5.10 (2016) Urban Greening
- LPP 5.14 (2016) Water quality and wastewater infrastructure
- LPP 5.17 (2016) Waste capacity
- LPP 5.21 (2016) Contaminated land
- LPP 6.13 (2016) Parking
- LPP 6.3 (2016) Assessing effects of development on transport capacity
- LPP 6.9 (2016) Cycling
- LPP 7.16 (2016) Green Belt
- LPP 7.19 (2016) Biodiversity and access to nature
- LPP 7.24 (2016) Blue Ribbon Network
- LPP 7.27 (2016) Blue Ribbon Network: supporting infrastructure and recreational use
- LPP 7.28 (2016) Restoration of the Blue Ribbon Network
- DMEI 4 Development on the Green Belt or Metropolitan Open Land

DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMHB 20	Moorings
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **28th October 2020**
- 5.2** Site Notice Expiry Date:- Not applicable

29th October 2020

6. Consultations

External Consultees

Letters were sent to neighbouring properties and an advert was posted in the local paper. All forms of consultations expired on 29th October 2020. No comments from neighbouring residents have been received.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE:

Thank you for your consultation of 06 October 2020 regarding the above application for planning permission. On the basis of the information provided, 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, details of which are on our webpage at the following link:

<https://www.historicengland.org.uk/services-skills/our-planning-services/greater-london-archaeology-advisory-service/our-advice>

If you consider that this application does fall within one of the relevant categories, or you have other reasons for seeking our advice, please contact us to discuss your request. If we do not hear from you within five working days we will assume this application should not have been sent to us.

This response relates to undesignated archaeological assets only. If necessary, Historic England's Development Management or Historic Places teams should be consulted separately regarding statutory matters.

TRANSPORT FOR LONDON:

Thank you for consulting TfL on the above application. After reviewing the case documents, we have the following comments to make:

- The proposed cycle store has not been designed in accordance with the London Cycling Design Standards (LCDS). A minimum 1.0m spacing between cycle stands is required, with a minimum 0.5m bay width provided per cycle.
- As per previous comments, wider cycle spaces should be introduced to at least 5% of the allocated residential cycle parking in line with London Plan cycle parking standards and the LCDS.

PLANNING OFFICER COMMENT:

A condition requesting the above details has been imposed.

CANAL AND RIVER TRUST:

We are the charity who look after and bring to life 2000 miles of canals & rivers. Our waterways contribute to the health and wellbeing of local communities and economies, creating attractive and connected places to live, work, volunteer and spend leisure time. These historic, natural and cultural assets form part of the strategic and local green-blue infrastructure network, linking urban and rural communities as well as habitats. By caring for our waterways and promoting their use we believe we can improve the wellbeing of our nation. The Trust is a statutory consultee in the Development Management process.

The Trust has reviewed the application and has the following advice:

Condition 2:

The submitted condition 2 amendment, to supersede plans and drawings for the cycle and bin storage, landscaping, Marina Turning Area and parking layout is considered acceptable, subject to the council accepting an amendment to condition 8, rather than, as the applicant proposes, it's removal. Further details and a revised plan are requested for the lighting details associated with condition 8, below.

Condition 3:

We have no comment to make on the applicant's request for the condition to be amended to provide greater clarity.

Condition 8:

The proposed removal of condition 8 is not considered acceptable. An amended condition is requested.

Hillingdon Borough Council Local Plan January 2020, policy DMEI 7; Biodiversity Protection and Enhancement, DMHB 20: Moorings and the National Planning Policy Framework 2019, paragraph 170, require that development proposals retain and enhance biodiversity. The planning consent allows the proposed development, subject to the implementation of a biodiversity enhancement scheme, to include new ecologically appropriate exterior lighting, in compliance with these policies (or those of a similar nature in the development plan in existence at the time of the decision).

Retaining and repairing existing lighting without attention to biodiversity enhancement requirements would not be considered consistent with the obligations of the previous consent. To ensure the development both retains and enhances biodiversity in accordance with the policy requirement, an amended lighting condition is requested, as follows:

'Details of existing lighting bollards and fitments, proposed repairs and upgrading shall be submitted to and approved in writing by the Local Planning Authority, and shall incorporate low level, directional lighting fitments, using warm -white LED's 1000 - 3000K. The agreed upgrading and repairs shall be carried out as agreed within the year, (12 months), of this permission hereby granted, and retained thereafter.

Reason: To ensure lighting is appropriate for the amenity of the users of the Marina and is to no detriment to biodiversity and provides required biodiversity enhancement, compliant with Hillingdon Borough Council Local Plan January 2020, policy DMEI 7; Biodiversity Protection and Enhancement, DMHB 20: Moorings and the National Planning Policy Framework 2019, paragraph 170'.

Condition 13 (Turning Areas):

In respect of the waterspace at the marina, the moorings plan submitted appears to be identical to that permitted under the existing planning permission (reference 53216/APP/2018/4179), to which this condition refers. The changes relate to the parking and facilities areas, to which we have no objection, and a revision letter label. As a result, the Trust has no planning objection to the amendment of the condition.

We would note, however, that the plans do not appear to take account of planning permission 53216/APP/2017/1711, dated 07.09.2017 (plan reference PB/SB/002), which indicates that there are a further 7 permitted moorings within the Marina. It is not clear that the location and size of these vessels have been taken into account on the submitted moorings plan. We would also remind the Council of a further, undecided application, for four further moorings, under application reference 53216/APP/2019/684, which are also not indicated on this submission.

The Trust as an affected Landowner

In our capacity as an affected landowner, the Trust will want to ensure that all vessels using the marina will be able to access and egress the marina safely, in order to ensure the safe use of our navigation. We would welcome confirmation of the maximum size of vessel that will be using the marina and a drawing showing that such vessels can safely turn into and out of the entrance. The applicants/developers are advised to contact the Business Boating Specialist Tammy Plant, in this respect, on Tammy.Plant@canalrivertrust.org.uk.

PLANNING OFFICER COMMENT:

Regarding the Canal and River Trust's comment regarding Condition 8, the existing functional lighting is to remain in place and only the faulty lighting bollards are to be replaced. As these are located within the centre of the existing car park, outside of the designated Nature Conservation Site of Metropolitan or Borough Grade I Importance, it is considered unlikely that the replacement lighting would compromise any biodiversity value. A condition requesting further details has been proposed to be added to any grant of consent.

Regarding the Canal and River Trust's comment regarding Condition 13 and other consents on the application site, the current application only seeks permission for a minor material amendment to planning permission reference 53216/APP/2018/4179. Accordingly, matters relating to the approved planning application reference 53216/APP/2017/1711 and the refused planning application reference 53216/APP/2019/684 are not relevant.

Internal Consultees

ACCESS OFFICER:

I have considered the detail of this planning application and deem there to be no accessibility issues raised by the proposal.

TREES AND LANDSCAPING OFFICER:

Condition 2: Approved plans / variation

The submitted drawings provide details and annotated plans of the proposed site and the provision of new facilities (including bike and bin stores) required to accommodate the needs of the marina and its occupants. Some of the annotations refer to site management and maintenance operations.

Recommendation: No objection.

HIGHWAYS OFFICER:

Site Characteristics & Background

The proposal location is Packet Boat Marina adjacent to the Grand Union Canal and accessed via in Packet Boat Lane which is rural in its setting and connects to the High Road in Cowley. The site has 157 moorings of which 30 were allocated for residential purposes with the remaining 127 retained for leisure uses. As part of the extant consent (53216/APP/2018/4179), 25 of these leisure moorings are to be converted to residential accommodation.

It was proposed to allocate 25 parking spaces from an uplifted total of 158 (103 Public & 55 residential) on-plot car park spaces to the proposed residential use which broadly corresponds with the existing 1:1 parking ratio afforded to the original 30 dwelling units.

The remaining 103 'non-residential' spaces (uplifted from 84) out of a total of 158 were to be retained

for 102 leisure moorings which approximates to a 1:1 ratio and was considered sufficient within the context of this use and capacity of the Marina car park.

The adjacent communal car park consists of 84 spaces (which would rise to 103 in-line with the original consent) as a result of the proposed repositioning of the existing bin store and general car park reconfiguration with 30 spaces currently allocated for the 30 residential units equating to 1:1 parking ratio. The parking allocation for the proposed residential use would then rise proportionally to include provisions for the 25 new units totalling 55 residential spaces.

Appraisal - Condition 2 (Approved Plans)

As part of the original consent, the western portion of the car park designated for patrons of the marina was proposed for enhancement which included new surfacing, bay reconfiguration (increasing from 84 to 103 bays), electric vehicle charging point (EVCP) provision etc.

However due to economic implications associated with the current pandemic, a number of these changes are to be abandoned (with the exception of EVCP (3 passive + 3 active) and disabled compliant provision (3)). However, there are no changes proposed regarding the number of approved residential parking spaces/allocations within the eastern segment of the car park which equate to a total of 55.

Conclusion

There are no specific issues raised with regard to the 84 'public' spaces within the western public segment of the car park remaining at this level. This was confirmed at the original scheme appraisal where there was no demand made by the Highway Authority to raise this quantum. The applicant volunteered to increase the number to 103 to which no objection was raised.

For this reason, the variation to Condition 2 is considered acceptable.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Matters relating to the principle of the change of use of the 25 existing moorings from leisure to residential use has already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

Whilst there is no statutory definition of a 'minor material amendment', the key principle is that it is not open to the local planning authority to vary a condition if that variation means that the precise terms of the original permission (i.e. the description of development) were changed by it. The original description is stated as follows:

"Change of use of 25 existing moorings from leisure to residential use, with associated works."

It is considered appropriate that proposed changes would fall under the scope of 'associated works' previously approved. The detail of the proposal is considered further in the main body of the report.

7.02 Density of the proposed development

Not applicable to the consideration of this application.

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

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.

The Greater London Archaeological Advisory Service were consulted as part of the application process and stated that it was not necessary for comment to be provided under their consultation criteria. Accordingly, the proposed development is not considered contrary to Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

LISTED BUILDINGS OR AREAS OF SPECIAL LOCAL CHARACTER

Not applicable to the consideration of this application.

CONSERVATION AREA

Please see Section 07.07 of the report.

7.04 Airport safeguarding

Not applicable to the consideration of this application.

7.05 Impact on the green belt

The application site is located within Green Belt land and is subject to the following policy considerations:

Paragraph 143 of the NPPF (February 2019) sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in 'very special circumstances'. Paragraph 144 continues this, stating:

"When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations."

Paragraph 145 of the NPPF (February 2019) states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt but that exceptions to this include:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and

g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Policy 7.16 of the London Plan (March 2016) supports this, stating:

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

In terms of local policy, the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) gives strong protection to Green Belt land. Policy EM2 states that the Council will seek to maintain the current extent of the Green Belt and any proposals for development in the Green Belt and Metropolitan Open Land will be assessed against national and London Plan (March 2016) policies, including the very special circumstances test.

Policy DME1 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also states that:

A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very special circumstances.

B) Extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and Metropolitan Open Land, and the purposes of including land within it, than the existing development, having regard to:

- i) the height and bulk of the existing building on the site;
 - ii) the proportion of the site that is already developed;
 - iii) the footprint, distribution and character of the existing buildings on the site;
 - iv) the relationship of the proposal with any development on the site that is to be retained;
- and
- v) the visual amenity and character of the Green Belt and Metropolitan Open Land.

Under paragraph 145 of the NPPF (February 2019) it is stated that the provision of facilities for outdoor recreation is considered appropriate development within the Green Belt as long it preserves the openness. As the proposed residential moorings will not be used purely for outdoor recreation purposes, the proposal would not be considered to constitute appropriate development within the Green Belt. The proposed change of use is therefore considered to be inappropriate development within the Green Belt, requiring very special circumstances.

It is noted that the 25 no. moorings which form the focus of this application already exist and are used by boat owners on a semi-permanent basis. The proposal would allow the boat owners permanent residency and would not therefore increase the total number of moorings on the site. In this respect, there would be no impact on the openness and visual amenities of the Green Belt.

In terms of the associated works, the proposed cycle storage and refuse storage would be contained within an anthracite grey enclosed metal structure, measuring 2.04 metres in

height and 10.2 metres by 8.7 metres in footprint. This would contain 56 no. cycle parking spaces and 11 no. bins, thereby screening such facilities to the benefit of the Green Belt and associated visual amenities.

In addition to this, the proposed 34 no. timber clad resident storage boxes would measure 1.42 metres in height and 1.42 metres by 1.965 metres in footprint. These would be located immediately to the south of the existing residential car park and are considered to be sufficiently limited in size to avoid posing a greater impact on the openness of the Green Belt.

Given that this site already has planning permission for a mix of residential and leisure moorings, it is considered reasonable to expect the operator/owner to upgrade facilities to serve the additional boats that will now use these moorings on a permanent basis. The additional facilities proposed are very modest in scale and would not have a detrimental impact on the character or function of the Green Belt. It would also facilitate improved amenities for future occupiers of the residential moorings. Accordingly, it is considered that very special circumstances exist to outweigh the limited harm posed by the proposed development within the Green Belt.

Given the above, the proposal is not considered contrary to Policy DMEI 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy EM2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy 7.16 of the London Plan (March 2016) and the NPPF (February 2019).

7.06 Environmental Impact

CONTAMINATED LAND

Matters relating to the impact of the proposal on contaminated land matters have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.07 Impact on the character & appearance of the area

The main principle of the proposed change of use of 25. no leisure moorings to residential use, alongside associated works, is to remain the same. The main difference is the removal and/or revision of certain elements of work previously proposed.

For context, it should be established that Packet Boat Marina located on the western edge of the borough, on the south eastern side of Packet Boat Lane, immediately to the west of the Water's Edge Public House and the Grand Union Canal, north of its junction with the Slough arm of the canal. The site includes a marina with wide beam and narrow boat berths, a visitor centre, a shop, an office building, a workshop, shower and toilet facilities, laundry facilities, a boatyard, landscaped grounds and a car park accessed from Packet Boat Lane to the north.

Surrounding the site to the west, south and north west is a large country park including a builder's yard adjacent to the west of the site. The land to the north, east and south east of the site is a mixture of commercial/light industrial and residential uses. A scrap car yard is located approximately 15 metres to the north. The closest residential properties are located approximately 40 metres north-west and 80 metres north-east of the site.

The Marina forms part of designated Green Belt land, a Nature Conservation Site of Metropolitan or Borough Grade I Importance and the Colne Valley Regional Park. The north section of the application site is designated as part of the Cowley Lock Conservation Area.

Accordingly, the following planning policies are considered:

Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) seeks a quality of design in all new development that enhances and contributes to the area in terms of form, scale and materials; is appropriate to the identity and context of the townscape; and would improve the quality of the public realm and respect local character.

Policy HE1 of the Hillingdon Local Plan: Part 1 - 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.

Policy DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states 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. In order to achieve this, the Council will:

A) Require proposals for new development, including any signage or advertisement, to be of a high quality contextual design. Proposals should exploit opportunities to restore any lost features and/or introduce new ones that would enhance the character and appearance of the Conservation Area.

B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

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

As established under the original consent, the proposed change of use of moorings from leisure to residential is not considered to materially impact on the setting of the Conservation Area or canal scene as the aesthetic will remain the same. It should be noted that none of the proposed works would be located within the Conservation Area designation but would be within close proximity.

The proposed cycle storage and refuse storage would be contained within an anthracite grey enclosed metal structure, measuring 2.04 metres in height and 10.2 metres by 8.7

metres in footprint. This would contain 56 no. cycle parking spaces and 11 no. bins, thereby screening such facilities to the benefit of the Conservation Area and canal scene.

In addition to this, the proposed 34 no. timber clad resident storage boxes would measure 1.42 metres in height and 1.42 metres by 1.965 metres in footprint. These would be located immediately to the south of the existing residential car park and are considered to be sufficiently limited in size to avoid posing harm to the designated Conservation Area to the north.

In accordance with the considerations noted above, it is not considered that the proposed development would pose harm to the Cowley Lock Conservation Area and would sufficiently harmonise with the existing character of the Marina. The proposal is therefore considered to accord with Policies BE 1 and HE 1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policies DMHB 4 and DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.08 Impact on neighbours

Matters relating to the impact of the proposal on neighbouring residents have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.09 Living conditions for future occupiers

Matters relating to the impact of the proposal on living conditions have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.10 Traffic impact, car/cycle parking, pedestrian safety

In terms of highways matters, the following planning policies are considered:

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.

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 and roads.

Policy DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

A) 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.

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.

Based on TfL's WebCAT planning tool, the application site has a Public Transport Accessibility Level (PTAL) rating of 1a, meaning visitors or residents are likely to be dependent on the private car for access to the site.

As stated by the Council's Highways Officer, the proposal is likely to increase traffic generation from the site. As the proposal replaces an equivalent number of leisure units which already generate a specific level of use intensity, the proposal is only considered to generate a marginal increase. Accordingly, the proposal would not exacerbate congestion and would not raise any highway safety concerns, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy 6.3 of the London Plan (March 2016).

The car park currently consists of 132 no. spaces and would rise to 141 no. as part of the proposed additional 9 no. spaces in the eastern residential car park. A total of 55 residential parking spaces are to be provided as part of the proposal, equating to 1:1 parking ratio. The remaining 'non-residential' 84 spaces out of a total of 141 would be retained for 109 leisure moorings which equates to just under a 0.77 parking spaces per leisure mooring. As stated by the Council's Highways Officer, this is considered acceptable within the context of this use and capacity of the Marina car park. If recommended for approval, a parking allocation plan would be secured by condition.

As required by local policy, 10% of the 9 no. proposed parking spaces should be disabled compliant. A total of 3 no. disabled compliant spaces are proposed and is considered acceptable. A total of 3 active and 3 passive electrical charging spaces is also proposed and is considered acceptable.

Regarding cycle provision, standards require 1 secure and accessible space for each of the moored units totalling 25 spaces. A cycle store with 56 no. spaces is proposed and would conform with this requirement.

Given the above considerations, it is considered that the proposal would accord with Policy DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies 6.9 and 6.13 of the London Plan (March 2016).

7.11 Urban design, access and security

URBAN DESIGN

Please see Section 07.07 of the report.

ACCESS

Please see Section 07.12 of the report.

SECURITY

Matters relating to the impact of the proposal on security have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.12 Disabled access

Matters relating to the impact of the proposal on accessibility has already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.13 Provision of affordable & special needs housing

Not applicable to the consideration of this application.

7.14 Trees, Landscaping and Ecology

TREES AND LANDSCAPING

Policy 5.10 of the London Plan (March 2016) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm.

Policy 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 revised proposal would not rearrange the western car park. Although the majority of the landscaping within the western car park would remain as existing, the current proposal does include the planting of new sapling native silver birch trees as well as the maintenance of overgrown shrubs. No trees or landscape features of merit will be affected by the proposal. Tree protection measures are required and secured as a planning condition. Subject to further details, the proposed development is considered to accord with Policy 5.10 of the London Plan (March 2016) and Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

ECOLOGY

Paragraph 170 of the NPPF (February 2019) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Policy 7.19 of the London Plan (March 2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy EM3 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) requires that the Council continue to promote and contribute to the positive enhancement of the strategic river and canal corridors and the associated wildlife and habitats through the Biodiversity Action Plan and the Thames River Basin Management Plan, and developer contributions where appropriate. The Council will work with the Environment Agency and other interested bodies to continue to enhance the local character, visual amenity, ecology, transportation, leisure opportunities and sustainable access to rivers and canals. The Council will collaborate with adjacent local authorities to ensure that Hillingdon's river and canal corridors complement and link with cross boundary corridors.

Policy DMEI 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also states that new development adjacent to the Blue Ribbon Network should incorporate proposals to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries.

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that the design and layout of new development should retain and enhance any existing features of biodiversity within the site.

The proposed development would not significantly change the use of the site in a way which could compromise its biodiversity value. Additional planting in the form of silver birch saplings and perennial plants is also proposed. Accordingly, such works are not considered to have detrimental impacts on local biodiversity.

A condition is attached to secure the use of smokeless fuels and phosphate free products to minimise environmental impacts. In conjunction with the Canal and River Trust's consultation response, a condition securing the details of the lighting is also attached to ensure that there are no detrimental impacts on biodiversity. Subject to such conditions, the proposal is not considered contrary to the NPPF (February 2019), Policy 7.19 of the London Plan (March 2016) , Policy EM3 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policies DMEI 6 and DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.15 Sustainable waste management

Matters relating to the impact of the proposal on sustainable waste management have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.16 Renewable energy / Sustainability

Not applicable to the consideration of this application.

7.17 Flooding or Drainage Issues

Matters relating to the impact of the proposal on flood and drainage issues have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.18 Noise or Air Quality Issues

NOISE

Matters relating to the impact of the proposal on the noise environment have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

AIR QUALITY

Matters relating to the impact of the proposal on air quality have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid.

7.19 Comments on Public Consultations

Please see Section 06.1 of the report.

7.20 Planning Obligations

There is no need for any contributions or planning obligations to mitigate the impact of the

development.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

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 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

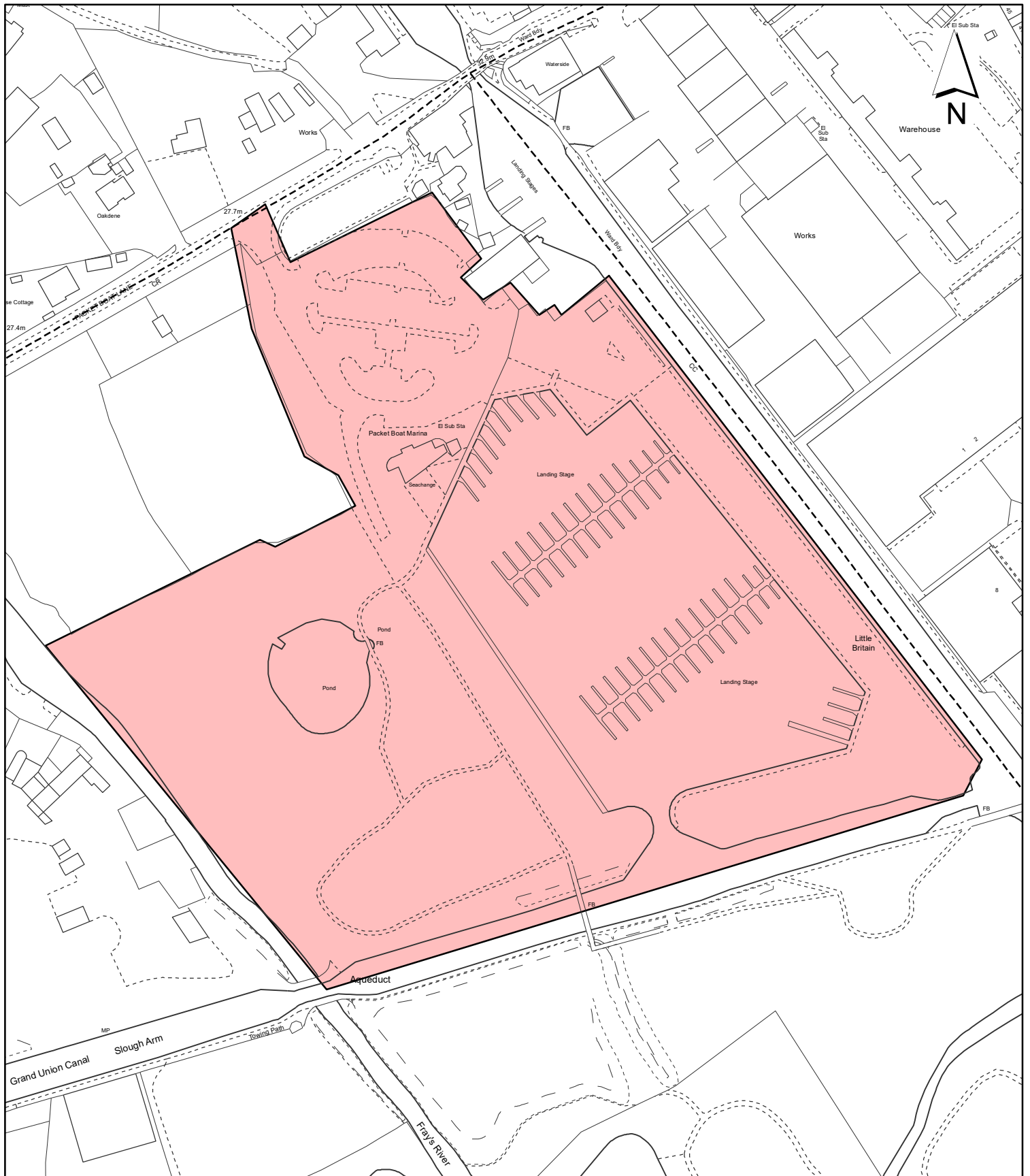
In conclusion, the changes proposed are considered to constitute a minor material amendment and are considered acceptable with regard to their impact on relevant material planning considerations. All other matters have already been established by grant of original permission and there has been no material change in policy and/or site circumstances to suggest that the previous assessment is no longer valid. Subject to conditions, this application is recommended for approval.

11. Reference Documents

National Planning Policy Framework (February 2019)
The draft London Plan - Intend to Publish Version (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.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:
**Packet Boat Marina
 Packet Boat Lane
 Cowley**

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

Planning Application Ref:
53216/APP/2020/3138

Scale:
1:2,000

Planning Committee:
Central & South Page 487

Date:
December 2020



This page is intentionally left blank

Plans for Major Applications Planning Committee

Tuesday 8th December
2020



ttILLINGDON
LONDON

Report of the Head of Planning, Transportation and Regeneration

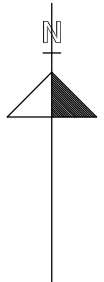
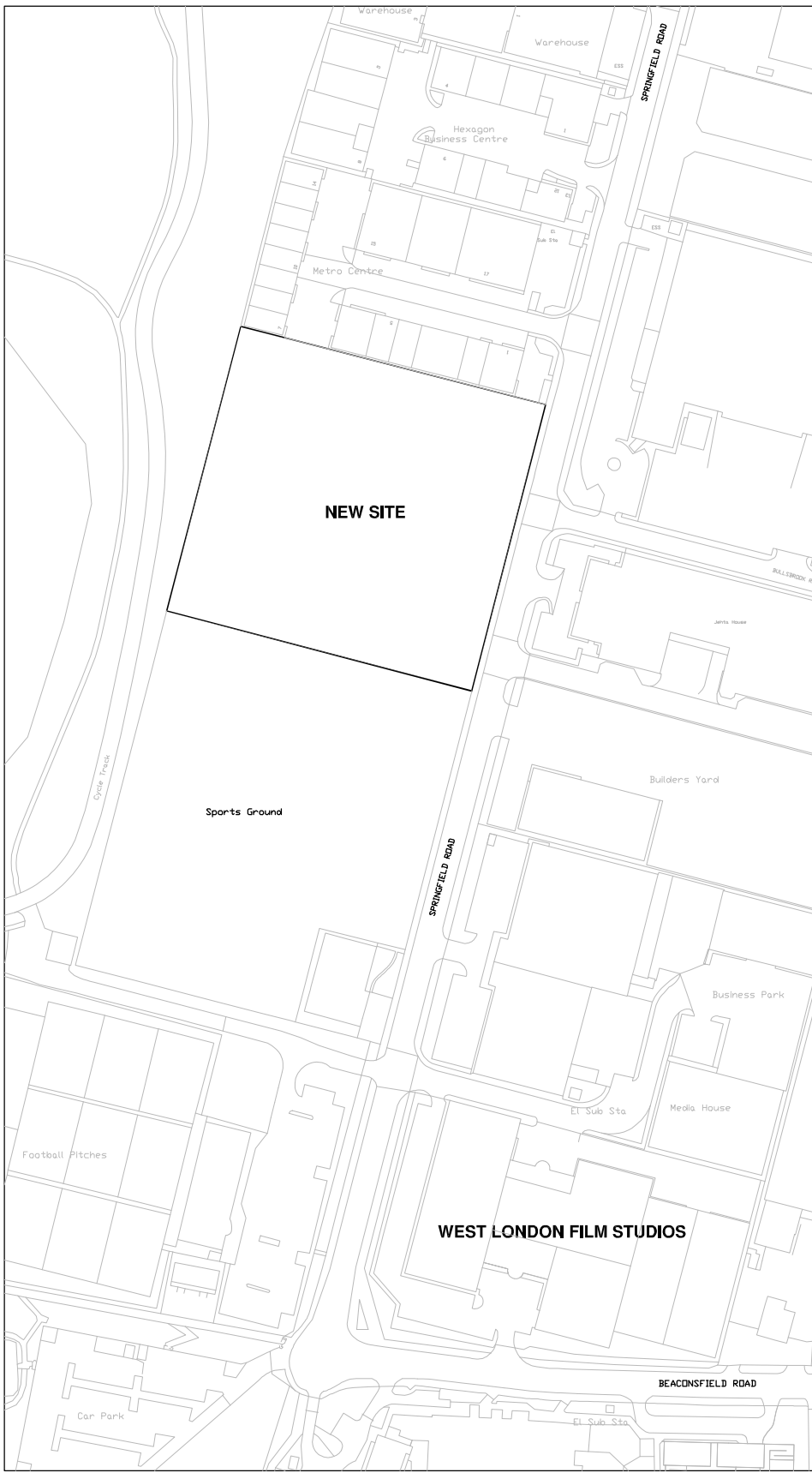
Address

WEST LONDON FILM STUDIOS SPRINGFIELD ROAD HAYES

Development:

Development of land north of playing pitches to provide an extension to West London Film Studios comprising construction of new sound stages, workshops and office accommodation, entrance structures and reception and security offices (Use Class Sui Generis), creation of new vehicular and pedestrian accesses from Springfield Road, with associated car parking, landscaping and the provision of an ecological enhancement area/landscape buffer zone.

46378/APP/2019/2970



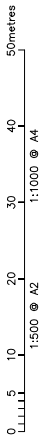
ISSUED FOR PLANNING

REVISIONS

A	PLANNING ISSUE	17.08.19
B	PLANNING ISSUE	16.10.20

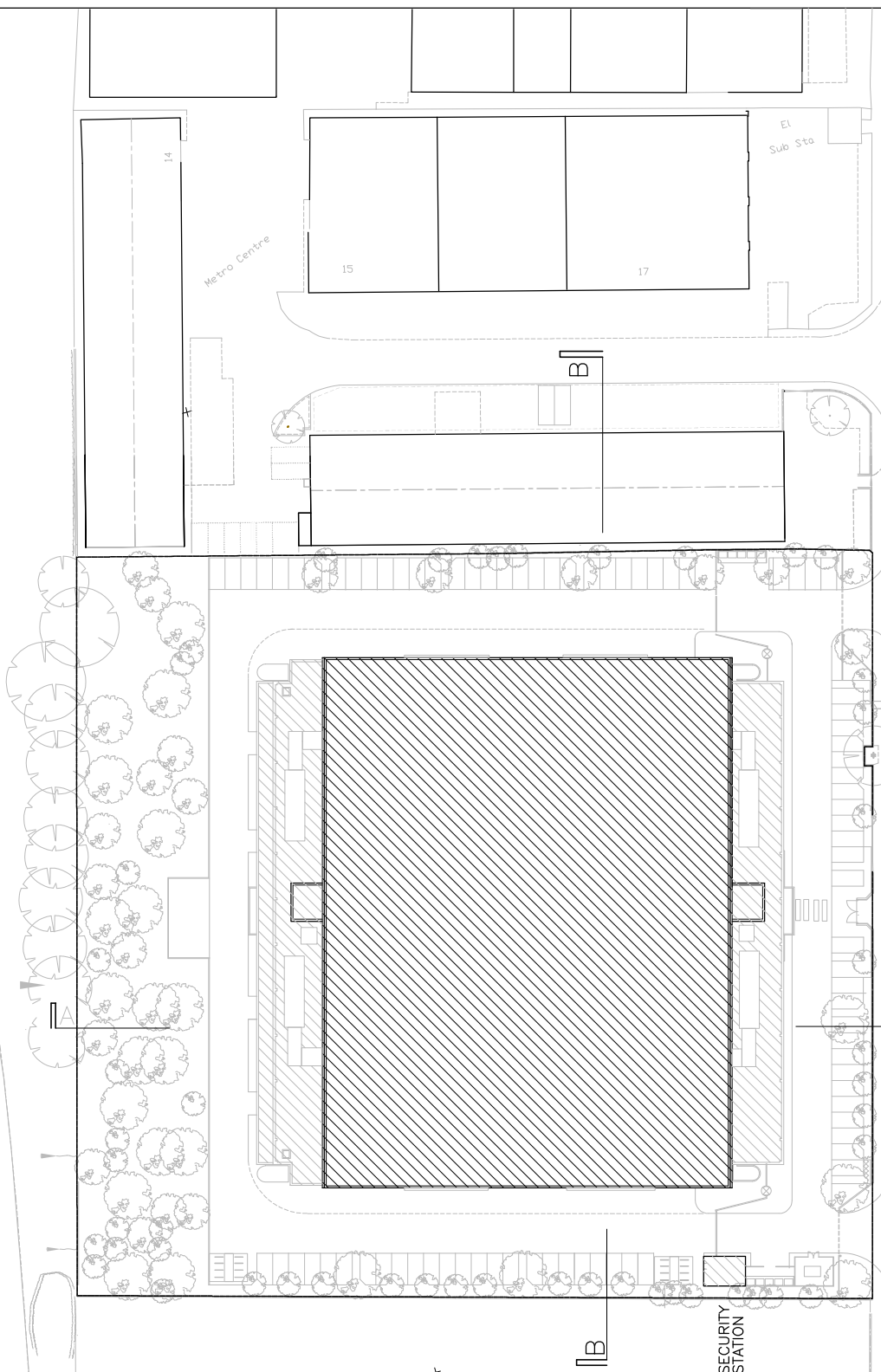
FosterWillis ARCHITECTS AND DESIGNERS
 WALNUT LODGE 187a LOWER ROAD GREAT BOOKHAM SURREY KT23 4AU • 01372 459402
 5 THURLBY WAY MAIDENHEAD BERKSHIRE SL6 3YZ • 01628 625608
 © COPYRIGHT RESERVED BY FOSTER WILLIS

Job	WEST LONDON FILM STUDIOS SPRINGFIELD ROAD . HAYES	Job No.	1806
Dwg	PROPOSED NEW STUDIO COMPLEX LOCATION PLAN	Dwg No.	100
Date	JULY 2019 Scale 1:1250 @ A2 Drawn RF	Rev No.	B



Cycle Track

Sports Ground



SPRINGFIELD ROAD

SPRINGFIELD ROAD

ISSUED FOR PLANNING

REVISIONS

A	PLANNING ISSUE	17.08.19
B	PLANNING ISSUE	16.10.20

FosterWillis ARCHITECTS AND DESIGNERS
 WAREHOUSE ROAD, GREAT BRIMINGHAM, BIRMINGHAM, B37 4AA
 5 THURLEY WAY, MARCHBURN, BIRMINGHAM, B38 3YZ
 © COPYRIGHT RESERVED BY FOSTER WILLIS

Job No. **1806**
 Job: **SPRINGFIELD ROAD, HAYES**
 PROPOSED NEW STUDIO COMPLEX
 Dwg Site PLAN
 Date: **JULY 2019** Scale: **1:500** © **A2** Drawn: **RF** Rev. No. **B**

Sports Ground



CAR PARKING
87 PARKING SPACES 10 OF WHICH
ARE D/A VEHICLE PARKING.



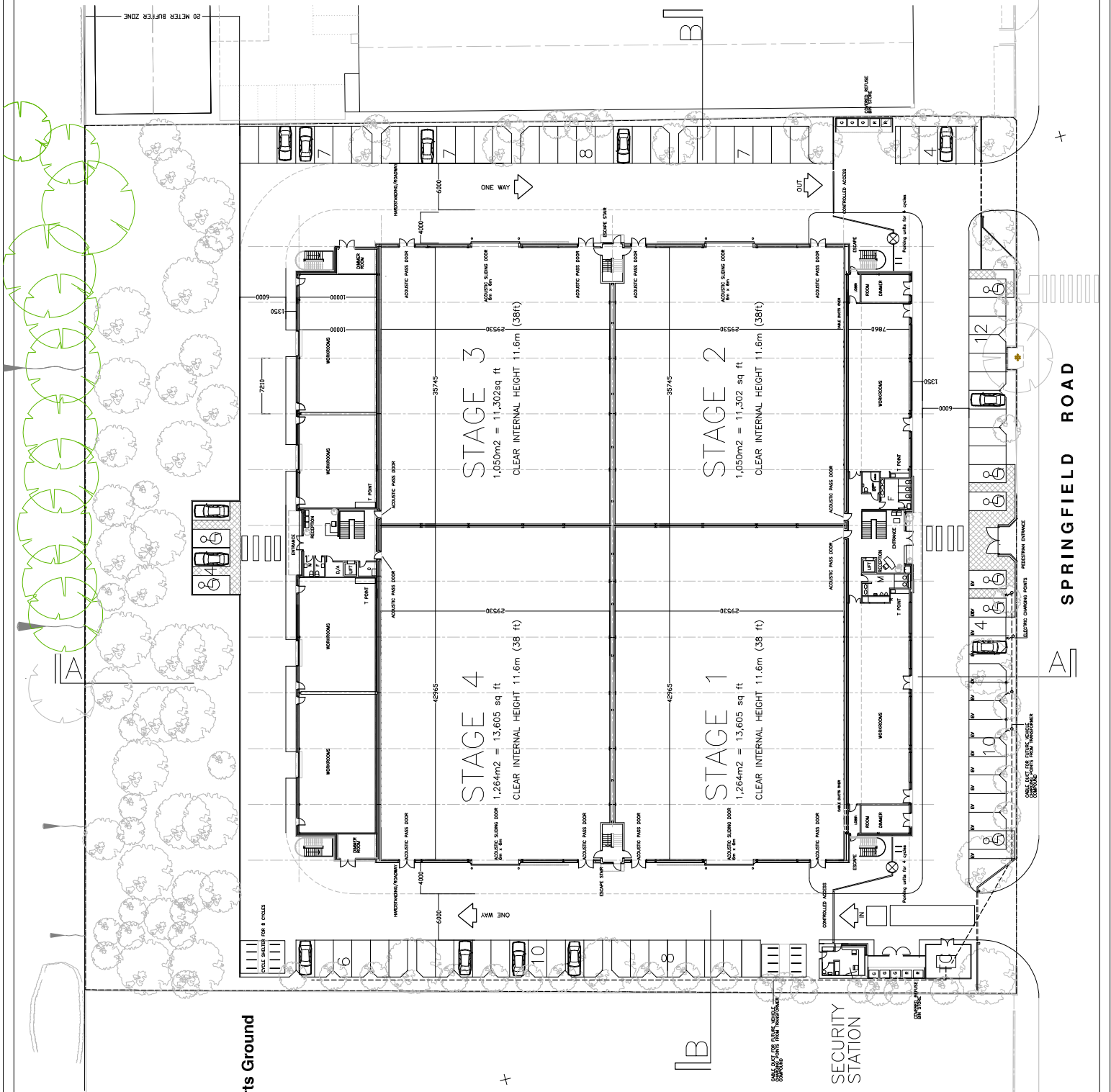
ISSUED FOR PLANNING

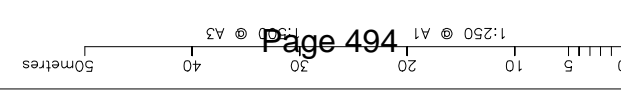
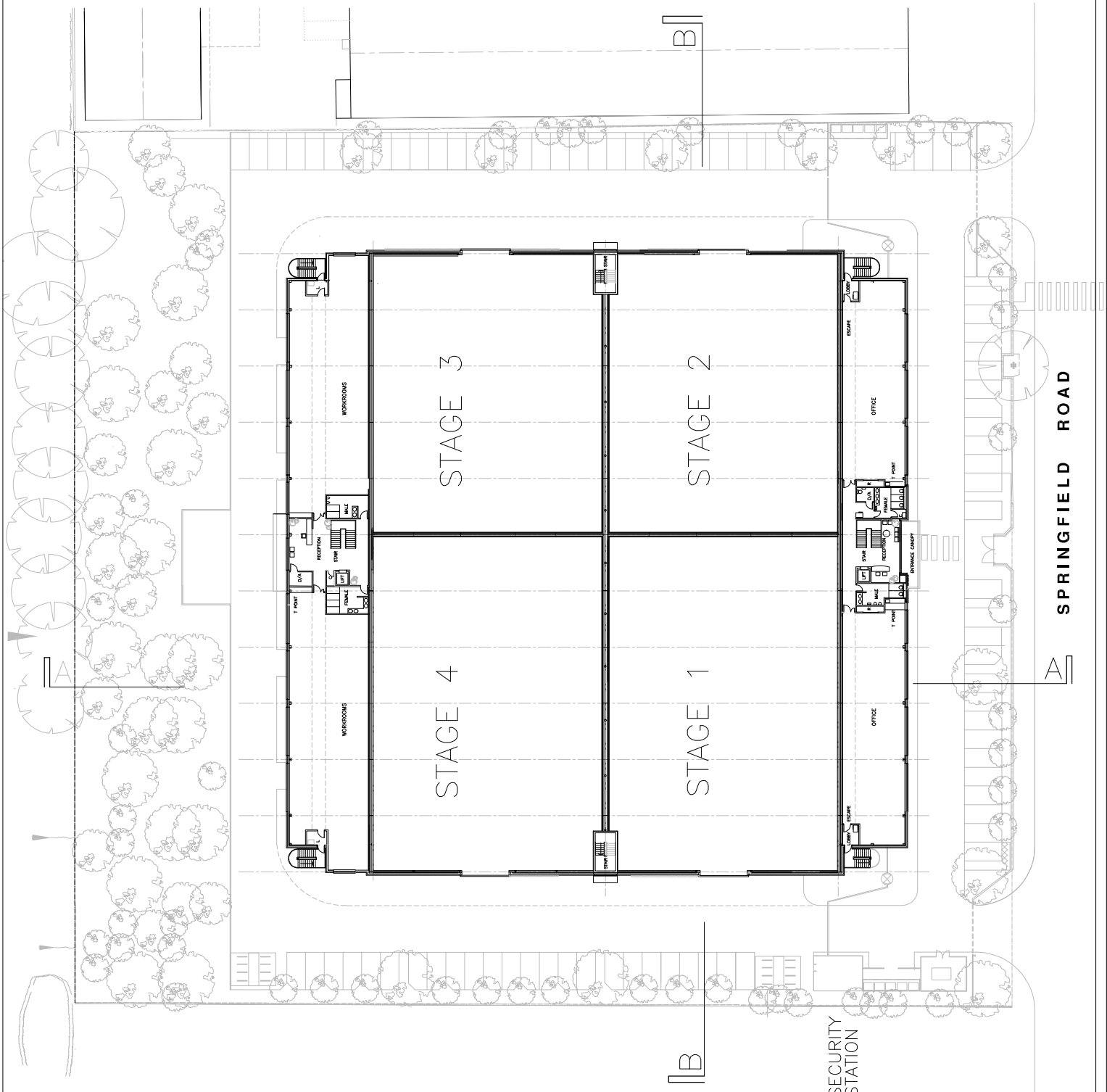
REVISIONS

A	PLANNING ISSUE	17.08.19
B	PLANNING ISSUE	16.10.20

FosterWills ARCHITECTS AND DESIGNERS
 WALTON LODGE, 1876 LOWER ROAD, GREAT BOBOHAM, SURREY KT23 4AU
 5 THURLEY WAY, WINDHEDD, BERKSHIRE RG6 3TZ
 © COPYRIGHT RESERVED BY FOSTER WILLS

Job No. 1806
 WEST LONDON FILM STUDIOS
 PROPOSED NEW STUDIO COMPLEX
 Dwg No. 102
 Date SEPT 2020 Scale 1:250 Drawn RF Rev No. B





ISSUED FOR PLANNING

REVISIONS

A	PLANNING ISSUE	17.06.19
B	PLANNING ISSUE	16.10.20

FosterWillis ARCHITECTS AHD DESIGNERS
 150, LONDON ROAD, CHICHESTER, WEST SUSSEX PO19 1JZ
 © COPYRIGHT RESERVED BY FOSTER WILLIS

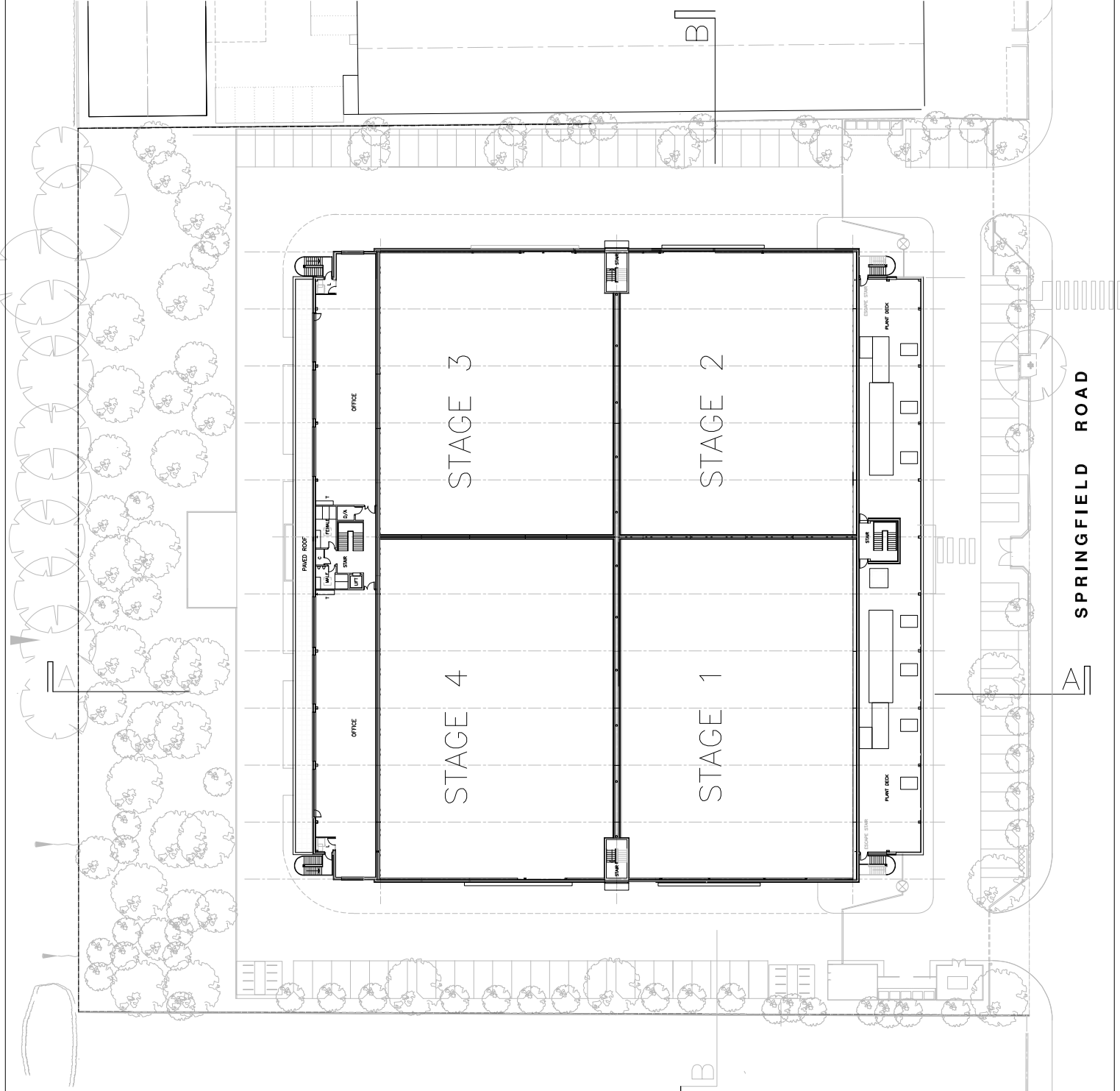
Job No. 1806
 WEST LONDON FILM STUDIOS
 SPRINGFIELD ROAD, HAYES
 PROPOSED NEW STUDIO COMPLEX
 DWG FIRST FLOOR PLAN
 Date MAR 2020 Scale 1:250 Drawn RF Rev. No. **B**

SPRINGFIELD ROAD

SECURITY STATION

NOTES

+



0 5 10 20 30 40 50metres
 1:250 © A1
 1:500 © A3
 Page 495

ISSUED FOR PLANNING

REVISIONS	DATE
A PLANNING ISSUE	17.08.19
B PLANNING ISSUE	16.10.20

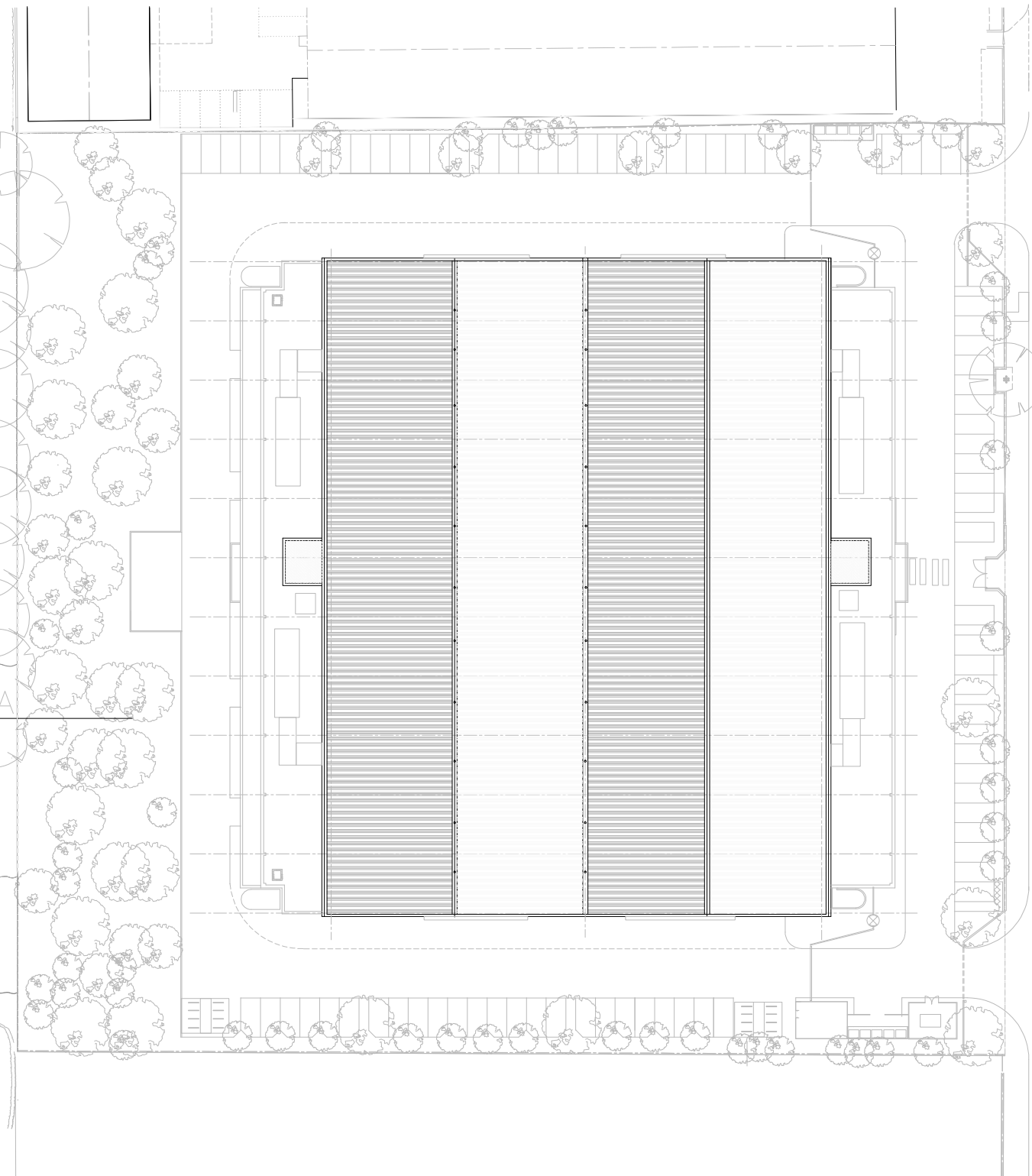
FosterWills ARCHITECTS AND DESIGNERS
 WILMOT LODGE, 1876 LOWER ROAD, GREAT BORMHAM, SURREY, KT23 4AU
 5 THURLEY WAY, WIMBORNE, DORSET, BH20 9JG
 © COPYRIGHT RESERVED BY FOSTER WILLS

Job No. 1806
 Job Title: WEST LONDON FILM STUDIOS
 SPRINGFIELD ROAD, HAYES, MIDDLESEX, U.K.
 PROPOSED NEW STUDIO COMPLEX
 DWG PLANT DECK/SECOND FLOOR PLAN
 Date MAR 2020 Scale 1:250 Drawn RF Rev No. **104** **B**

SPRINGFIELD ROAD

NOTES

ROOF FINISHES
 1. All roof finishes to be in accordance with the relevant building regulations.
 2. All roof finishes to be in accordance with the relevant building regulations.
 3. All roof finishes to be in accordance with the relevant building regulations.
 4. All roof finishes to be in accordance with the relevant building regulations.
 5. All roof finishes to be in accordance with the relevant building regulations.
 6. All roof finishes to be in accordance with the relevant building regulations.
 7. All roof finishes to be in accordance with the relevant building regulations.
 8. All roof finishes to be in accordance with the relevant building regulations.
 9. All roof finishes to be in accordance with the relevant building regulations.
 10. All roof finishes to be in accordance with the relevant building regulations.



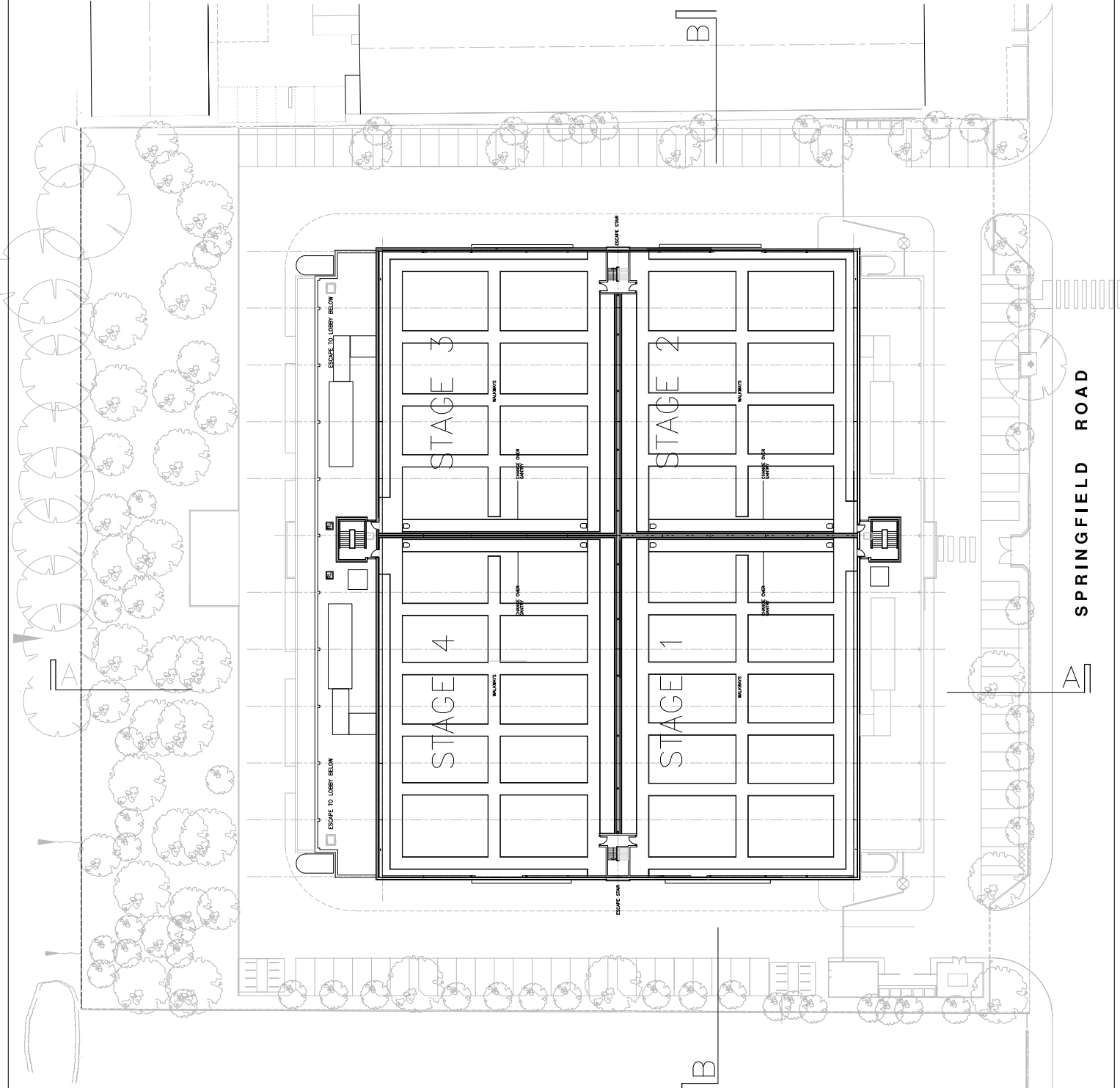
ISSUED FOR PLANNING

REVISIONS		
A	PLANNING ISSUE	17.08.19
B	PLANNING ISSUE	16.10.20

FosterWillis ARCHITECTS AND DESIGNERS
 WALTON LODGE, 1875 LOWER ROAD, GREAT BOCKHAM, SURREY, KT23 4AU
 5 THURLEY WAY, WIMBORNE, BERKSHIRE, SL6 3TJ
 01372 459402
 01628 625808
 © COPYRIGHT RESERVED BY FOSTER WILLIS

WEST LONDON FILM STUDIOS
 SPRINGFIELD ROAD, STAYES
 PROPOSED NEW STUDIO COMPLEX
 Dwg No. **106**
 Date: JULY 2019 Scale: 1:250 Drawn: RF Rev. No. **B**
 Job No. 1806

SPRINGFIELD ROAD



ISSUED FOR PLANNING

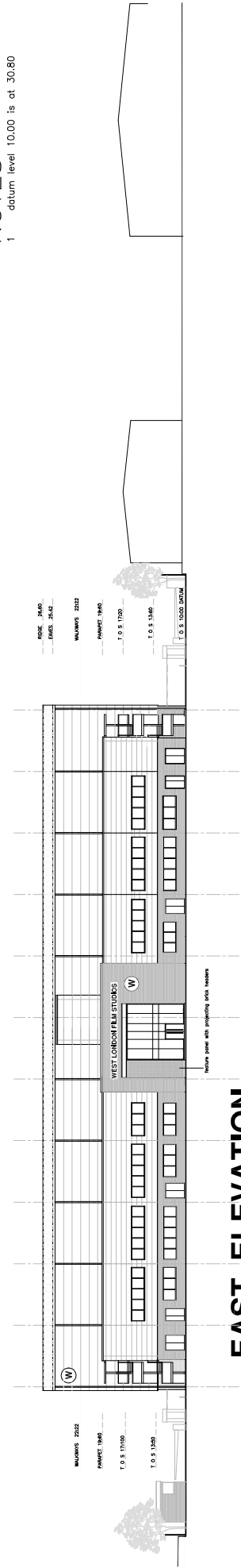
REVISIONS	
A	PLANNING ISSUE 17.06.19
B	PLANNING ISSUE 16.10.20

FosterWillis ARCHITECTS AND DESIGNERS
 WALNUT LODGE, 1675 LOWER ROAD, GREAT BOCKHAM, SURREY, KT23 4AU
 5 THURLEY WAY, WINDCHEAD, BEREKNICH, SUSSEX, BN16 3YU
 © COPYRIGHT RESERVED BY FOSTER WILLIS

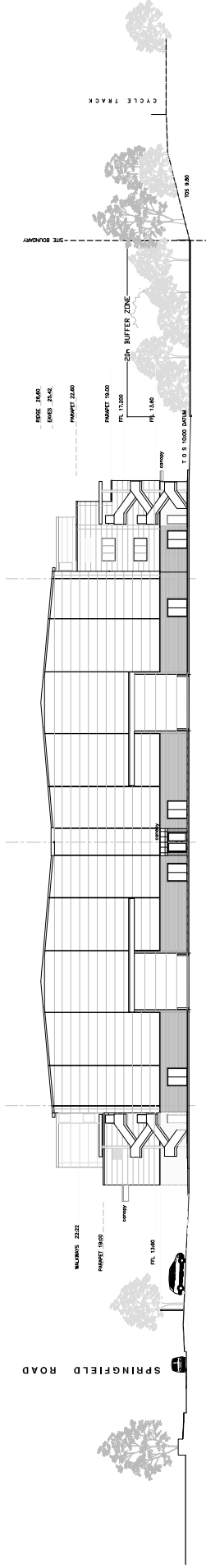
WEST LONDON FILM STUDIOS
 SPRINGFIELD ROAD STAGES
 PROPOSED NEW STUDIO COMPLEX
 DWG WALKWAY LEVEL PLAN
 Job No. 1806
 Dwg No. 105
 Date MAR 2020 Scale 1:250 Drawn RF Rev. No. B

NOTES

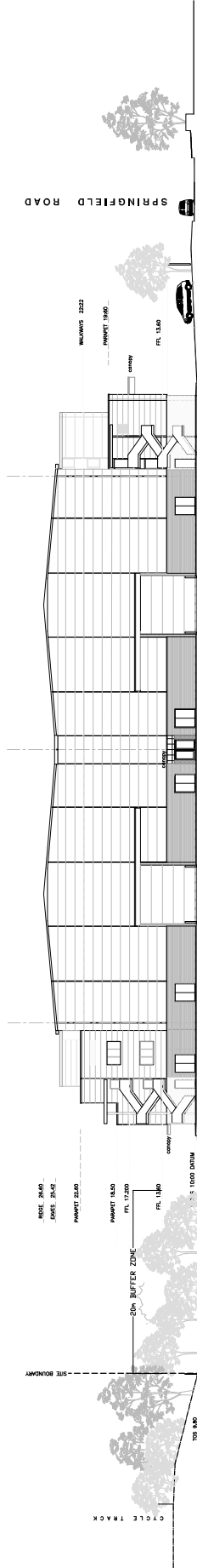
1 datum level 10.00 is at 30.80



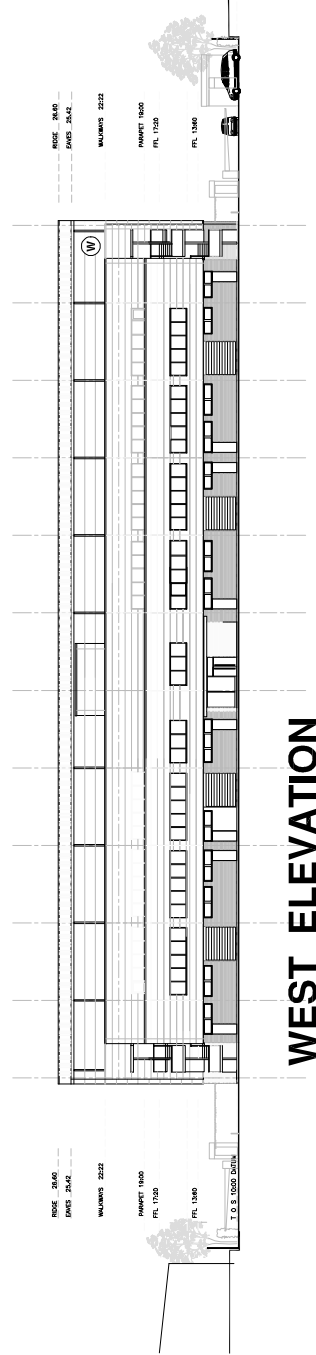
EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



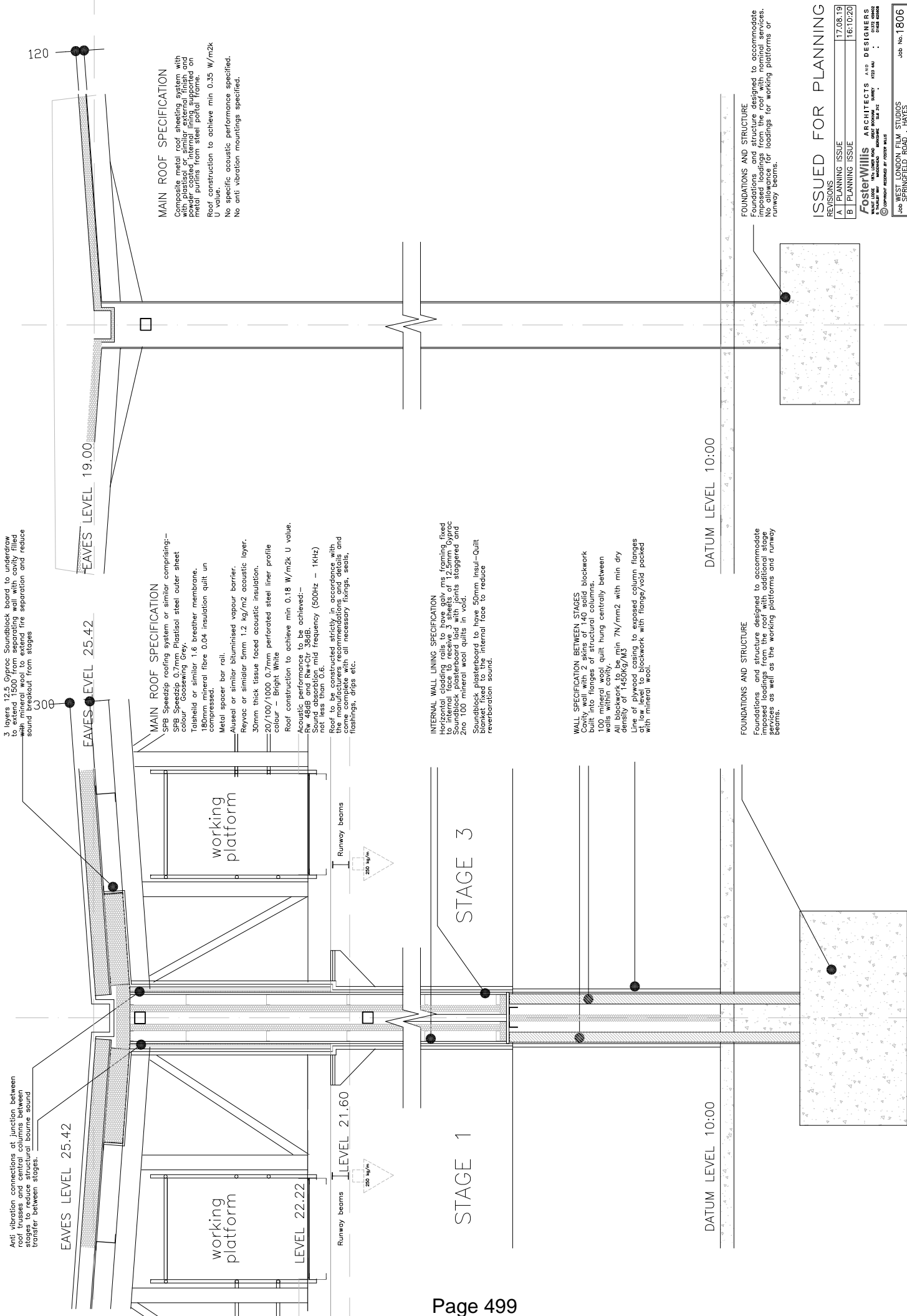
WEST ELEVATION

ISSUED FOR PLANNING

REVISIONS	DATE
A PLANNING ISSUE	17.08.19
B PLANNING ISSUE	16.10.20

FosterWillis ARCHITECTS AND DESIGNERS
 WALTER LOOSE 1876 LOWER ROAD GREAT BOCKHAM SURRY KT23 4AU
 5 THURLEY WAY WIMBORNE BERKSHIRE SL6 3TJ
 © COPYRIGHT RESERVED BY FOSTER WILLIS

Job No. 1806	Rev. No.
Job DESCRIPTION WEST LONDON FILM STUDIOS SPRINGFIELD ROAD PROPOSED NEW STUDIO COMPLEX DWG ELEVATIONS	107
Date JULY 2019	Scale 1:250
Drawn RF	Drawn RF



3 layers 12.5 Gyproc Soundblock board to underframe to extend 1500 from separating wall with cavity filled with mineral wool to extend fire separation and reduce sound breakout from stages

Anti vibration connections at junction between roof trusses and central columns between stages to reduce structural borne sound transfer between stages.

MAIN ROOF SPECIFICATION

SRB Speedzip roofing system or similar comprising:-
 SRB Speedzip 0.7mm Plastisol steel outer sheet
 20mm Gypsum board
 Talsheild or similar 1.6 breather membrane.
 100mm mineral fibre 0.04 insulation quilt un compressed.
 Metal spacer bar rail.
 Aluselc or similar bituminised vapour barrier.
 Reyvac or similar 5mm 1.2 kg/m² acoustic layer.
 30mm thick tissue faced acoustic insulation.
 20/100/1000 0.7mm perforated steel liner profile colour - Bright White
 Roof construction to achieve min 0.18 W/m²k U value.
 Acoustic performance to be achieved:-
 Rw 48dB and Rw+Ctr 38dB.
 Sound absorption mid frequency (500Hz - 1KHz) 0.20
 Roof to be constructed strictly in accordance with the manufacturers recommendations and details and come complete with all necessary fixings, seals, flashings, drips etc.

MAIN ROOF SPECIFICATION

Composite metal roof sheeting system with aluminium purlins and steel joists supported on metal purlins from steel portal frame.
 Roof construction to achieve min 0.35 W/m²k U value.
 No specific acoustic performance specified.
 No anti vibration mountings specified.

INTERNAL WALL LINING SPECIFICATION

Internal wall lining to be fixed to the structure to internal facing receive 3 sheets of 12.5mm Gyproc Soundblock plasterboard laid with joints staggered and 2no 100 mineral wool quilts in void.
 Soundblock plasterboard to have 50mm Insul-Quilt backing to the internal face to reduce transmission sound.

WALL SPECIFICATION BETWEEN STAGES

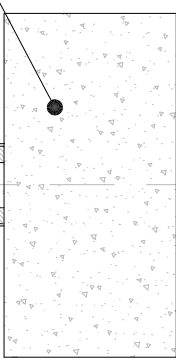
Cavity wall with 2 skins of 140 solid blockwork built into flanges of structural columns.
 100mm mineral wool quilt hung centrally between walls with cavity.
 All blockwork to be min 7N/mm² with min dry density of 1450kg/M³
 Line of plywood casing to exposed column flanges at low level to be blockwork with flange/void packed with mineral wool.

FOUNDATIONS AND STRUCTURE

Foundations and structure designed to accommodate imposed loadings from the roof with additional stage services as well as the working platforms and runway beams.

FOUNDATIONS AND STRUCTURE

Foundations and structure designed to accommodate imposed loadings from the roof with nominal services. Foundations for loadings for working platforms or runway beams.



ISSUED FOR PLANNING

REVISIONS
 A | PLANNING ISSUE 17.08.19
 B | PLANNING ISSUE 16.10.20

FosterWillis ARCHITECTS AND DESIGNERS
 WEST LANSBURY STUDIOS
 SPRINGFIELD ROAD, HAYES
 Uxbridge, Middlesex, UK UB7 8JH
 Tel: 01895 830000 Fax: 01895 830002
 Email: info@fosterwillis.com Website: www.fosterwillis.com

Job No: 1806
 Day No: 110
 Date: AUG 2019 Scale: 1:25 Drawn: RF Rev. No: B

SECTION THRO PROPOSED BUILDING ON WALL BETWEEN STAGES 1 AND 3

SECTION THRO TYPICAL INDUSTRIAL BUILDING WITH 9 METER EAVES HEIGHT

FosterWillis

0 5 10 20 30 40 50metres
1:500 @ A2
1:1000 @ A4

SECTION 1

SECTION 2

SECTION 3

SECTION 4

SECTION / ELEVATION 5

KEY PLAN

Page 500

ISSUED FOR PLANNING

REVISIONS

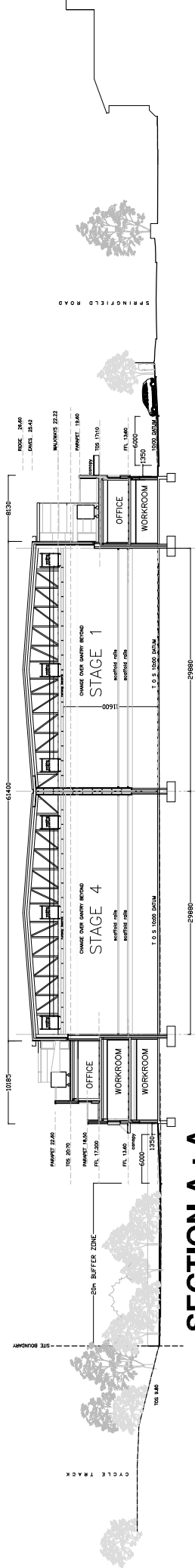
A	PLANNING ISSUE	17.08.19
B	PLANNING ISSUE	16.10.20

FosterWillis ARCHITECTS AND DESIGNERS
 WALNUT LODGE 187a LOWER ROAD GREAT BODNHAM SURREY KT23 4JQ 01372 458402
 7 THURLEY WAY WINDENHURST BERKSHIRE SL6 3YJ 01628 626668
 © COPYRIGHT RESERVED BY FOSTER WILLIS

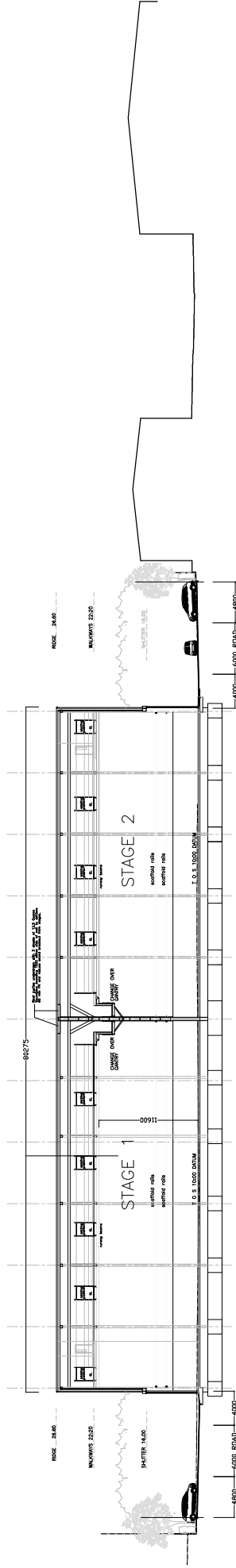
Job No.	1806
Job	WEST LONDON FILM STUDIOS
	SPRINGFIELD ROAD HAYES
Dwg No.	109
	PROPOSED NEW STUDIO COMPLEX
	EXISTING SITE SECTIONS
Date	JULY 2019
Scale	1:500 @ A2
Drawn	RF
Rev No.	B

NOTES

1 datum level 10.00 is at 30.80



SECTION A : A



SECTION B : B

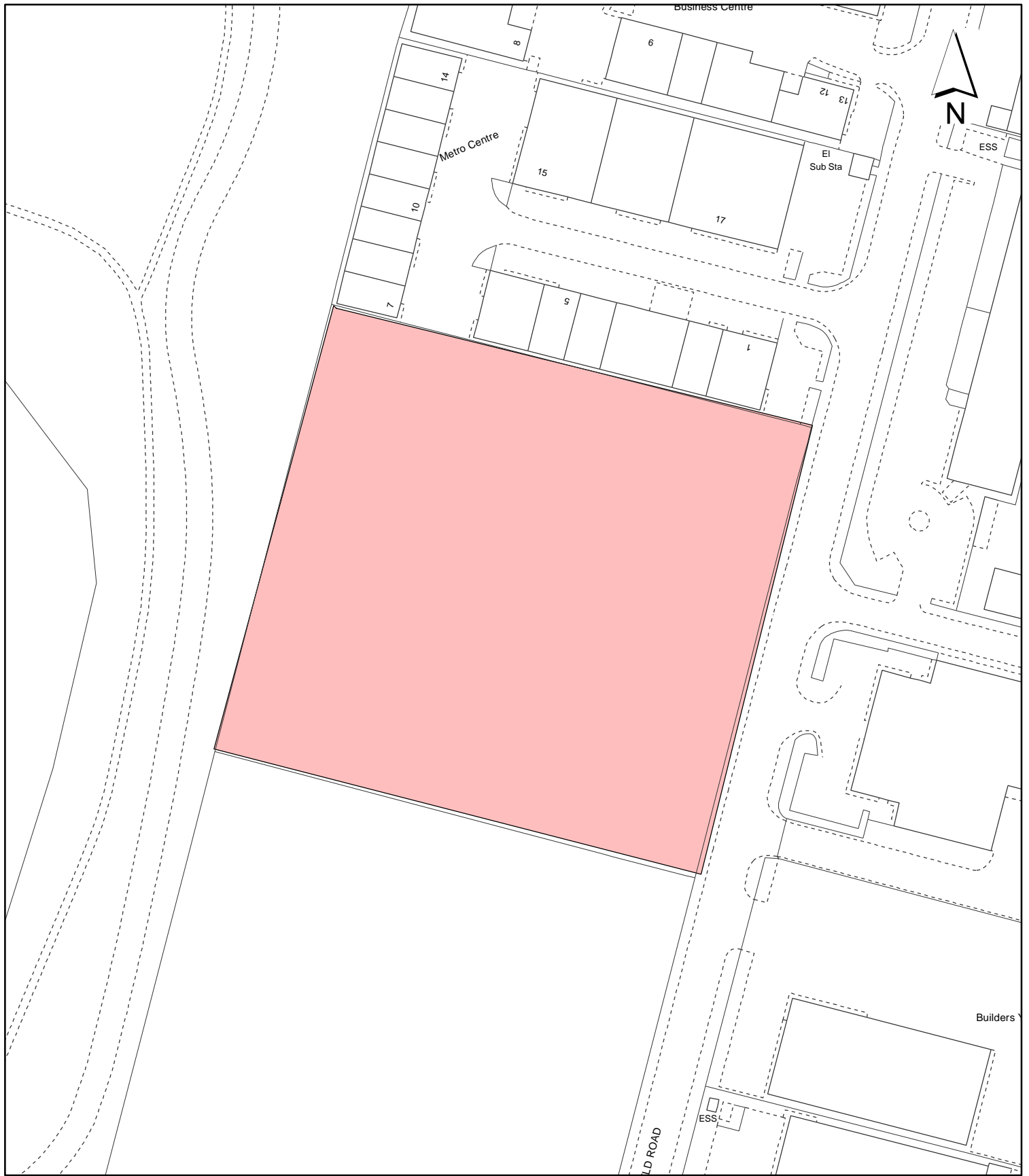
ISSUED FOR PLANNING

REVISIONS

A	PLANNING ISSUE	17.08.19
B	PLANNING ISSUE	16:10:20

FosterWillis ARCHITECTS AND DESIGNERS
 WALNUT LODGE 1870 LAMAR ROAD GREAT BRIDHAM SURREY GU23 4AU
 WINDHILL WAY BENSINGTON SLE 37Z
 © COPYRIGHT RESERVED BY FOSTER WILLIS

Job No. 1806
 WEST LONDON FILM STUDIOS
 PROPOSED NEW STUDIO COMPLEX
 Dwg No. 108
 Date JULY 2019 Scale 1:250 Drawn RF Rev No. B



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

West London Film Studios

Planning Application Ref:

46378/APP/2019/2970

Planning Committee:

Major Page 502

Scale:

1:1,250

Date:

December 2020

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

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



HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

Address GETHCELN HOUSE DAWLEY ROAD HAYES

Development: Variation of Condition 2 (Approved Plans) of planning application 71737/APP/2019/1979, dated 31/07/2020 (Proposed demolition of existing office and warehouse/workshops and erection of one flexible use class B1(c)/B2/B8 building comprising 3 units with associated access and parking), in order to amend the design of the roof, canopy and boundary fence.

LBH Ref Nos: 71737/APP/2020/2960

Drawing Nos:



Rev.	Date	Description	Init.
-	-	-	-

Client
MR BALBIR SINGH

Project Title
PROPOSED DEMOLITION OF THE EXISTING WAREHOUSE
AND ERECTION OF NEW 3 INDUSTRIAL WAREHOUSE
GETHCELN HOUSE, DAWLEY ROAD, UB3 1EH

Drawing Title
LOCATION PLAN

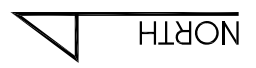
Cad File	Sheet Size	Scale
P101	A4	1:1250
Drawn by	Drawn Date	Approved by
KP	MAR 2019	NJ
Project No.	Drawing No.	Revision
1627	P101	-

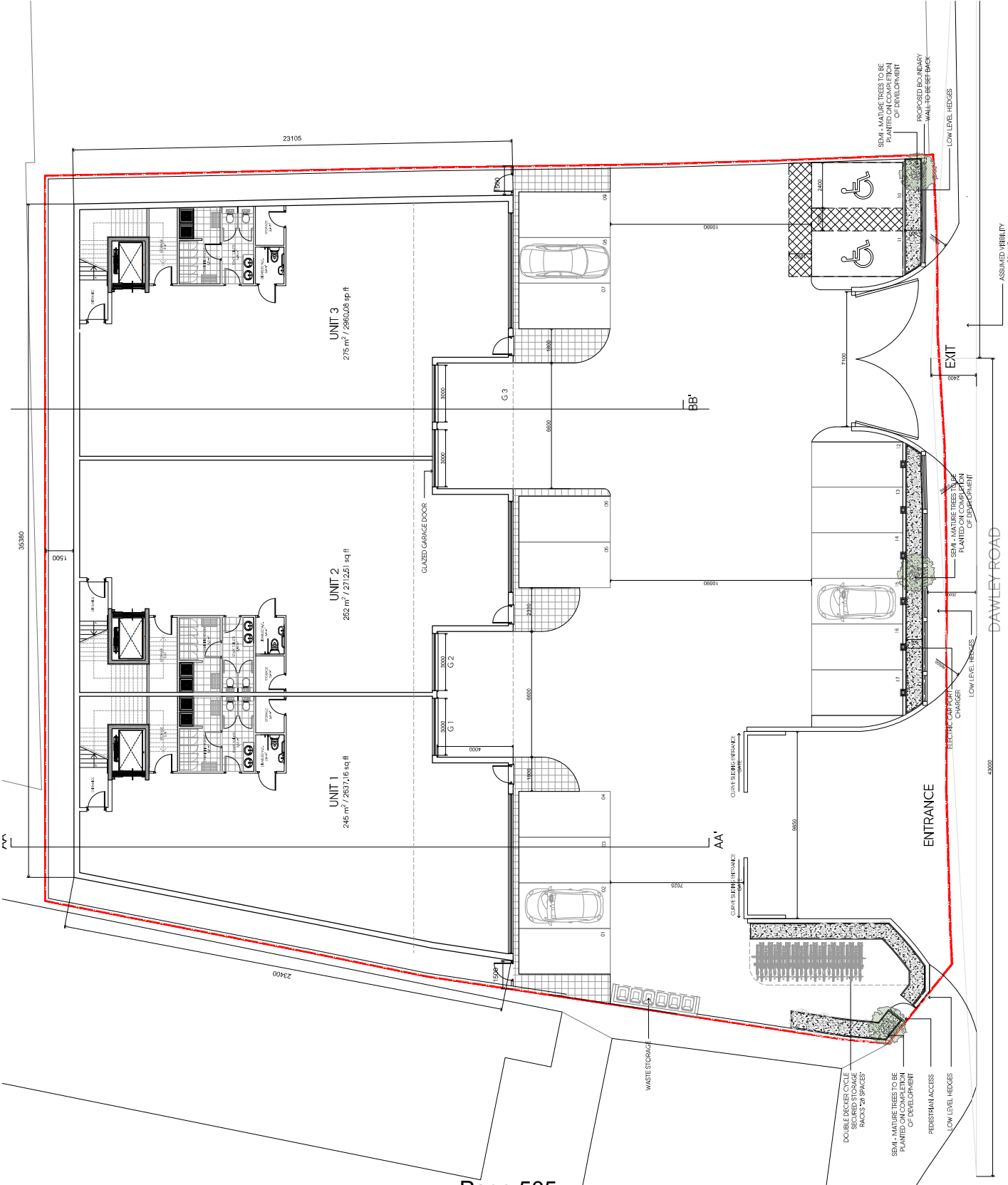
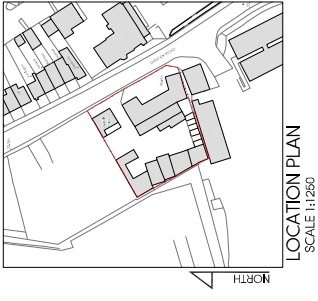


Argyle House, Joel Street,
Northwood Hills, Middlesex, HA6 1NW
1 01922 840077 1 01922 840078
info@jutla-architects.com
jutlaarchitects.com

This drawing is property of Jutla Architects Ltd © and must not be copied or otherwise reproduced. All dimensions must be checked on site before commencing work. No dimensions to be scaled from this drawing. The drawing was produced using AutoCAD 2016.

PLANNING ISSUE





GROUND FLOOR	UNIT 1	UNIT 2	UNIT 3	TOTAL
	245 m ²	252 m ²	275 m ²	772 m ²
FIRST FLOOR MEZANINE	255 m ²	275 m ²	295 m ²	825 m ²
GRAND TOTAL	500 m ²	527 m ²	570 m ²	1597 m ²

PARKING: MINIMUM OF 17 PARKING SPACES
PROPOSED 17 PARKING SPACES
28 CYCLE PARKING SPACES
 * PLANNING POLICY :
 '2 spaces plus 1 space per 100 sq.m for all floorspace in excess of 235 sq.m'
 '1 space per 50 sq. m. for cycle parking'

H	08.12.18	APPROVED TO SET PLANNERS COMMENTS	UP
G <td>01.12.18</td> <td>APPROVED TO SET PLANNERS COMMENTS</td> <th>UP</th>	01.12.18	APPROVED TO SET PLANNERS COMMENTS	UP
F <td>14.11.18</td> <td>APPROVED TO SET TEMPORARY EASEMENT</td> <th>UP</th>	14.11.18	APPROVED TO SET TEMPORARY EASEMENT	UP
E <td>04.11.18</td> <td>APPROVED TO SET TEMPORARY EASEMENT</td> <th>UP</th>	04.11.18	APPROVED TO SET TEMPORARY EASEMENT	UP
D <td>28.10.18</td> <td>APPROVED TO SET TEMPORARY EASEMENT</td> <th>UP</th>	28.10.18	APPROVED TO SET TEMPORARY EASEMENT	UP
C <td>24.10.18</td> <td>APPROVED TO SET TEMPORARY EASEMENT</td> <th>UP</th>	24.10.18	APPROVED TO SET TEMPORARY EASEMENT	UP
B <td>18.09.18</td> <td>APPROVED TO SET HERITAGE COMMENTS</td> <th>UP</th>	18.09.18	APPROVED TO SET HERITAGE COMMENTS	UP
A <td>18.09.18</td> <td>APPROVED TO SET HERITAGE COMMENTS</td> <th>UP</th>	18.09.18	APPROVED TO SET HERITAGE COMMENTS	UP
New Date	Description	Client	HL

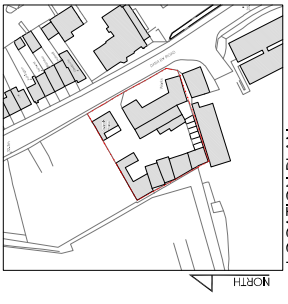
Client: MR BALJEET SINGH
 Project Title: PROPOSED DEMOLITION OF THE EXISTING WAREHOUSE AND CONSTRUCTION OF A 3 STOREY RESIDENTIAL DEVELOPMENT WITH 17 PARKING SPACES
 Site Name: GENTLEMAN HOUSE, DAWLEY ROAD, LUDLOW

PROPOSED GROUND FLOOR PLAN
 Scale: 1:1000
 Drawn by: [Name]
 Approved by: [Name]
 Date: MAR 2019
 Drawing No.: P301
 Revision: H

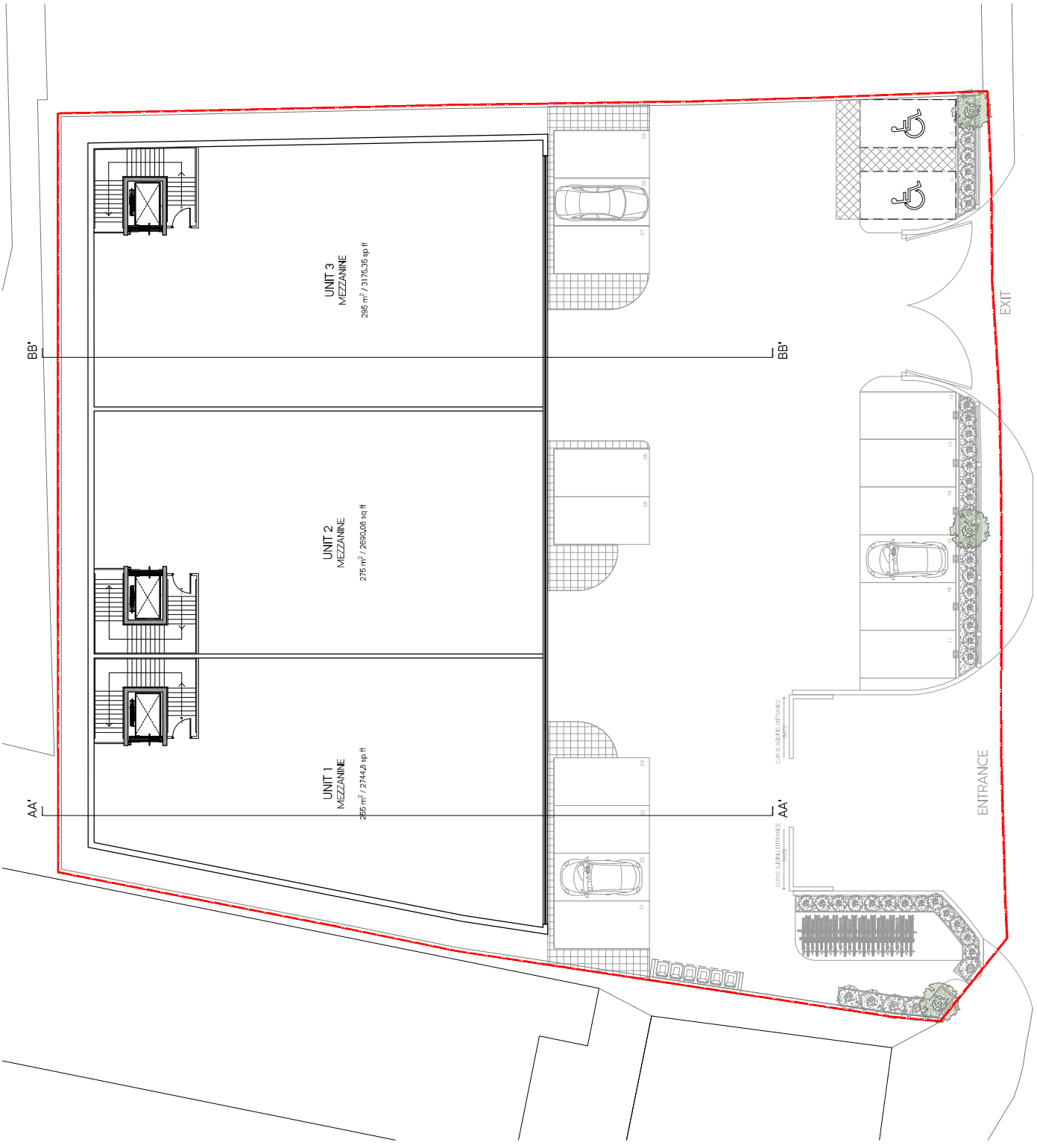


The drawing is the property of Jutifa Architects Ltd. It is not to be used for any other project without the written consent of Jutifa Architects Ltd. It is not to be reproduced or distributed in any form without the written consent of Jutifa Architects Ltd. The drawing was produced using AutoCAD 2018.

PLANNING ISSUE



LOCATION PLAN
 SCALE 1:1250



	UNIT 1	UNIT 2	UNIT 3	TOTAL
GROUND FLOOR	245 m ²	252 m ²	275 m ²	772 m ²
FIRST FLOOR MEZZANINE	255 m ²	275 m ²	295 m ²	825 m ²
GRAND TOTAL	500 m ²	527 m ²	570 m ²	1597 m ²

PARKING: MINIMUM OF 17 PARKING SPACES
 PROPOSED 17 PARKING SPACES
 28 CYCLE PARKING SPACES
 * PLANNING POLICY :
 '2 spaces plus 1 space per 100 sq.m for all floorspace in excess of 235 sq.m'
 '1 space per 50 sq. m. for cycle parking'

Item No.	Description	Comments	Status
G	08.10.19	APPROVED TO SET PLANNING COMMENTS	UP
F	08.10.19	APPROVED TO SET PLANNING COMMENTS	UP
E	14.10.19	APPROVED TO SET PLANNING COMMENTS	UP
D	14.10.19	APPROVED TO SET PLANNING COMMENTS	UP
C	20.10.19	APPROVED TO SET PLANNING COMMENTS	UP
B	18.09.19	APPROVED TO SET PLANNING COMMENTS	UP
A	18.09.19	APPROVED TO SET PLANNING COMMENTS	UP
Rev	Date	Description	HL
Client:			

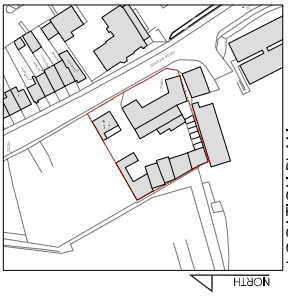
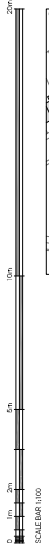
MR. BALJEET SINGH
 Project Title
 PROPOSED DEMOLITION OF THE EXISTING WAREHOUSE AND CONSTRUCTION OF A PROPOSED 3-UNIT MEZZANINE RESIDENTIAL HOUSE, DAWLEY ROAD, LUSKETT

PROPOSED FIRST FLOOR PLAN
 Scale
 Drawn by
 Approved by
 Date
 Revision
 1627
 G



The drawings are the property of Jutla Architects Ltd. and must not be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of Jutla Architects Ltd. All drawings are for the client's use only. The drawings were produced using AutoCAD 2014.

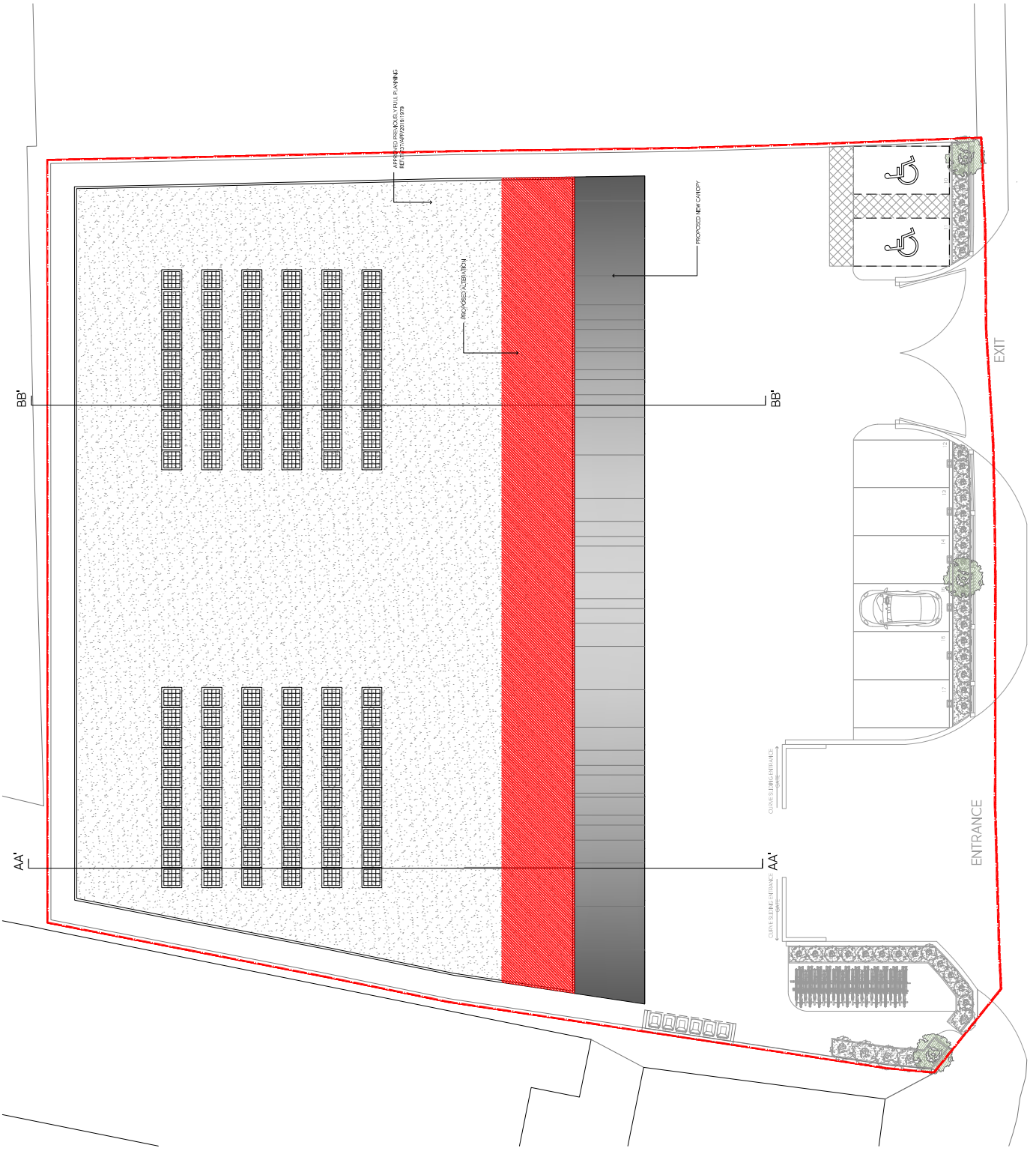
PLANNING ISSUE



LOCATION PLAN
SCALE 1:1250

	UNIT 1	UNIT 2	UNIT 3	TOTAL
GROUND FLOOR	245 m ²	252 m ²	275 m ²	772 m ²
FIRST FLOOR MEZANINE	255 m ²	275 m ²	295 m ²	825 m ²
GRAND TOTAL	500 m ²	527 m ²	570 m ²	1597 m ²

PARKING: MINIMUM OF 17 PARKING SPACES
 PROPOSED 17 PARKING SPACES
 28 CYCLE PARKING SPACES
 * PLANNING POLICY :
 '2 spaces plus 1 space per 100 sq.m for all floorspace in excess of 235 sq.m'
 '1 space per 50 sq. m. for cycle parking'



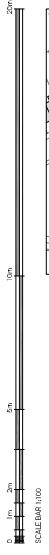
No.	Date	Description	By
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
61			
62			
63			
64			
65			
66			
67			
68			
69			
70			
71			
72			
73			
74			
75			
76			
77			
78			
79			
80			
81			
82			
83			
84			
85			
86			
87			
88			
89			
90			
91			
92			
93			
94			
95			
96			
97			
98			
99			
100			

MR. BALJEV SINGH
 Project Title
 PROPOSED ALTERATION AND NEW CANOPY
 GETHELIN HOUSE, DAWLEY ROAD, LBSJ 1BH
 Drawing Title
 PROPOSED ROOF PLAN
 Scale
 Drawing Date
 Drawn by
 Checked by
 Approved by
 Date
 Drawing No.
 Revision
 1627
 P300

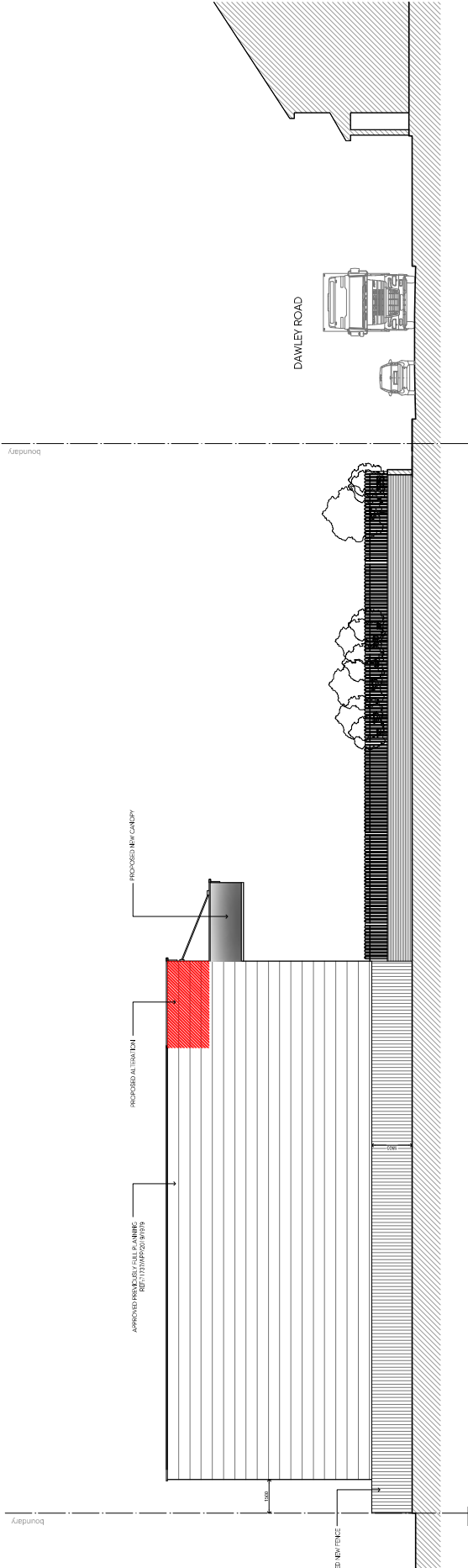


The drawing is the property of Juffla Architects Ltd. It is not to be used for any other project without the written consent of Juffla Architects Ltd. All drawings are subject to the planning process. The drawing was produced using AutoCAD 2016.

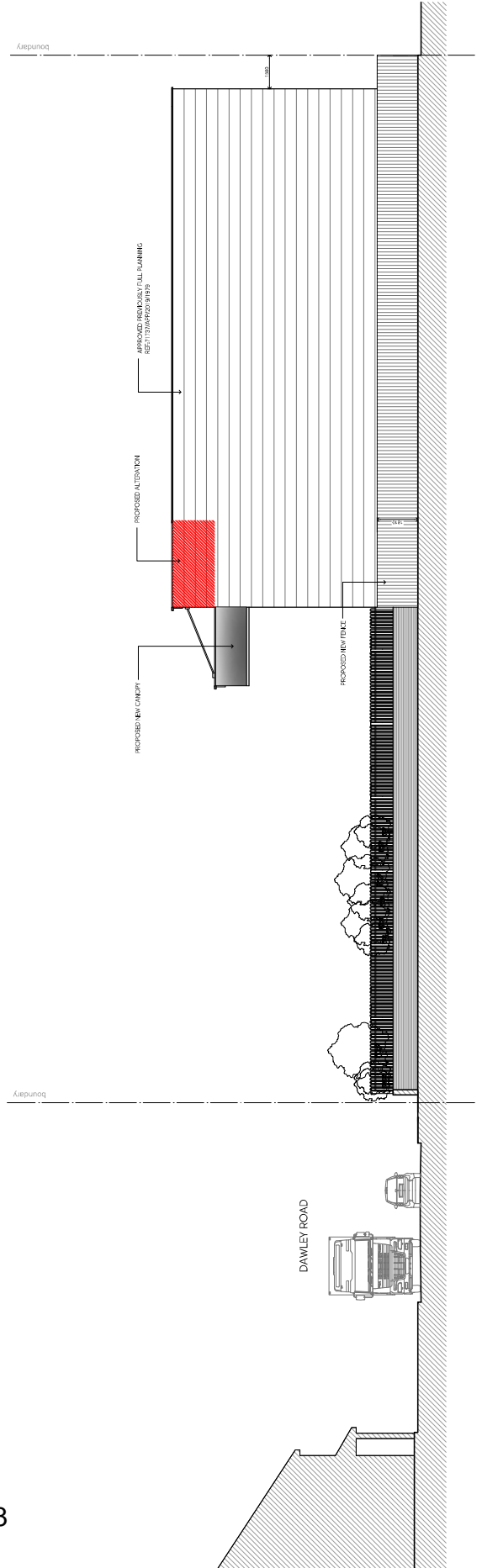
PLANNING ISSUE



LOCATION PLAN
SCALE 1:1250



PROPOSED WEST ELEVATION



PROPOSED EAST ELEVATION

Rev	Date	Description	By
-	-	-	-
Client	MR. BALJEET SINGH		

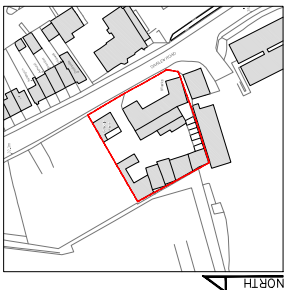
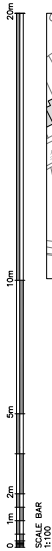
Project Title: PROPOSED ALTERATION AND NEW CANOPY
 GETHELIN HOUSE, DAWLEY ROAD, LISI TWP
 Drawing Title: PROPOSED ELEVATIONS

Scale	Sheet Size	Scale
1/8" = 1'-0"	11x17	1/8" = 1'-0"
Drawn by	Drawn Date	Approved by
JP	SEP. 2020	NJ
Project No.	Drawing No.	Revision
1627	P402	-

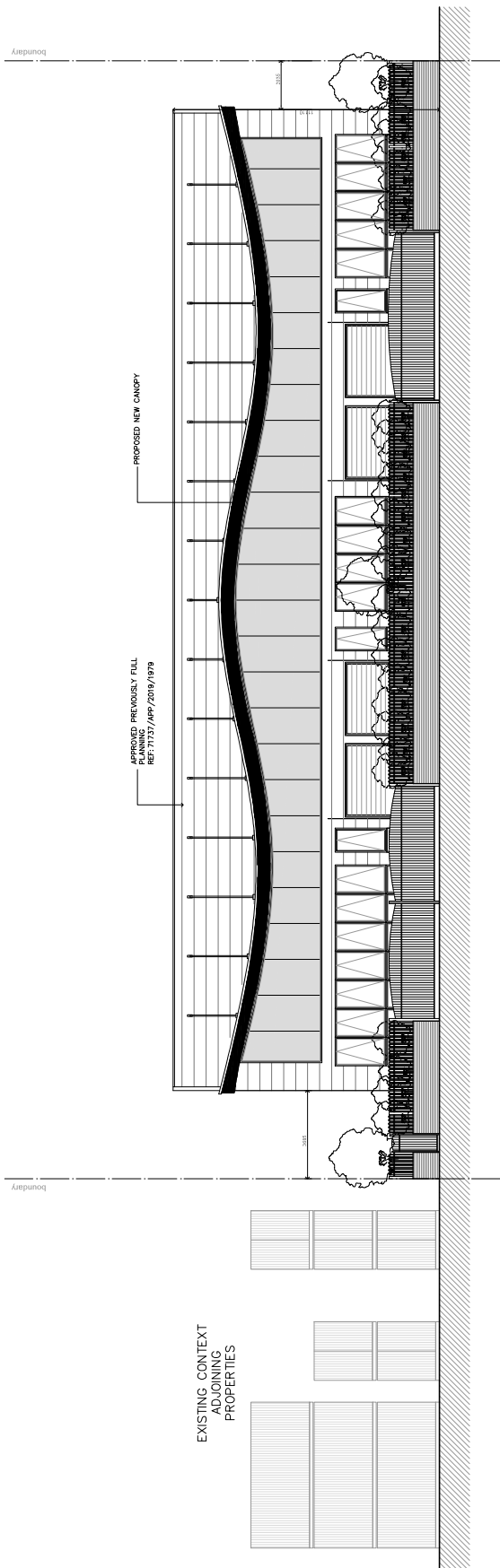
Juffla Architects
 24 High Street Suite 100
 Millersburg, PA 16833
 717-338-0077 | © 2020 Juffla Architects, Inc.

The drawings are the property of Juffla Architects, Inc. and shall not be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of Juffla Architects, Inc. All drawings are for the specific project and site shown. The drawing was produced using AutoCAD 2016.

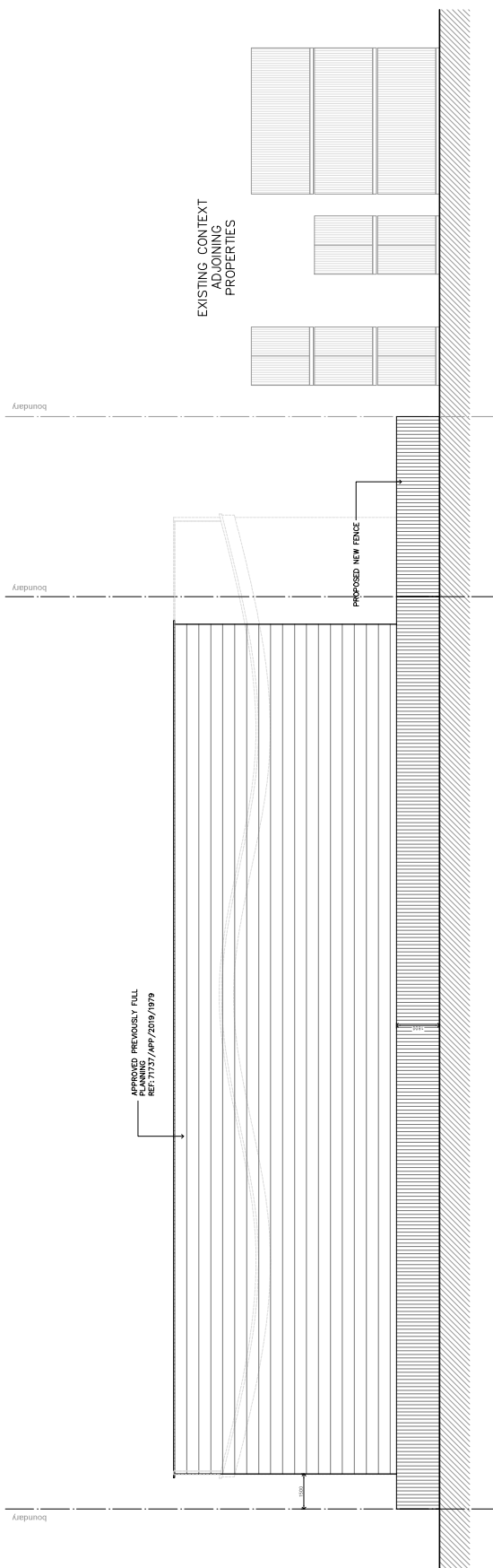
PLANNING ISSUE



LOCATION PLAN
SCALE 1:1250



PROPOSED FRONT ELEVATION



PROPOSED REAR ELEVATION

Rev	Date	Description	Initials
A	05.11.20	ISSUED FOR PLANNING	KP

Client
MR BALBIR SINGH

Project Title
PROPOSED ALTERATION AND NEW CANOPY
GETHELLEN HOUSE, DAWLEY ROAD, LBS3 1EH
Drawing Title

PROPOSED ELEVATIONS

Code	File	Sheet	Size	Scale
P001	A1	1	1:100	1:100

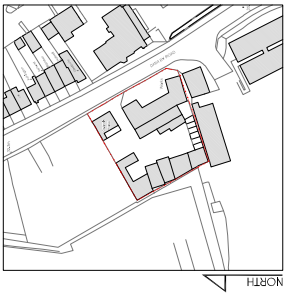
Drawn by
KPS
Checked by
SEP 2020
Approved by
KPS
Project No.
1627
Drawing No.
P401
Revision
A

Jutla Architects
101 High Street, London, E14 4JF
1 01953 840077 / 01953 840078
jutla@jutla-architects.com
jutla-architects.com

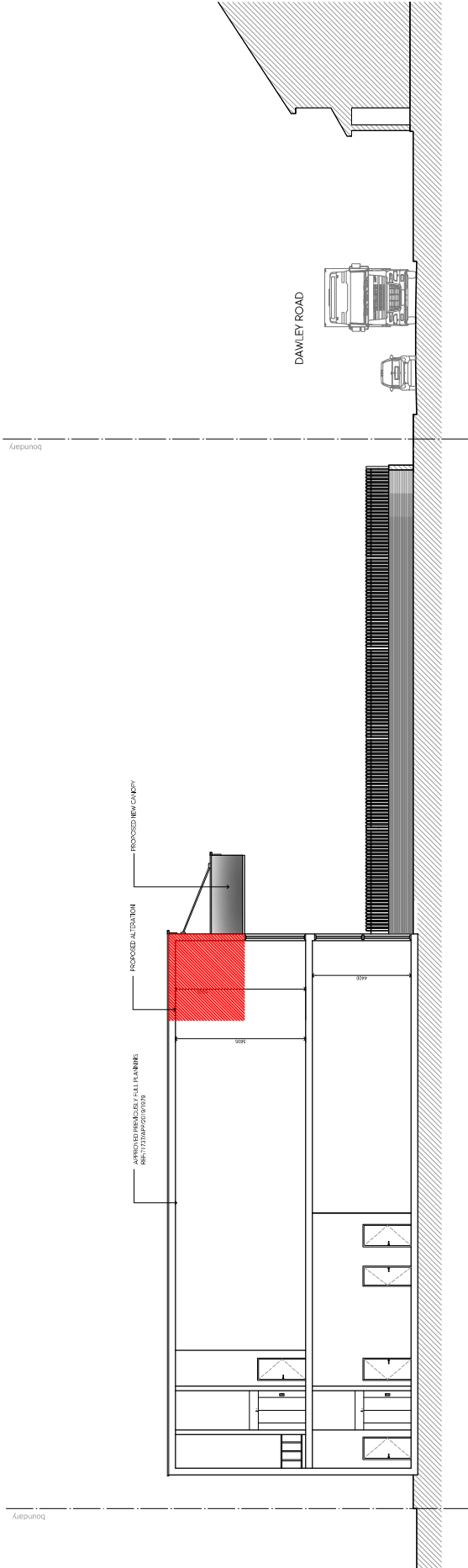
This drawing is the property of Jutla Architects, Ltd. It is not to be reproduced, stored in a retrieval system, or used in any way without the prior written consent of Jutla Architects, Ltd. All dimensions must be checked on site before construction and must not be copied or otherwise reproduced. All dimensions are in millimeters unless otherwise stated. This drawing was produced using AutoCAD 2016.

PLANNING ISSUE

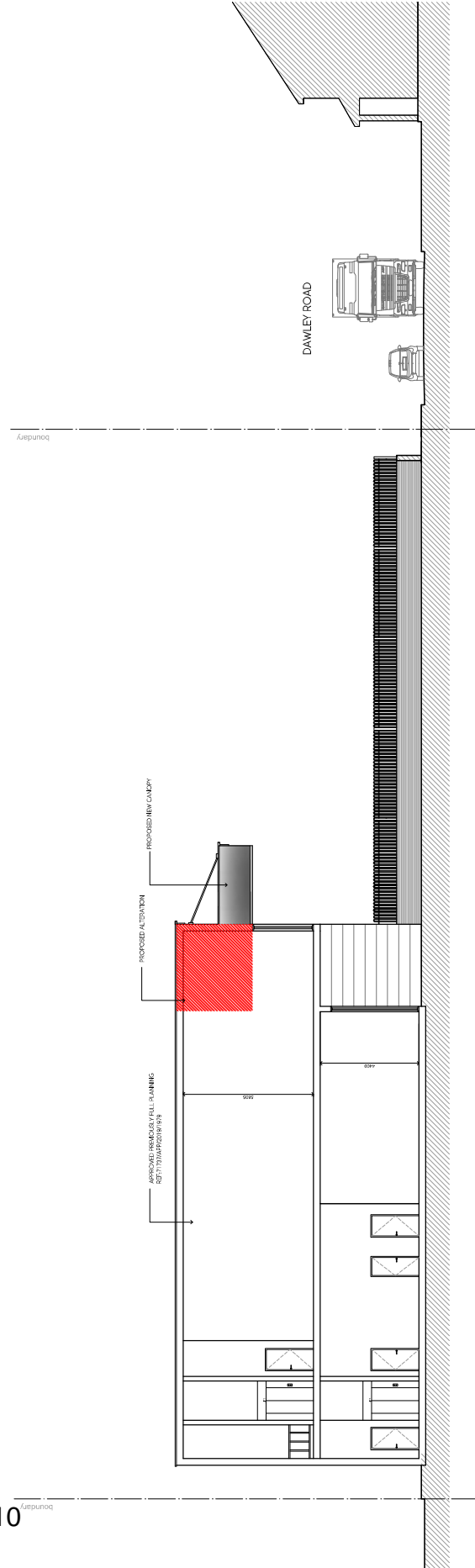
SCALE: 1:100
 0m 1m 2m 3m 4m 5m 6m 7m 8m 9m 10m



LOCATION PLAN
 SCALE 1:1250



PROPOSED SECTION AA



PROPOSED SECTION BB

Rev	Date	Description	By
-	-	-	-

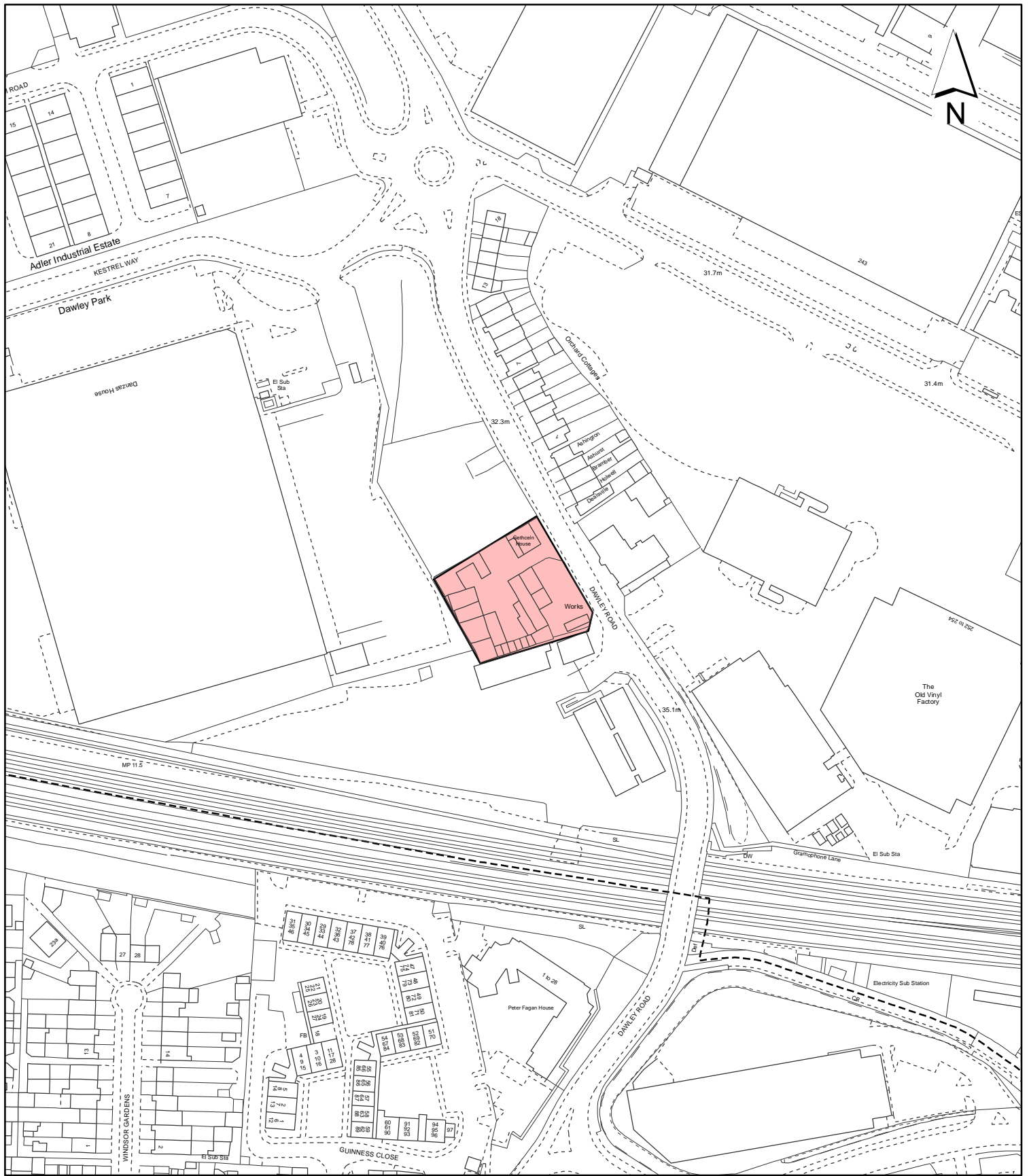
Client: MR. BALJEET SINGH
 Project Title: PROPOSED ALTERATION AND NEW CANOPY
 GETHELIN HOUSE, DAWLEY ROAD, LUSK 1B1
 Drawing Title: PROPOSED SECTIONS

Scale	Sheet Size	Scale
1:100	A3	1:100
Drawn by	Drawn Date	Approved by
JP	SEP 2020	JP
Project No.	Revision	1627



The drawings are the property of Juffla Architects Ltd. and must not be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of Juffla Architects Ltd. This drawing was produced using AutoCAD 2016.

PLANNING ISSUE



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

**Gethceln House
 Dawley Road
 Hayes**

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

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

Planning Application Ref:

71737/APP/2020/2960

Scale:

1:2,000

Planning Committee:

Central & South

Date:

December 2020

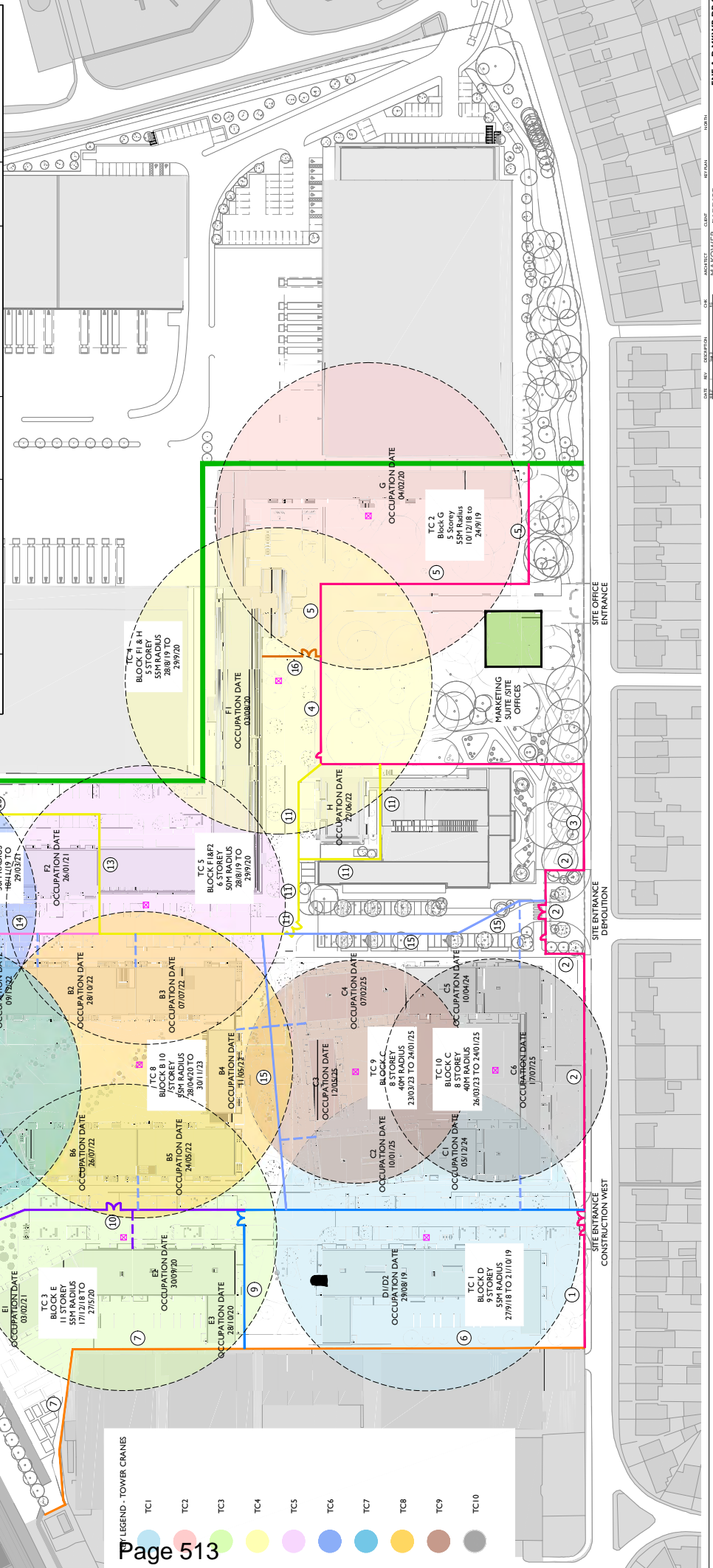


HILLINGDON
 LONDON

Report of the Head of Planning, Transportation and Regeneration

- Address** FORMER NESTLE FACTORY NESTLES AVENUE HAYES
- Development:** Development of 4 no. new buildings comprising residential units (in addition to those approved under planning permission ref: 1331/APP/2017/1883), a basement extension to Block B, flexible commercial uses (Class E) and associated landscaping, access, car parking and other engineering works.
- The plans show a development of 913 residential units (totaling 1,473 units involving a net additional uplift of 84 units from that permitted by planning permission ref: 1331/APP/2017/1883 (as amended)), amendments to Blocks B, C, F3, F4, H, and 206 sq.m of commercial floorspace.
- LBH Ref Nos:** 1331/APP/2019/2314
- Drawing Nos:**

HOARDING DURATIONS			
AREA	LOCATION	INSTALLATION	REMOVAL
1	NESTLE AVENUE - WEST	08/05/18	29/08/19
2	NESTLE AVENUE - CENTRE	08/05/18	17/07/25
3	CANTEEN BUILDING - SOUTH AND EAST	08/05/18	TBA
4	WALLIS GARDENS	08/05/18	03/08/20
5	BLOCK G	08/05/18	04/02/20
6	WEST BOUNDARY - BUILDING D	08/05/18	29/08/19
7	WEST BOUNDARY - BUILDING E	08/05/18	30/09/20
8	MILK STREET - SOUTH	29/08/19	05/12/24
9	BLOCK E - SOUTH	29/08/19	30/09/20
10	MILK STREET - NORTH	30/09/19	11/05/22
11	CANTEEN BUILDING - NORTH	03/08/20	17/07/25
12	CANAL STREET - SOUTH	03/08/20	07/07/22
13	BLOCK F1 / F2 INTERFACE	03/08/20	28/01/21
14	CANAL STREET - NORTH	26/01/21	28/01/22
15	BLOCK C	11/05/22	07/02/25
16	BLOCK F1 / G INTERFACE	04/02/20	03/08/20



- KEY LEGEND**
- HOARDING / FENCE BY SEGRO
 - MONOFLEX APPLIED TO EXISTING FENCE
 - TIMBER HOARDING INSTALLED AT COMMENCEMENT
 - HOARDING PHASE 2
 - HOARDING PHASE 3
 - HOARDING PHASE 3 - SUB-DIVISION OF PHASE 3**
 - HOARDING PHASE 1B
 - HOARDING PHASE 1A - SUB-DIVISION OF PHASE 1A**
 - HOARDING PHASE 1C
 - HOARDING PHASE 1C - SUB-DIVISION OF PHASE 1C**
 - HOARDING PHASE 5
 - HOARDING PHASE 5 - SUB-DIVISION OF PHASE 5**
- ** PEDESTRIAN GATE TO BE PROVIDED IN EACH SUB-DIVISION FENCE.
- NOTE: ALL OCCUPATION DATES RELATE TO CONSTRUCTION PROGRAMME REVIS**

- LEGEND - TOWER CRANES**
- TC1
 - TC2
 - TC3
 - TC4
 - TC5
 - TC6
 - TC7
 - TC8
 - TC9
 - TC10

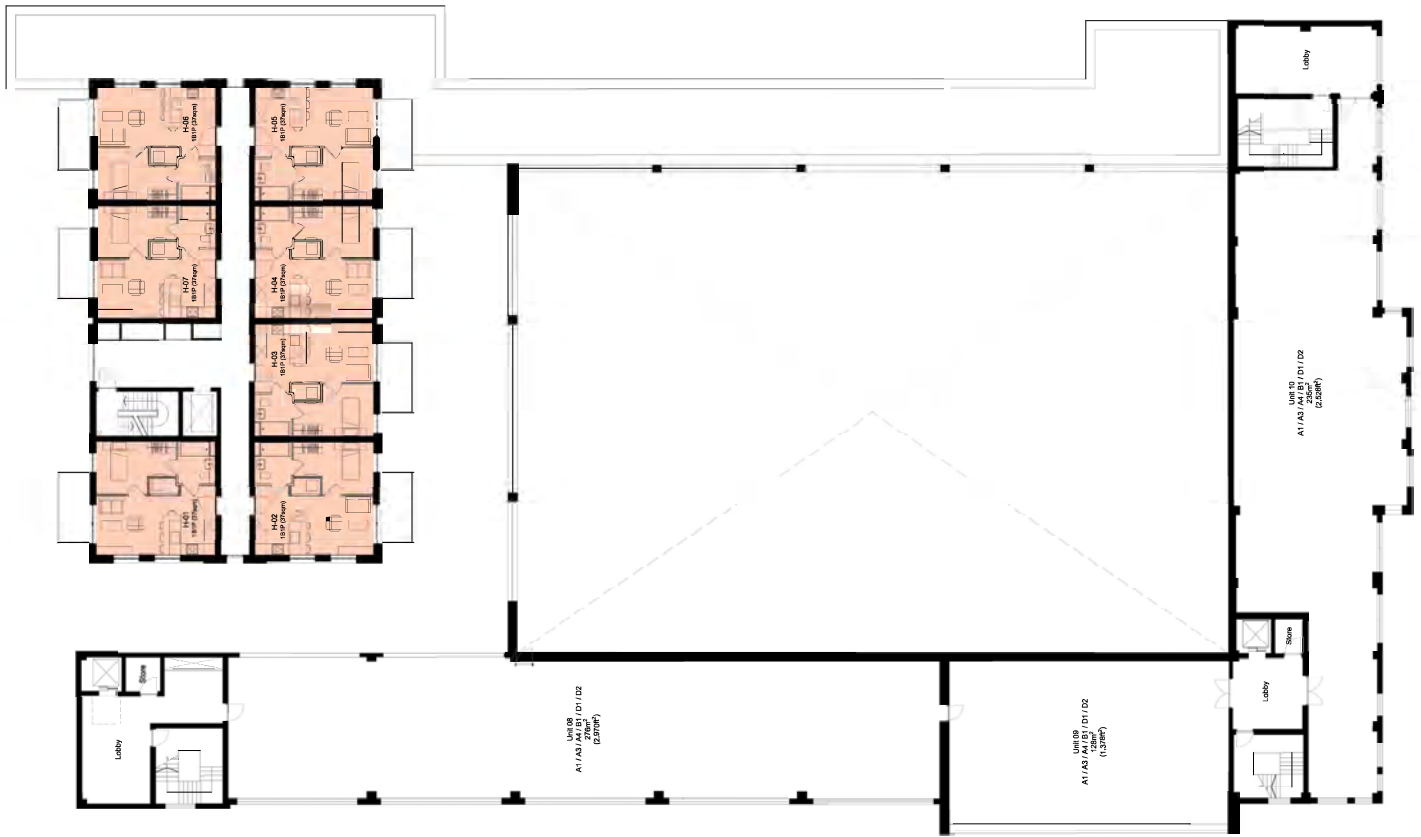


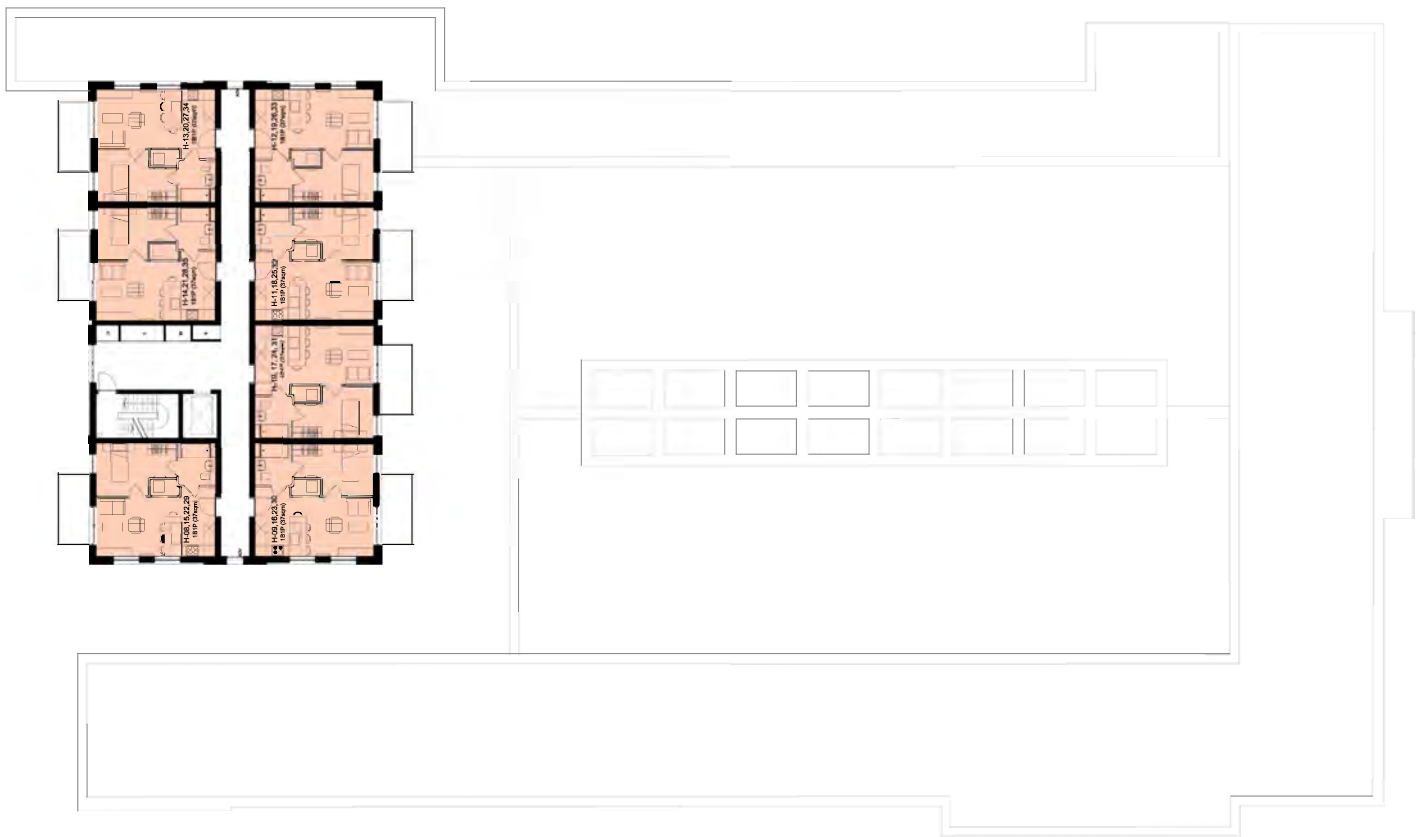
WALLIS GARD

CANAL STREET

C4

C5

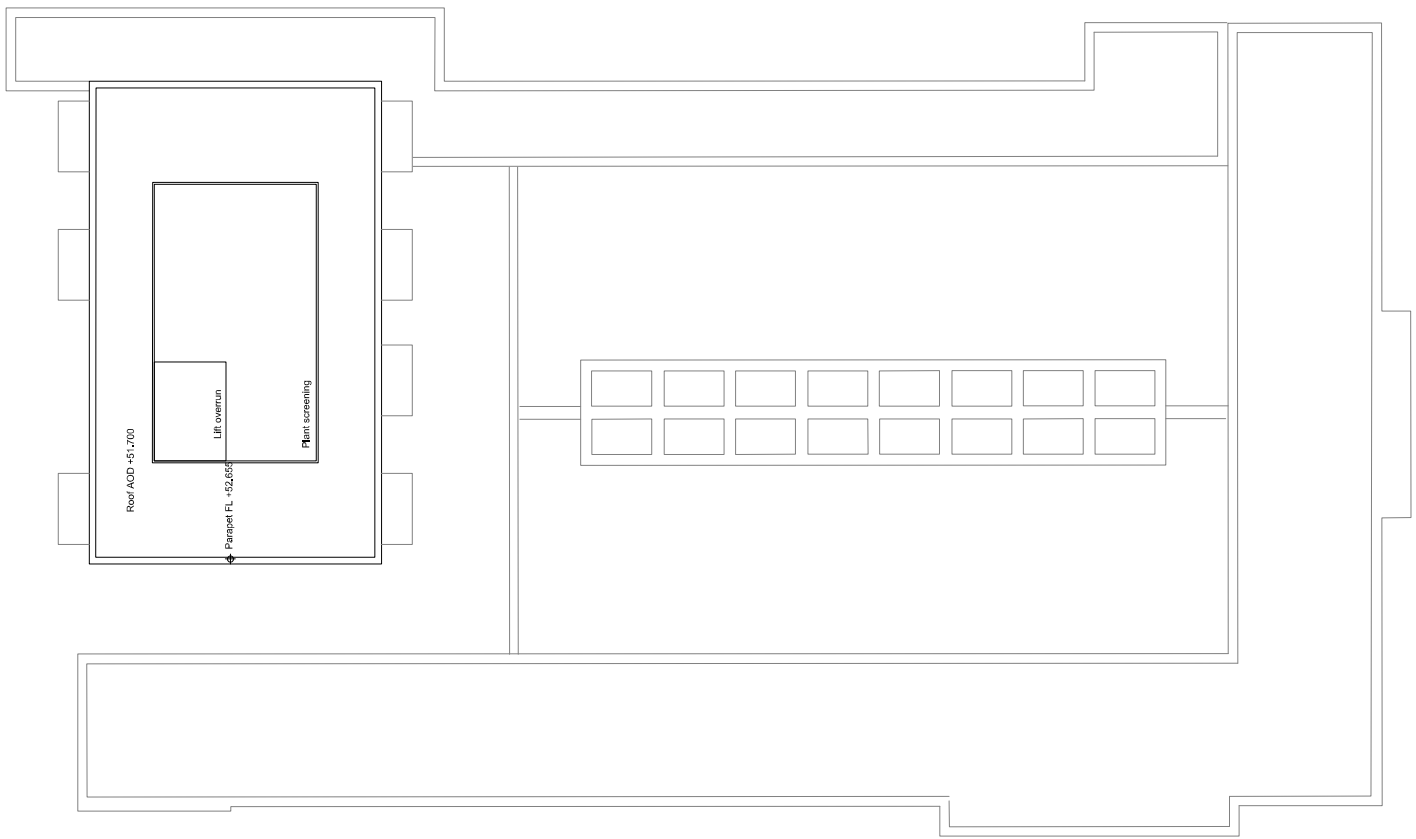




NO.	DATE	DESCRIPTION

AMEX
Architectural Model Exchange
100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000

NEWAIRE NISTLE FACTORY
Block H
Typ Floor Plan (2nd - 5th)



DATE: 10/10/2011
 PROJECT: 10/10/2011
 DRAWING: 10/10/2011

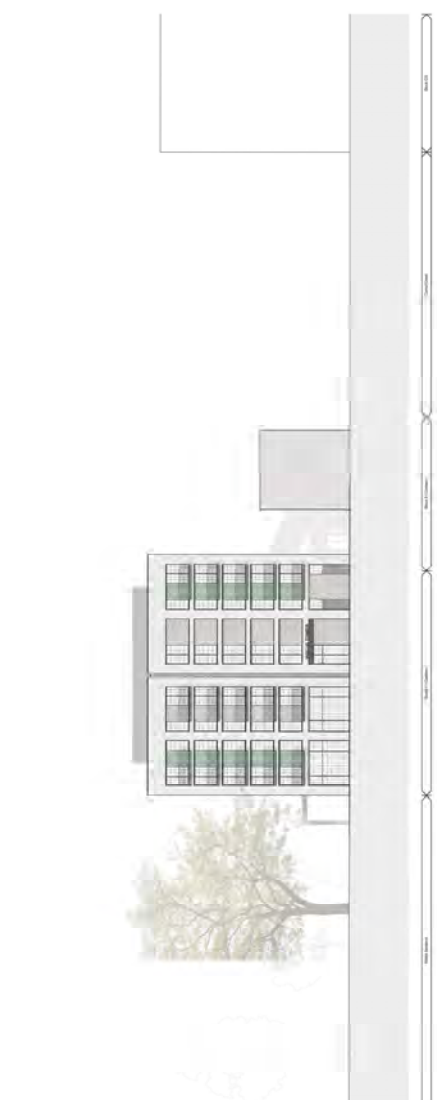


FORMER NESTLE FACTORY, HAYES
 Block H
 Roof Plan

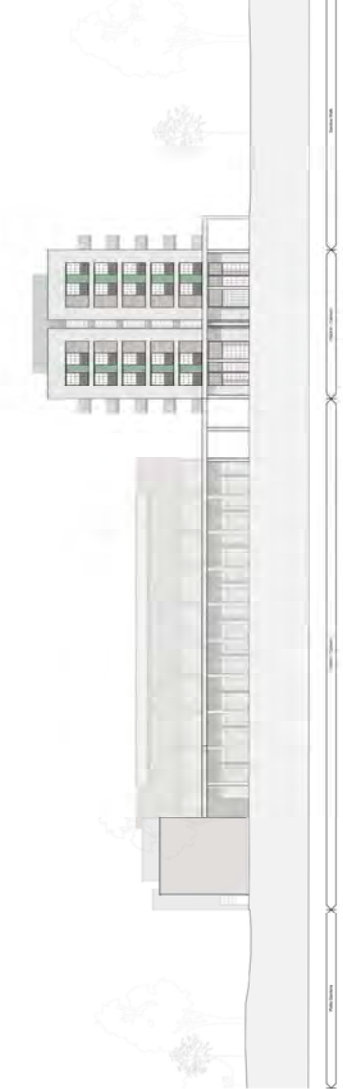
SCALE: 1:500
 DATE: 10/10/2011



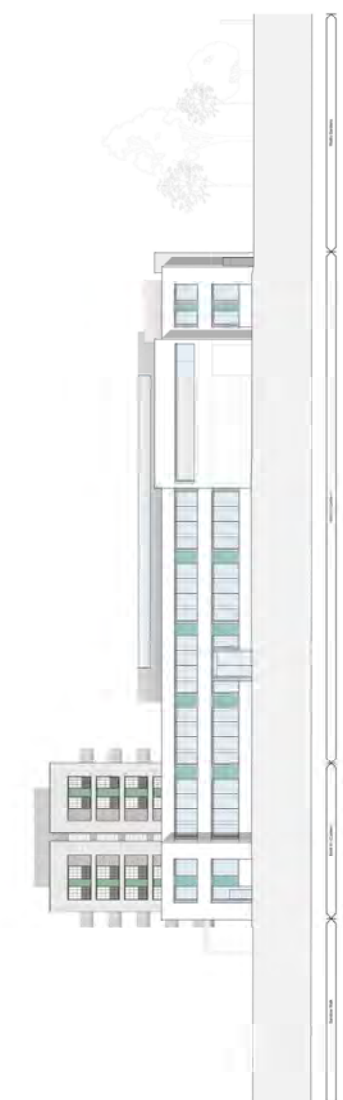
Block H & I
South Elevation



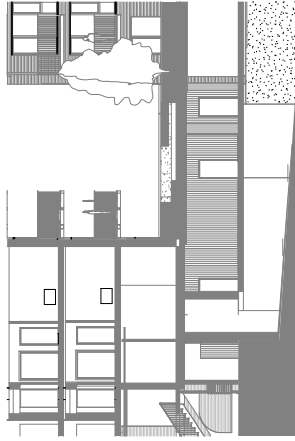
Block H & I
West Elevation



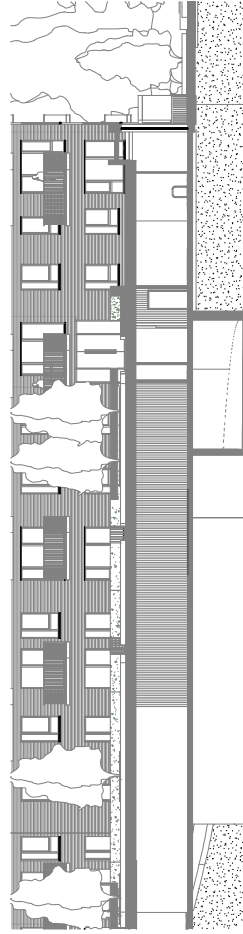
Block H & I
East Elevation



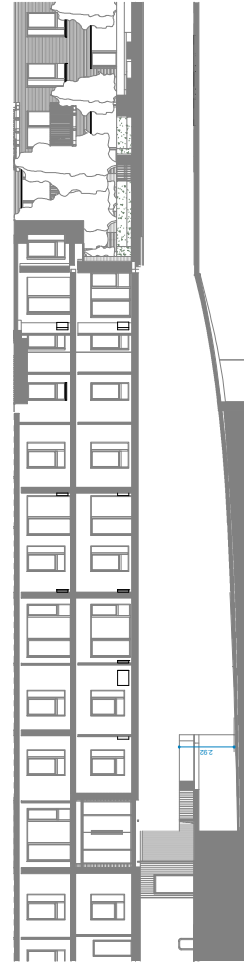
Block H & I
North Elevation



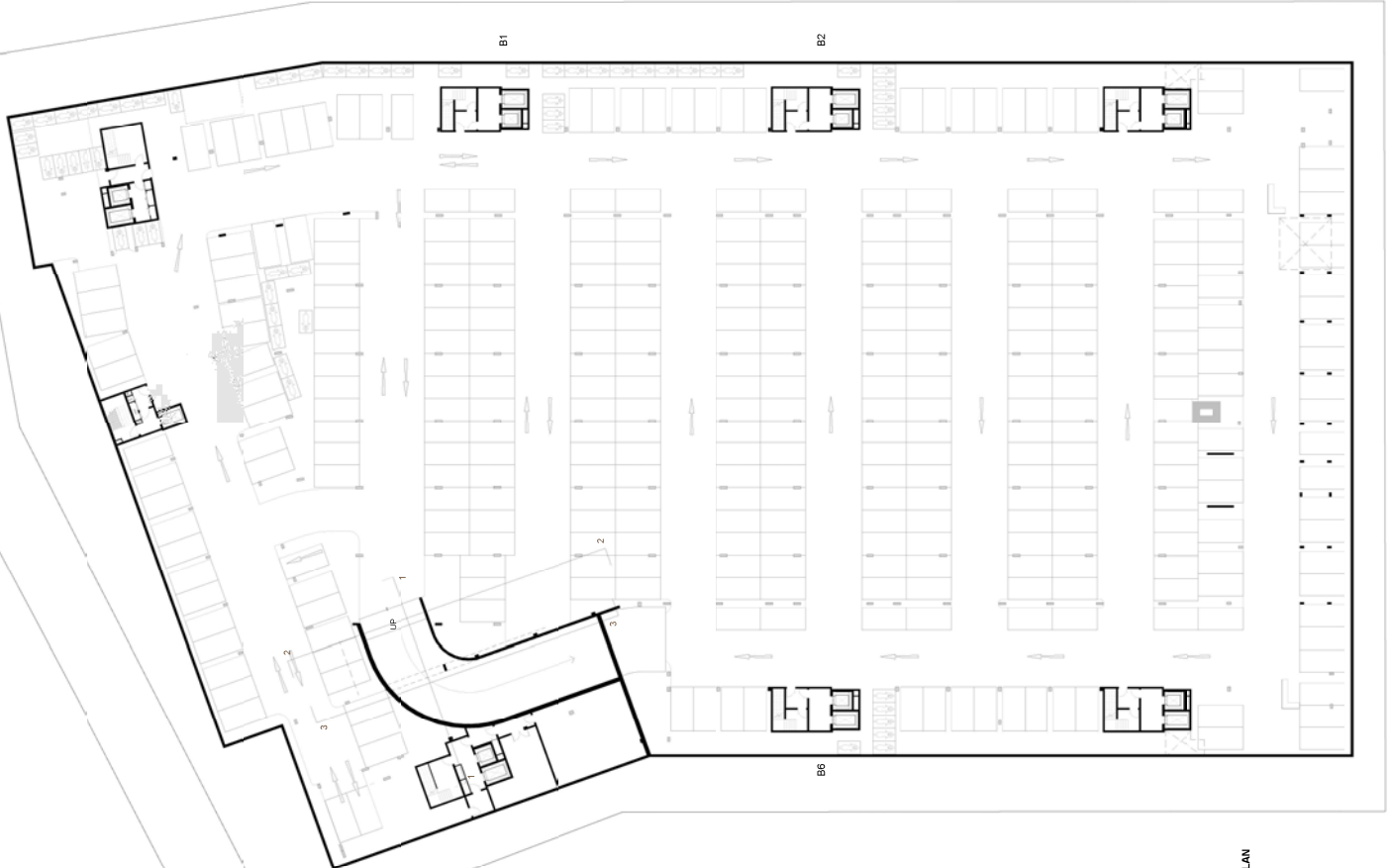
TRANSVERSE SECTION 1-1



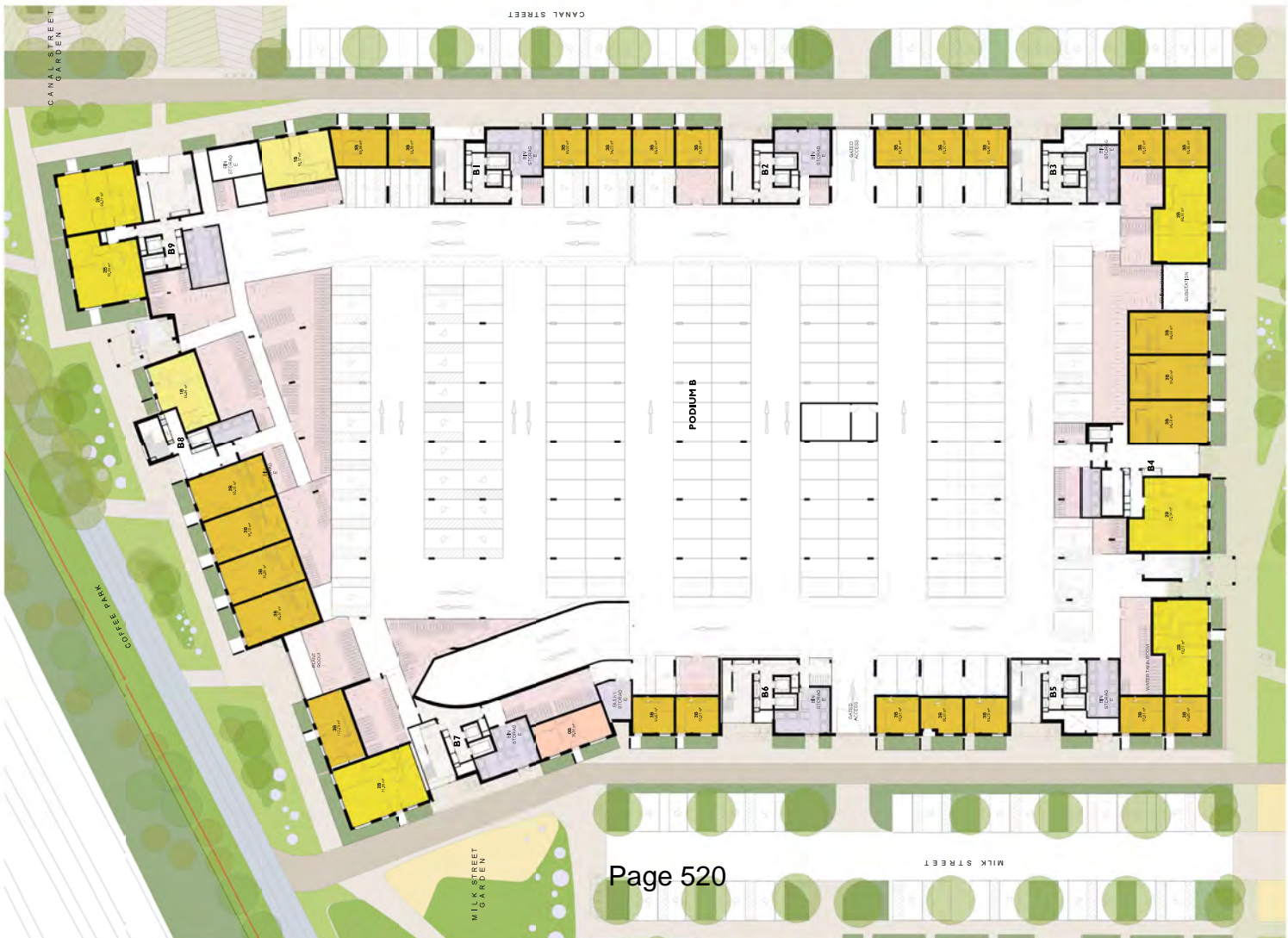
LONGITUDINAL SECTION 2-2



LONGITUDINAL SECTION 3-3



BASEMENT FLOOR PLAN







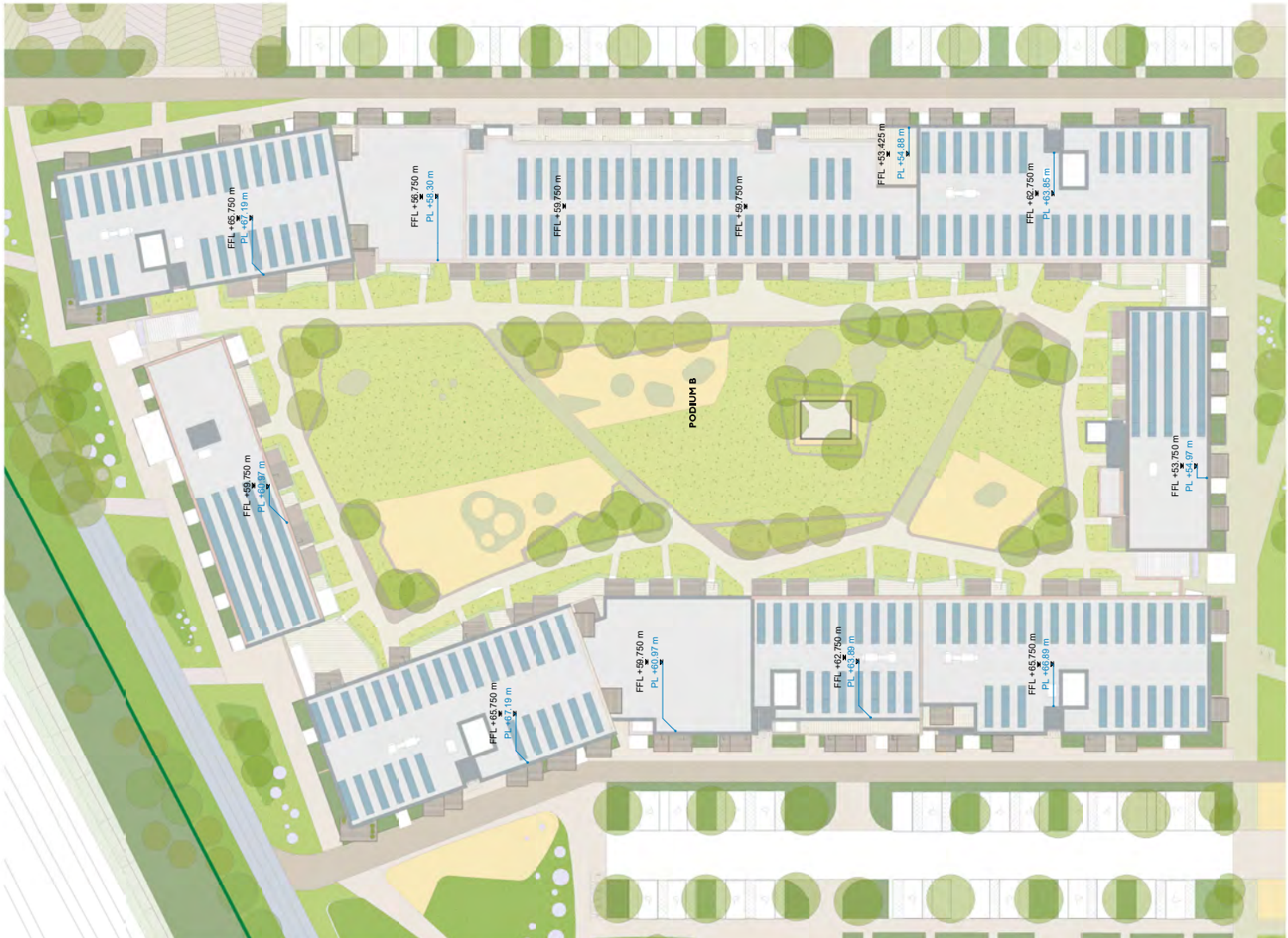
PODIUM B



PODIUM B

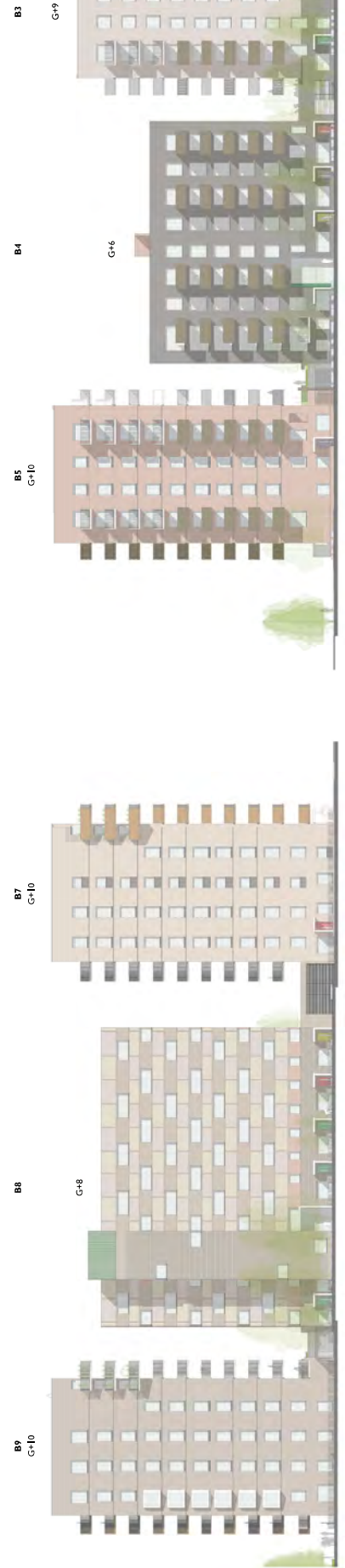








BLOCK B - Canal Street Elevation
1:500



BLOCK B - Shadow Square Elevation
1:500



BLOCK B - Mill Street Elevation
1:500

North Elevation
1:500



1 Ground Floor
1 : 200

MAKOWER ARCHITECTS Ltd takes no responsibility for dimensions shown on this drawing. If an dimension is shown the architect will accept the dimension specified from the architect or the site measurement, and may not rely on the drawing. Supply of the drawing is solely for compliance and no liability may be placed on any data in digital form. All data must be checked against hard copy. This drawing is issued for design review only and should not be used for construction without approval.



DATE	REV	DESCRIPTION	CHK
18/02/20	01	PLANNING APPLICATION	PKAL
18/02/20	02	APPROVAL NUMBER 2	A



1 Level 1
1:200



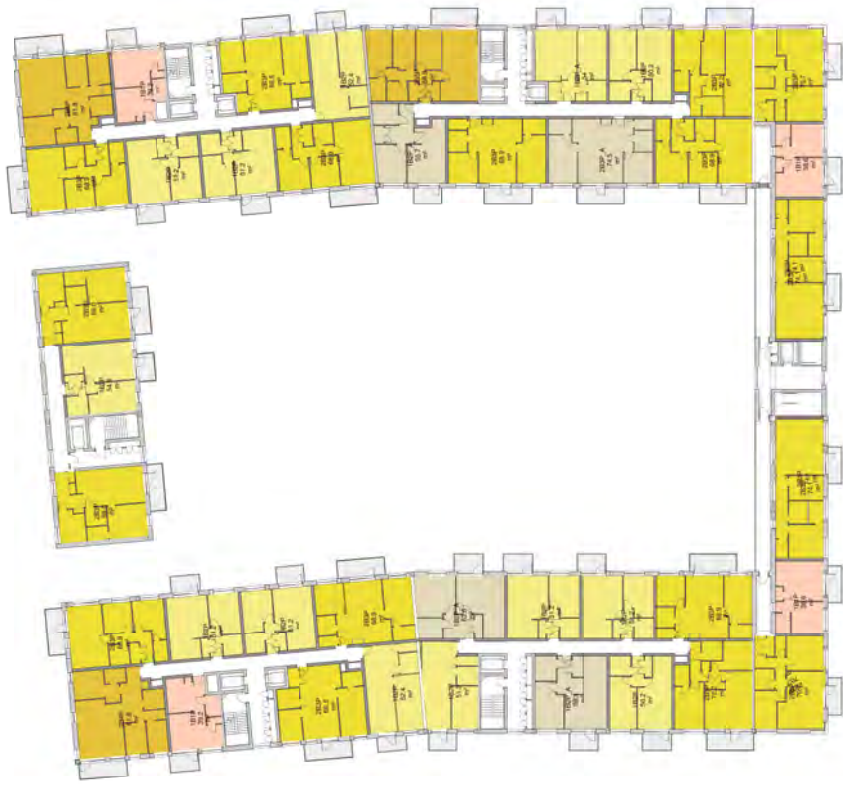
DATE	REV	DESCRIPTION	CHK
2023.03.01	01	PLANNING APPLICATION	A
2023.03.01	02	REVISED	A



① Level 2
1:200



DATE	REV	DESCRIPTION	CHK
2023-03-15	01	PLANNING APPLICATION	PROJCL
2023-03-15	02	PLANNING APPLICATION	A
2023-03-15	03	PLANNING APPLICATION	A



① Level 3
1:200



DATE	REV	DESCRIPTION	CHK
2023.01.10	01	PLANNING APPLICATION	A
2023.01.10	02	REVISIONS	A
2023.01.10	03	REVISIONS	A



① Level 4
1 : 200



DATE	REV	DESCRIPTION	CHK
2020	01	PLANNING APPLICATION	PKA
2020	02	REV ADDRESS	A
2020	03	REV ADDRESS 1	A



1 Level 5
1:200



DATE	REV	DESCRIPTION	CHK
2020	01	PLANNING APPLICATION	A
2020	02	REVISED	A



1 Level 6
1:200



DATE	REV	DESCRIPTION	CHK
2023/01/10	01	PLANNING APPLICATION	PKA
2023/01/10	01	ARCHITECTURE	A
2023/01/10	01	ARCHITECTURE 1	A



1 Level 7
1:200



DATE	REV	DESCRIPTION	CHK
2023.01.10	01	PLANNING APPLICATION	PK/AL
2023.01.10	02	REV. ARCHITECTURE	A
2023.01.10	03	REV. ARCHITECTURE 1	A



1 Level 8
1:200



DATE	REV	DESCRIPTION	CHK
2023/01/10	01	PLANNING APPLICATION	PRINCIPAL
2023/01/10	01	REV ARCHITECTURE	A
2023/01/10	01	REV ARCHITECTURE 1	A



1 Level 9
1:200



DATE	REV	DESCRIPTION	CHK
2023/01/10	01	PLANNING APPLICATION	PAUL
2023/01/10	02	REV ARCHITECTURE	A
2023/01/10	03	REV ARCHITECTURE 1	A

C2
G+9

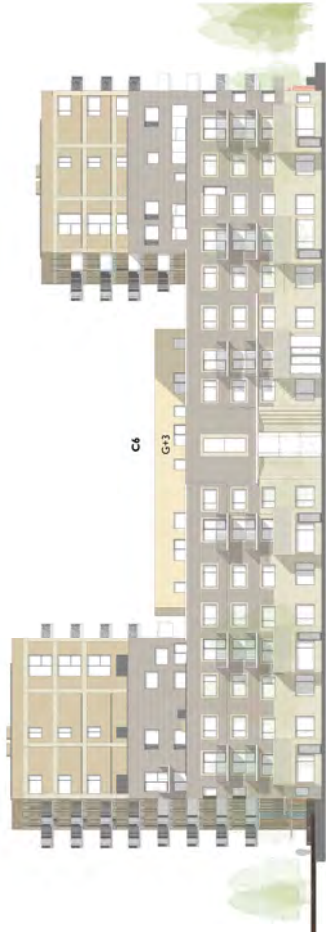


BLOCK C - West Elevation
1:200

C1
G+5

C4
G+3

C4
G+8



BLOCK C - South Elevation
1:200

C6
G+3

C4
G+8



BLOCK C - East Elevation
1:200

C5
G+5

C4
G+3

C2
G+9



BLOCK C - North Elevation
1:200

C3
G+4

C4
G+8

CANALSQUARE

CANAL STREET GARDEN

B1

B9













DATE	DESCRIPTION



FORMER NESTLE FACTORY, HAYES
Block F2 & F3
Fifth Floor Plan









Parapet FL +0.850

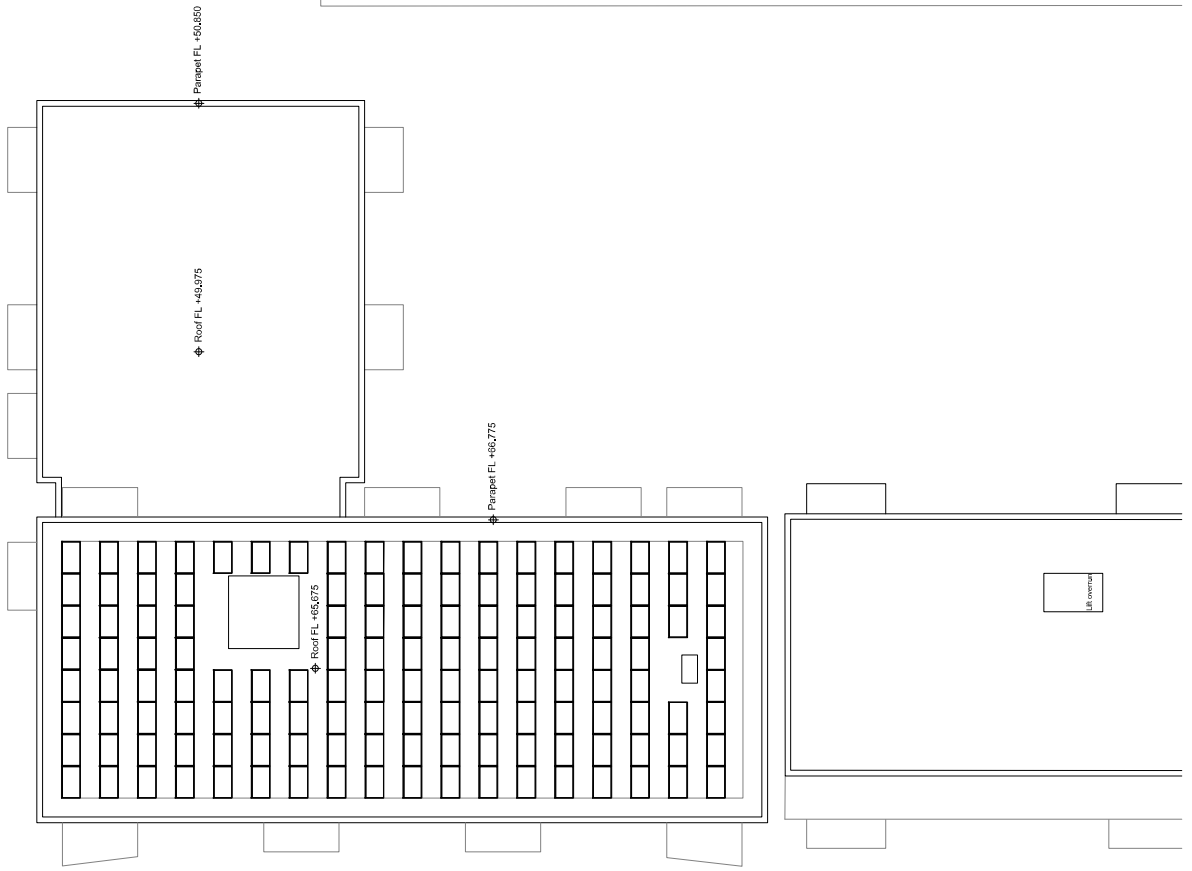
Roof FL +0.850

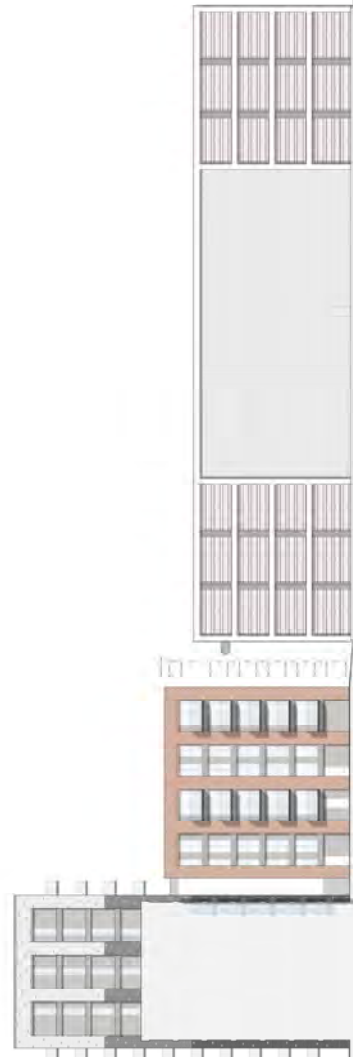
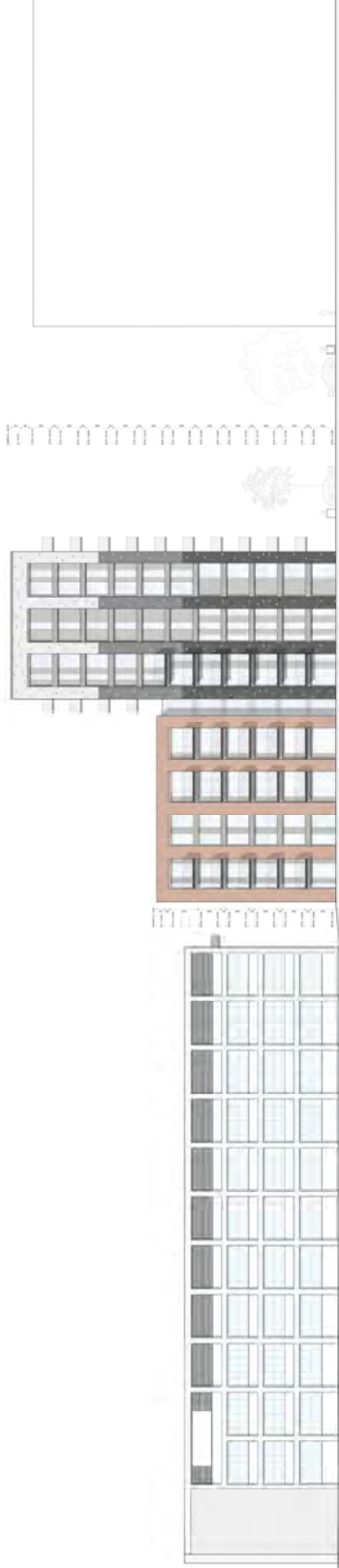
Core U1

BLOCK F2

Lift Room

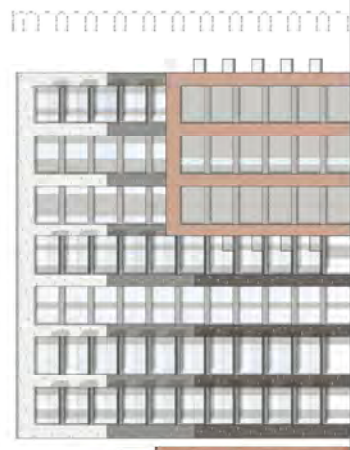


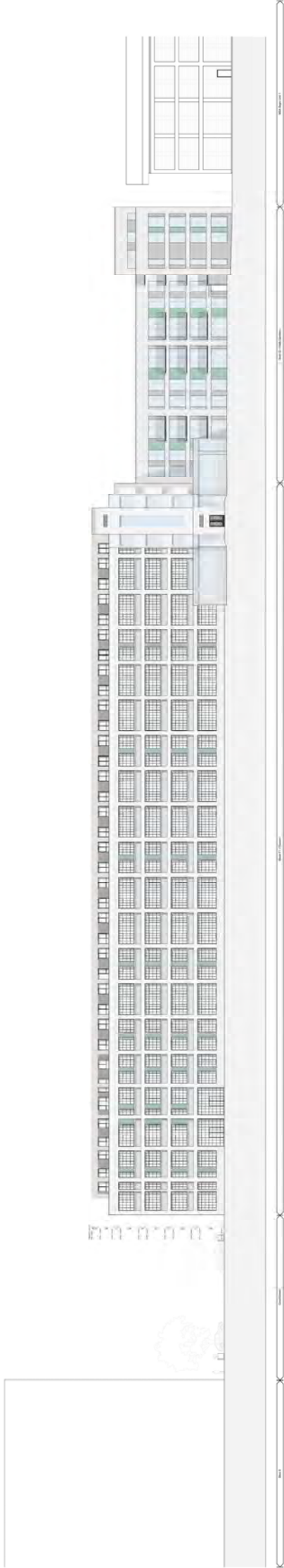






Architectural drawing showing a vertical section of a building facade with a grid of windows and structural elements.





















Block F1, F2, F3 & F4
South Entrance



Block F1, F2 & F3
West Entrance





-  PT1 Quartz with bound gravel
colour Norenglan Pearl
-  PT2 Marshalls Conservator (800x60mm)
colour Heather, ground finish
-  ET1 Steel planter edge,
300mm high above FFL
-  ET2 In situ expressed concrete upstand, 300mm wide,
300mm high above FFL. Colour: white
-  ET3 In situ expressed concrete upstand, 300-500mm wide,
800mm high above FFL, (800mm high abutting lawn).
Colour: white
-  ST1 In situ expressed concrete steps creating 150mm riser.
Colour: white
-  FT1 In situ expressed concrete seat. Colour: white
size varied
-  FT2 Timber top bench, 500mm wide
-  FT3 Metal fence and gate, 1.2m high
-  Play elements
-  Semi mature tree proposed
-  Semi mature multistem tree proposed
-  Shrub and perennial planting
-  Lawn
-  0.30 Levels
-  Falls



- PT1 Square mesh heavy grade colour Norwegian Red
- PT2 Marble Concrete (600x600mm) colour Heather, ground finish
- PT3 Safety surface
- ET1 Steel plate edge, 300mm high above PFL
- ET2 In situ exposed concrete, galval, 300mm wide, 300mm high above PFL, Colour white
- ET3 In situ exposed concrete, standard, 300x300mm wide, colour white (120mm high, raised lip, 120mm wide)
- ST1 In situ, exposed concrete steps or seating, 100mm wide, Colour white
- PT3 Metal fence and gate, 1.2m high
- Ply elements
- Seem: remove as tree proposed
- Seem: remove as medium tree proposed
- Shrub and perennial planting
- Lawn
- Levels

cameo & partners
 Camp Works • ET 504
 100/102 St Albans Street
 St Albans, SA 5015
 Company Registered No: 0796151
 E: info@cameoandpartners.com

Project: Former Nestle Factory, Nesiles Avenue, Hayes
 Drawing: Landscape Block C Podium Courtyard GA
 Scale: 1:200
 Date: 22.05.19
 Checked by: MN
 Drawn by: GB
 Revision: P0
 P: Project Manager / F: Planning / T: Tender / C: Contractor / B: Subcontractor / S: Specialist
 Drawing number: 41
 © Cameo & Partners

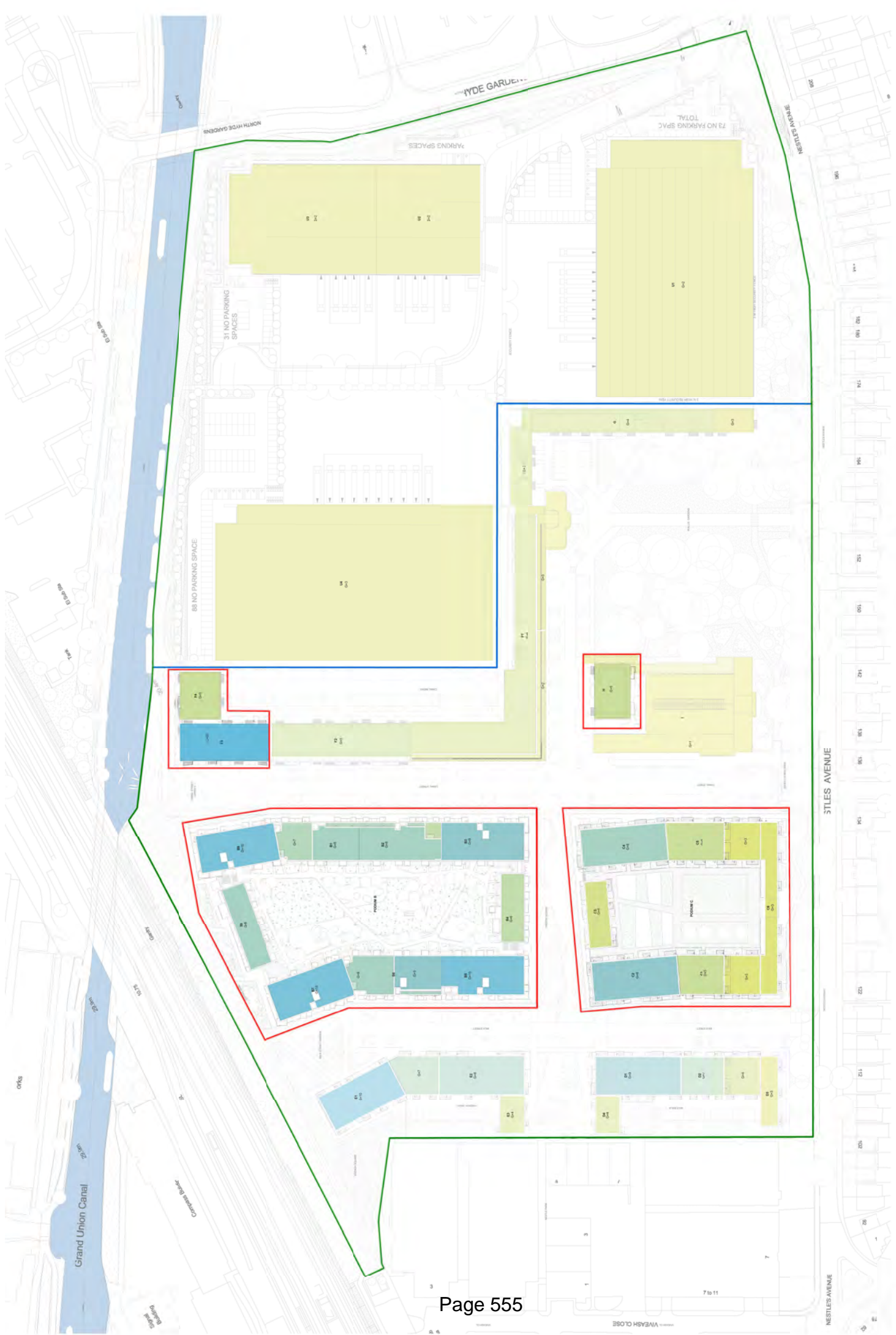
Disclaimer: The drawings are the property of Cameo & Partners Ltd.
 1. It must not be copied or reproduced without written consent.
 2. It is not to be used for any other project.
 3. Check all dimensions on site before starting out.
 4. Check all dimensions on site before starting out.

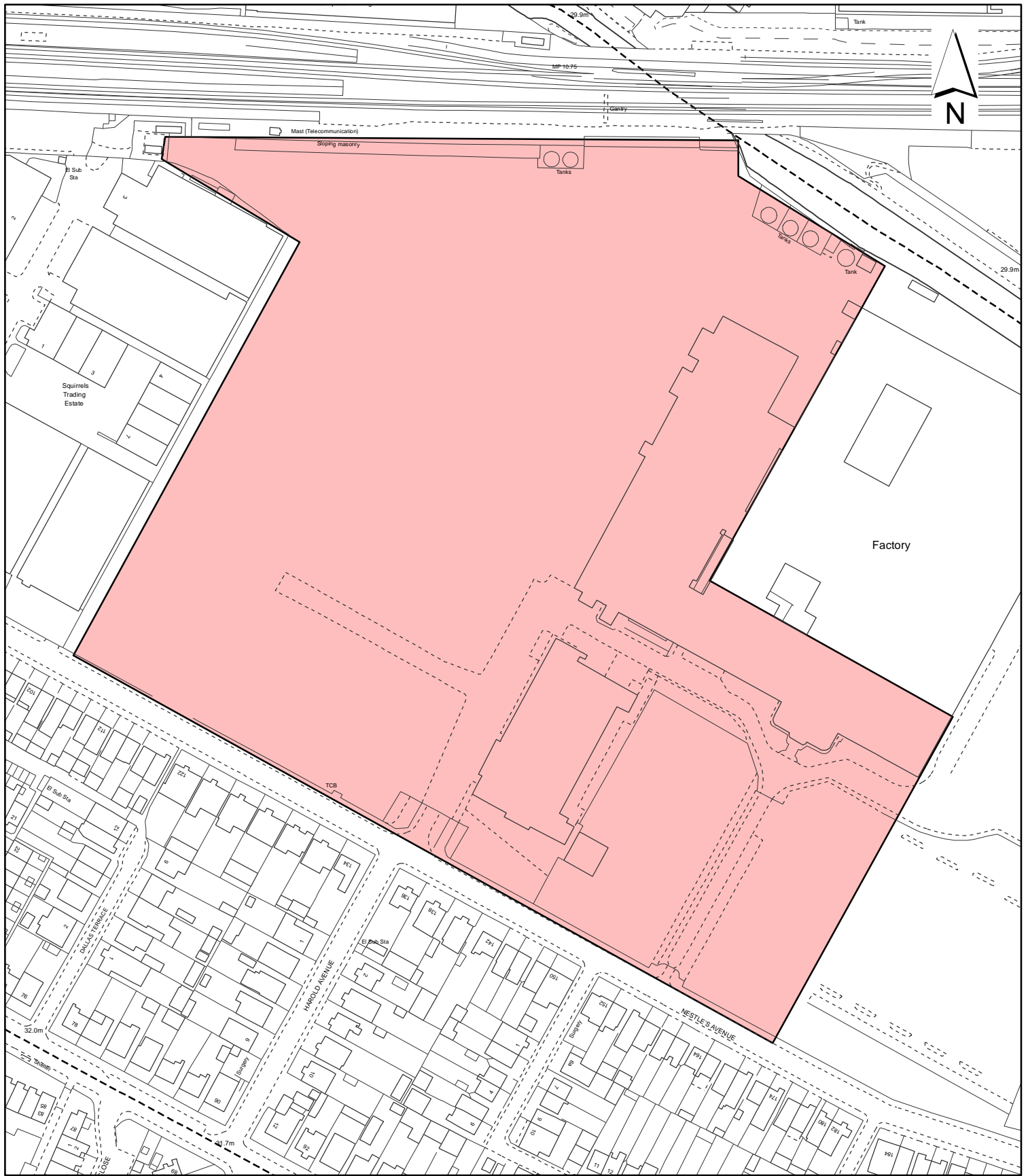
0 2 4 6 8 10 12 14 16 18 20
 m
 Scale 1:200

North

Rev: 01
 Date: 25.06.2019
 by: [Name]
 Details

ET 504
 Issued For: [Name]
 Rev: [Number]





Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

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/2019/2314

Scale:
1:2,000

Planning Committee:
Central & South Page 556

Date:
December 2020



Report of the Head of Planning, Transportation and Regeneration

- Address** FAIRVIEW BUSINESS CENTRE CLAYTON ROAD HAYES
- Development:** Demolition of existing buildings for residential-led mixed use development comprising buildings between 3 and 10 storeys to provide residential units (Use Class C3) and ground floor commercial floorspace (Use Class B1/A3) with associated access and car and cycle parking, landscape and amenity areas and associated servicing (AMENDED June 2020).
- Details: Comprising 400 residential units (Use Class C3) and 1,130 sqm of commercial floorspace (Use Class B1) at ground floor including 308 sqm (Use Class B1/A3) with associated access and car parking for 195 vehicles and 674 cycle parking, landscape and amenity areas and associated servicing
- LBH Ref Nos:** 58758/APP/2019/3517
- Drawing Nos:**

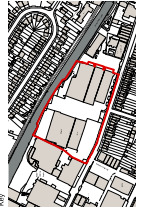


Consent Notes
 All settings out must be checked on site.
 The information in this document is for information only. It is not a contract. The Contractor has an obligation to check the design and construction of all work. All information must be checked on site.
 The drawings must be read in conjunction with all other information.
 The drawings are for information only and do not constitute an offer. The Contractor must check the design and construction of all work. All information must be checked on site.
 The drawings are for information only and do not constitute an offer. The Contractor must check the design and construction of all work. All information must be checked on site.
 The drawings are for information only and do not constitute an offer. The Contractor must check the design and construction of all work. All information must be checked on site.

Electronic Reference
 AA 23005 100 Existing Drawings
 Date: 2018/10/19 10:18:10
 Date: 2018/10/19 10:18:10
 2 Issues for planning

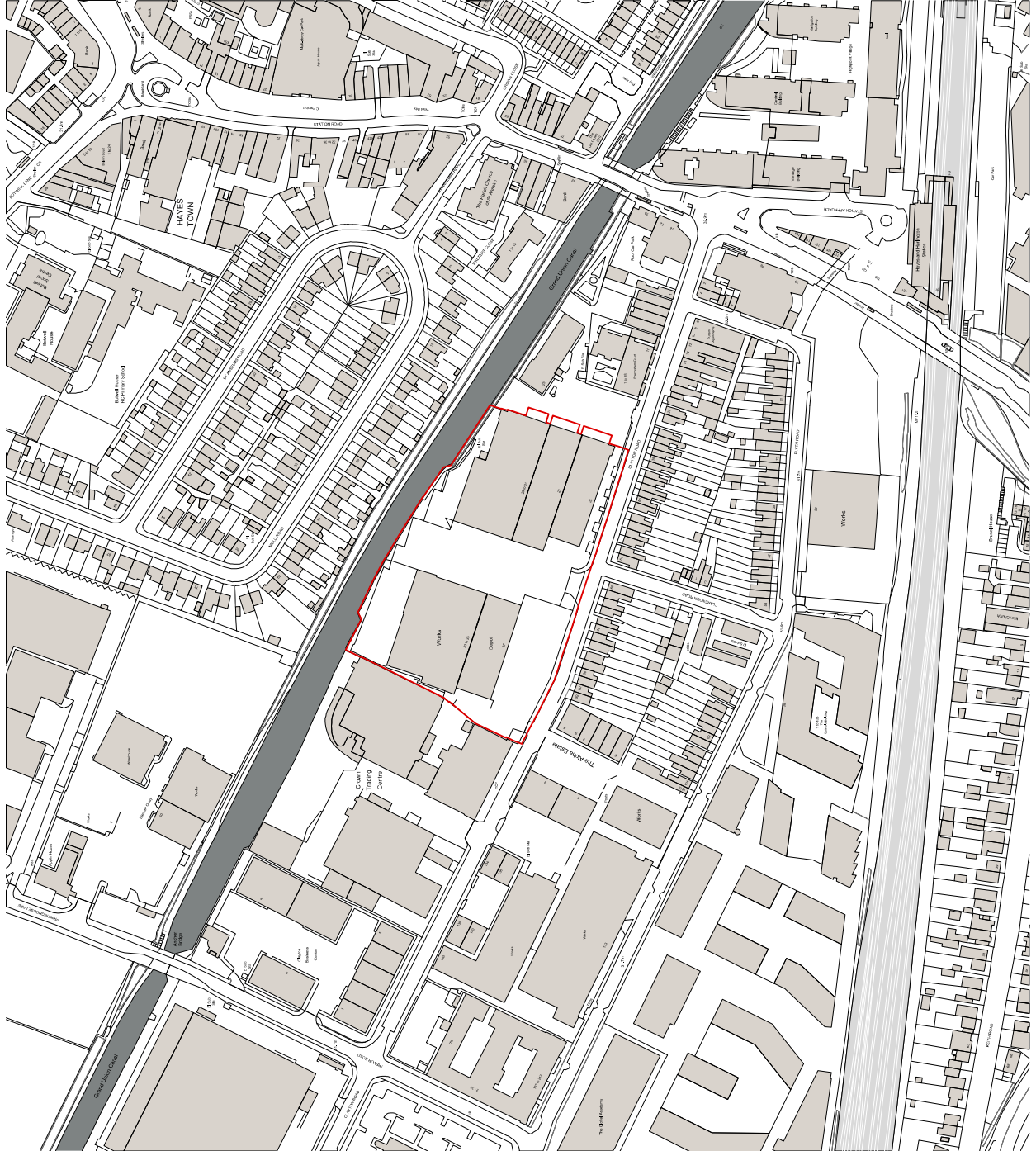
Site application boundary
 Planning Information
 Comment
 Client approved
 Construction

Purpose of information
 Drawing of site
 Information
 Comment
 Client approved
 Construction

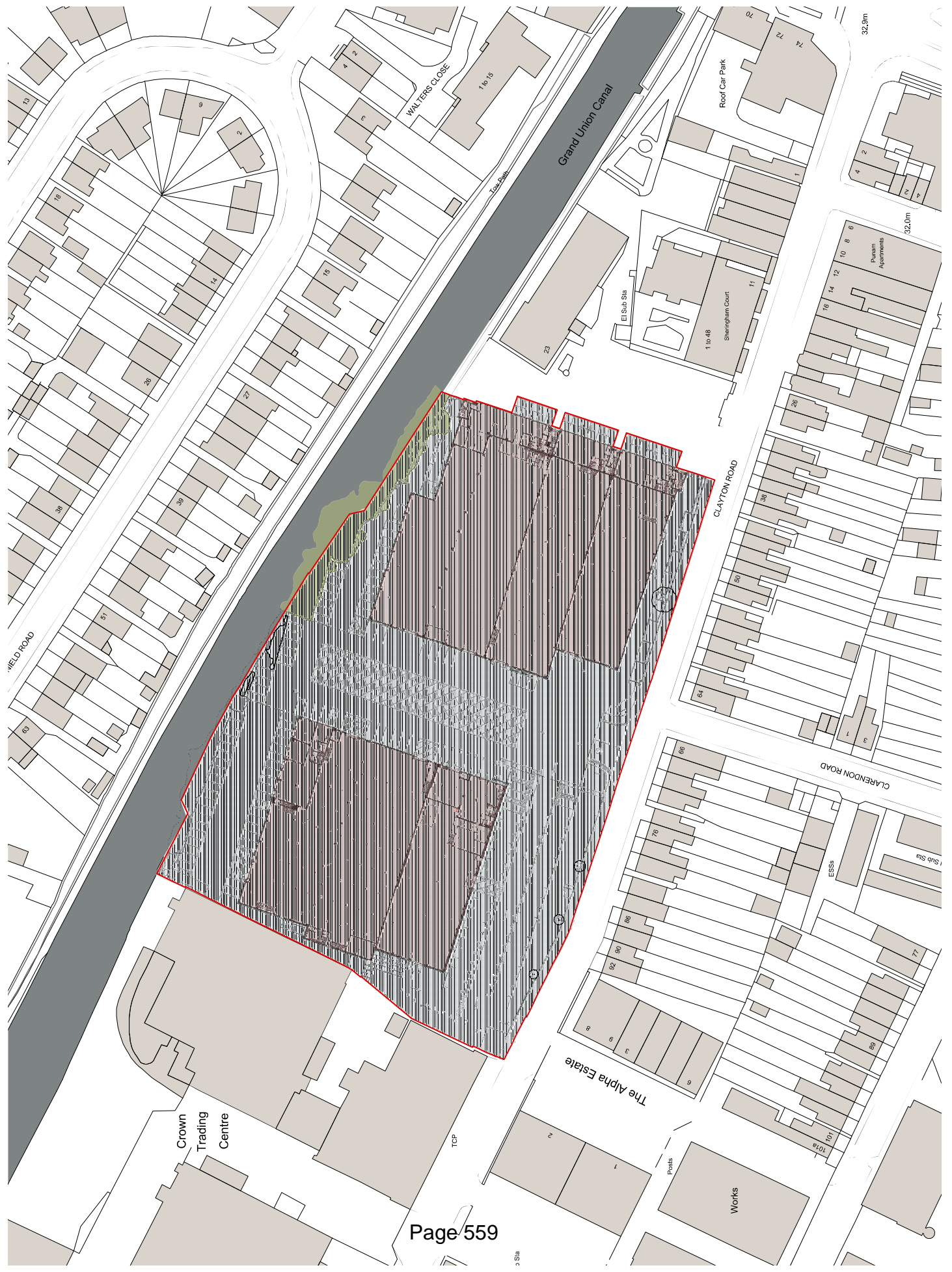


a2dominion
 A2Dominion
 Project Ref: A31095
 25-35 Claydon Road, Hayes
 Existing Drawings
 Site Location Plan
 Date: 1:1250
 Oct 19
 CRH-AA-LL-DR-A-102
 R2

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk



Consent Notes:
 All settings out must be checked on site.
 The drawings must be read in conjunction with all other
 documents for the project.
 The drawings must be read in conjunction with all other
 documents for the project.
 The drawings must be read in conjunction with all other
 documents for the project.



Electronic Reference:
 AA 2005 100 Existing Drawings
 Status: New
 Date: 20/10/19 10:11:03
 2 Roads for planning

- Site application boundary
- Existing building to be demolished
- Existing hard and soft landscaping to be cleared
- Existing trees to be retained

Purpose of information:
 Planning Information
 Comment
 Client approved
 Construction



a2dominion

A2Dominion

Project Ref: **A3095**

25-39 Clayton Road, Hayes

Demolition Drawings
 Existing Site Plan

Date: **Oct 19'**

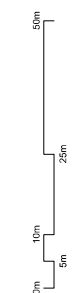
1:500

CRH-AA-ALL-DR-A-150

Scale & Revision
R2

Assael

Assael Architecture Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk



Consent notes:
All settings out must be checked on site.
Any changes to the drawings must be approved by the Council.
All proposed works must be checked on site.
The drawings must be read in conjunction with all other drawings, specifications, bills and contract documents.
Changes to the drawings must be checked on site.
This drawing must be used on the basis that it is a preliminary drawing and does not constitute a contract.
Subject to any necessary amendments and approval from all authority.
Authorisation:
Authorised by:
Date:

Electronic Reference:
AN 42005 100 Existing Drawings
Scale: A1
Date: 20/10/19
User: DNH, Chris, COM

Site application boundary

Part of the information on this drawing is for:
 Planning
 Information
 Comment
 Clarity
 Construction
 Client approval



a2dominion
a2dominion.co.uk

A2Dominion

Project title:

A31095 25-39 Clayton Road, Hayes

Drawing title:

Existing Drawings Site Block Plan

Date:

1:500 Apr 19'

Drawing no.:

CRH-AA-ALL-DR-A-100

Scale & Revision:
R4

Assael

Assael Architecture Limited
123 Upper Richmond Road
London SW9 5 2TL
Tel: +44 (0)20 7758 7744
Email: info@assael.co.uk
Website: www.assael.co.uk

Consent notes:
 All settings out must be checked on site.
 The drawings must be read in conjunction with all other
 information provided in the planning application.
 The drawings must be read in conjunction with all other
 information provided in the planning application.
 The drawings must be read in conjunction with all other
 information provided in the planning application.

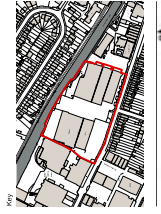
© 2019 Assael Architects Limited
 All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited.
 This drawing is the property of Assael Architects Limited and is not to be used for any other purpose without the prior written permission of Assael Architects Limited.
 The drawings must be read in conjunction with all other information provided in the planning application.
 The drawings must be read in conjunction with all other information provided in the planning application.
 The drawings must be read in conjunction with all other information provided in the planning application.

Electronic file reference:
 AA-19095-100 Existing Drawings
 Date: 20/10/19 10:11:10
 Status: New
 User: DWA, Chris, CDM

2 - Based for planning 20/10/19 10:11:10
 3 - Site

Site application boundary

Purpose of information:
 Planning Information
 Comment
 Client approval
 Construction



a2dominion
 Client

A2Dominion
 Project Ref: A31095
 25-35 Clayton Road, Hayes

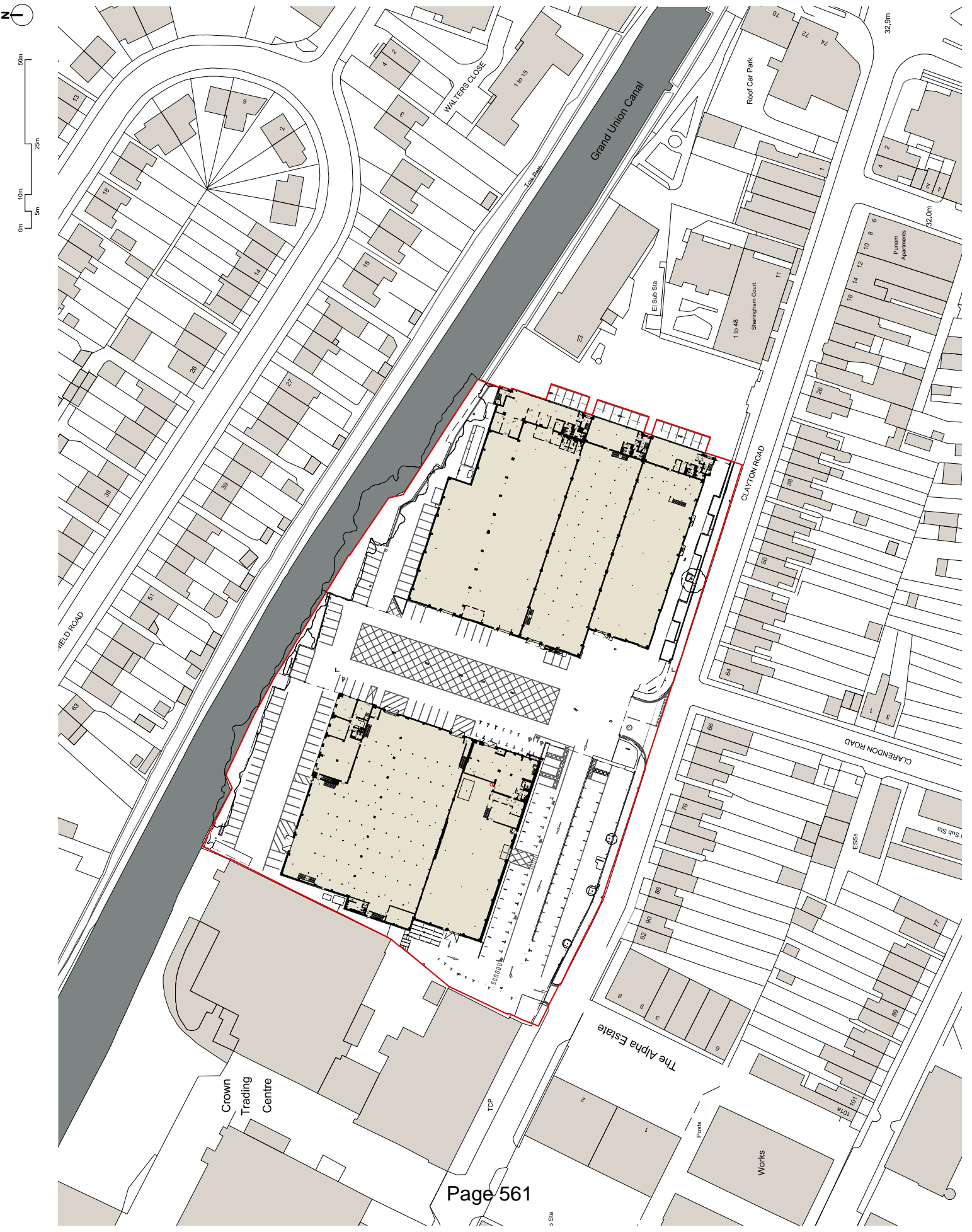
Existing Drawings
 Ground Floor Plan

Date: Oct 19'
 1:500

CRH-AA-ALL-DR-A-110
 Status: Submitted
 R2

Assael

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk



Consent Notes:
 All settings out must be checked on site.
 The drawings are for information only. The Contractor has an obligation to check the drawings on site.
 At no time shall the drawings be used for construction.
 The drawings must be read in conjunction with all other relevant drawings, specifications, bills of materials and contract documents.
 The drawings are the property of A2Dominion. They should be used only for the purposes intended and should not be used for any other purpose without the prior written consent of A2Dominion.
 Subject to survey, consultation and approval from all statutory Authorities.
 A2Dominion
 100 Leazes Road
 Newcastle NE4 6BE
 © 2019 Assael Architects Limited
 All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited.
 The drawings are the property of A2Dominion. They should be used only for the purposes intended and should not be used for any other purpose without the prior written consent of A2Dominion.
 Subject to survey, consultation and approval from all statutory Authorities.
 A2Dominion
 100 Leazes Road
 Newcastle NE4 6BE
 © 2019 Assael Architects Limited
 All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited.

Electronic Reference:
 AA-19095-100 Leazes Drawings
 Status: R2
 Date: 20/10/19
 Date: 20/10/19
 Date: 20/10/19
 Date: 20/10/19

Site application boundary

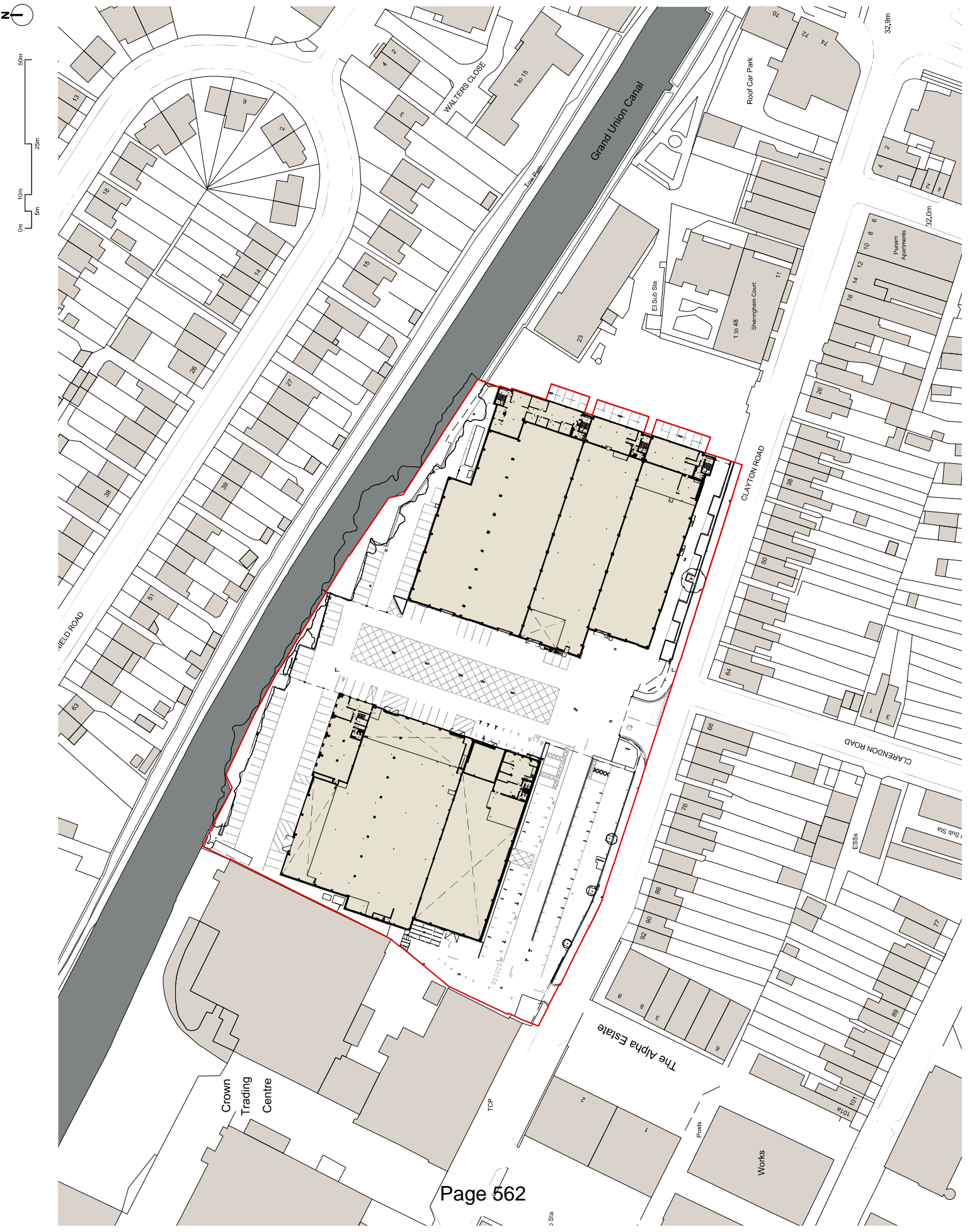
- Purpose of information:
- Planning
 - Information
 - Comment
 - Client approval
 - Construction

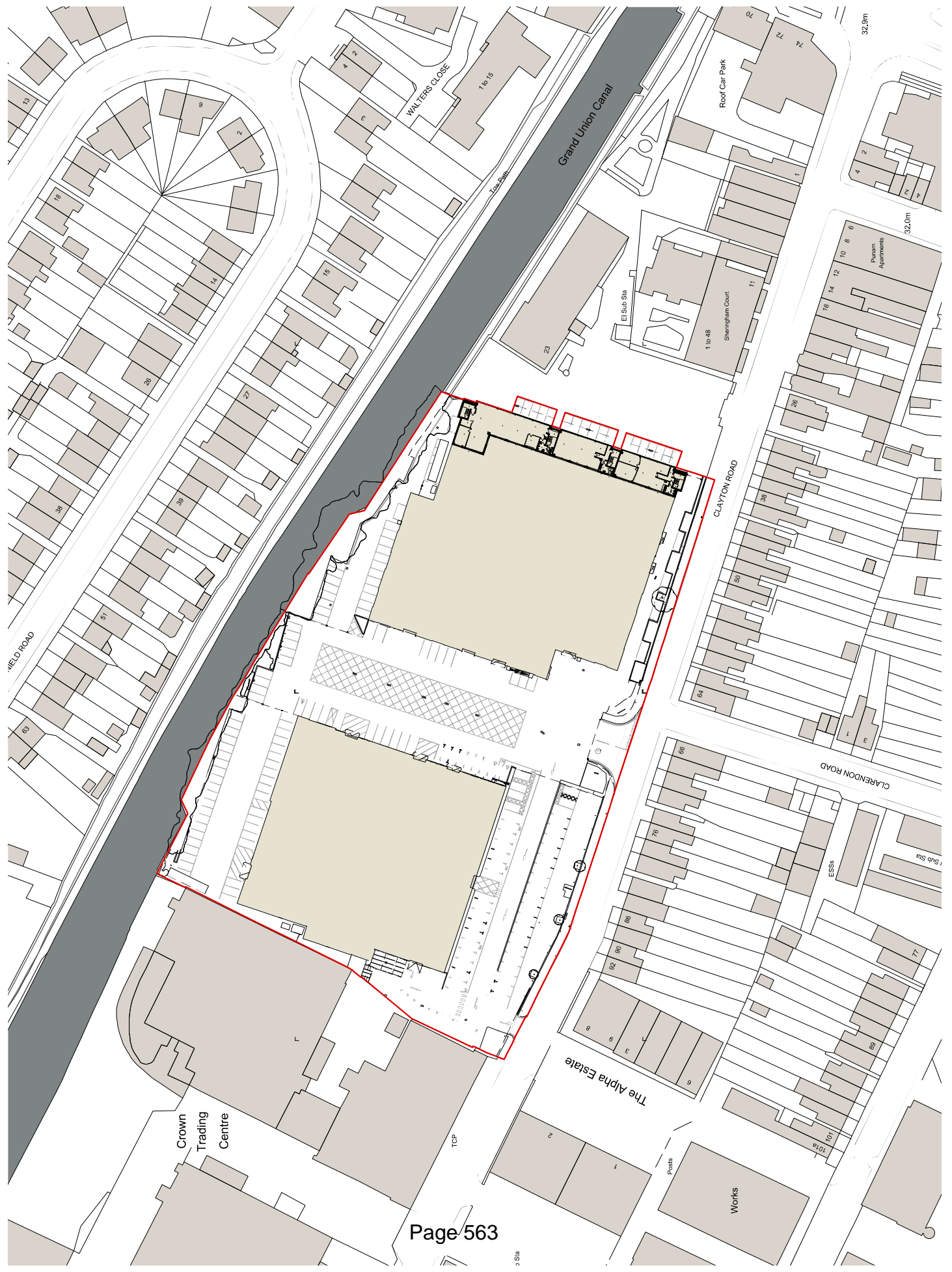
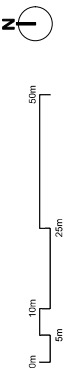


a2dominion
 Client:
 A2Dominion
 Project Ref:
 A31095
 25-35 Clayton Road, Hayes
 Drawing Ref:
 Existing Drawings
 First Floor Plan
 Date:
 1:500
 Oct 19'
 Drawing by:
 CRH-AA-ALL-DR-A-111
 Status & Revision:
 R2



Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 Tel: +44 (0)20 7756 7744
 Email: info@assael.co.uk
 Website: www.assael.co.uk





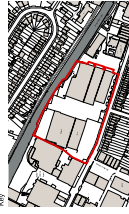
Consent Notes
 All settings out must be checked on site
 The contractor must ensure that the ground conditions are as shown on the drawings
 At no stage should the contractor be allowed to proceed until the ground has been checked on site
 The drawings must be read in conjunction with all other
 drawings, specifications, bills of material and current design risk
 assessment documents.
 The drawings are to be read in conjunction with the
 Client's Brief and the Architect's Brief.
 The drawings are to be read in conjunction with the
 Client's Brief and the Architect's Brief.
 The drawings are to be read in conjunction with the
 Client's Brief and the Architect's Brief.
 The drawings are to be read in conjunction with the
 Client's Brief and the Architect's Brief.
 The drawings are to be read in conjunction with the
 Client's Brief and the Architect's Brief.

Electronic Reference:
 AA 13000 100 Existing Drawings
 Scale: 1/8" = 1'-0"
 Date: 20/10/19 10:10:10
 2 Hours for plotting

Electronic Reference:
 AA 13000 100 Existing Drawings
 Scale: 1/8" = 1'-0"
 Date: 20/10/19 10:10:10
 2 Hours for plotting

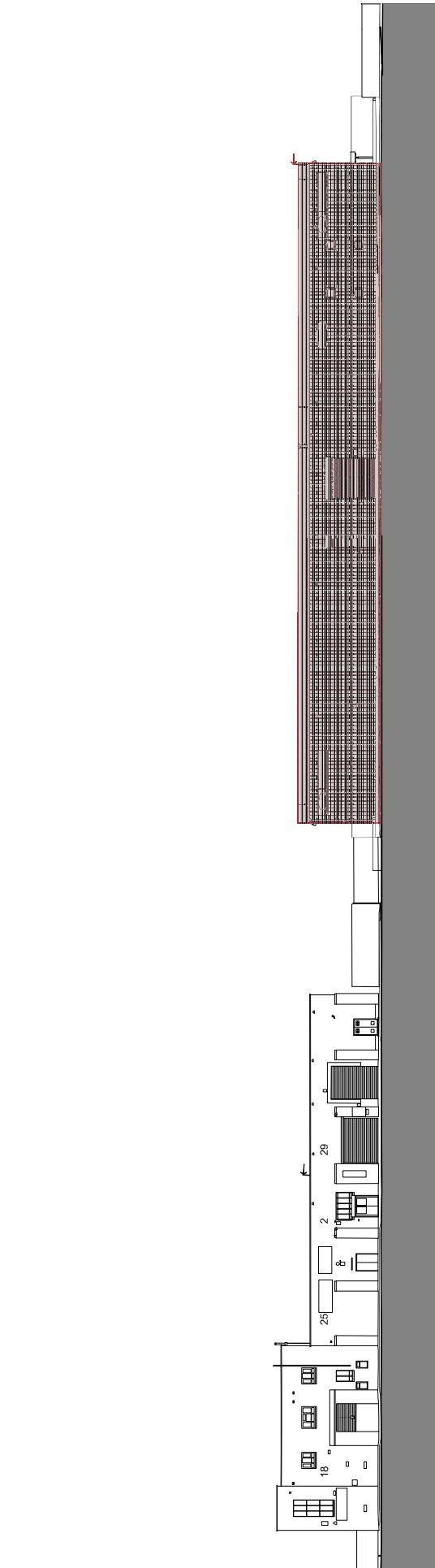
Site application boundary

Purpose of information:
 Planning
 Information
 Comment
 Client approved
 Construction



a2dominion
 Client:
 A2Dominion
 Project Ref:
 A31095
 25-35 Clayton Road, Hayes
 Drawing Ref:
 Existing Drawings
 Second Floor Plan
 Date:
 1:500
 Oct 19'
 CRH-AA-ALL-DR-A-112
 Scale & Revision
 R2

Assael
 Assael Architecture Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk



General Notes
 All pricing and must be checked on site.
 All dimensions given are approximate and intended as a guide.
 All dimensions must be checked on site.
 This drawing must be read in conjunction with all other
 drawings, specifications, bills of materials and contract documents.
 All work to be carried out in accordance with relevant building
 regulations, codes of practice and current design risk
 assessment.
 The drawings shall be submitted to the relevant authority
 for approval.
 The drawing must not be used on any other project
 without the express written permission of the
 author.
 All dimensions are given in metres unless otherwise
 stated.
 The drawing must not be used on any other project
 without the express written permission of the
 author.

Electronic Reference
 AA A31095 140 Existing Elevations
 Date: 09th Oct 2018
 2 Issued for planning 20/10/18 DS LO

Existing building to be demolished

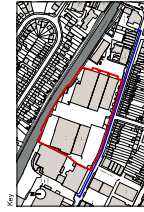
4 AA Elevation
 Scale: 1:200

Page 564

5 AA Elevation Continued
 Scale: 1:200

Purpose of information:

Planning	<input checked="" type="checkbox"/>
Information	<input type="checkbox"/>
Comment	<input type="checkbox"/>
Client approval	<input type="checkbox"/>
Construction	<input type="checkbox"/>



AZdominion

Project title:
A31095
25-35 Claydon Road, Hayes

Client:
AZdominion

Drawing title:
Demolition Drawings
Site Elevation

Scale & A1 size Date:
1:200
Oct19'

Drawing No:
CRH-AA-ALL-DR-A-155

Status & Revision
R2

Assael Architecture Limited
 13 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 736 7744
 info@assael.co.uk
 www.assael.co.uk



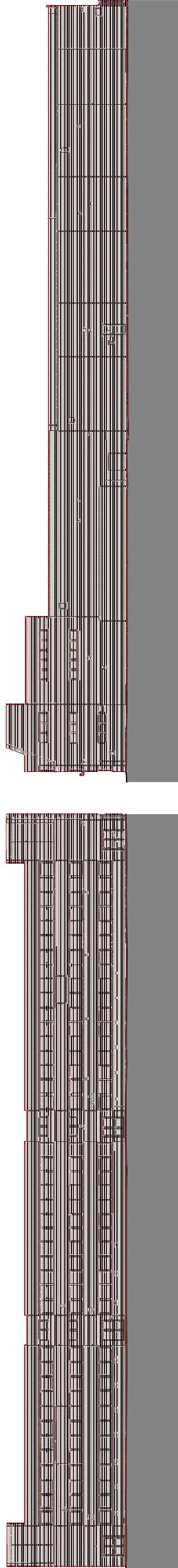
General Notes

All pricing must be checked on site.
As a condition of award, the Contractor shall provide an accurate Bill of Materials (BOM) to the Client within 14 days of the date of award.
All information must be checked on site.
This drawing must be read in conjunction with all other drawings, specifications, bills of material and contract documents.
Calculations are in accordance with AS/NZS 1170:2002.
The drawing must not be used for any other purpose.
Subject to survey, consultation and approval from all authority.

© 2019 Assael Structures Limited
Assael Structures Limited (AS) is a registered company in the State of New South Wales, Australia.
The drawings are the property of Assael Structures Limited.
The drawings are for the use of the contractor only and are not to be used for any other purpose.
The drawings are for the use of the contractor only and are not to be used for any other purpose.
The drawings are for the use of the contractor only and are not to be used for any other purpose.

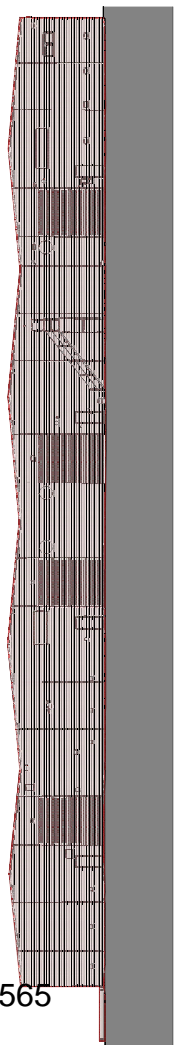
Electronics Reference
AA A3095 140 Existing Elevations
Sheet 6 - Elevations
Date: DRA Chris GUN
2 Issues for planning 20/10/19 DS LO

Existing building to be demolished

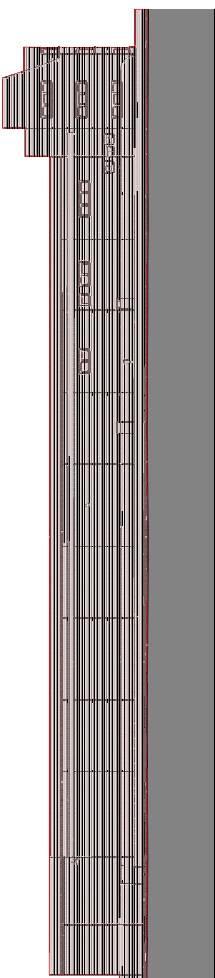


8 CC Elevation
Scale: 1:200

7 BB Elevation
Scale: 1:200

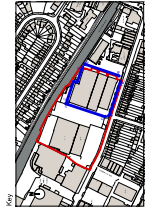


9 DD Elevation
Scale: 1:200



10 EE Elevation
Scale: 1:200

Purpose of information
The purpose of the information on this drawing is for:
Planning Information
Information
Comment
If this information is to be used for construction purposes it is intended for construction.



AZDominion
Client:
Project title:
A3095
25-38 Clayton Road, Hayes
Drawing title:
Demolition Drawings
Site Elevation
Scale & A Size:
Date:
1:200
Oct 19'
Drawing No:
CRH-AA-ALL-DR-A-156
Status & Revision:
R2



Assael Structures Limited
13 Upper Remond Road
LONDON SW15 2TL
+44 (0)20 7316 7141
info@assael.co.uk
www.assael.co.uk

General Notes

All pricing not to be checked on site.

Demolition drawings are for information only. The contractor is to verify the location and extent of demolition on site. All dimensions must be checked on site.

This drawing must be read in conjunction with all other drawings, specifications, bills and contract documents.

Calculations are in accordance with Approved Documents.

The drawing must not be used on any other project.

Subject to survey, consultation and approval from all authority Authorities.

Approved by:
 Project Manager
 Client/Contractor

© 2019 Assael Structures Limited

Assael Structures is a limited liability company registered in England and Wales. The company number is 10411414. The company is registered at Assael Structures, 123 Upper Richmond Road, London SW15 2TL.

For any use of the contents of any portion of these drawings, the user must obtain the written consent of Assael Structures. The drawings are the property of Assael Structures and shall remain the property of Assael Structures. No part of these drawings shall be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of Assael Structures.

Demolition drawings are for information only. The contractor is to verify the location and extent of demolition on site. All dimensions must be checked on site.

This drawing must be read in conjunction with all other drawings, specifications, bills and contract documents.

Calculations are in accordance with Approved Documents.

The drawing must not be used on any other project.

Subject to survey, consultation and approval from all authority Authorities.

Approved by:
 Project Manager
 Client/Contractor

© 2019 Assael Structures Limited

Assael Structures is a limited liability company registered in England and Wales. The company number is 10411414. The company is registered at Assael Structures, 123 Upper Richmond Road, London SW15 2TL.

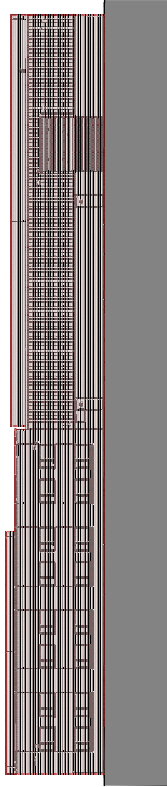
For any use of the contents of any portion of these drawings, the user must obtain the written consent of Assael Structures. The drawings are the property of Assael Structures and shall remain the property of Assael Structures. No part of these drawings shall be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of Assael Structures.

Electronic Reference
 AA A2095 140 Existing Elevations

Sheet 6 - Elevations Date: 09/10/19 DS: LO

2 Issues for planning 20/10/19 DS: LO

Existing building to be demolished

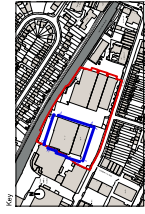


7 GG Elevation
 Scale: 1:200



6 FF Elevation
 Scale: 1:200

Purpose of information	Planning	Information
Planning	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Information	<input type="checkbox"/>	<input type="checkbox"/>
Comment	<input type="checkbox"/>	<input type="checkbox"/>
Client approval	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>



a2dominion

Client

A2Dominion

Project title:

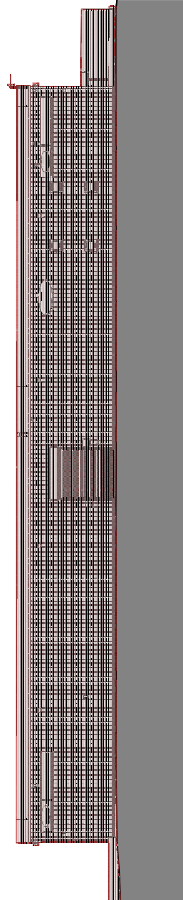
A31095
25-35 Clayton Road, Hayes

Demolition drawings
Site Elevation

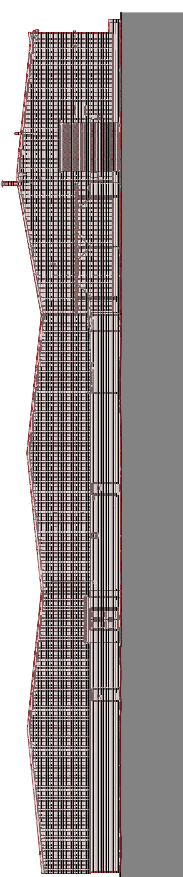
Scale & A. Size
1:200 **Oct 19'**

Drawing No
CRH-AA-ALL-DR-A-157

Status & Revision
R2



9 JJ Elevation
 Scale: 1:200



8 HH Elevation
 Scale: 1:200

Assael

Assael Architecture Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7736 7744
 info@assael.co.uk
 www.assael.co.uk

General Notes
 All pricing not to be checked on site.
 All work to be carried out in accordance with the relevant Building Regulations and Approved Documents.
 All information must be checked on site.
 This drawing must be read in conjunction with all other drawings, specifications, bills of materials and contract documents.
 The drawing must be read in conjunction with all other drawings, specifications, bills of materials and contract documents.
 All work to be carried out in accordance with the relevant Building Regulations and Approved Documents.
 The drawing must be read in conjunction with all other drawings, specifications, bills of materials and contract documents.
 Subject to survey, consultation and approval from all authority Authorities.
 Approved by:
 Project Manager
 Contractor

© 2019 Assael Architects Limited
 All rights reserved. This document is the intellectual property of Assael Architects Limited. It is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Assael Architects Limited.
 This drawing is the property of Assael Architects Limited and is not to be used for any other purpose without the prior written permission of Assael Architects Limited.
 The drawing must be read in conjunction with all other drawings, specifications, bills of materials and contract documents.
 Subject to survey, consultation and approval from all authority Authorities.
 Approved by:
 Project Manager
 Contractor

Electronic Reference
 AA-A3095-130 Existing Sections
 Sheet 6 - Sections
 Date 22/10/19 DS 1/0
 2 Issued for planning

--- Application Site boundary

29 Clayton Road



Application Site

1
 AA Section
 Scale: 1:200

Purpose of information
 The purpose of the information on this drawing is for:
 Planning
 Information
 Comment
 Client approval
 Construction



azdominion
 Client
 AZDominion

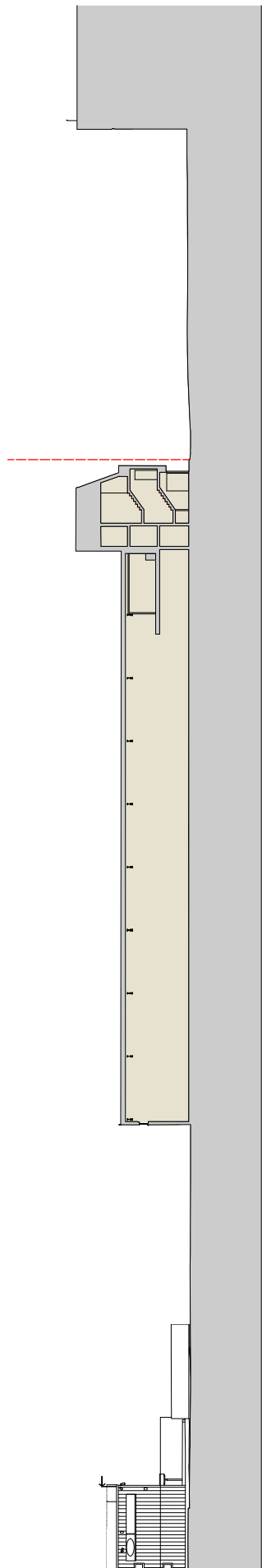
Project title:
 A31095
 25-35 Clayton Road, Hayes

Drawing title:
 Existing Drawings
 Site Section

Scale & A1 size
 1:200
 Date
 Oct 19'

CRH-AA-ALL-DR-A-130
 Status & Revision
 R2

Assael
 Assael Architects Limited
 13 Upper Remond Road
 London W5 1TL
 +44 (0)20 736 7744
 info@assael.co.uk
 www.assael.co.uk



Application Site

2
 AA Section continued
 Scale: 1:200

AA Section continued
 Scale: 1:200

General Notes:

All pricing not to be checked on site.

The drawings are the property of Assael Architects Ltd. All information must be checked on site.

This drawing must be read in conjunction with all other drawings, specifications, clauses and contract documents.

Calculations are in accordance with Assael Architects Ltd's calculations for structural steelwork.

The drawings must not be used on any other project without the written agreement of Assael Architects Ltd.

Drawing notes:

Electronic file reference:
AA-A31095_130 Existing Sections

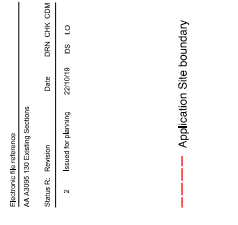
Sheet 6 - Sections Date: 09th April 2019

2 Based for planning: 22/10/18 DS 1.0

© 2019 Assael Architects Limited

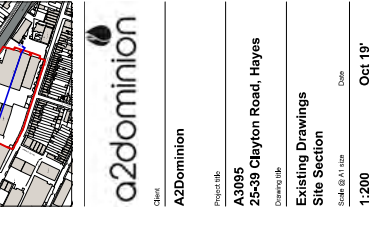
Assael Architects Limited (hereinafter referred to as "Assael") is a limited liability company registered in England and Wales. The company is a member of the Chartered Institute of Building (CIOB) and is a member of the Institution of Structural Engineers (IStructE). Assael is a member of the Chartered Institute of Building (CIOB) and is a member of the Institution of Structural Engineers (IStructE). Assael is a member of the Chartered Institute of Building (CIOB) and is a member of the Institution of Structural Engineers (IStructE).

Assael is a member of the Chartered Institute of Building (CIOB) and is a member of the Institution of Structural Engineers (IStructE). Assael is a member of the Chartered Institute of Building (CIOB) and is a member of the Institution of Structural Engineers (IStructE).



Application Site boundary

BB Section
Scale: 1:200



BB Section continued
Scale: 1:200

Purpose of Information

The purpose of the information on this drawing is for:

Planning

Information

Comment

Client approval

Construction

Yes

Client:

A2Dominion

Project Ref:

A31095

25-35 Clayton Road, Hayes

Drawing Ref:

Existing Drawings

Site Section

Scale & A1 size

1:200

Date:

Oct 19'

Drawing No:

CRH-AA-ALL-DR-A-131

Sheet & Section

R2

Assael

Assael Architects Limited
13 Upper Remond Road
London W15 2TL
Tel: +44 (0)20 736 7744
Email: info@assael.co.uk
Web: www.assael.co.uk

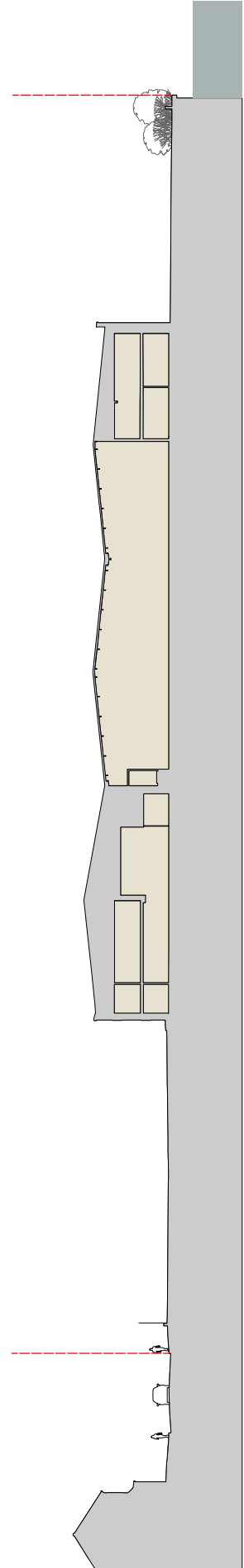
General Notes

All pricing not must be checked on site.
 All dimensions are given in metres unless otherwise stated.
 Dimensions shown nearby will take precedence over dimensions shown elsewhere.
 All dimensions must be checked on site.
 This drawing must be read in conjunction with all other drawings, specifications, clauses and current design risk register.
 Call for drawings in accordance with Assael Architects' Terms of Conditions.
 This drawing must not be used for any other purpose.
 Call for drawings in accordance with Assael Architects' Terms of Conditions.
 Call for drawings in accordance with Assael Architects' Terms of Conditions.
 This drawing must not be used for any other purpose.
 Call for drawings in accordance with Assael Architects' Terms of Conditions.

© 2019 Assael Architects Limited
 Assael Architects is limited liability company registered in England and Wales.
 Terms of Conditions: This document is the property of Assael Architects and is to be used only for the purposes for which it is intended.
 For any use of the contents for any other purpose the user must first obtain the written permission of Assael Architects.
 Assael Architects does not accept liability for any errors or omissions in this drawing or for any consequences arising therefrom.
 This drawing must not be used for any other purpose.
 Call for drawings in accordance with Assael Architects' Terms of Conditions.

Electronic Reference
 AA-A3095-130 Existing Sections

Sheet 6 - Sections Date: 20/10/19 DS: 1.0
 2 Based for planning

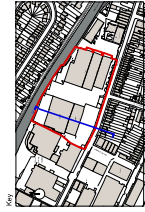


Application Site boundary

5 CC Section
 Scale: 1:200

6 CC Section continued
 Scale: 1:200

Purpose of Information	Planning	Information	Comment	Client approval	Construction
The accuracy of the information on this drawing is for:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any information in this drawing for construction purposes is a service for construction.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



a2dominion

Client: A2Dominion

Project title: A31095 25-38 Clayton Road, Hayes

Drawing title: Existing Drawings Site Section

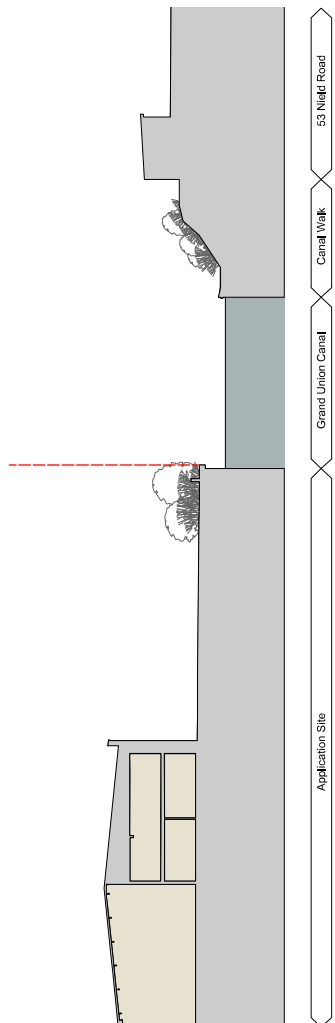
Scale & A1 size: 1:200 Date: Oct 19'

Drawing ID: CRH-AA-ALL-DR-A-132

Status & Revision: R2



Assael Architects Limited
 13 Upper Richmond Road
 London SW15 2TL
 T +44 (0)20 7736 7744
 E info@assael.co.uk
 W www.assael.co.uk



Application Site

General Notes

All settings out must be checked on site.
The drawings are to be used in conjunction with all other
documents. Do not modify without the approval of the
designer. All dimensions must be checked on site.
The drawings must be used in conjunction with all other
documents. Do not modify without the approval of the
designer. All dimensions must be checked on site.

© 2019 Assael Structures Limited
Assael Structures Limited (hereinafter referred to as
"Assael") is the author of the drawings and designs
contained herein. The drawings are the property of
Assael and are not to be used, copied, or
reproduced in any way without the prior written
consent of Assael. The drawings are intended for
the use of the client and are not to be used for
any other purpose. The drawings are not to be
used as a basis for any legal proceedings.

Electronic Reference

AA-A-0005 100 Existing Sections

Sheet 6 - Sections

Date 22/10/19 DS 1.0

2 Based for planning

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0

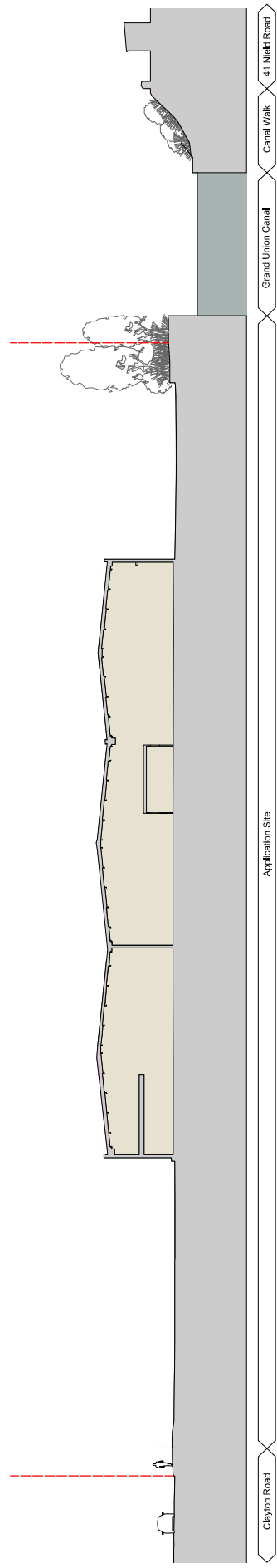
22/10/19 DS 1.0

22/10/19 DS 1.0

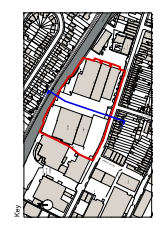
22/10/19 DS 1.0

22/10/19 DS 1.0

22/10/19 DS 1.0



Purpose of Information
The purpose of the information on this
drawing is for
Information
Comment
If the information is to be used for
construction, values to be used for
construction.



Yes

a2dominion

Client

A2Dominion

Project title:

A31095

25-38 Claydon Road, Hayes

Drawing title:

Existing Drawings

Site Section

Scale & A1 size

1:200

Date

Oct 19'

Drawing No

CRH-AA-ALL-DR-A-133

Status & Revision

R2



Assael Structures Limited
13 Upper Richmond Road
London SW15 2TL
+44 (0)20 7736 7744
info@assael.co.uk
www.assael.co.uk

General Notes
All pending not to be checked on site.

Assael Architects Limited is the registered architect for this project. The drawings are the property of Assael Architects Limited. No part of these drawings may be copied, reproduced, stored in a retrieval system, transmitted in any form or by any means, or for any purpose other than that for which they were prepared, without the written agreement of Assael Architects Limited.

© 2019 Assael Architects Limited
Assael Architects Limited (hereinafter "Assael") is a limited liability company registered in England and Wales. The company is incorporated under the Companies Act 2006. The company is registered in the register of companies of the United Kingdom. The company is authorised to practice as an architect in England and Wales. The company is also a member of the Royal Institute of British Architects (RIBA).

3 Based for planning: 20/1918 DS 13

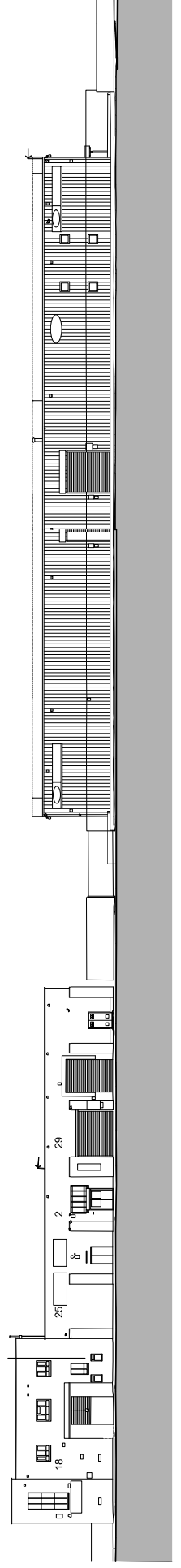
AA A3095 140 Existing Elevations
Sheet 6 - Elevations
Date: 20/07/19
DRA: CLM, CMU
DRA: CLM, CMU

Assael Architects Limited
123 Upper Richmond Road
London SW15 2TL
Tel: +44 (0)20 736 7344
Email: info@assael.co.uk
www.assael.co.uk

AA A3095 140 Existing Elevations
Sheet 6 - Elevations
Date: 20/07/19
DRA: CLM, CMU
DRA: CLM, CMU

3 Based for planning: 20/1918 DS 13

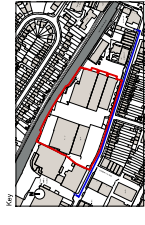
AA A3095 140 Existing Elevations
Sheet 6 - Elevations
Date: 20/07/19
DRA: CLM, CMU
DRA: CLM, CMU



1 AA Elevation
Scale: 1:200

2 AA Elevation Continued
Scale: 1:200

Purpose of Information	Planning
The accuracy of the information on this drawing is for:	<input checked="" type="checkbox"/> Information
Information	<input type="checkbox"/>
Comment	<input type="checkbox"/>
Information for use in:	<input type="checkbox"/>
Construction	<input type="checkbox"/>



Client: A2Dominion

Project title: A31095 25-38 Claydon Road, Hayes

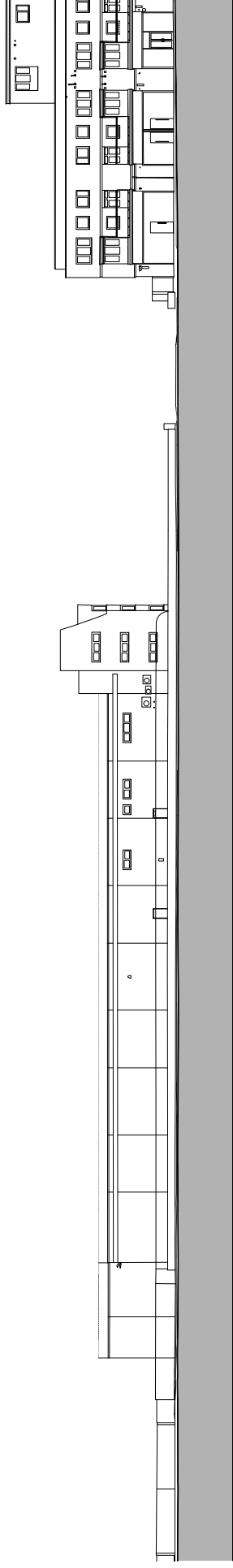
Existing Drawings Site Elevation

Date: Jul'19

Scale & A1 size: 1:200

Drawing No: CRH-AA-ALL-DR-A-140

Sheet & Revision: R3





General Notes:
 All party not must be checked on site.
 The drawings are for information only and should not be used for construction without the approval of the Design Team.
 All information must be checked on site.
 The drawings must be read in conjunction with all other drawings, specifications, bills of materials and contract documents.
 The drawings are the property of Assael Architects Ltd. and shall not be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Ltd.
 The drawings must be read in conjunction with all other drawings, specifications, bills of materials and contract documents.
 The drawings are the property of Assael Architects Ltd. and shall not be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Ltd.

© 2019 Assael Architects Limited
 Assael Architects is a limited liability company registered in England and Wales, number 07582887. The registered office is at Assael Architects, 121 Upper Richmond Road, London SW15 2TL.
 The registered office is at Assael Architects, 121 Upper Richmond Road, London SW15 2TL.
 The registered office is at Assael Architects, 121 Upper Richmond Road, London SW15 2TL.
 The registered office is at Assael Architects, 121 Upper Richmond Road, London SW15 2TL.

Electronic file reference
 AA-A3095-230-Plan-04
 State: R - Revision
 Date: 26/05/2019
 User: DM, CDR, CDR
 File Name: 4 - PLANNING
 Project: ME - JL

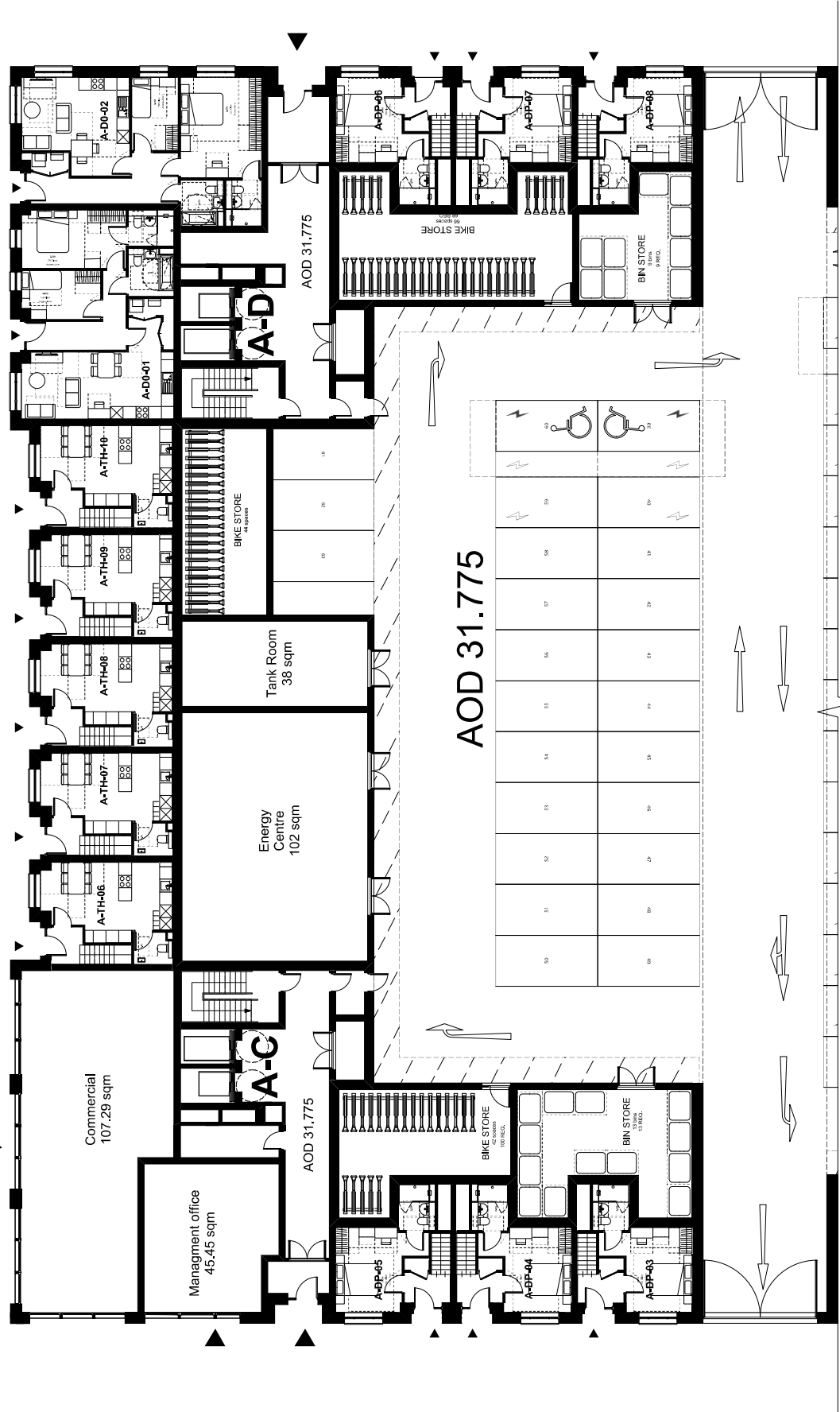
Revision History
 1. Issued for information.
 2. Issued for information.
 3. Issued for information.
 4. Issued for information.

Project File
A3095
25-39 Clayton Road, Hayes
 Client: **A2Dominion**

Block A Plans
Proposed Ground Floor
 Scale @ A3: 1:100
 Date: **Aug '19**

CRH-AA-A-00-DR-A-220A
 Scale: 1/8" = 1'-0"

R4



Assael

Assael Architecture Limited
 121 Upper Richmond Road
 London SW15 2TL
 Tel: +44 (0)20 7716 7144
 Email: info@assael.co.uk
 Website: www.assael.co.uk

0m 1m 5m 10m

General Notes:
 All settings out must be checked on site.
 The Contractor has an obligation to ensure that the work is carried out in accordance with the relevant standards and specifications.
 At no time shall the Contractor be allowed to proceed until the necessary approvals have been obtained.
 The drawings must be read in conjunction with all other relevant drawings, specifications, bills and current design rules.
 The Contractor is responsible for ensuring that the work is carried out in accordance with the relevant standards and specifications.
 The Contractor is responsible for ensuring that the work is carried out in accordance with the relevant standards and specifications.
 The Contractor is responsible for ensuring that the work is carried out in accordance with the relevant standards and specifications.

Electronic Reference:
 AA-22095-2201-Plan
 Date: 20/05/20 ME JL

Author: [Name]
 Designer: [Name]
 Date: 20/05/20 ME JL

Purpose of information:
 Planning Information
 Comment
 Client approval
 Construction

Client:
A2Dominion

Project Ref:
A31095

Address:
25-35 Clayton Road, Hayes

Block: **A Pkgs**
Proposed Ground Floor

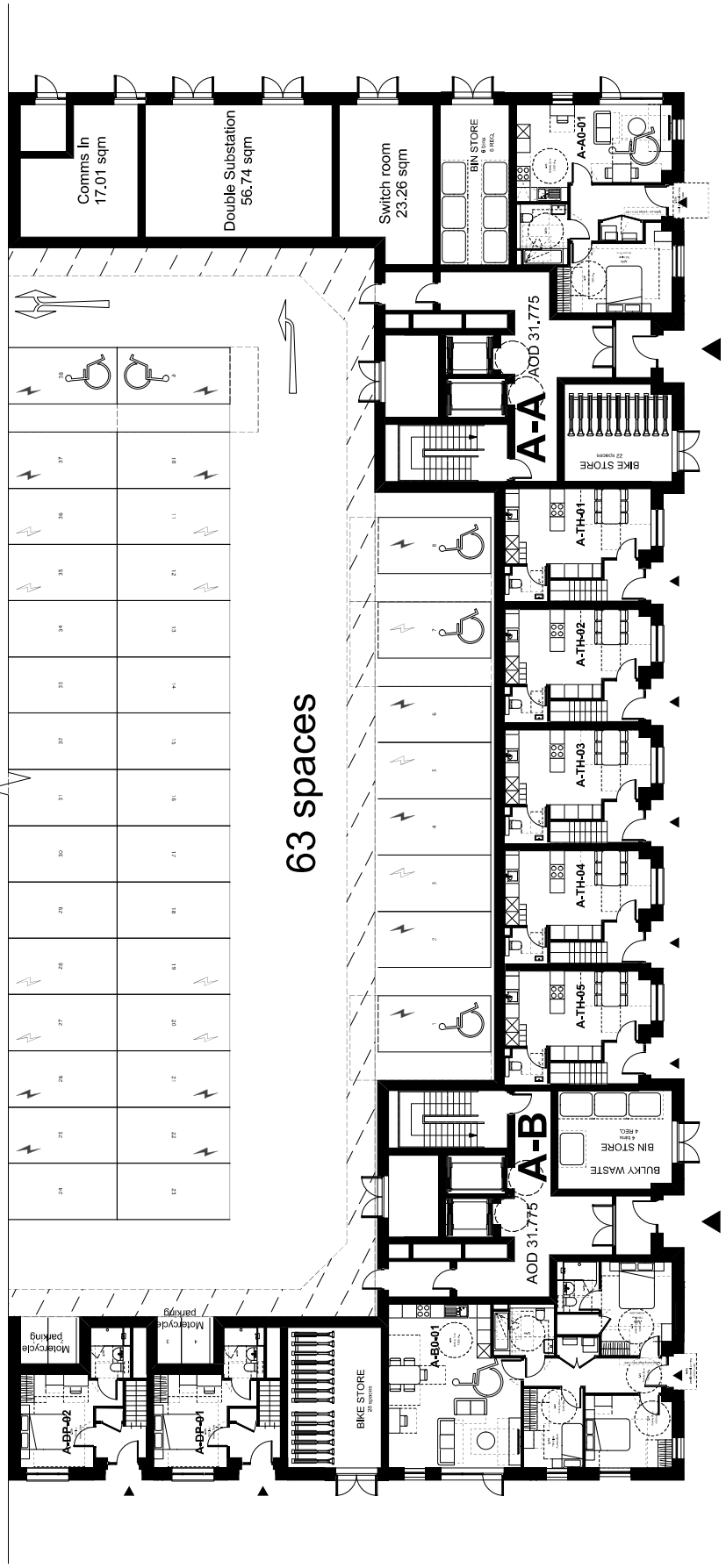
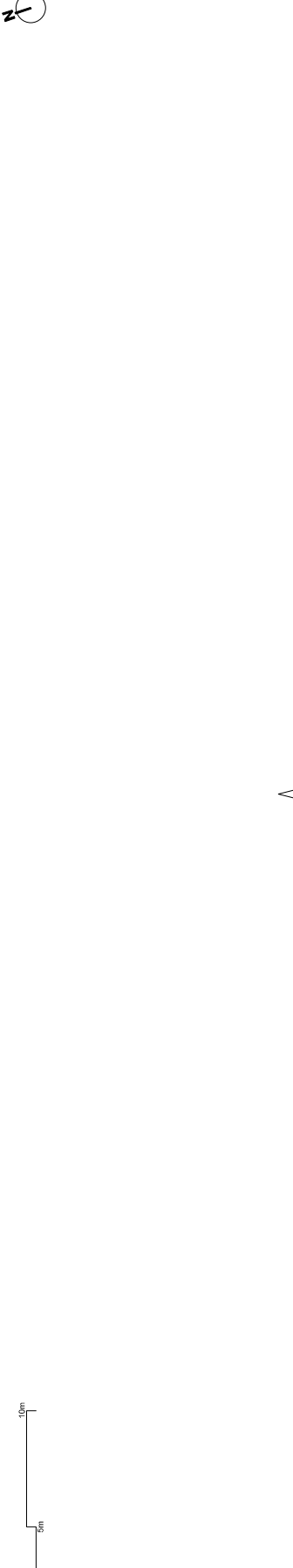
Scale: **1:100**
 Date: **Aug '19**

Drawing No:
CRH-AA-A-00-DR-A-220B

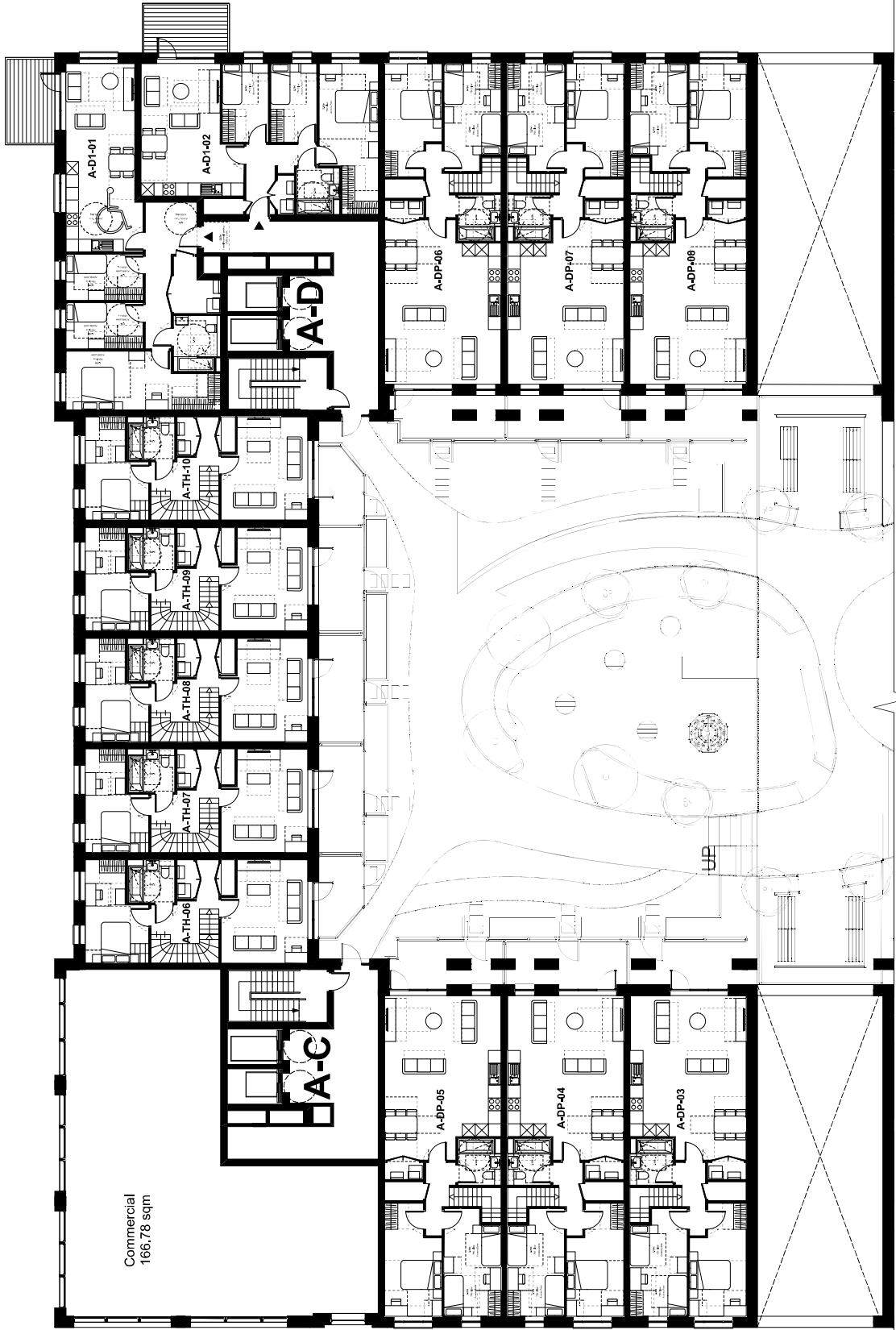
Status: **R4**

© 2019 Assael Architects Limited

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7276 7244
 info@assael.co.uk
 www.assael.co.uk



63 spaces



General Notes:
 All settings out must be checked on site.
 The Contractor has an obligation to ensure that the information provided is accurate and complete.
 At no time shall the Contractor be held responsible for any errors or omissions in the information provided.
 The drawings must be read in conjunction with all other documents.
 The drawings are the property of Assael Architects Ltd. and shall remain the property of Assael Architects Ltd. until the completion of the project.
 The drawings are not to be used for any other purpose without the written consent of Assael Architects Ltd.
 The drawings are not to be used for any other purpose without the written consent of Assael Architects Ltd.
 Subject to any variations and approval from all statutory authorities.

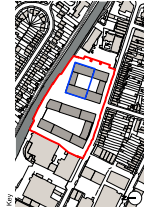
© 2019 Assael Architects Limited
 All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited.
 This document is the property of Assael Architects Limited and shall remain the property of Assael Architects Limited until the completion of the project.
 The drawings are not to be used for any other purpose without the written consent of Assael Architects Ltd.
 Subject to any variations and approval from all statutory authorities.

Electronic file reference:
 AA-2019-023-01-Rev
 Status: R - Revision
 Date: 20/08/2019
 User: ME J.L.

4 PLANNING
 20/08/2019 ME J.L.

Electronic file reference:
 AA-2019-023-01-Rev
 Status: R - Revision
 Date: 20/08/2019
 User: ME J.L.

Purpose of information:
 The purpose of the information on this drawing is to:
 - Planning
 - Information
 - Comment
 - Client approval
 - Construction



Client:
 A2Dominion

Project Ref:
 A31095

25-35 Clayton Road, Hayes

Block A Plans
 Proposed First Floor

Date:
 1:100
 Aug '19

CRH-AA-A-01-DR-A-221A
 Status & Revision
 R4

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk





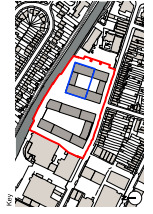
General Notes:
 All settings not to be checked on site.
 The Contractor shall verify the accuracy of the information provided on site.
 At no time shall the Contractor be held responsible for any errors or omissions.
 The drawings must be read in conjunction with all other documents.
 The drawings shall be used for information only and shall not be used for construction.
 The drawings shall be used for information only and shall not be used for construction.
 The drawings shall be used for information only and shall not be used for construction.
 The drawings shall be used for information only and shall not be used for construction.

Electronic file reference:
 A:\A31095\203\B\Floor
 Status: In Review Date: 20/08/2018 ME JL

Project Name: A2Dominion
 Project Ref: A31095
 25-35 Clayton Road, Hayes
 Block A, Plans
 Proposed Second Floor
 Scale: @ A3 size Date: Aug '19
 1:100
 CRH-AA-A-02-DR-A-222A

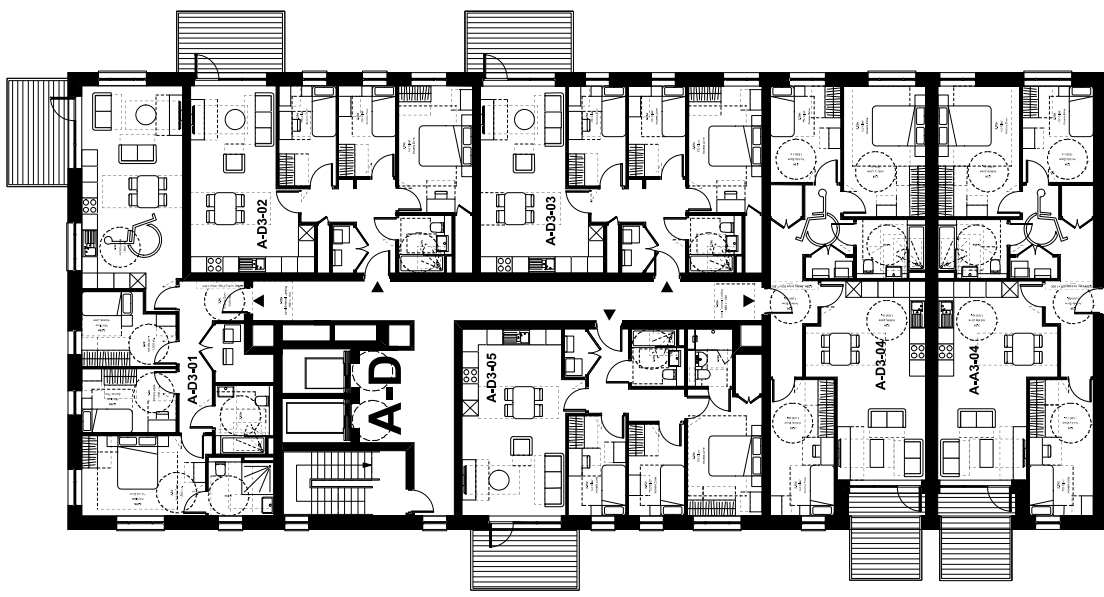
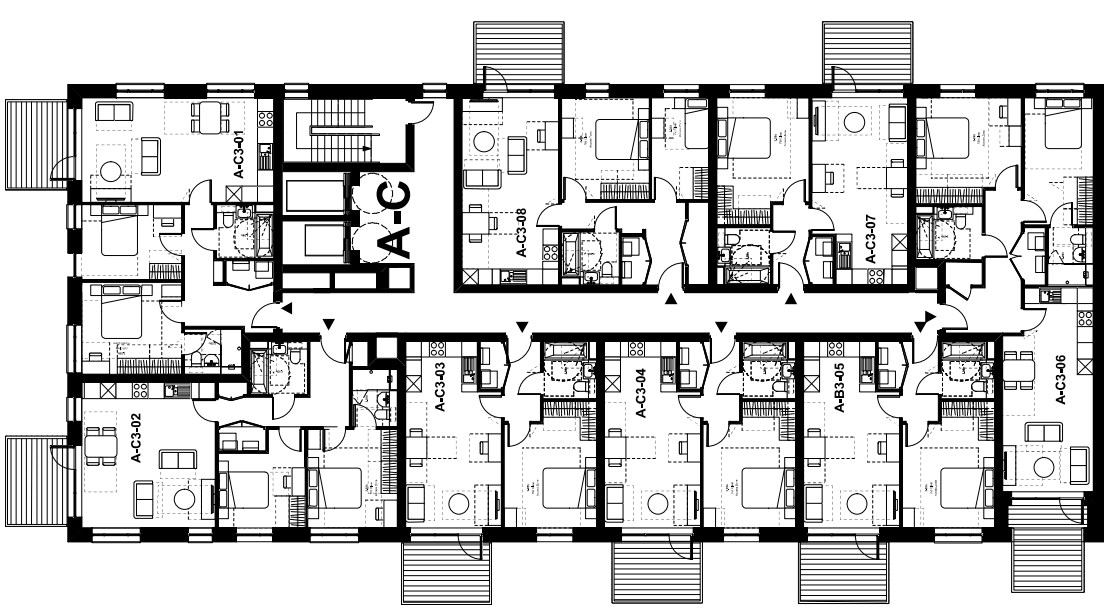
Client: A2Dominion
 Architect: A2Dominion
 Project Ref: A31095
 25-35 Clayton Road, Hayes
 Block A, Plans
 Proposed Second Floor
 Scale: @ A3 size Date: Aug '19
 1:100
 CRH-AA-A-02-DR-A-222A

Purpose of information:
 The purpose of the information on this drawing is to:
 - Provide information for construction.
 - Provide information for construction.
 - Provide information for construction.
 - Provide information for construction.



© 2019 Assael Architects Limited
 All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited.
 This document is the property of Assael Architects Limited and is not to be distributed, copied, or used in any way without the prior written permission of Assael Architects Limited.
 The drawings shall be used for information only and shall not be used for construction.
 The drawings shall be used for information only and shall not be used for construction.
 The drawings shall be used for information only and shall not be used for construction.
 The drawings shall be used for information only and shall not be used for construction.

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

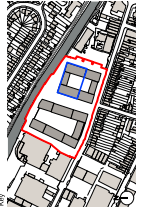


General Notes:
 All settings not to be checked on site.
 Contractors to be notified of any proposed changes to the design.
 All information must be checked on site.
 The drawings must be read in conjunction with all other drawings, specifications, bills and current design risk register.
 The drawings are to be read in conjunction with the Architect's Information Memorandum (AIM) and the relevant sections of the contract documents.
 The drawings are to be read in conjunction with the Architect's Information Memorandum (AIM) and the relevant sections of the contract documents.
 The drawings are to be read in conjunction with the Architect's Information Memorandum (AIM) and the relevant sections of the contract documents.
 Subject to survey, confirmation and approval from all statutory authorities.
 Approved for Construction.
 © 2019 Assael Architects Limited
 All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited.
 The drawings are to be read in conjunction with the Architect's Information Memorandum (AIM) and the relevant sections of the contract documents.
 The drawings are to be read in conjunction with the Architect's Information Memorandum (AIM) and the relevant sections of the contract documents.
 The drawings are to be read in conjunction with the Architect's Information Memorandum (AIM) and the relevant sections of the contract documents.
 Subject to survey, confirmation and approval from all statutory authorities.

Electronic Information:
 AA-A0305-233-B-F3-02
 Status: R - Revision
 Date: 20/08/20 ME JL
 4 PLANNING
 20/08/20 ME JL
 4 PLANNING
 20/08/20 ME JL
 4 PLANNING
 20/08/20 ME JL

Electronic Information:
 AA-A0305-233-B-F3-02
 Status: R - Revision
 Date: 20/08/20 ME JL
 4 PLANNING
 20/08/20 ME JL
 4 PLANNING
 20/08/20 ME JL
 4 PLANNING
 20/08/20 ME JL

Electronic Information:
 AA-A0305-233-B-F3-02
 Status: R - Revision
 Date: 20/08/20 ME JL
 4 PLANNING
 20/08/20 ME JL
 4 PLANNING
 20/08/20 ME JL
 4 PLANNING
 20/08/20 ME JL



Client:
 A2Dominion
 Project Ref:
 A31095
 25-38 Clayton Road, Hayes
 Drawing Ref:
 Block B - R3-02
 Proposed Third Floor
 Date:
 1:100
 Aug '19
 CRH-AA-A-03-DR-A-223A

Client:
 A2Dominion
 Project Ref:
 A31095
 25-38 Clayton Road, Hayes
 Drawing Ref:
 Block B - R3-02
 Proposed Third Floor
 Date:
 1:100
 Aug '19
 CRH-AA-A-03-DR-A-223A

Client:
 A2Dominion
 Project Ref:
 A31095
 25-38 Clayton Road, Hayes
 Drawing Ref:
 Block B - R3-02
 Proposed Third Floor
 Date:
 1:100
 Aug '19
 CRH-AA-A-03-DR-A-223A

Assael
 Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

General Notes:

All settings out must be checked on site.
 The Contractor has an obligation to ensure that the information provided is accurate and up to date.
 At no time shall the Contractor be held responsible for any errors or omissions in the drawings.
 The drawings must be read in conjunction with all other documents.
 The drawings are to be used for construction purposes only.
 The drawings are not to be used for any other purpose.
 The drawings are not to be used for any other purpose.
 The drawings are not to be used for any other purpose.
 The drawings are not to be used for any other purpose.

Electronic Information:

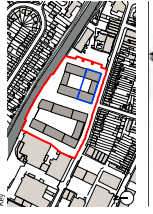
AA-A305-233-01-01
 Status: R - Revision
 Date: 20/05/2019
 User: ME J.L.

Electronic Information:

AA-A305-233-01-01
 Status: R - Revision
 Date: 20/05/2019
 User: ME J.L.

Electronic Information:

AA-A305-233-01-01
 Status: R - Revision
 Date: 20/05/2019
 User: ME J.L.



a2dominion group

A2Dominion

A31095

25-35 Clayton Road, Hayes

Block A Plans

Proposed Third Floor

1:100

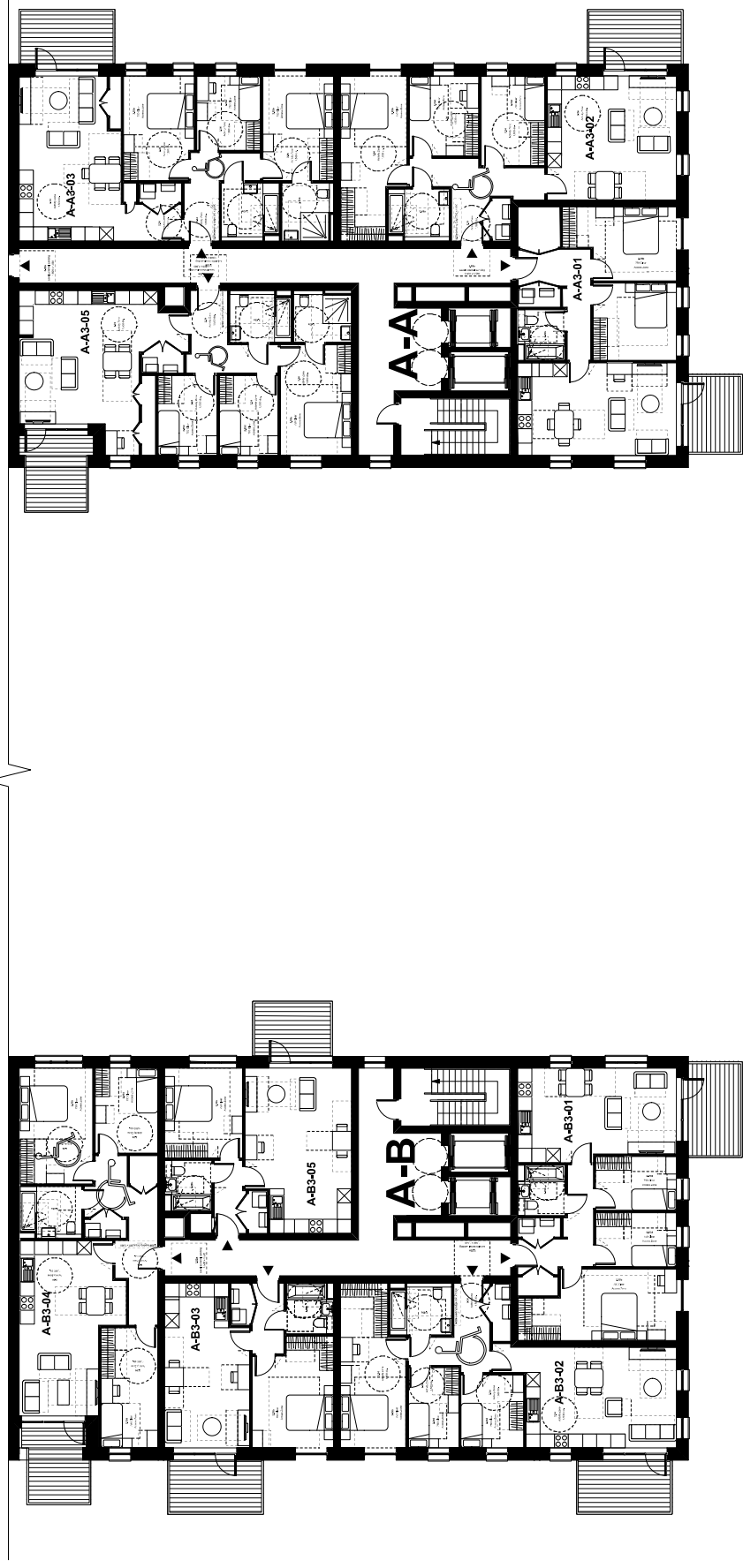
Aug '19

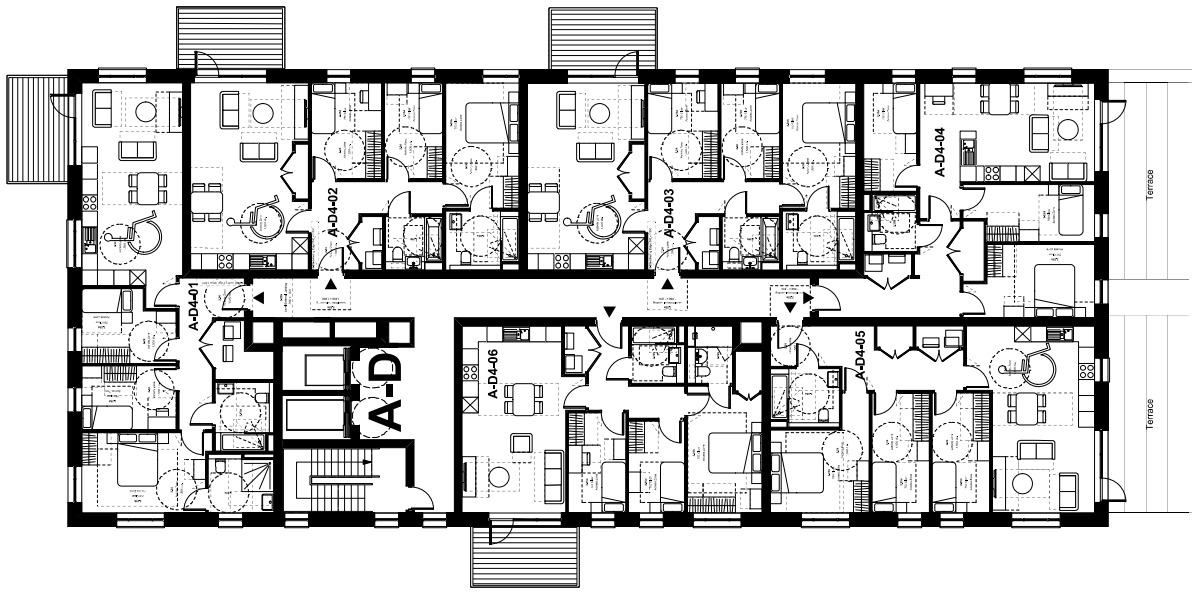
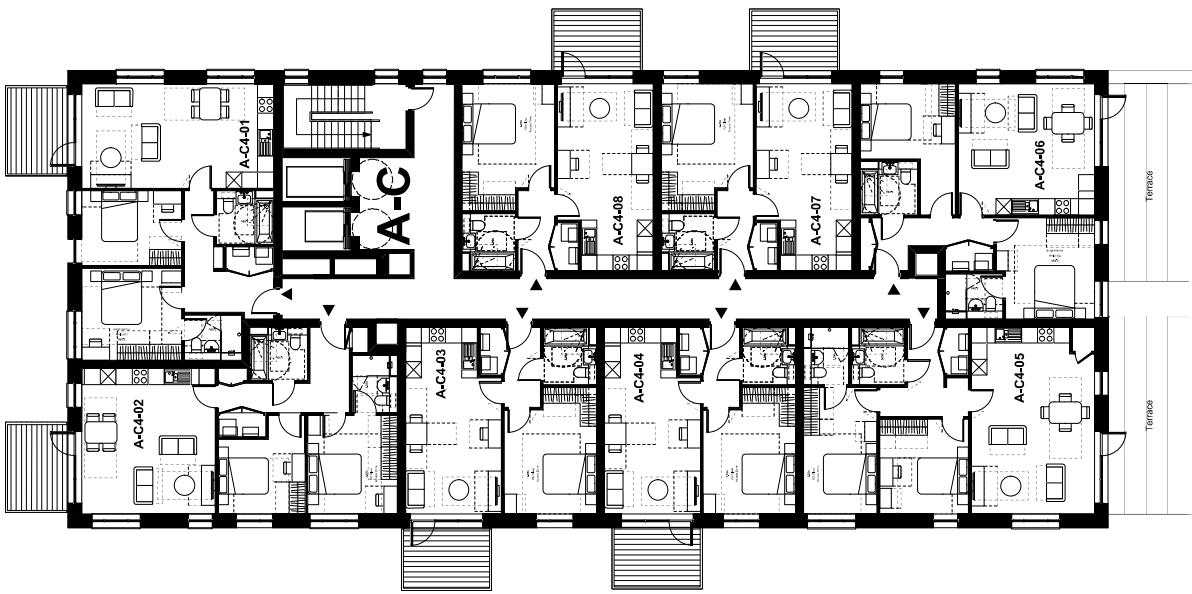
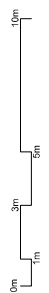
CRH-AA-A-03-DR-A-223B

R4

Assael

Assael Architecture Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk



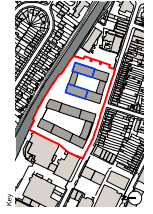


General notes:
 All settings out must be checked on site.
 Contractors must check all existing conditions.
 All dimensions must be checked on site.
 The drawings must be read in conjunction with all other information, specifications, bills and current design risk register.
 All work must be carried out in accordance with the relevant regulations.
 The drawings must be used on site as a guide for construction.
 Subject to any variations and approval from all statutory Authorities.
 Approved by:
 Date: 20/08/20
 For: DINA CHIR COM

Electronic B1 submission:
 AA-AY095-2020-R4 Rev
 Date: 20/08/20 ME JL

4 PLANNING
 20/08/20 ME JL

- Planning
- Information
- Comment
- Client approved
- Construction



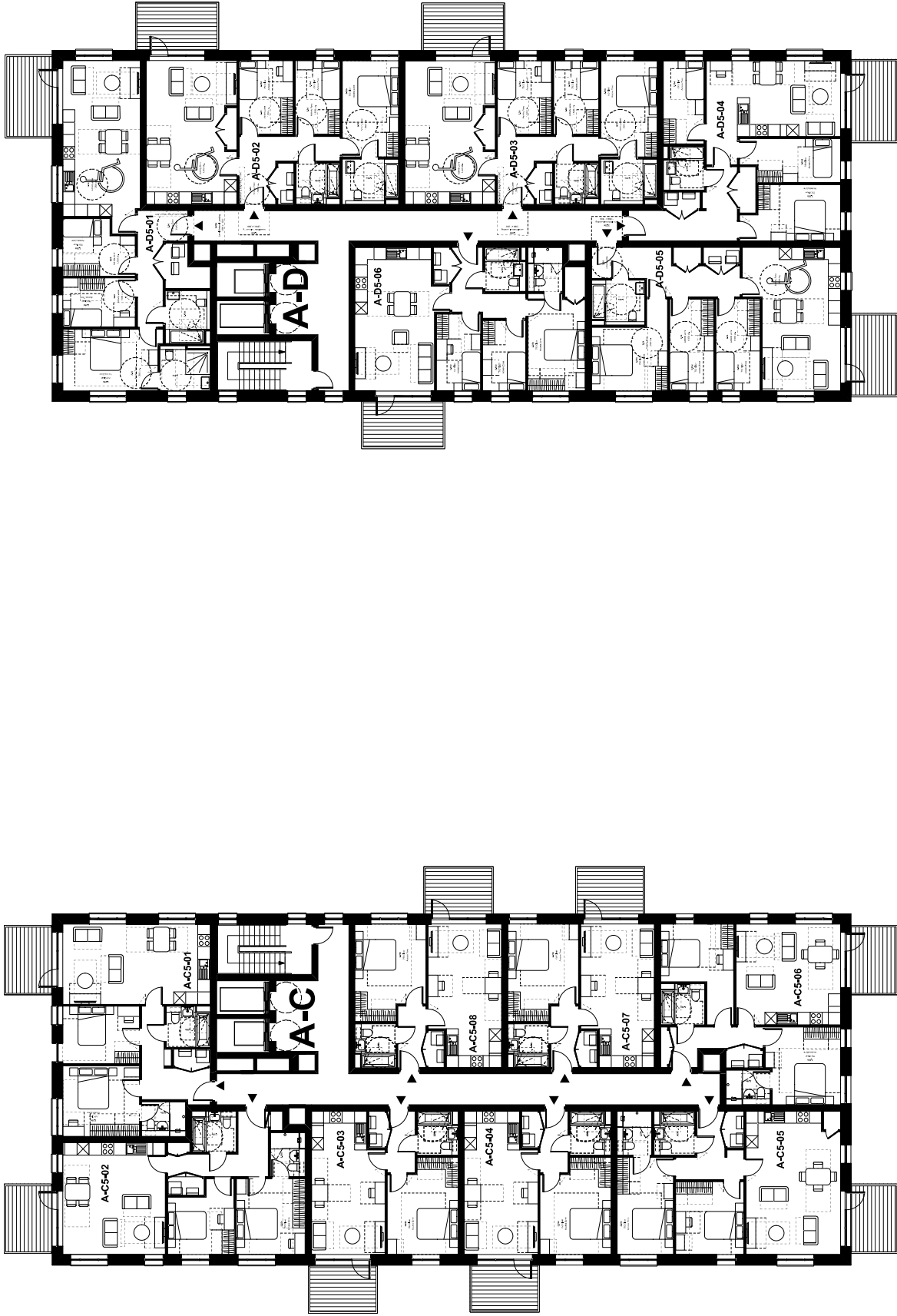
a2dominion group

Client:
 A2Dominion
 Project Ref:
 A31095
 25-39 Claydon Road, Hayes
 Drawing Ref:
 Block A Plans
 Proposed Fourth Floor
 Scale @ A3 size
 Date:
 Aug '19
 1:100
 CRH-AA-A-04-DR-A-224
 Status & Revision
 R4

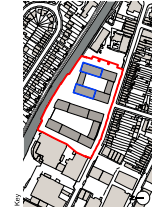




General notes:
 All settings out must be checked on site.
 Contractors must be notified of any proposed changes.
 All instructions must be checked on site.
 The drawings must be read in conjunction with all other
 drawings, specifications, Bills and current design risk
 register.
 All work must be carried out in accordance with the
 relevant British Standards.
 The drawings must be used on site as issued for
 construction.
 All work must be carried out in accordance with the
 relevant British Standards.
 All work must be carried out in accordance with the
 relevant British Standards.



Purpose of information	
<input checked="" type="checkbox"/>	Planning
<input type="checkbox"/>	Information
<input type="checkbox"/>	Comment
<input type="checkbox"/>	Client approval
<input type="checkbox"/>	Construction



a2dominion group

Client: A2Dominion

Project Ref: A31095
 25-35 Claydon Road, Hayes

Drawing title: Block A Plans
 Proposed Fifth Floor

Scale @ A1 size: 1:100
 Date: Aug '19

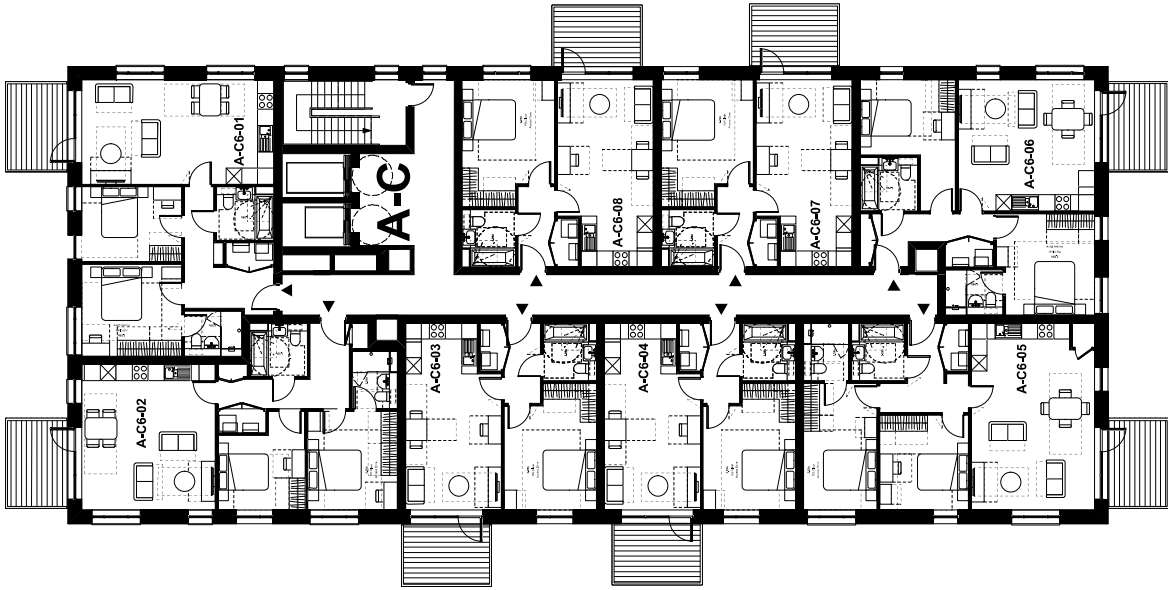
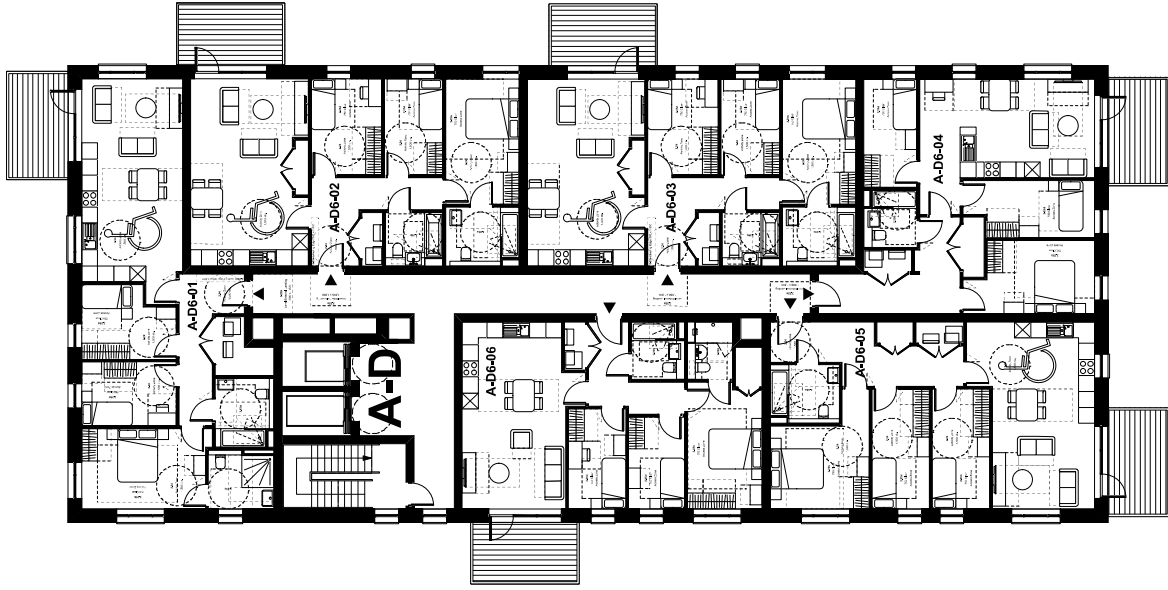
Drawing ID: CRH-AA-A-05-DR-A-225
 Status & Revision: R4

Electronic file reference:
 AA-A31095-225-Plan

Sheet ID: Revision
 Date: 20/05/2019 ME JL

4 PLANNING Date: 20/05/2019 ME JL

© 2019 Assael Architects Limited
 All rights reserved. No part of this document may be reproduced without the prior written permission of Assael Architects Limited. This document is the property of Assael Architects Limited and is not to be used for any other purpose. The drawings are to be used for construction only and are not to be used for any other purpose. The drawings are to be used for construction only and are not to be used for any other purpose. The drawings are to be used for construction only and are not to be used for any other purpose.



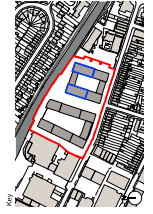
General Notes:
 All settings out must be checked on site.
 Contractors must be notified of any changes to the design.
 All dimensions must be checked on site.
 The drawings must be read in conjunction with all other drawings.
 The drawings are for information only and do not constitute a contract.
 The drawings are the property of A2Dominion and shall remain confidential.
 The drawings must not be used for any other purpose without the written consent of A2Dominion.
 Subject to survey, confirmation and approval from all statutory authorities.

Electronic file reference:
 AA-A3095-203-Plan
 Status: R - Revision
 Date: 20/08/20 ME JL
 4 PLANING
 © 2019 Assael Architects Limited
 All rights reserved. No part of this document may be reproduced without the prior written permission of Assael Architects Limited. This document is the property of Assael Architects Limited and shall remain confidential. It is to be used for the purposes of the project only and is not to be distributed to any other party. The drawings are the property of Assael Architects Limited and shall remain confidential. The drawings must not be used for any other purpose without the written consent of Assael Architects Limited.

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Purpose of information:
 The purpose of the information on this drawing is to:
 - Provide information for the client's approval.
 - Provide information for the client's approval.
 - Provide information for the client's approval.
 - Provide information for the client's approval.

Client:
 A2Dominion
 Project Ref:
 A3095
 25-35 Clayton Road, Hayes
 Drawing Ref:
 Block A Plans
 Proposed Sixth Floor
 Scale @ A3 size:
 1:100
 Date:
 Aug '19
 CRH-AA-A-06-DR-A-226
 Status & Revision
 R4



Assael
 Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Assael
 Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk



General Notes:

- 1. All settings out must be checked on site.
- 2. Contractors must ensure that the proposed works are carried out in accordance with the Contract Documents, including the programme of works.
- 3. All materials used must be of a standard acceptable to the Client.
- 4. The drawings must be read in conjunction with all other relevant drawings, specifications, bills of materials and current design standards.
- 5. The drawings must be approved by the Client before construction commences.
- 6. The drawings must be approved by the Client before any construction commences.
- 7. The drawings must be approved by the Client before any construction commences.
- 8. The drawings must be approved by the Client before any construction commences.
- 9. The drawings must be approved by the Client before any construction commences.
- 10. The drawings must be approved by the Client before any construction commences.

Electronic Reference:
 AA-A2305-223-R1-Rev

Submit To: Nevison
 Date: 2020/08/04 ME JL

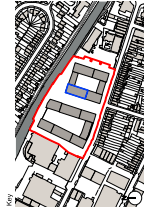
4 PLANNING

Purpose of information:

Planning	<input checked="" type="checkbox"/>
Information	<input type="checkbox"/>
Comment	<input type="checkbox"/>
Client approved	<input type="checkbox"/>
Construction	<input type="checkbox"/>

When to use the drawing:

For construction or to check for	<input type="checkbox"/>
Construction	<input type="checkbox"/>



azdominion group

Client: **AzDominion**

Project Ref: **A33095**
25-38 Cleyton Road, Hayes

Drawing title: **Block A plans
 Proposed Seventh Floor**

Scale @ A3 size: **1:100**
 Date: **Aug '19**

Drawing ID: **CRH-AA-A-07-DR-A-227**

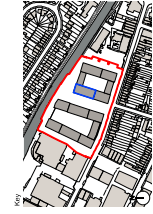
Status & Revision: **R4**



General notes:
 All settings out must be checked on site.
 The contractor has an obligation to ensure that the drawings are in accordance with the current Building Regulations.
 At no time shall the contractor be held responsible for any errors or omissions in the drawings.
 The drawings must be read in conjunction with all other drawings, specifications, bills of materials and current design risk register.
 The contractor shall be responsible for ensuring that the drawings are in accordance with the current Building Regulations.
 The drawings must be used on site as issued for construction.
 Subject to any variations and approval from all statutory authorities.
 Assael Architects
 100, The Arcade
 Chester, CH1 1JH
 © 2019 Assael Architects Limited
 All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited.
 This document is the property of Assael Architects Limited. It should be kept secure and not be distributed to other parties. It should be used only for the purposes for which it was prepared and should not be used for any other purpose without the explicit written agreement in writing by Assael Architects Limited.
 Drawing notes:

Electronic Reference:
 AA-A3095-2203-18-Rev
 Status: R - Revision
 Date: 04/08/2019
 4 PLANNING ME JL

Purpose of information	Planning	Information
The accuracy of the information on this drawing is for:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Information	<input type="checkbox"/>	<input type="checkbox"/>
Comment	<input type="checkbox"/>	<input type="checkbox"/>
Client approved	<input type="checkbox"/>	<input type="checkbox"/>
Construction	<input type="checkbox"/>	<input type="checkbox"/>



Client:
AZDominion
 Project Ref:
A3095
25-38 Cleyton Road, Hayes
 Drawing title:
Block A Plans
Proposed Eighth Floor
 Scale @ A1 size:
1:100
 Date:
Aug '19
 Drawing No:
CRH-AA-A-08-DR-A-228
 Status & Revision:
R4



Assael Architects Limited
 100 The Arcade
 Chester CH1 1JH
 +44 (0)1244 7756 7744
 info@assael.co.uk
 www.assael.co.uk

General Notes

- All pointing out must be checked on site.
- Assael Architects Limited (Assael) is not responsible for any information that may be contained in this drawing that is not the property of Assael.
- All information must be checked on site.
- This drawing must be read in conjunction with all other drawings, specifications, bills of materials and contract documents.
- Changes must be made in accordance with Assael Architects' written instructions.
- The drawing must not be used for any other purpose.
- Subject to survey, consultation and approval from all relevant Authorities.

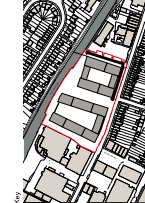
© 2019 Assael Architects Limited

Assael Architects Limited (Assael) is not responsible for any information that may be contained in this drawing that is not the property of Assael. This drawing must be read in conjunction with all other drawings, specifications, bills of materials and contract documents. Changes must be made in accordance with Assael Architects' written instructions. The drawing must not be used for any other purpose. Subject to survey, consultation and approval from all relevant Authorities.

Electronic Reference
AA A3095 A400 Block A
Status: Revision
Date: 20/05/20 ME JL

B PLANNING
20/05/20 ME JL

- | Information | Planning | Information | |
|-------------|-------------------------------------|-------------|--------------------------|
| Planning | <input checked="" type="checkbox"/> | Information | <input type="checkbox"/> |
| Information | <input type="checkbox"/> | Information | <input type="checkbox"/> |
| Comment | <input type="checkbox"/> | Information | <input type="checkbox"/> |
| Information | <input type="checkbox"/> | Information | <input type="checkbox"/> |
| Information | <input type="checkbox"/> | Information | <input type="checkbox"/> |



azdominion group

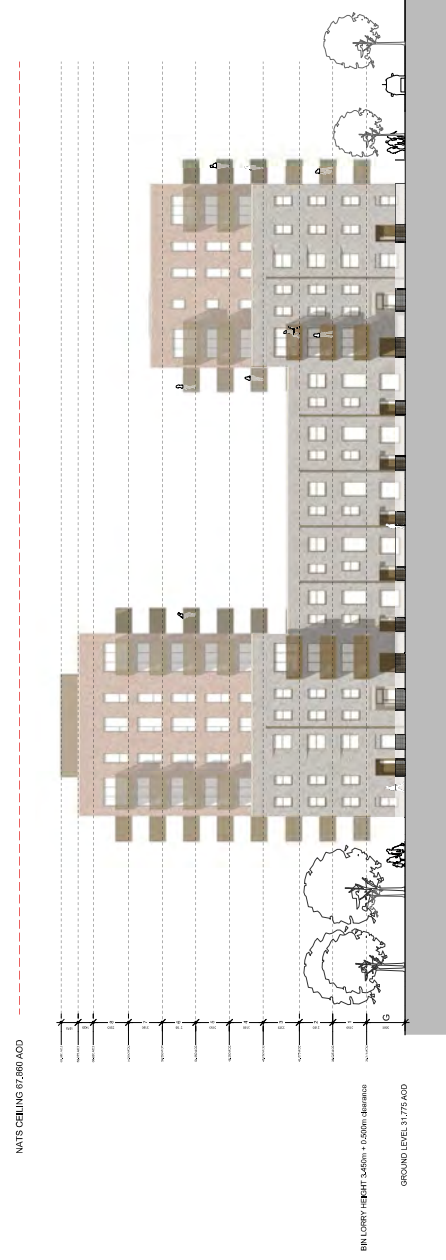
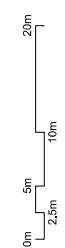
Client: AZDominion
Project title: A3095 25-38 Clayton Road, Hayes
Drawing title: Block A Proposed Elevations

Scale & A1 size: 1:250
Date: Jul '19

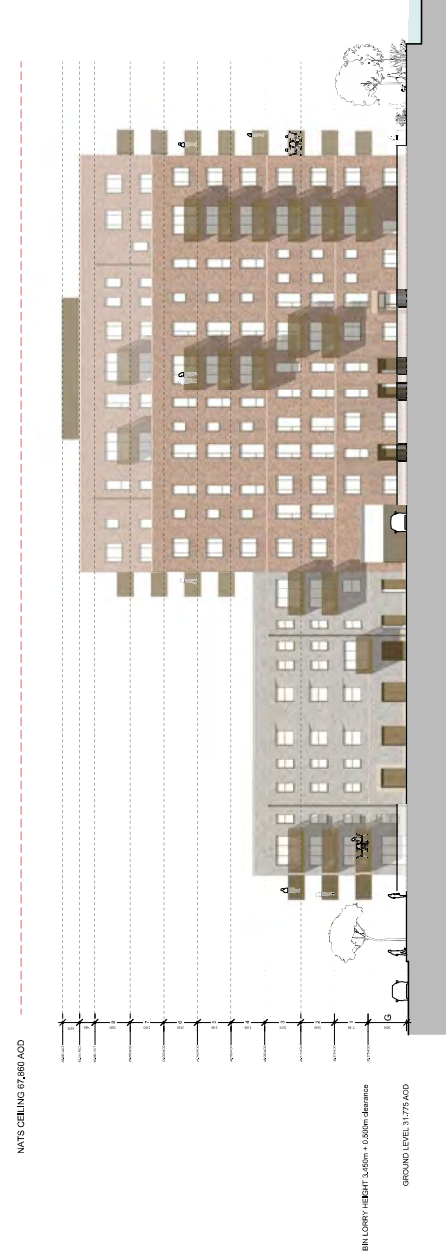
Drawing ID: CRH-AA-A-ZZ-DR-A-400
Status & Revision: R8

Assael

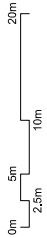
Assael Architects Limited
12 Upper Richmond Road
London SW15 2TL
T +44 (0)20 7736 7744
E info@assael.co.uk
W www.assael.co.uk



1 AA Elevation
Scale: 1:250



2 BB Elevation
Scale: 1:250



NATS CEILING 07.260 AOD



BRL LOBBY HEIGHT 3.450m = 0.030m clearance

GROUND LEVEL 31.775 AOD

1 CC Elevation
Scale: 1:250

NATS CEILING 07.260 AOD



BRL LOBBY HEIGHT 3.450m = 0.030m clearance

GROUND LEVEL 31.775 AOD

2 DD Elevation
Scale: 1:250

General Notes

All settings out must be checked on site. The drawings are for information only. All information must be checked on site. The drawings must be read in conjunction with all other drawings, specifications, bills and contract documents. Call checkers in accordance with Assael Architects' terms and conditions. The drawings must be used on site as a guide only. Subject to survey, consultation and approval from all authority authorities.

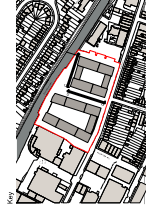
© 2019 Assael Architects Limited

Assael Architects Limited (hereinafter referred to as "Assael") is a limited liability company registered in the United Kingdom. The drawings are for information only. All information must be checked on site. The drawings must be read in conjunction with all other drawings, specifications, bills and contract documents. Call checkers in accordance with Assael Architects' terms and conditions. The drawings must be used on site as a guide only. Subject to survey, consultation and approval from all authority authorities.

Electronic Reference
AA A3305 AAO Claydon Block A

Sheet 6 - Elevations
B PLANNING
20/05/20 ME JL

Purpose of Information	
The reverse of the information on this drawing is for:	<input checked="" type="checkbox"/> Planning
	<input type="checkbox"/> Information
	<input type="checkbox"/> Comment
All information on this drawing for construction is to be used for:	<input type="checkbox"/> Client approval
	<input type="checkbox"/> Construction



Client
AZDominion

Project title
A33095
25-39 Claydon Road, Hayes

Drawing title
Block A
Proposed Elevations

Scale & A1 size
1:250
Date
Jul '19

Drawing ID
CRH-AA-AZ-DR-A-401

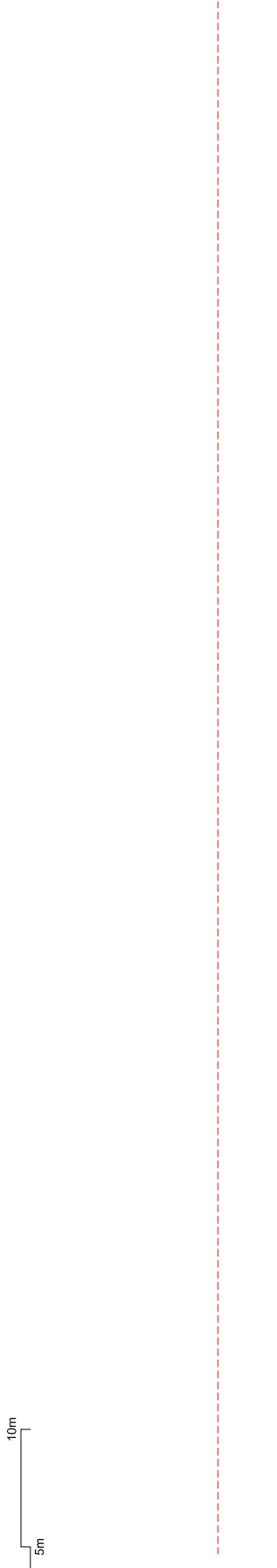
Status & Revision
R8



Assael Architects Limited
12 Upper Remond Road
London W15 2LJ
+44 (0)20 7336 7744
info@assael.co.uk
www.assael.co.uk



W:\P\CDL\K16\REV.A\2D



General Notes

All pricing must be checked on site.
 All dimensions are given in meters unless otherwise stated.
 Dimensions are given in meters unless otherwise stated.
 All dimensions must be checked on site.
 This drawing must be read in conjunction with all other
 drawings, specifications, bills and contract design risk
 register.
 Calculate areas in accordance with Assael Architects' *Area*
 calculation.
 The drawing must not be used on site without the consent of
 Assael Architects.
 Subject to survey, consultation and approval from all authority
 Authorities.
 Prepared by:
 P. Ward
 Checked by:
 C. Corbett

© 2019 Assael Architects Limited
 Assael Architects is limited liability company registered
 in England and Wales. The company number is 06294942.
 Terms of Service: This document is for the use of the
 client only. It is not to be distributed to third parties.
 For any use of the drawings for purposes other than those
 stated, the client must obtain the written consent of
 Assael Architects. This document is not to be used for
 any other purpose, in whole or in part, without the
 written consent of Assael Architects. The drawing must
 not be copied, reproduced or transmitted in any form
 or by any means, electronic, mechanical, photocopying,
 recording, or otherwise, without the written agreement
 of Assael Architects.
 Drawing notes

Electronic Reference

AA-A3095-AA01-Block A BW4	Drawn	DRN	CHK	CDM
Sheet 5 - Elevations	20/05/20	ME	JL	

4 PLANNING

Purpose of information

<input checked="" type="checkbox"/>	Planning
<input type="checkbox"/>	Information
<input type="checkbox"/>	Comment
<input type="checkbox"/>	Client approval
<input type="checkbox"/>	Construction

Key

02dominion group

A2Dominion

Client:

Project title:
A31095
25-35 Clayton Road, Hayes

Drawing title:
Block A
Proposed Elevations

Scale & A1 Size: _____ Date: _____

1:100 **Aug '19**

Drawing by:
CRH-AA-AZ-DR-A-410

Status & Revision

R4

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7736 7744
 info@assael.co.uk
 www.assael.co.uk



DATE: 11/13/2019 14:40:00

General Notes:
All pricing and costs must be checked on site.
All drawings are to be checked on site.
The drawings must be read in conjunction with all other documents and specifications, including the contract documents, specifications, and general notes.
This drawing shall be used for informational purposes only. It is not to be used for construction or any other purpose.
The contractor shall be responsible for obtaining all necessary permits and approvals for construction.
The contractor shall be responsible for obtaining all necessary approvals from the local authorities.
The contractor shall be responsible for obtaining all necessary approvals from the local authorities.
The contractor shall be responsible for obtaining all necessary approvals from the local authorities.

Proposed Elevations
Block A
1:100
Date: Aug '19
Project # A31095
25-39 Clayton Road, Hayes
Drawing title: Proposed Elevations
Block A
Scale: 1:100

Purpose of Information
The purpose of the information is to provide the client with a clear and concise overview of the proposed elevations for Block A. This information is intended for use by the client and the contractor during the construction process.

Information
This information is intended for use by the client and the contractor during the construction process.

Comment
This information is intended for use by the client and the contractor during the construction process.

Approval
This information is intended for use by the client and the contractor during the construction process.

Construction
This information is intended for use by the client and the contractor during the construction process.



G



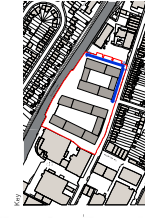
MATTE CUTS AND REMOVALS

General Notes
 All printing out must be checked on site.
 Contractors should check all dimensions and levels against the Approved Construction Documents before starting any work.
 All dimensions must be checked on site.
 This drawing must be read in conjunction with all other drawings, specifications, bills of materials and contract documents.
 All work must be carried out in accordance with the relevant parts of the Building Regulations 2010 and the Approved Documents.
 The drawing is not to be used as a guide for construction.
 The drawings are not to be used for any purpose other than the design of the building.
 The drawings are not to be used for any purpose other than the design of the building.
 The drawings are not to be used for any purpose other than the design of the building.
 The drawings are not to be used for any purpose other than the design of the building.

Electrical & Mechanical
 All work must be carried out in accordance with the relevant parts of the Building Regulations 2010 and the Approved Documents.
 The drawings are not to be used for any purpose other than the design of the building.



Purpose of Information
 The purpose of the information is to provide a visual representation of the proposed elevations for the building.
 It is not to be used for any purpose other than the design of the building.



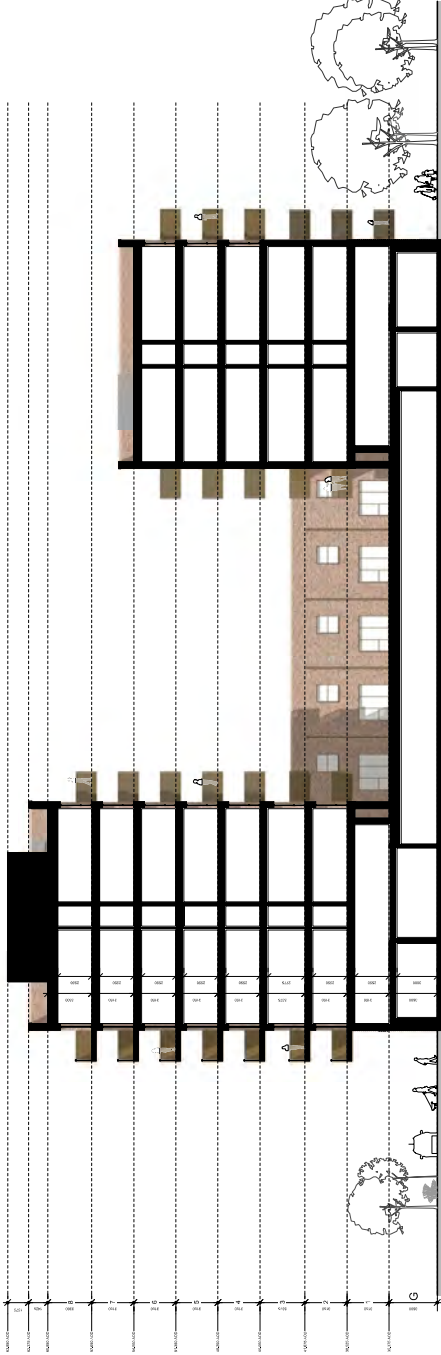
A2Dominion
 Project 16
 A31095
 25-35 Clayton Road, Hayes
Block A
Proposed Elevations
 Drawing No: CRH-AA-ZZ-DR-A-411
 Date: Aug '19
 Scale: As Shown



Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7736 7744
 info@assael.co.uk
 www.assael.co.uk

0m
2.5m
5m
10m
20m

NATS CEILING 67,860 AOD



BN LORRY HEIGHT 3,450m = 0,500m clearance

GROUND LEVEL 31,775 AOD

1 AA Section
Scale: 1:200

NATS CEILING 67,860 AOD



BN LORRY HEIGHT 3,450m = 0,500m clearance

GROUND LEVEL 31,775 AOD

2 BB Section
Scale: 1:200

General notes
All setting out must be checked on site.
The Contractor shall be responsible for the correct Datum. Noisy or affected adjacent sites. All information must be checked on site.
The drawing must be read in conjunction with all other relevant drawings, specifications, clauses and current design risk register.
Check all dimensions in accordance with Assael Architects. The drawing must not be used or relied upon for any other purpose without the explicit written agreement thereof by Assael Architects.
Subject to any consultation and approval from all statutory Authorities.
Assael Architects
123 Upper Richmond Road
London TW9 2TL
Tel: +44 (0)20 7735 7144
www.assael.co.uk
info@assael.co.uk

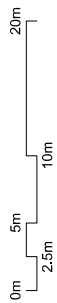
Electronic file reference
AA-A3095-A302-Section Block A
Date: 26/05/2019
User: DRN, CLK, CDM
7 PLANNING ME JL

Purpose of information
The purpose of the information on this drawing is for:
 Planning
 Information
 Comment
 All dimensions are shown for client approval
 Construction
 Construction

Key
[Diagram showing site layout with red and blue boxes indicating specific areas]

azdominion group
Client
A2Dominion
Project Ref: A3095
25-39 Claydon Road, Hayes
Drawing Ref: Block A
Proposed Sections
Scale @ A1 size: 1:200
Date: Jul '19
Block & Revision: CRH-AA-A-ZZ-DR-A-300
R7

Assael
Assael Architects Limited
123 Upper Richmond Road
London TW9 2TL
Tel: +44 (0)20 7735 7144
www.assael.co.uk
info@assael.co.uk

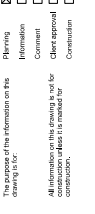


General notes:
 All settings out must be checked on site.
 Contractors must comply with the relevant Building Regulations.
 Contractors must comply with the relevant Building Regulations.
 Contractors must comply with the relevant Building Regulations.
 Contractors must comply with the relevant Building Regulations.

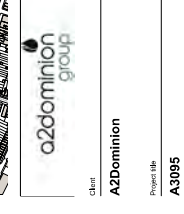
© 2019 Assael Architecture Limited
 Assael Architecture Limited is a registered architectural practice
 Assael Architecture Limited is a registered architectural practice
 Assael Architecture Limited is a registered architectural practice

Electronic file reference: A:\A3095\A3095-Section Block A
 Block A - Sections Date: 26/05/2020 ME JL
 7 PLANNING

Purpose of information:
 Planning Information
 Information
 Comment
 Client approval
 Construction
 Construction



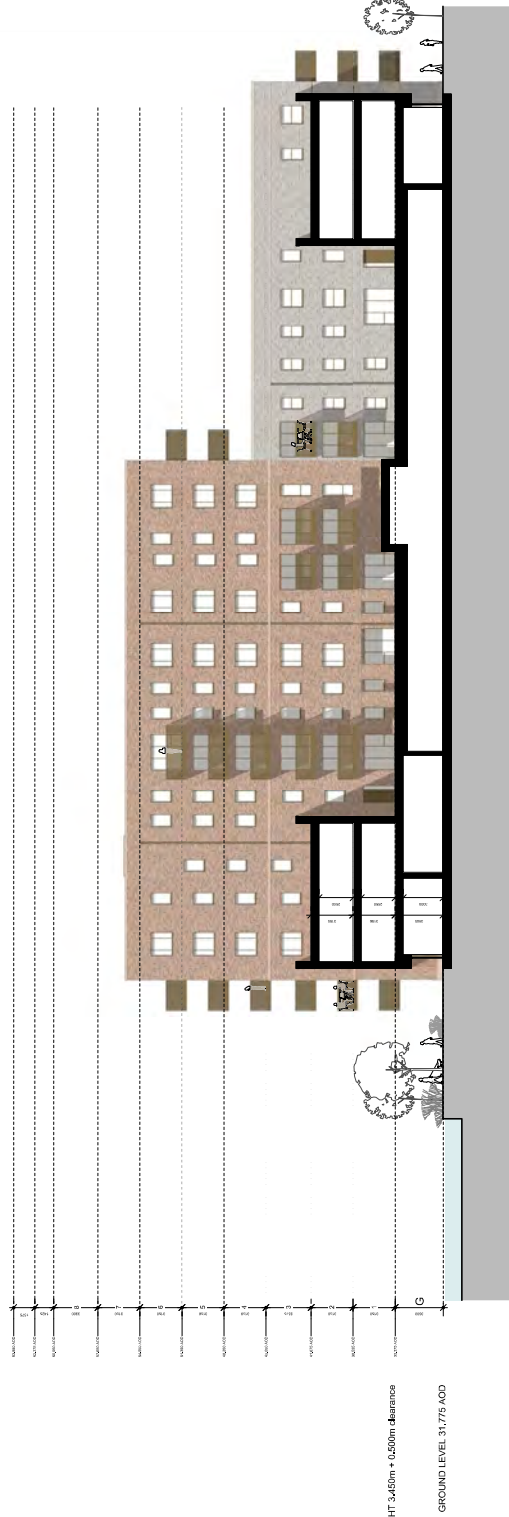
Client:
A2Dominion
 Project Ref:
A3095
25-39 Clayton Road, Hayes
 Drawing title:
Block A
Proposed Sections
 Scale @ A1 size:
1:200
 Date:
Jul '19
CRH-AA-A-ZZ-DR-A-301
 Stage & Revision:
R7



Assael Architecture Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7316 7144
 info@assael.co.uk
 www.assael.co.uk



1 CC Section
 Scale: 1:200



2 DD Section
 Scale: 1:200

General Notes:
 All settings out must be checked on site.
 The Contractor must ensure that the proposed works are carried out in accordance with the relevant planning conditions.
 At no time shall the Contractor be permitted to use the site for any other purpose than that specified in the planning conditions.
 The drawings must be read in conjunction with all other drawings, specifications, bills of materials and current design risk register.
 The Contractor shall be responsible for obtaining all necessary planning permissions and approvals from the relevant authorities.
 The drawings must not be used for any other purpose without the written consent of the design team.
 © 2019 Assael Architects Limited
 All rights reserved. No part of this document may be reproduced without the prior written permission of Assael Architects Limited.
 This drawing is the property of Assael Architects Limited and is not to be used for any other purpose without the prior written permission of Assael Architects Limited.
 The drawings must be read in conjunction with all other drawings, specifications, bills of materials and current design risk register.
 The Contractor shall be responsible for obtaining all necessary planning permissions and approvals from the relevant authorities.
 The drawings must not be used for any other purpose without the written consent of the design team.

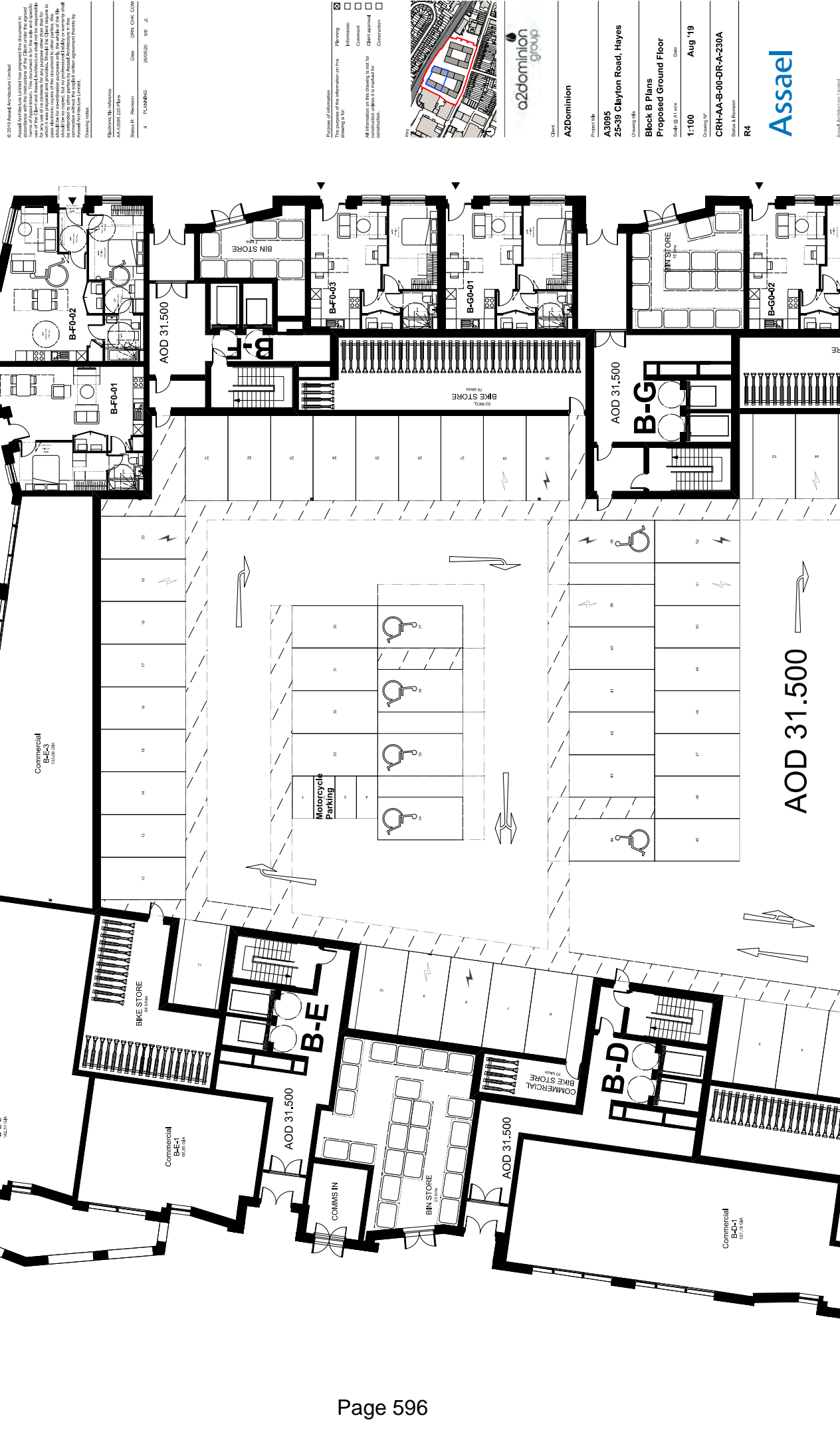
Electronic File Reference:
 AV-19050-230-Base
 Status: R - Revision
 Date: 20/05/20 ME JL
 4 PLANNING
 Date: 08/08/19
 Date: 08/08/19

Purpose of information:
 Planning Information
 Comment
 Client approval
 Construction

Client:
 A2Dominion
 Project Ref:
 A31095
 25-35 Clayton Road, Hayes
 Drawing Title:
 Block B Plans
 Proposed Ground Floor
 Scale: @ A4 size
 Date:
 1:100
 Aug '19
 Drawing No:
 CRH-AA-B-00-DR-A-230A
 Status & Revision:
 R4

Assael
 Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 T +44 (0)20 7754 7744
 E info@assael.co.uk
 W www.assael.co.uk

0m 1m 3m 5m 10m



General Notes:
 All settings not to be checked on site.
 All dimensions are to be taken from the centre of the structure unless otherwise stated.
 All dimensions are to be taken from the centre of the structure unless otherwise stated.
 All dimensions are to be taken from the centre of the structure unless otherwise stated.
 All dimensions are to be taken from the centre of the structure unless otherwise stated.

© 2019 Assael Architects Limited
 All rights reserved. No part of this document may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Assael Architects Limited.
 This drawing is the property of Assael Architects Limited and is not to be used for any other purpose without the prior written permission of Assael Architects Limited.
 This drawing is the property of Assael Architects Limited and is not to be used for any other purpose without the prior written permission of Assael Architects Limited.
 This drawing is the property of Assael Architects Limited and is not to be used for any other purpose without the prior written permission of Assael Architects Limited.
 This drawing is the property of Assael Architects Limited and is not to be used for any other purpose without the prior written permission of Assael Architects Limited.

Electronic B3 submission:
 AA-19035-230-B3-nc
 Date: 20/05/2019 ME JL

Author: Neilson
 Date: 20/05/2019 ME JL

4 PLANNING
 20/05/2019 ME JL

Client: A2Dominion
 Project Ref: A31095
 25-35 Claydon Road, Hayes

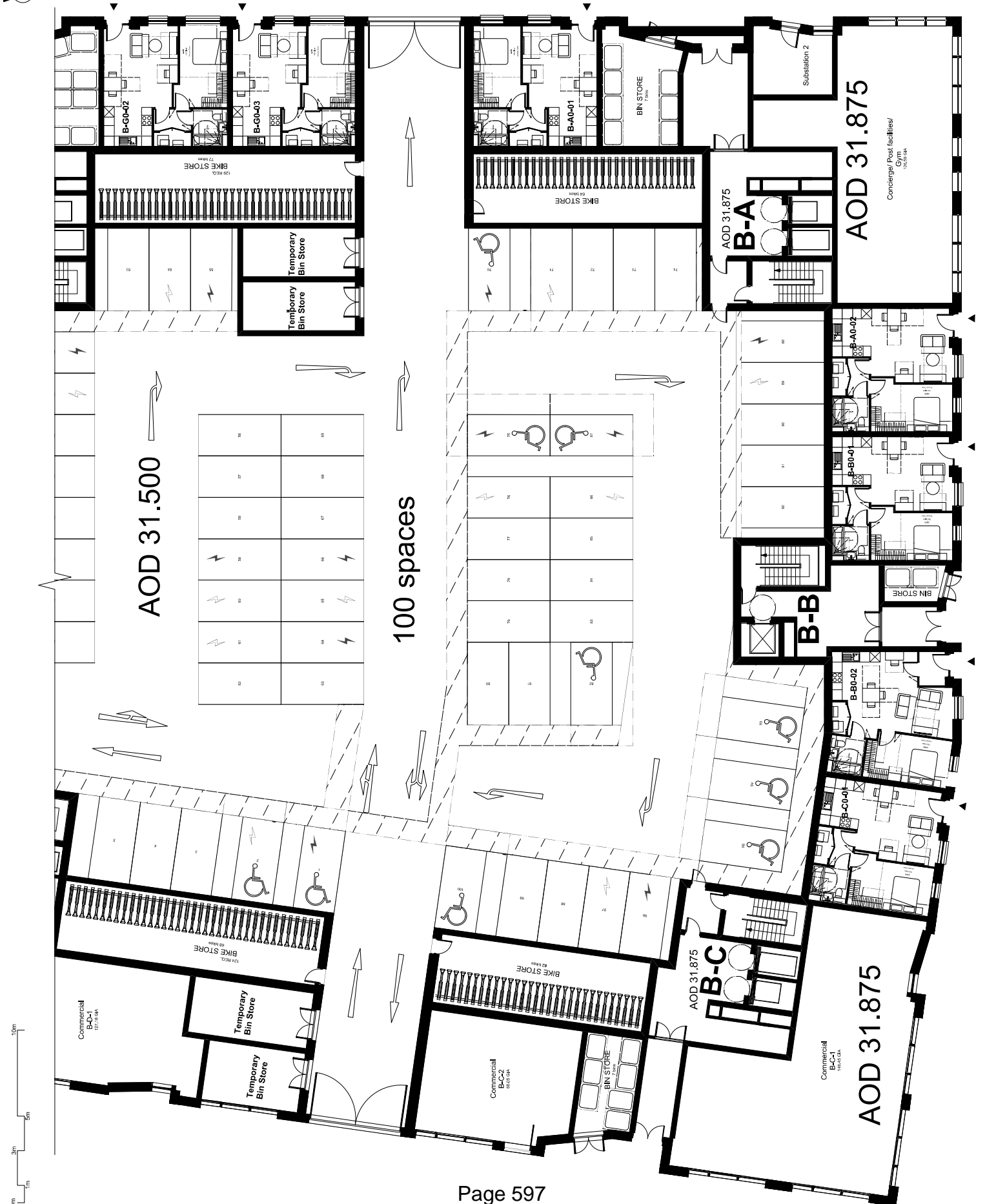
Drawing Ref: Block B Plans
 Proposed Ground Floor
 Scale: @ A3 size
 Date: Aug '19

Drawing No: 1:100
 Drawing Ref: CRH-AA-B-00-DR-A-230B
 Status & Revision: R4

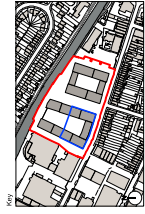
Assael
 Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 Tel: +44 (0)20 7754 7744
 Email: info@assael.co.uk
 Website: www.assael.co.uk

Assael
 Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 Tel: +44 (0)20 7754 7744
 Email: info@assael.co.uk
 Website: www.assael.co.uk

Assael
 Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 Tel: +44 (0)20 7754 7744
 Email: info@assael.co.uk
 Website: www.assael.co.uk



- Purpose of information:
 Planning
 Information
 Comment
 Client approval
 Construction



a2dominion
 group

A2Dominion

Client:

Project Ref:

A31095

25-35 Claydon Road, Hayes

Drawing Ref:

Block B Plans

Proposed Ground Floor

Scale: @ A3 size

Date:

Aug '19

Drawing No:

1:100

Drawing Ref:

CRH-AA-B-00-DR-A-230B

Status & Revision:

R4

Assael

Assael Architects Limited

123 Upper Richmond Road

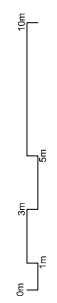
London SW15 2TL

Tel: +44 (0)20 7754 7744

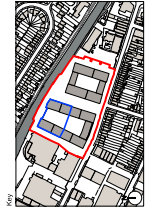
Email: info@assael.co.uk

Website: www.assael.co.uk

General Notes:
 All settings out must be checked on site.
 Contractor has an obligation to check the drawings and to report any discrepancies to the Architect.
 At no time shall the Contractor be held responsible for any errors or omissions in the drawings.
 The drawings must be read in conjunction with all other documents.
 The drawings shall be used for information only and shall not be used for construction.
 The drawings shall be used for information only and shall not be used for construction.
 The drawings shall be used for information only and shall not be used for construction.
 The drawings shall be used for information only and shall not be used for construction.



- Purpose of information:
- Planning
 - Information
 - Comment
 - Client approval
 - Construction



a2dominion group

Client: A2Dominion
 Project Ref: A31095
 25-35 Clayton Road, Hayes
 Drawing Ref: Block B Plans
 Proposed First Floor
 Scale: 1/8" = 1'-0"
 Date: Aug '19
 Drawing No: CRH-AA-B-01-DR-A-231A
 Status & Revision: R4



Assael Architecture Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7754 7744
 info@assael.co.uk
 www.assael.co.uk

General Notes:
 All settings out must be checked on site.
 The Contractor is responsible for the provision of access to the site.
 At no time shall the Contractor be required to move the Contractor's plant or equipment.
 At no time shall the Contractor be required to remove the Contractor's plant or equipment.
 The drawings must be read in conjunction with all other drawings.
 The Contractor shall be responsible for the provision of access to the site.
 At no time shall the Contractor be required to move the Contractor's plant or equipment.
 At no time shall the Contractor be required to remove the Contractor's plant or equipment.
 The drawings must be read in conjunction with all other drawings.
 The Contractor shall be responsible for the provision of access to the site.
 At no time shall the Contractor be required to move the Contractor's plant or equipment.
 At no time shall the Contractor be required to remove the Contractor's plant or equipment.
 The drawings must be read in conjunction with all other drawings.
 The Contractor shall be responsible for the provision of access to the site.
 At no time shall the Contractor be required to move the Contractor's plant or equipment.
 At no time shall the Contractor be required to remove the Contractor's plant or equipment.

© 2019 Assael Architects Limited
 All rights reserved. This document is the property of Assael Architects Limited. It is to be used only for the purposes specified herein. It is not to be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, without the prior written permission of Assael Architects Limited. The drawings are the property of Assael Architects Limited. They are to be used only for the purposes specified herein. They are not to be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, without the prior written permission of Assael Architects Limited. The drawings are the property of Assael Architects Limited. They are to be used only for the purposes specified herein. They are not to be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, without the prior written permission of Assael Architects Limited.



- | Purpose of information: | Planning |
|-------------------------|-------------------------------------|
| Design at 1/50 | <input checked="" type="checkbox"/> |
| Information | <input type="checkbox"/> |
| Comment | <input type="checkbox"/> |
| Client approval | <input type="checkbox"/> |
| Construction | <input type="checkbox"/> |



Client:
A2Dominion

Project title:
A31095 25-35 Clayton Road, Hayes

Drawing title:
Block B Plans Proposed First Floor

Scale: @ A1 size: 1:100
 Date: Aug '19

CRH-AA-B-01-DR-A-231B
 Status & Revision: R4



Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7734 7744
 info@assael.co.uk
 www.assael.co.uk



Consent notes

All settings out must be checked on site

At the time of construction, the Contractor has an obligation to ensure that the works are carried out in accordance with the approved plans and specifications. The Contractor must ensure that the works are carried out in accordance with the approved plans and specifications. The Contractor must ensure that the works are carried out in accordance with the approved plans and specifications.

The drawings must be read in conjunction with all other drawings, specifications, bills of materials and current design risk register.

Calculations must be carried out in accordance with all relevant standards and specifications. The drawings must be checked on site to ensure that the works are carried out in accordance with the approved plans and specifications.

Subject to any variations and approval from all statutory Authorities

Approved by:

Project Manager:

© 2019 Assael Architects Limited

Assael Architects is a registered architect and a member of the Chartered Institute of Building (CIOB). The drawings are the property of Assael Architects and are not to be used for any other purpose without the written consent of Assael Architects. The drawings are the property of Assael Architects and are not to be used for any other purpose without the written consent of Assael Architects.

Electronic file reference: AA-A2005-2203-B-Plan

Scale: As indicated

Date: 20/05/2019 ME JL

T: 01904 670000

4 PLANNING

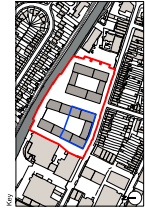


Purpose of information:

<input checked="" type="checkbox"/>	Planning
<input type="checkbox"/>	Information
<input type="checkbox"/>	Comment
<input type="checkbox"/>	Client approved
<input type="checkbox"/>	Construction

Information to be provided for construction:

<input type="checkbox"/>	Information
<input type="checkbox"/>	Comment
<input type="checkbox"/>	Client approved
<input type="checkbox"/>	Construction



Client: A2Dominion

Project Ref: A31095

25-35 Clayton Road, Hayes

Drawing Ref: Block B Plans

Proposed Second Floor

Scale: @ A3 size

Date: 1:100

Aug '19

CRH-AA-B-02-DR-A-232B

Status & Revision

R4

Assael

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Consent notes
 All notes must be checked on site
 The Contractor has an obligation to ensure that the works are carried out in accordance with the specifications.
 At all times, the Contractor shall be responsible for ensuring that the works are carried out in accordance with the specifications.
 The drawings must be read in conjunction with all other documents including the specifications and contract documents.
 In the event of any discrepancy between the drawings and the specifications, the specifications shall prevail.
 The drawings are to be used as a guide only. The Contractor shall be responsible for ensuring that the works are carried out in accordance with the specifications.
 The drawings must be approved in writing by the architect before the works are carried out.

© 2019 Assael Architects Limited
 All rights reserved. This drawing is the property of Assael Architects Limited and shall not be reproduced without the written consent of Assael Architects Limited.
 The information contained in this document is for the use of the client only and is not to be distributed to any other party without the written consent of Assael Architects Limited.
 The information contained in this document is to be used as a guide only and is not to be used as a basis for any other action.
 The drawings are to be used as a guide only and are not to be used as a basis for any other action.

Electronic file reference:
 AV-2019-223-Plan
 Status: P - New/Rev
 Date: 2020-05-26
 4 PLANNING
 User: DWA, CHW, CRM

Purpose of information
 Planning
 Information
 Comment
 Client approved
 Construction



a2dominion group
 Client
 A2Dominion
 Project Ref: A3095
 25-35 Clayton Road, Hayes
 Drawing title: Block B Plans
 Proposed Third Floor
 Scale: @ A3 size
 Date: Aug '19
 Drawing No: CRH-AA-B-03-DR-A-233A
 Status & Revision: R4

Assael

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7254 7744
 info@assael.co.uk
 www.assael.co.uk



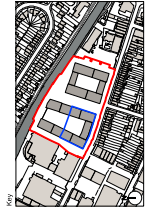
Consent notes:
 All settings out must be checked on site.
 The drawings are to be checked on site.
 The drawings are to be checked on site.
 The drawings are to be checked on site.
 The drawings are to be checked on site.

© 2019 Assael Architects Limited
 All rights reserved.
 This drawing is the property of Assael Architects Limited and is not to be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the prior written consent of Assael Architects Limited.
 The drawings are to be checked on site.
 The drawings are to be checked on site.
 The drawings are to be checked on site.
 The drawings are to be checked on site.

Electronic Information
 AA-1905-233-B-Floor
 Date: 2020/08/05 ME JL

4 PLANNING
 Date: 2020/08/05 ME JL

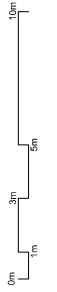
Purpose of information	Planning
Check for errors	<input checked="" type="checkbox"/>
Information	<input type="checkbox"/>
Comment	<input type="checkbox"/>
Client approval	<input type="checkbox"/>
Construction	<input type="checkbox"/>



a2dominion
 group

a2Dominion
 Project Ref: A31095
 25-35 Clayton Road, Hayes
 Drawing Title: Block B Plans
 Proposed Third Floor
 Scale: @ A3 size
 Date: Aug '19
 Drawing No: 1:100
 CRH-AA-B-03-DR-A-233B
 Status & Revision: R4

Assael
 Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk



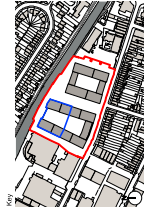
Consent notes:
 All settings out must be checked on site.
 The Contractor has an obligation to ensure that the information provided is accurate and up to date.
 The drawings must be read in conjunction with all other relevant drawings, specifications, bills and current design risk register.
 The drawings must be used on site as a guide only. The Contractor must ensure that the drawings are used in accordance with the relevant standards and specifications.
 The drawings must be used on site as a guide only. The Contractor must ensure that the drawings are used in accordance with the relevant standards and specifications.
 Subject to survey, consultation and approval from all statutory Authorities.
 Approved by:
 Project Manager
 © 2019 Assael Architects Limited
 All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited.
 This document is the property of Assael Architects Limited. It is to be used only for the purposes for which it is intended and is not to be distributed, copied, or otherwise used without the prior written permission of Assael Architects Limited.
 Drawing notes

Electronic file reference:
 AV-190305-2203-R4.rvt
 Status: R - Revision
 Date: 20/03/2019 ME JL

4 PLANNING
 Date: 20/03/2019 ME JL

Electronic file reference:
 AV-190305-2203-R4.rvt
 Status: R - Revision
 Date: 20/03/2019 ME JL

Purpose of information:
 Planning Information
 Information
 Comment
 Client approved
 Construction



a2dominion group

Client:
 A2Dominion

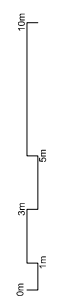
Project Ref:
 A31095
 25-39 Clayton Road, Hayes

Drawing title:
 Block B Plans
 Proposed Fourth Floor

Scale: 1/100
 Date: Aug '19

CRH-AA-B-04-DR-A-234A
 Status & Revision
 R4

Assael
 Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7754 7744
 info@assael.co.uk
 www.assael.co.uk





General Notes:
 All settings out must be checked on site.
 The Contractor has an obligation to ensure that the information provided is accurate and complete.
 At no time shall the Contractor be held responsible for any errors or omissions in the information provided.
 The drawings must be read in conjunction with all other drawings, specifications, bills of materials and contract documents.
 The Contractor shall be responsible for obtaining all necessary permits and approvals from the relevant authorities.
 The drawings must be used on the basis that the Contractor shall be responsible for obtaining all necessary permits and approvals from the relevant authorities.
 Subject to any variations and approvals from all relevant authorities.

Electronic B3 reference:
 AA-AP005-2019-01
 Status: In Progress
 Date: 20/05/2019
 4 PLANNING ME JL

© 2019 Assael Architects Limited
 All rights reserved. This document is the property of Assael Architects Limited. It is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Assael Architects Limited.
 The drawings are the property of Assael Architects Limited. They are not to be used for any other purpose without the prior written permission of Assael Architects Limited.
 The drawings are the property of Assael Architects Limited. They are not to be used for any other purpose without the prior written permission of Assael Architects Limited.
 The drawings are the property of Assael Architects Limited. They are not to be used for any other purpose without the prior written permission of Assael Architects Limited.

Purpose of information:
 Planning Information
 Information
 Comment
 Client approval
 Construction

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Client:
 A2Dominion

Project Ref:
 A31095

25-35 Cloyton Road, Hayes

Drawing title:
 Block B Plans
 Proposed Fourth Floor

Scale: @ A3 size
 Date:
 1:100
 Aug '19

Drawing No:
 CRH-AA-B-04-DR-A-234B

Status & Revision:
 R4

Assael

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

0m
 1m
 3m
 5m
 10m





Consent Notes:
 All settings out must be checked on site.
 The Contractor has an obligation to ensure that the ground is suitable for the proposed development.
 At no time should the Contractor be allowed to proceed on site.
 The drawings must be read in conjunction with all other documents including, but not limited to, the contract documents, specifications, conditions of sale and current design risk register.
 The drawings are not to be used for any other purpose.
 The drawings are not to be used for any other purpose.
 The drawings are not to be used for any other purpose.
 The drawings are not to be used for any other purpose.
 The drawings are not to be used for any other purpose.
 The drawings are not to be used for any other purpose.

© 2019 Assael Architects Limited
 All rights reserved. No part of this document may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited.
 The drawings are not to be used for any other purpose.
 The drawings are not to be used for any other purpose.
 The drawings are not to be used for any other purpose.
 The drawings are not to be used for any other purpose.
 The drawings are not to be used for any other purpose.
 The drawings are not to be used for any other purpose.

Electronic Information
 A11/01/00/203/B-05
 Date: 06/11/2019
 4 PLANNING ME JL

Project Title: A31095
 Client: A2Dominion
 Date: 06/11/2019
 4 PLANNING ME JL

Block B Plans
 Proposed Fifth Floor
 Scale: 1/100
 Date: Aug '19
 Drawing No: CRH-AA-B-05-DR-A-235A
 Status: Submission
 R4

Assael
 Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

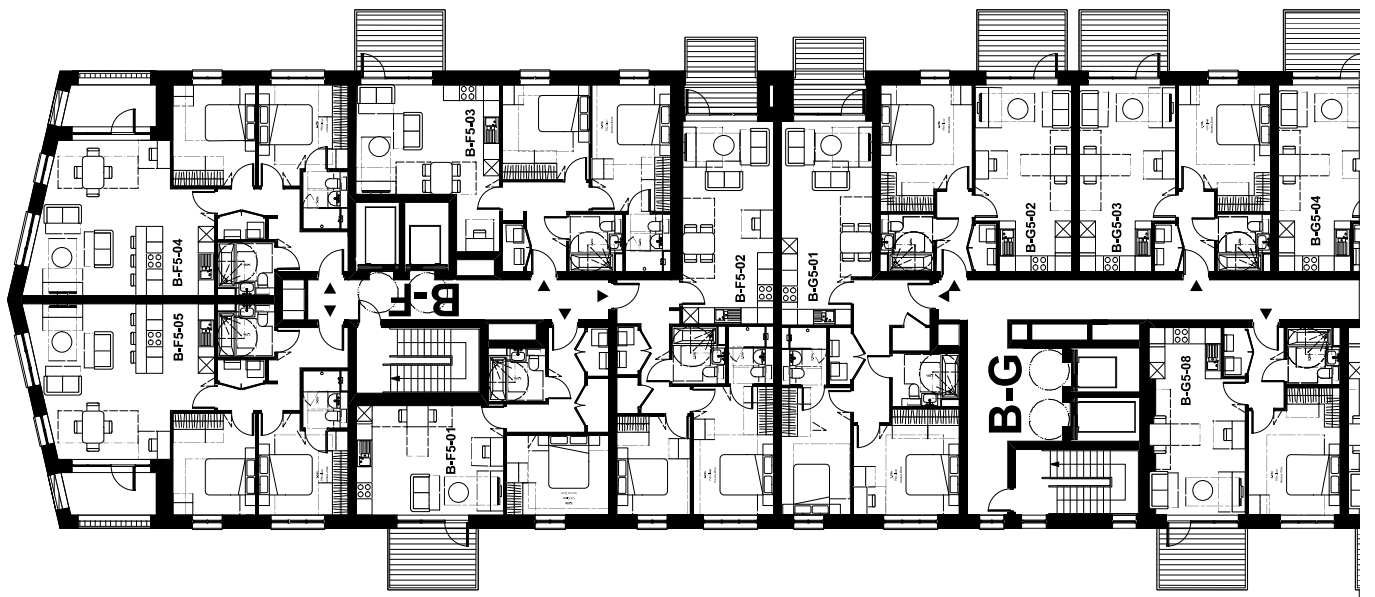
Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

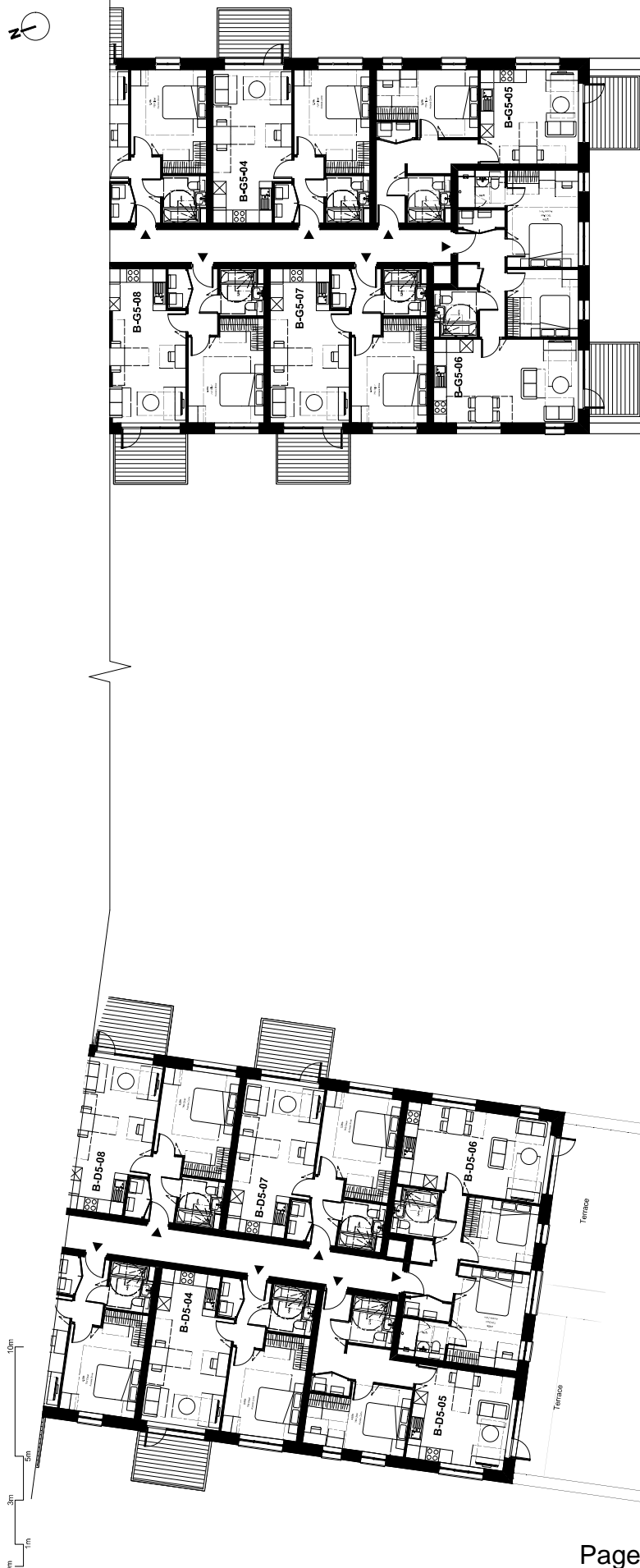
Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

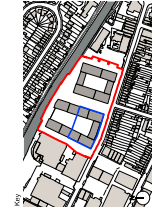




General Notes:
 All settings out must be checked on site.
 The Contractor has an obligation to ensure that the information provided is accurate and up to date.
 At no time shall the Contractor be held responsible for any errors or omissions in this drawing.
 The drawings must be read in conjunction with all other drawings, specifications, bills of materials and current design risk register.
 The drawings are to be used for construction purposes only.
 The drawings are to be used in accordance with the relevant building regulations.
 The drawings must be used on the basis that the Contractor is to verify, coordinate and approve from all authority authorities.
 All drawings are the property of the Architect.
 © 2019 Assael Architects Limited
 All rights reserved. No part of this drawing may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited.
 The drawings are to be used for construction purposes only.
 The drawings are to be used in accordance with the relevant building regulations.
 The drawings must be used on the basis that the Contractor is to verify, coordinate and approve from all authority authorities.
 All drawings are the property of the Architect.
 © 2019 Assael Architects Limited
 All rights reserved. No part of this drawing may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited.



Electronic B3 reference:
 AA-AP005-233-B-Rev
 Status: R - Revision
 Date: 20/05/20 ME JL
 4 PLANNING



Purpose of information:
 Planning Information
 Information
 Comment
 Client approved
 Construction

Client:
A2Dominion
 Project Ref:
A31095
25-38 Cleyton Road, Hayes
 Drawing title:
Block B Plans
Proposed Fifth Floor
 Scale: @ A3 size
 Date:
Aug '19
 Drawing ID:
CRH-AA-B-05-DR-A-238B
 Status & Revision:
R4



Assael

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

General notes:
 All settings out must be checked on site.
 All work must be carried out in accordance with the Contract.
 The Contractor shall be responsible for obtaining all necessary permits and approvals.
 All materials must be checked on site.
 The drawings must be read in conjunction with all other drawings, specifications, bills of material and current design rules.
 The Contractor shall be responsible for ensuring that all work is carried out in accordance with the approved design.
 The Contractor shall be responsible for ensuring that all work is carried out in accordance with the approved design.
 This drawing must be used on site as issued for.

© 2019 Assael Architects Limited
 Assael Architects, 123 Upper Richmond Road, London SW15 2TL
 Tel: +44 (0)20 7734 7744
 Email: info@assael.co.uk
 Website: www.assael.co.uk

Electronic File Reference:
 AV-A31095-23D-Plan
 Date: 04th Aug 2019
 Drawn: DWA, CHG, CMW
 Checked: MFE, JLL

Project Title:
 A31095
 25-39 Clayton Road, Hayes
 Drawing No:
 1:100
 Date:
 Aug '19
 Drawing of:
 CRH-AA-B-06-DR-A-236A
 Block A & B
 R4

Purpose of information:
 The purpose of this information is to provide a clear and concise summary of the information on this drawing.
 Drawing No: []
 Information: []
 Comment: []
 Client approval: []
 Construction: []

Notes:
 1. Refer to the site plan for the location of the proposed building.
 2. The proposed building is to be constructed in accordance with the approved design.
 3. The proposed building is to be constructed in accordance with the approved design.

Client:
 A2Dominion
 Project Title:
 A31095
 25-39 Clayton Road, Hayes
 Drawing No:
 1:100
 Date:
 Aug '19
 Drawing of:
 CRH-AA-B-06-DR-A-236A
 Block A & B
 R4

0m 1m 3m 5m 10m



General Notes:
 All settings out must be checked on site.
 The Contractor has an obligation to ensure that the information provided is accurate and that the information is not used for any other purpose.
 The drawings must be read in conjunction with all other drawings, specifications, bills and current design risk register.
 The drawings are to be used for information only and are not to be used for any other purpose.
 The drawings are to be used for information only and are not to be used for any other purpose.
 The drawings are to be used for information only and are not to be used for any other purpose.

Electronic B2 Information:
 AA-19305-233-B-Info
 Status: R - New
 Date: 20/05/20
 ME: JL

Electronic B2 Information:
 AA-19305-233-B-Info
 Status: R - New
 Date: 20/05/20
 ME: JL

Electronic B2 Information:
 AA-19305-233-B-Info
 Status: R - New
 Date: 20/05/20
 ME: JL

Electronic B2 Information:
 AA-19305-233-B-Info
 Status: R - New
 Date: 20/05/20
 ME: JL

Electronic B2 Information:
 AA-19305-233-B-Info
 Status: R - New
 Date: 20/05/20
 ME: JL

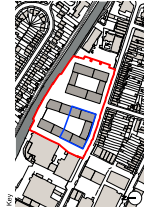
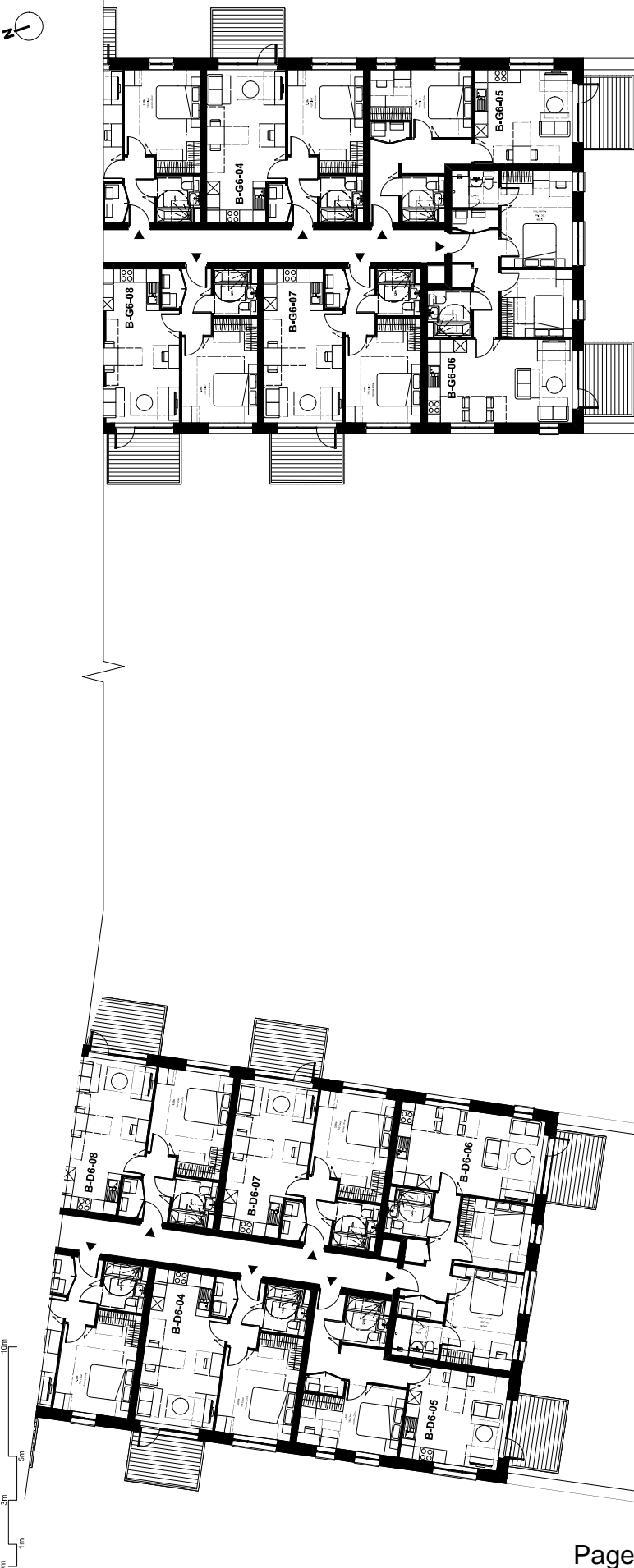
Electronic B2 Information:
 AA-19305-233-B-Info
 Status: R - New
 Date: 20/05/20
 ME: JL

Electronic B2 Information:
 AA-19305-233-B-Info
 Status: R - New
 Date: 20/05/20
 ME: JL

Electronic B2 Information:
 AA-19305-233-B-Info
 Status: R - New
 Date: 20/05/20
 ME: JL

Electronic B2 Information:
 AA-19305-233-B-Info
 Status: R - New
 Date: 20/05/20
 ME: JL

Electronic B2 Information:
 AA-19305-233-B-Info
 Status: R - New
 Date: 20/05/20
 ME: JL



azdominion group

AzDominion
 Client:
 Project Ref: A31095
 25-38 Cleyton Road, Hayes
 Drawing Ref: Block B Plans Proposed Sixth Floor
 Scale: B: A: 1:100
 Date: Aug '19
 Drawing No: CRH-AA-B-06-DR-A-236B
 Status: Revision
 R4

Assael
 Assael Architecture Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk



General Notes:
 All settings out must be checked on site.
 The Contractor has an obligation to protect the ground.
 At no time shall the Contractor be allowed to excavate or strip.
 At no time shall the Contractor be allowed to strip.
 The drawings must be read in conjunction with all other
 drawings, specifications, bills and current design risk
 register.
 The drawings must be read in conjunction with all other
 drawings, specifications, bills and current design risk
 register.
 The drawings must be read in conjunction with all other
 drawings, specifications, bills and current design risk
 register.

© 2019 Assael Architects Limited
 Assael Architects Limited is the sole author of the drawings and shall retain all rights in and to the drawings. No part of the drawings may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited. The drawings shall be used only for the purposes intended by Assael Architects Limited. The drawings must be read in conjunction with all other drawings, specifications, bills and current design risk register. The drawings must be read in conjunction with all other drawings, specifications, bills and current design risk register.

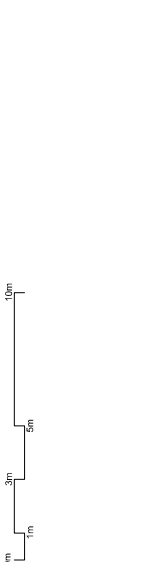
Electronic Reference:
 AA-72095-220-18.rvt
 Date: 20/05/20 DWA, Chris, COM
 4 PLANNING ME JL

Purpose of information:
 The purpose of the information on this drawing is for:
 Planning Information
 Information
 Comment
 Client approval
 Construction

Client:
 A2Dominion
 Project Ref:
 A31095
 25-35 Clayton Road, Hayes
 Drawing title:
 Block B Plans
 Proposed Seventh Floor
 Scale: @ A3 size
 Date:
 1:100
 Aug '19
 CRH-AA-B-07-DR-A-237
 Status & Revision
 R4

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 Tel: +44 (0)20 7756 7744
 Email: info@assael.co.uk
 Website: www.assael.co.uk

0m 3m 5m 10m





General Notes:
 All settings out must be checked on site.
 Contractor to ensure that all services are installed in accordance with the relevant standards.
 At no time shall the Contractor be allowed to proceed until the relevant authority has been notified.
 The drawings must be read in conjunction with all other relevant drawings, specifications, bills of materials and current design risk register.
 The drawings are to be used for construction purposes only. The Contractor shall be responsible for any errors or omissions. The drawings are to be used for construction purposes only. The Contractor shall be responsible for any errors or omissions.
 This drawing must not be used for any other purpose without the written consent of the relevant authority.
 Subject to any variations and approval from all statutory authorities.
 Approved for construction:
 Date: 20/05/2019 ME JL

Electronic file reference:
 AA-00000-2019-08
 Status: R - Revision
 Date: 20/05/2019 ME JL
 4 PLANNING
 20/05/2019 ME JL

© 2019 Assael Architects Limited
 All rights reserved. This drawing is the property of Assael Architects Limited. It is to be used for the purposes of the project only and is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited. The drawings are to be used for construction purposes only. The Contractor shall be responsible for any errors or omissions. This drawing must not be used for any other purpose without the written consent of the relevant authority. Subject to any variations and approval from all statutory authorities.

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk



Purpose of information:
 The purpose of the information on this drawing is to:
 - Planning
 - Information
 - Comment
 - Client approval
 - Construction



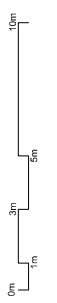
Client:
 AZDominion
 Project Ref:
 A31095
 25-35 Clayton Road, Hayes
 Drawing title:
 Block B Plans
 Proposed Eighth Floor
 Scale @ A1 size:
 1:100
 Date:
 Aug '19
 Drawing ID:
 CRH-AA-B-08-DR-A-238
 Status & Revision:
 R4



Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk



General Notes:
 All settings out must be checked on site.
 The Contractor has an obligation to ensure that the information provided is accurate and that the information is not used for any other purpose.
 The drawings must be read in conjunction with all other information.
 The drawings are the property of Assael Architects and shall remain the property of Assael Architects. No part of the drawings may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Assael Architects.
 This drawing must not be used for any other purpose without the prior written permission of Assael Architects.
 Subject to survey, confirmation and approval from all statutory authorities.
 Assael Architects
 Architects
 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.



- Purpose of information:**
- Planning
 - Information
 - Comment
 - Client approval
 - Construction
- Information to be provided for:**
- Construction
 - Construction
 - Construction



Client:
AZDominion

Project Ref:
A31095

25-39 Clayton Road, Hayes

Drawing title:
Block B Plans
Proposed Ninth Floor

Scale @ A1 size:
1:100

Date:
Aug '19

Drawing No:
CRH-AA-B-09-DR-A-239

Status & Revision:
R4



Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 Tel: +44 (0)20 7756 7744
 Email: info@assael.co.uk
 Website: www.assael.co.uk



MATES GRID (EASTING AXIS)

R

9

8

7

6

5

4

3

2

1

G

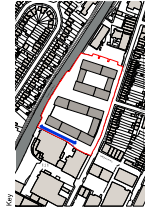
General Notes
 All pricing not to be checked on site.
 All drawings are to be read in conjunction with the relevant contract documents.
 All dimensions must be checked on site.
 This drawing must be read in conjunction with all other drawings, specifications, bills of materials and current design risk register.
 Calculations in accordance with Approved Documents.
 The drawing must not be used on any other project.
 Subject to survey, consultation and approval from all authority Authorities.
 Approved by:
 Project Manager
 C/Contract

© 2019 Assael Architects Limited
 Assael Architects is limited liability company registered in England and Wales. The company number is 10541043. The company is registered with the Architects Registration Board (ARB).
 For any use of this contract for any purpose other than that for which it was intended, the user shall be deemed to have accepted the terms and conditions of the contract for that purpose. The user shall be deemed to have accepted the terms and conditions of the contract for that purpose. The user shall be deemed to have accepted the terms and conditions of the contract for that purpose.
 This drawing must be read in conjunction with all other drawings, specifications, bills of materials and current design risk register.
 Calculations in accordance with Approved Documents.
 The drawing must not be used on any other project.
 Subject to survey, consultation and approval from all authority Authorities.
 Approved by:
 Project Manager
 C/Contract

Electronic Reference
 AA A2095 A400 Elevations Block B BMY
 Stage: 5 - Revision
 4 PLANNING
 20/05/20 ME JL

Purpose of Information

<input checked="" type="checkbox"/>	Planning
<input type="checkbox"/>	Information
<input type="checkbox"/>	Comment
<input type="checkbox"/>	Client approval
<input type="checkbox"/>	Construction



a2dominion group

A2Dominion
 Project title:
A31095
25-35 Clayton Road, Hayes

Block B
Proposed Elevations
 Scale & A1 size
1:100
 Date:
Jul '19

CRH-AA-B-ALL-DR-A-417A
 Status & Revision
R4





General Notes

All pricing must be checked on site. The information on this drawing is for information only. It is not intended to be used for construction. All dimensions must be checked on site. This drawing must be read in conjunction with all other drawings, specifications, clauses and current design risk register. Calculations in accordance with Assael Architects' standard practice should be used. The drawing must be read in conjunction with Assael Architects' standard practice. Subject to survey, consultation and approval from all authority authorities.

Project Name:
 Project No.:
 Client:

© 2019 Assael Architects Limited
 Assael Architects is a member of the A2Dominion Group. All drawings are the property of Assael Architects and are not to be used, copied or reproduced in any form without the written consent of Assael Architects. The drawings are for information only and are not to be used for construction. The drawings are the property of Assael Architects and are not to be used, copied or reproduced in any form without the written consent of Assael Architects. The drawings are for information only and are not to be used for construction. The drawings are the property of Assael Architects and are not to be used, copied or reproduced in any form without the written consent of Assael Architects.

Electronic Reference:
 AA-A3095-ALL-DR-A-417B
 Sheet: 6 - Elevations
 Date: 09/06/2019
 4 PLANNING
 20/05/20 ME JL

DD Elevation - Continued

0m
2.5m
1.25m
5m
10m

MATS CHILING UPWARD

R
9
8
7
6
5
4
3
2
1
G

Assael

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7356 7144
 info@assael.co.uk
 www.assael.co.uk

A2Dominion group

Block B

Proposed Elevations

Scale: 6/ A1 size

Date: Jul '19

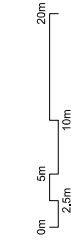
CRH-AA-B-ALL-DR-A-417B

R4

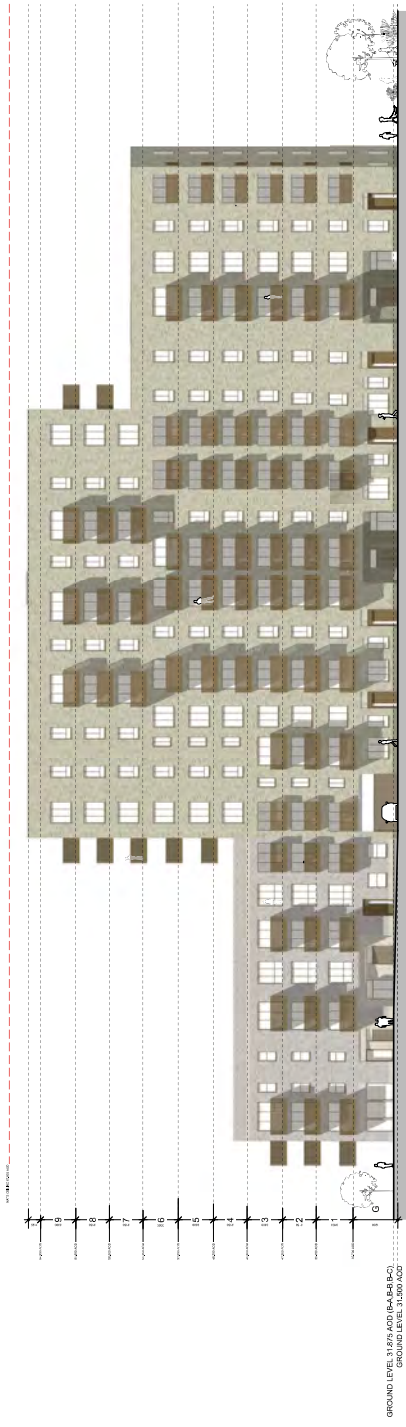
General Notes
 All settings out must be checked on site.
 The drawings are to be used for information only.
 All dimensions must be checked on site.
 The drawings must be read in conjunction with all other drawings, specifications, clauses and current design risk register.
 The drawings are in accordance with the A2Dominion's contract documents.
 The drawings must not be used on any other basis.
 Subject to survey, consultation and approval from all authority Authorities.
 Approved by:
 Project Manager
 Client

© 2019 Assael Architects Limited
 Assael Architects is a limited liability company registered in England and Wales. The company number is 11044937. The company is registered at 123 Upper Richmond Road, London SW15 2TL.
 For any use of the drawings for any purpose other than that for which they were prepared, the user must obtain the written consent of Assael Architects in writing. The user must indemnify and hold Assael Architects harmless for any loss or damage, including reasonable costs and expenses, incurred by Assael Architects in connection with the drawings, in connection with the user's use of the drawings, or in connection with the user's failure to comply with the drawings. Assael Architects shall not be liable for any loss or damage, including reasonable costs and expenses, incurred by the user in connection with the drawings, in connection with the user's use of the drawings, or in connection with the user's failure to comply with the drawings, unless such loss or damage is caused by the negligence of Assael Architects.
 The drawings must not be used on any other basis.
 Subject to survey, consultation and approval from all authority Authorities.

Electronic Reference
 AA-A3095-003 Elevations Block B
 Sheet 6 - Elevations
 Date: 09th Dec 2019
 10 PLANNING ME JL

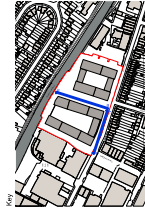


1 AA Elevation
 Scale: 1:250



2 BB Elevation
 Scale: 1:250

Purpose of Information
 The purpose of the information on this drawing is for:
 Planning
 Information
 Comment
 Client approval
 Construction



Client
 A2Dominion
 Project title:
 A31095
 25-39 Clayton Road, Hayes

Block B
 Proposed Elevations
 Scale & A1 size
 Date:
 Jul '19

CRH-AA-B-ALL-DR-A-003
 Sheet 6 - Elevations
 R10

Assael

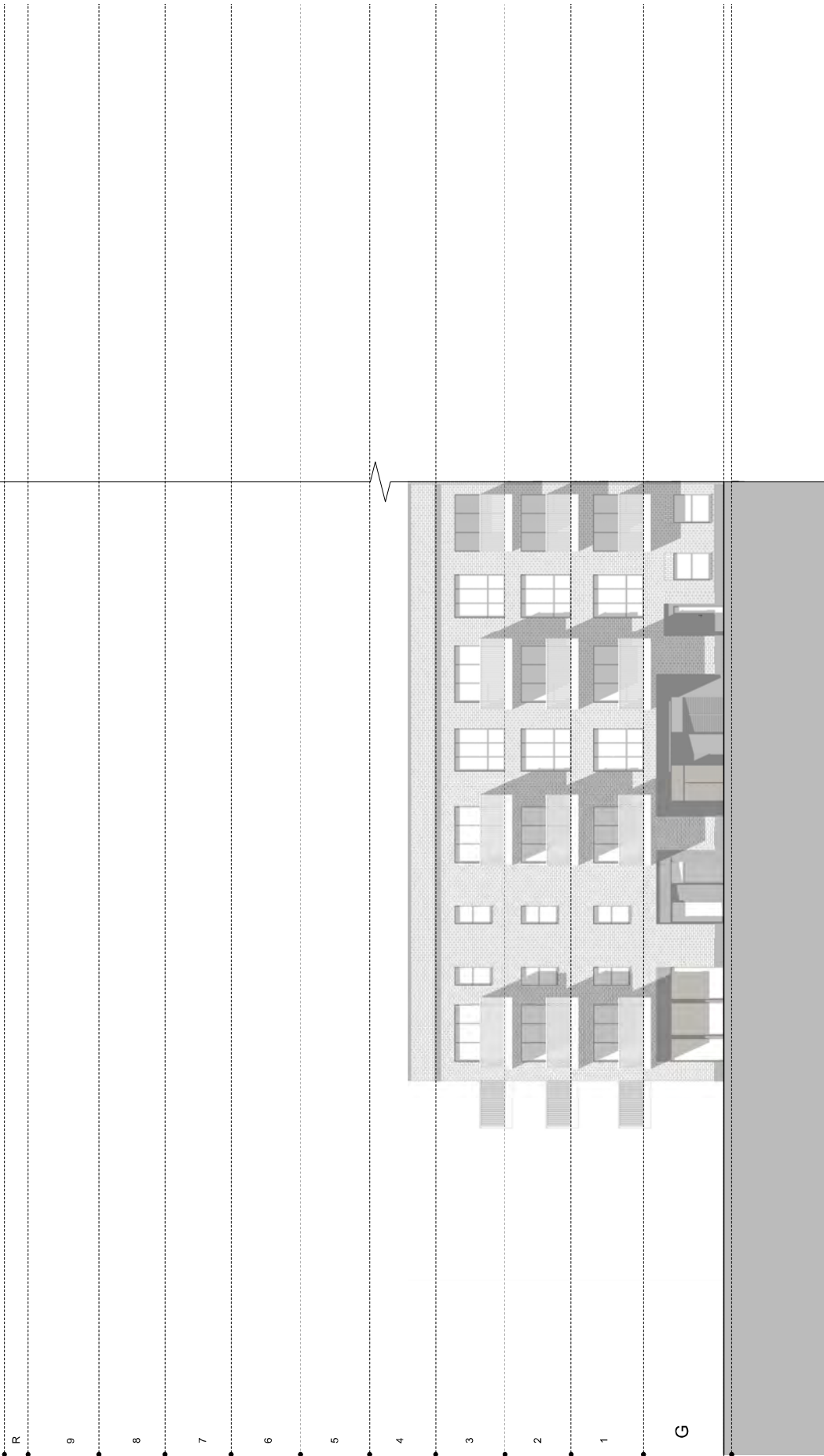
Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7736 7744
 info@assael.co.uk
 www.assael.co.uk



General Notes

All pricing not must be checked on site.
 All drawings are to be checked on site.
 All dimensions must be checked on site.
 All dimensions must be checked on site.
 This drawing must be read in conjunction with all other
 drawings, specifications, bills of material and current design risk
 register.
 All drawings must be checked and approved by the
 Client before any construction work commences.
 The drawings must not be used on site without the
 Client's written consent.
 All drawings must be checked and approved by the
 Client before any construction work commences.
 The drawings must not be used on site without the
 Client's written consent.

Electronic Reference
 AA A3305 A400 Claydon Road Block B BIMV
 Stage: 6 - Revise
 Date: 20/05/2019
 4 PLANNING ME J.L.



Purpose of Information

The purpose of the information on this drawing is for:
 Planning
 Information
 Comment
 Client approval
 Construction



Client:
 A2Dominion
 Project title:
 A3305
 25-35 Claydon Road, Hayes

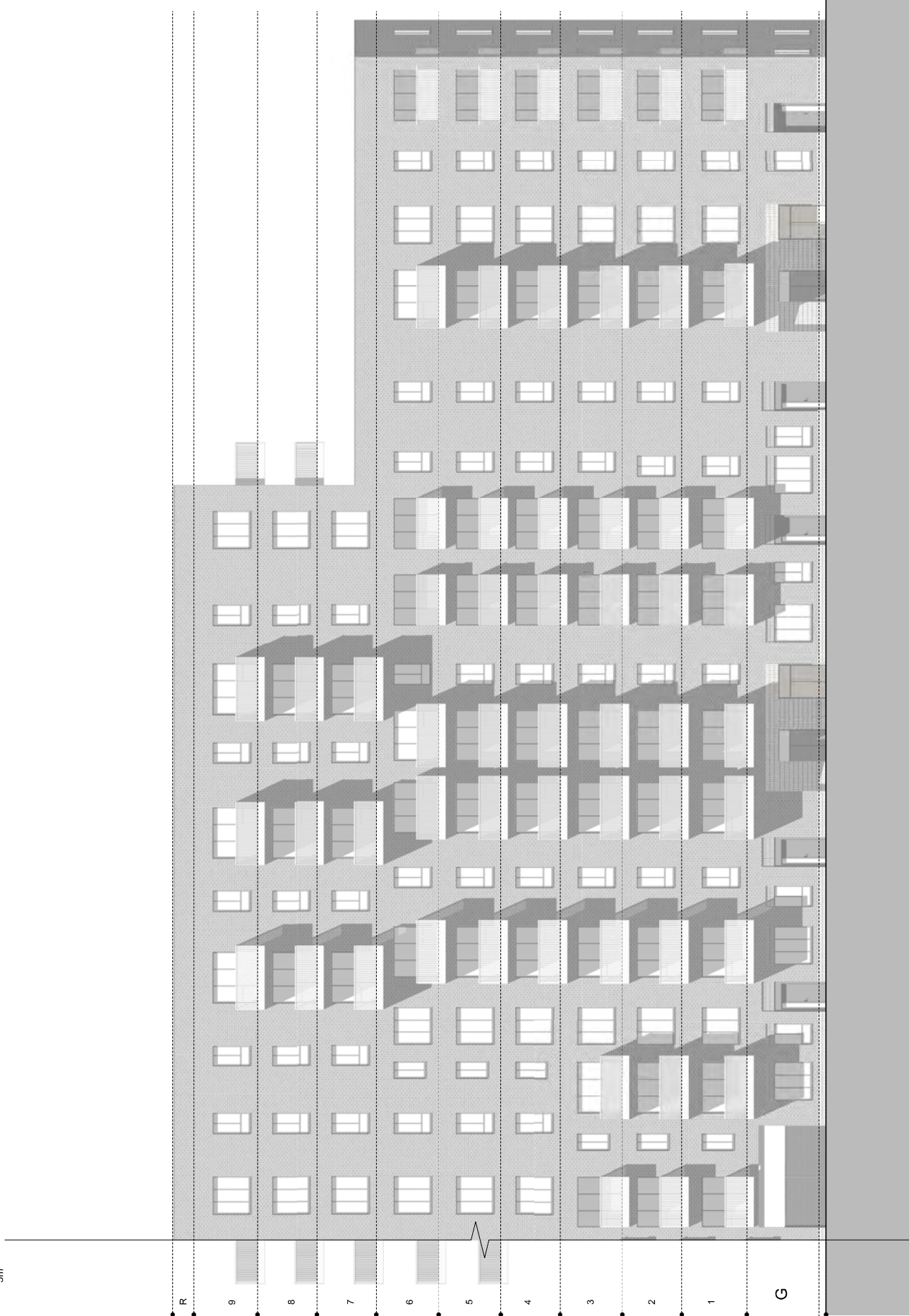
Drawing title:
 Block B
 Proposed Elevations

Scale & A1 Size: 1:100
 Date: Jul '19

Drawing No:
 CRH-AA-B-ALL-DR-A-415A
 Status & Revision:
 R4



Assael Architecture Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7736 7744
 info@assael.co.uk
 www.assael.co.uk



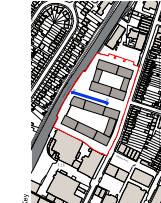
General Notes
 All settings out must be checked on site.
 Contractors must ensure that the design is followed and that any changes are approved by the Architect.
 All dimensions must be checked on site.
 This drawing must be read in conjunction with all other drawings, specifications, bills of materials and contract documents.
 Contractors must ensure that all work is carried out in accordance with the relevant building regulations and standards.
 The drawings must be used on an as-built basis for the construction of the project.
 All work must be carried out in accordance with the relevant building regulations and standards.
 The drawings must be used on an as-built basis for the construction of the project.

Electronic Reference
 AA A2095 AAO Elevators Block B B&W
 Date: 26/05/2019
 4 PLANNING ME J.

Author:
 P. Smith
Checker:
 C. Grant
 © 2019 Assael Architects Limited

All drawings are the property of Assael Architects Limited. No part of this drawing may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Assael Architects Limited. The drawings are provided for your information only and do not constitute a contract. The contract is contained in the drawings and specifications. The drawings are provided on the understanding that the contractor is responsible for checking all dimensions and quantities against the relevant specifications and drawings. The drawings are provided for your information only and do not constitute a contract. The contract is contained in the drawings and specifications. The drawings are provided on the understanding that the contractor is responsible for checking all dimensions and quantities against the relevant specifications and drawings.

Purpose of information:
 Planning Information
 Comment
 Client approval
 Construction



A2Dominion Group
 Clerk
A2Dominion
 Project title:
A31095 25-39 Clayton Road, Hayes

Block B
Proposed Elevations

Scale: 1:100
 Date: Jul '19

CRH-AA-B-ALL-DR-A-415B
 Status & Revision
R4

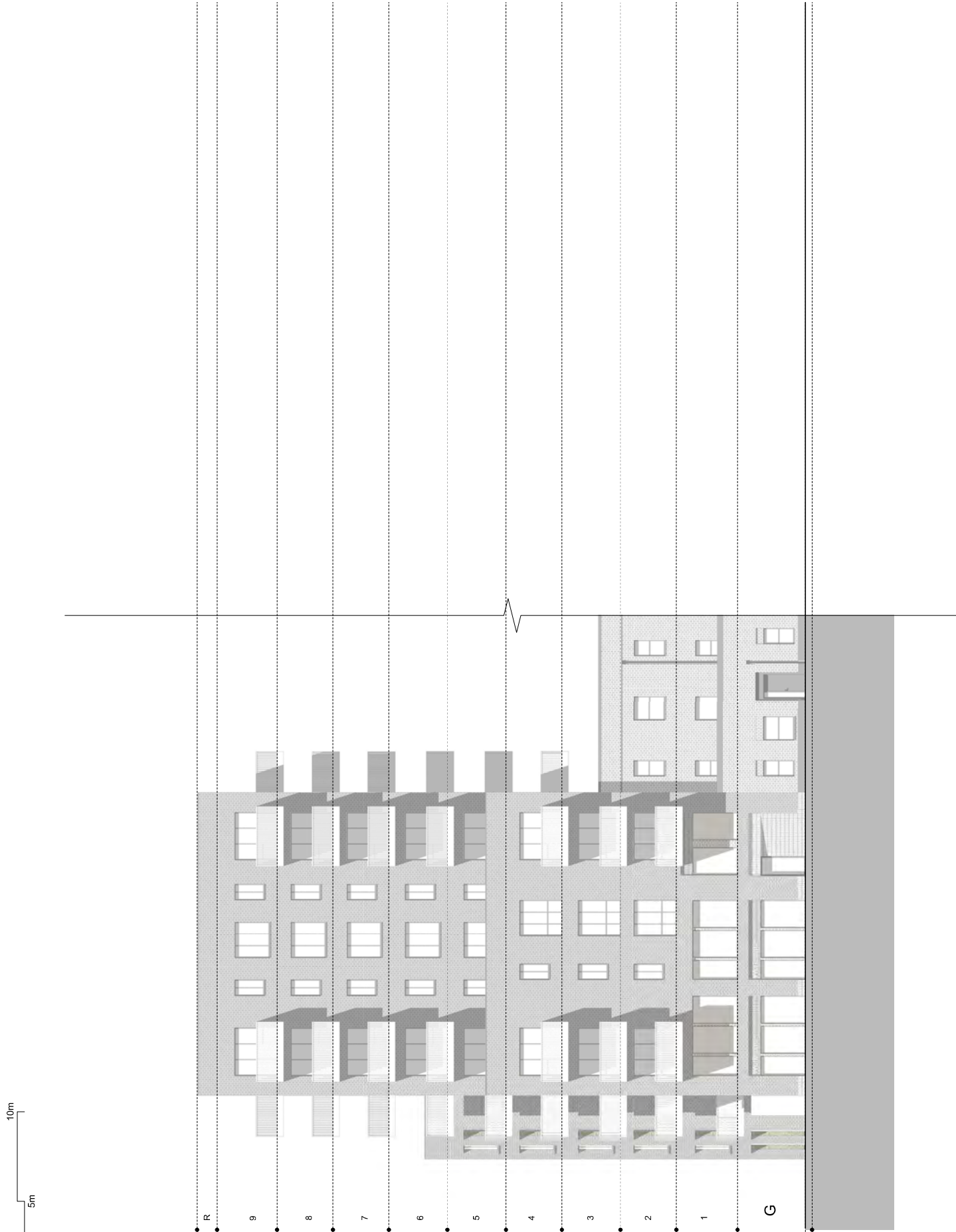
Assael

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7736 7744
 info@assael.co.uk
 www.assael.co.uk



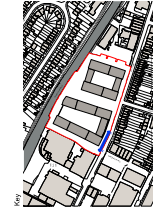
General Notes
 All pricing must be checked on site.
 Documents are to be used in accordance with the contract documents.
 All drawings must be checked on site.
 All dimensions must be checked on site.
 This drawing must be read in conjunction with all other drawings.
 Calculation of the drawings and current design risk register.
 Calculations in accordance with Approved Documents.
 Subject to any variations and approval from all authority authorities.
 Approved by:
 P. Williams
 C. Conroy

© 2019 Assael Structures Limited
 Assael Structures Limited (incorporating Assael Structures (UK) Limited) is a registered company in England and Wales. The documents are the property of Assael Structures Limited. The drawings are to be used for the purposes of the contract only. No part of these documents may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Assael Structures Limited.
 Drawings notes



Electronic Reference
 AA A3205 A400 Heywood Beck B BWV
 Stage 5 - Revision DCS DCA CHG CHD
 1 PLANNING 202020 ME J.

Purpose of information
 Planning
 Information
 Comment
 Client approved
 Construction



A2Dominion
 azdominion group

Client
 A2Dominion
 Project title:
A3205 25-35 Claydon Road, Hayes

Block B
Proposed Elevations
 Scale @ A1 size Date: Jul '19

CRH-AA-B-ALL-DR-A-414A
 Status: Revision
R1



GROUND LEVEL: 3.70m AOD
 FINISH FLOOR: 3.90m AOD

0m 2.5m 10m
1.25m 5m

General Notes
 All pricing not to be checked on site.
 Contractors to confirm all dimensions and details with Assael Architects.
 All dimensions must be checked on site.
 This drawing must be read in conjunction with all other drawings, specifications, bills and current design risk register.
 Calculations in accordance with Assael Architects' standard design practice.
 The drawing must not be used on any other project without the explicit written agreement in writing by Assael Architects.
 Drawing Notes

© 2019 Assael Architects Limited
 Assael Architects is limited liability company registered in England and Wales. The company number is 10128087. The company is registered at 123 Upper Richmond Road, London SW15 2TL.
 For any use of this drawing for any purpose other than that for which it was prepared, the user must obtain the written consent of Assael Architects. Assael Architects shall not be liable for any loss or damage, whether direct, indirect, consequential or otherwise, arising out of the use of this drawing without the explicit written agreement in writing by Assael Architects.
 The drawing must not be used on any other project without the explicit written agreement in writing by Assael Architects.
 Drawing Notes

Electronic Reference
 AA A3095 AAO Elevator Block B BIMV
 Date: 20/05/20
 Drawn by: ME J.

1 PLANNING

1:100
 Jul '19

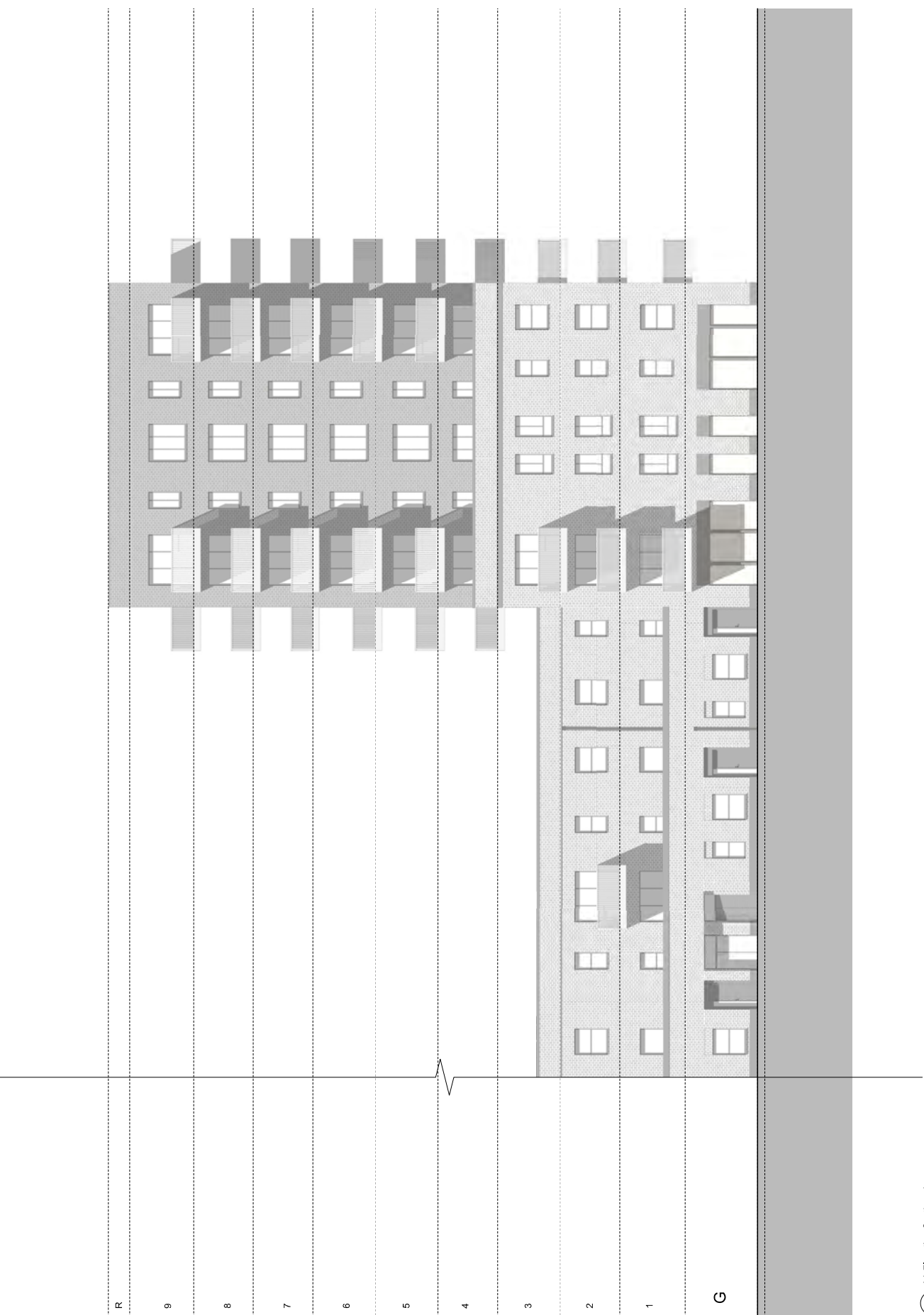
CRH-AA-B-ALL-DR-A-414B

R1

Assael

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 Tel: +44 (0)20 736 7141
 Email: info@assael.co.uk
 Website: www.assael.co.uk

AA Elevation Continued
 Scale: 1:100



A2Dominion
 25-35 Claydon Road, Hayes

Block B
 Proposed Elevations

Scale: 1:100
 Date: Jul '19

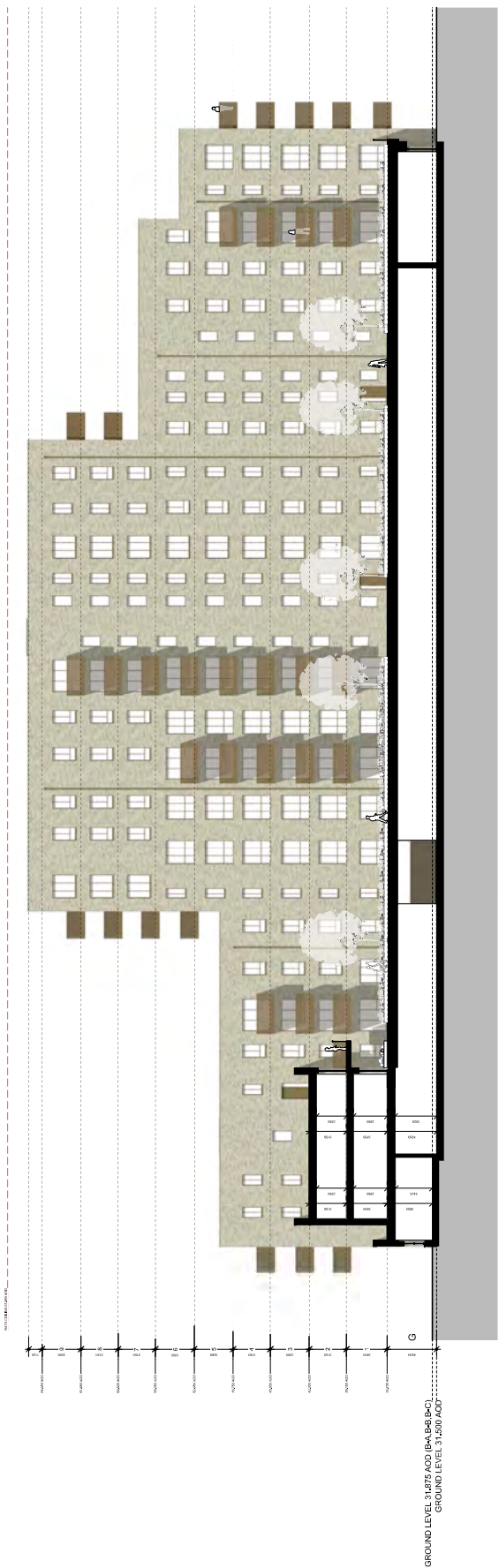
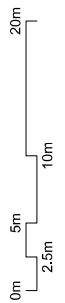
CRH-AA-B-ALL-DR-A-414B

R1

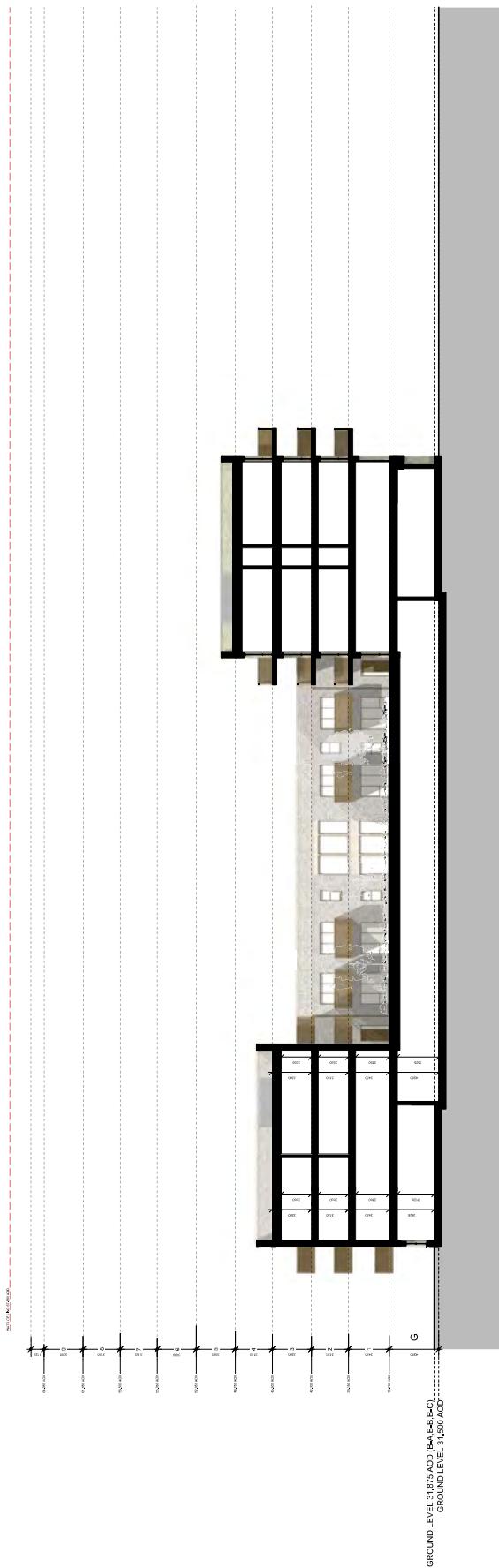
Assael

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 Tel: +44 (0)20 736 7141
 Email: info@assael.co.uk
 Website: www.assael.co.uk

AA Elevation Continued
 Scale: 1:100



1 EE Section
Scale: 1:200



2 FF Section
Scale: 1:200

General Notes

All pricing not to be checked on site.

As shown on drawings, the proposed works are to be carried out in accordance with the relevant Building Regulations and Approved Documents. All construction must be checked on site.

This drawing must be read in conjunction with all other drawings, specifications, bills of materials and contract documents.

Calculations are in accordance with Approved Documents.

The drawings must be used on site as issued for construction.

Subject to survey, consultation and approval from all authority Authorities.

Architect: **Assael**

Project Manager: **Chris Smith**

© 2019 Assael Architects Limited

Assael Architects Limited (and its employees) shall not be held responsible for any errors or omissions in these drawings or specifications. The drawings are the property of Assael Architects Limited and shall not be used for any other purpose without the prior written consent of Assael Architects Limited. The drawings are to be used for construction only and shall not be used for any other purpose without the prior written consent of Assael Architects Limited.

This drawing must be read in conjunction with all other drawings, specifications, bills of materials and contract documents.

Calculations are in accordance with Approved Documents.

The drawings must be used on site as issued for construction.

Subject to survey, consultation and approval from all authority Authorities.

Electronic Reference

AA-A3095-A3097-Section Block B

Sheet: 6 - Sections

Date: 20/05/2019

Drawn: ME J.

Checked: J.L.

Purpose of Information

The purpose of the information on this drawing is for:

- Planning
- Information
- Comment
- Construction

All information on this drawing is for construction purposes only and shall not be used for any other purpose without the prior written consent of Assael Architects Limited.



A2Dominion group

A2Dominion

Project title:
A3095
25-39 Clayton Road, Hayes

Block B
Proposed Sections

Scale @ A1 size:
1:200

Date:
Jul '19

CRH-AA-B-ZZ-DR-A-303

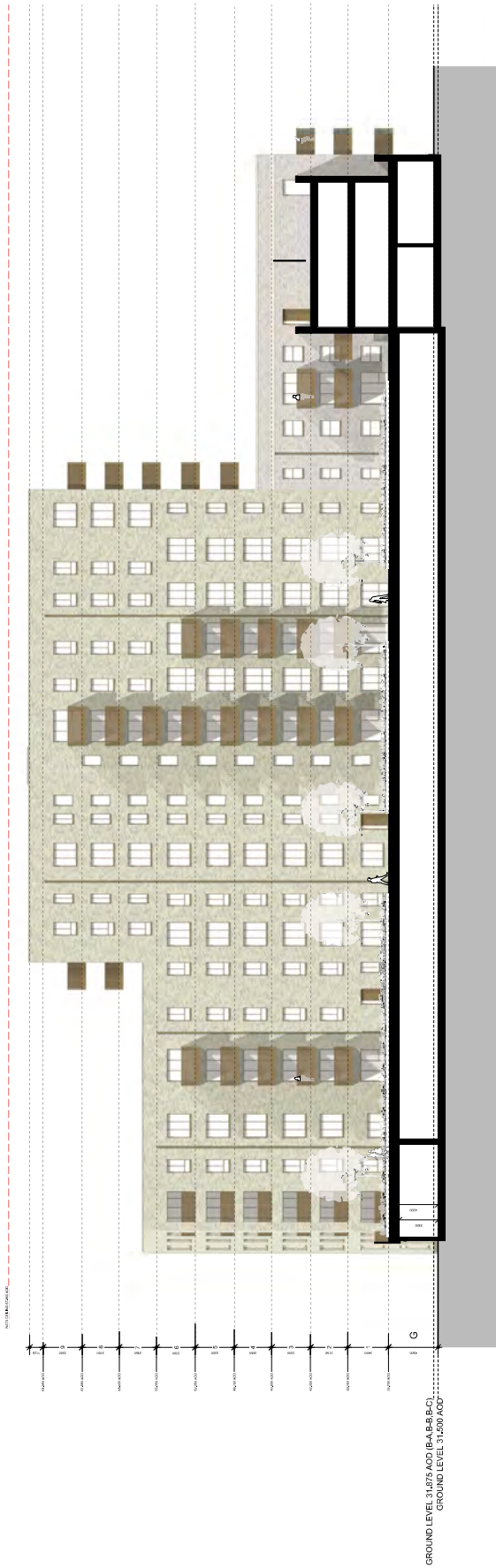
Structural Sections

R6

Assael

Assael Architects Limited
123 Upper Richmond Road
London SW15 2TL
+44 (0)20 7736 7744
info@assael.co.uk
www.assael.co.uk

0m 2.5m 5m 10m 20m



3 OG Section
Scale: 1:200

General Notes
 All pricing must be checked on site.
 Contractors must be checked on site.
 All information must be checked on site.
 This drawing must be read in conjunction with all other drawings, specifications, clauses and contract design risk register.
 Calculations are in accordance with Assael Architects' standard practice.
 The drawing must not be used on any other basis without the written agreement of Assael Architects.
 All drawings are subject to change without notice.
 All drawings are subject to change without notice.
 All drawings are subject to change without notice.

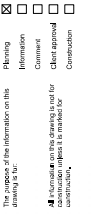
Assael Architects
 123 Upper Richmond Road
 London SW15 2TL
 Tel: +44 (0)20 7736 7744
 Email: info@assael.co.uk
 Website: www.assael.co.uk

Client: AZDominion
Project Ref: A31095
Site: 25-38 Clayton Road, Hayes
Block: B
Proposed Sections:
 Scale @ A1 size: 1:200
 Date: Jul '19

CRH-AA-B-ZZ-DR-A-304
 Status & Revision
 R6

Assael Architects
 AA 31095 AZZ-Section Block B
 Status: R6
 Date: 20/05/2019
 Drawn by: ME J.L.

Purpose of Information
 The purpose of the information on this drawing is for:
 Planning
 Information
 Comment
 Client approval
 Construction



azdominion group
 Client:
 AZDominion
 Project Ref:
 A31095
 25-38 Clayton Road, Hayes
 Drawing Ref:
 Block B
 Proposed Sections
 Scale @ A1 size: 1:200
 Date: Jul '19

Assael Architects
 123 Upper Richmond Road
 London SW15 2TL
 Tel: +44 (0)20 7736 7744
 Email: info@assael.co.uk
 Website: www.assael.co.uk

Contract notes:
 All settings out must be checked on site.
 Contractor must comply with the terms and conditions of the contract.
 All information must be checked on site.
 The drawings must be read in conjunction with all other documents.
 Changes to these drawings must be approved in writing by the designer.
 The drawings must be used on site as a guide for the construction of the project.
 No liability is accepted for any loss or damage arising from the use of these drawings.

© 2019 Assael Architects Limited
 All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, without the prior written permission of the publisher.
 This document is the property of Assael Architects Limited and is intended for the use of the client named herein.
 It is not to be used, copied, or reproduced in any way without the written permission of Assael Architects Limited.
 The drawings must be used on site as a guide for the construction of the project.

Electronic file reference:
 AA-AS-2003-2019-01-01
 Status: P - Newwork
 Date: 28/07/2019
 User: ME J.

Purpose of information:
 Planning
 Information
 Comment
 Client approval
 Construction

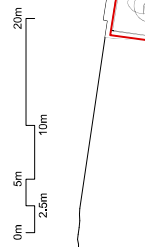


a2dominion group

Client: A2Dominion
 Project Ref: A31095
 25-35 Clayton Road, Hayes
 Drawing Title: GA Plans Proposed Ground Floor
 Scale: @ A1 size
 Date: Mar '19
 1:250
 CRH-AA-ALL-OF-DR-A-200
 Status: Approved
 R16

Assael

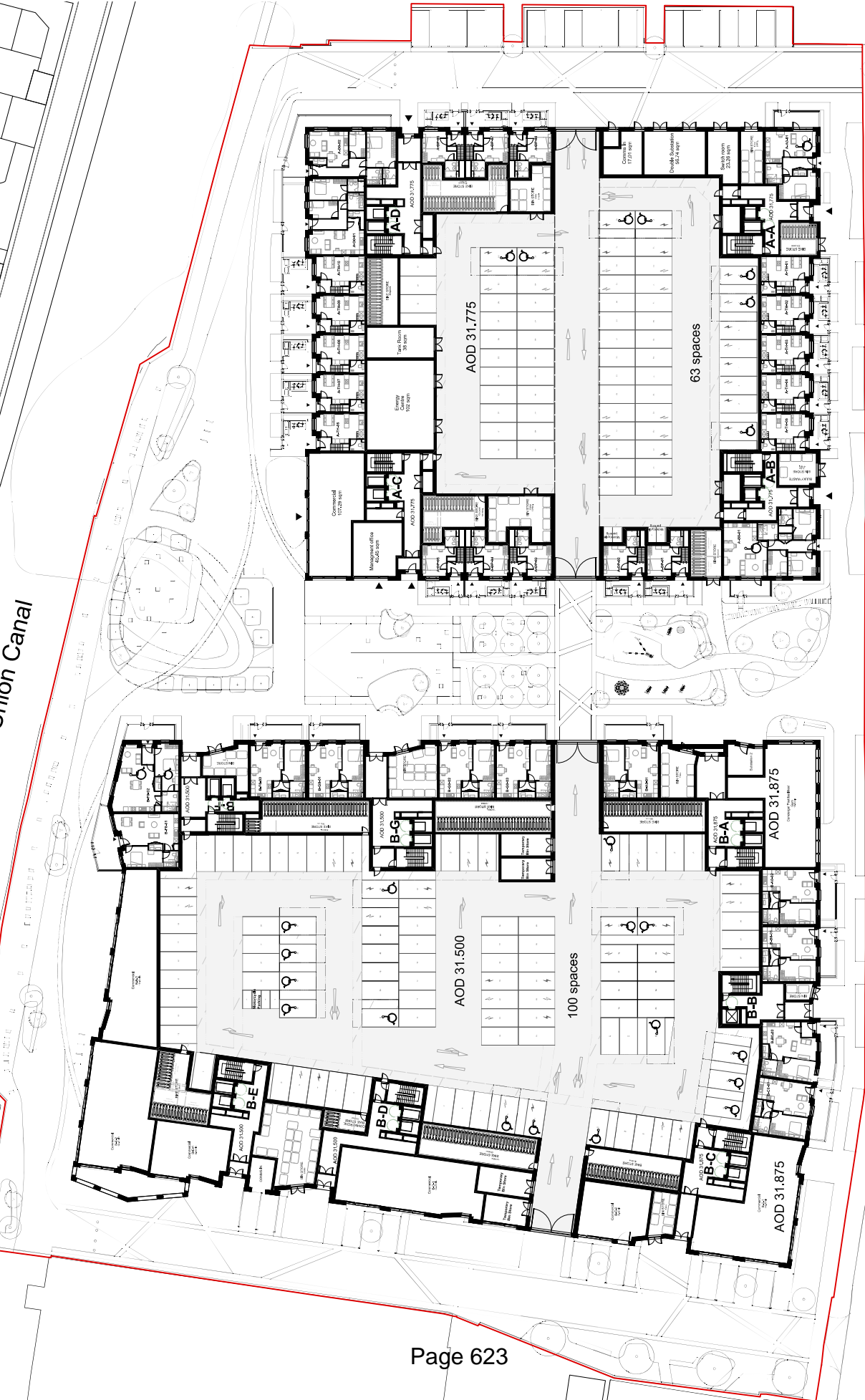
Assael Architects Limited
 123 Upper Remond Road
 London SW15 2TL
 +44 (0)20 7734 7744
 info@assael.co.uk
 www.assael.co.uk



Grand Union Canal

CLAYTON ROAD

CLAYTON ROAD



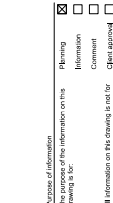
0m 5m 10m 20m
2.5m

General Notes
 All settings out must be checked on site.
 Contractor must be notified of any proposed changes.
 At no time shall any work be carried out on site.
 The drawings must be read in conjunction with all other drawings, specifications, bills and current design risk register.
 The drawings must be approved by the client before construction begins.
 The drawings must be approved by the client before construction begins.
 The drawings must be approved by the client before construction begins.
 The drawings must be approved by the client before construction begins.
 The drawings must be approved by the client before construction begins.
 The drawings must be approved by the client before construction begins.

© 2019 Assael Architects Limited
 Assael Architects is a registered architect and interior designer.
 Assael Architects is a registered architect and interior designer.
 Assael Architects is a registered architect and interior designer.
 Assael Architects is a registered architect and interior designer.
 Assael Architects is a registered architect and interior designer.
 Assael Architects is a registered architect and interior designer.
 Assael Architects is a registered architect and interior designer.
 Assael Architects is a registered architect and interior designer.
 Assael Architects is a registered architect and interior designer.
 Assael Architects is a registered architect and interior designer.

Electronic file reference:
 AV-19-000-200-01-Rev
 Status: R - Revision
 Date: 2019/03/01
 14 PLANNING ME J.

Purpose of information:
 Planning
 Information
 Comment
 Client approval
 Construction
 Other



Client:
A2Dominion

Project Ref:
A31095

25-35 Clayton Road, Hayes

Drawing Ref:
GA Plans

Proposed First Floor

Scale: 1:250
 Date: Mar '19

CRH-AA-ALL-01-DR-A-201
 Status & Revision
R14

Assael

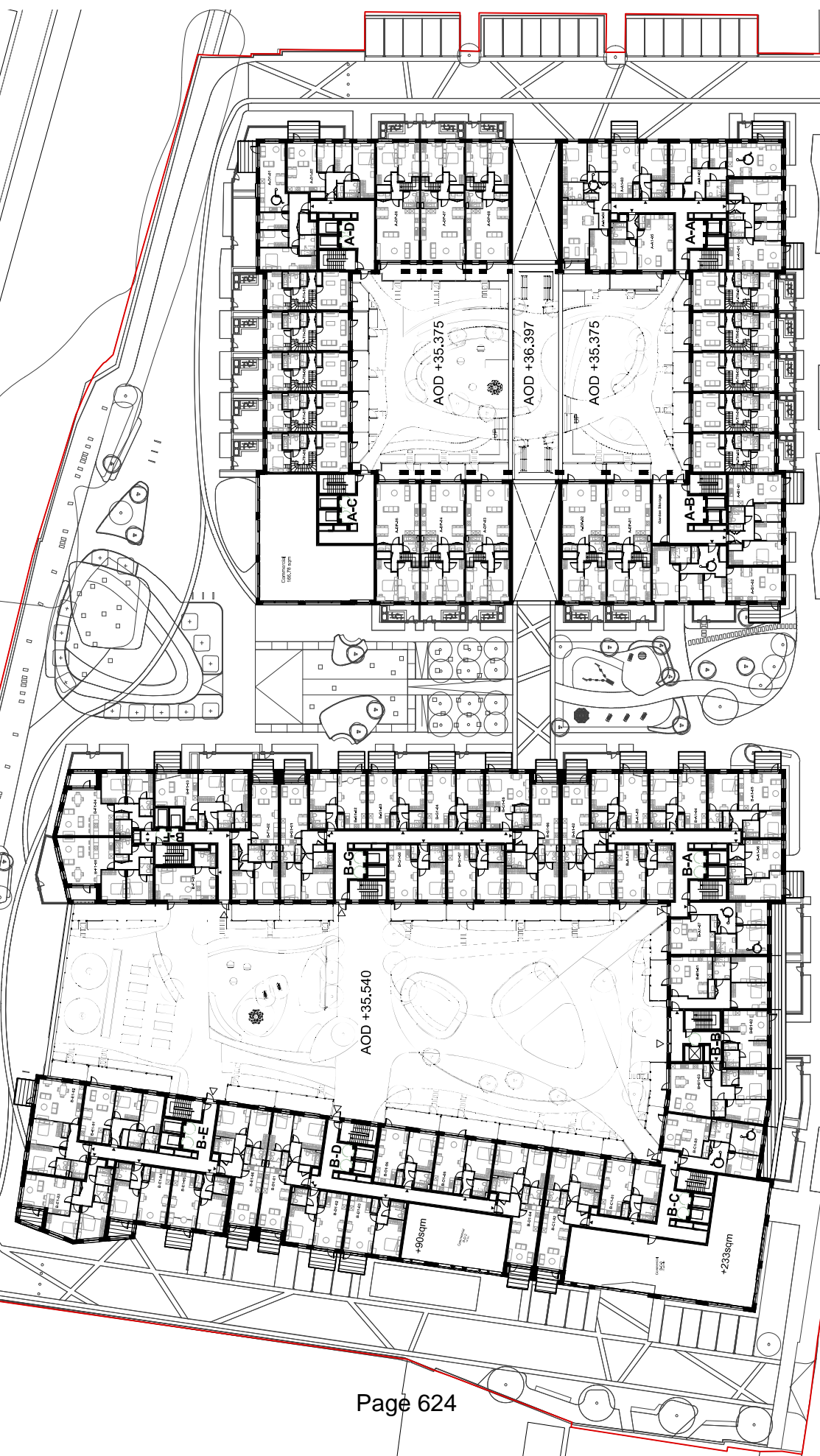
Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Grand Union Canal

CLAYTON ROAD

CLAYTON ROAD

state



General Notes:

- 1. All settings out must be checked on site.
- 2. The Contractor shall be responsible for obtaining all necessary permits.
- 3. The Contractor shall be responsible for obtaining all necessary approvals.
- 4. The Contractor shall be responsible for obtaining all necessary clearances.
- 5. The Contractor shall be responsible for obtaining all necessary consents.
- 6. The Contractor shall be responsible for obtaining all necessary licenses.
- 7. The Contractor shall be responsible for obtaining all necessary registrations.
- 8. The Contractor shall be responsible for obtaining all necessary qualifications.
- 9. The Contractor shall be responsible for obtaining all necessary certifications.
- 10. The Contractor shall be responsible for obtaining all necessary memberships.
- 11. The Contractor shall be responsible for obtaining all necessary accreditations.
- 12. The Contractor shall be responsible for obtaining all necessary approvals.
- 13. The Contractor shall be responsible for obtaining all necessary clearances.
- 14. The Contractor shall be responsible for obtaining all necessary consents.
- 15. The Contractor shall be responsible for obtaining all necessary licenses.
- 16. The Contractor shall be responsible for obtaining all necessary registrations.
- 17. The Contractor shall be responsible for obtaining all necessary qualifications.
- 18. The Contractor shall be responsible for obtaining all necessary certifications.
- 19. The Contractor shall be responsible for obtaining all necessary memberships.
- 20. The Contractor shall be responsible for obtaining all necessary accreditations.

Disclaimer:

This drawing is a representation of the proposed design and is not intended to be used for construction without the explicit written approval of the Designer. The Designer shall not be liable for any errors or omissions in this drawing or for any consequences arising from its use. The Contractor shall be responsible for obtaining all necessary permits and approvals for the proposed design.

Electronic Information:

AA A2005 200 B-Rev

Date: 20/05/20 ME JL

Author: A2Dominion

Check: A2Dominion

Project Ref: A31095

Project Name: 25-35 Clayton Road, Hayes

Drawing Ref: GA Plans

Drawing Title: Proposed Second Floor

Date: Mar '19

Scale: 1:250

Client Ref: CRH-AA-ALL-02-DR-A-202

Client Name: State & Strata

Revision: R14

Client: A2Dominion

Project Ref: A31095

Project Name: 25-35 Clayton Road, Hayes

Drawing Ref: GA Plans

Drawing Title: Proposed Second Floor

Date: Mar '19

Scale: 1:250

Client Ref: CRH-AA-ALL-02-DR-A-202

Client Name: State & Strata

Revision: R14

Author: A2Dominion

Check: A2Dominion

Project Ref: A31095

Project Name: 25-35 Clayton Road, Hayes

Drawing Ref: GA Plans

Drawing Title: Proposed Second Floor

Date: Mar '19

Scale: 1:250

Client Ref: CRH-AA-ALL-02-DR-A-202

Client Name: State & Strata

Revision: R14

Client: A2Dominion

Project Ref: A31095

Project Name: 25-35 Clayton Road, Hayes

Drawing Ref: GA Plans

Drawing Title: Proposed Second Floor

Date: Mar '19

Scale: 1:250

Client Ref: CRH-AA-ALL-02-DR-A-202

Client Name: State & Strata

Revision: R14

Author: A2Dominion

Check: A2Dominion

Project Ref: A31095

Project Name: 25-35 Clayton Road, Hayes

Drawing Ref: GA Plans

Drawing Title: Proposed Second Floor

Date: Mar '19

Scale: 1:250

Client Ref: CRH-AA-ALL-02-DR-A-202

Client Name: State & Strata

Revision: R14

Client: A2Dominion

Project Ref: A31095

Project Name: 25-35 Clayton Road, Hayes

Drawing Ref: GA Plans

Drawing Title: Proposed Second Floor

Date: Mar '19

Scale: 1:250

Client Ref: CRH-AA-ALL-02-DR-A-202

Client Name: State & Strata

Revision: R14

Author: A2Dominion

Check: A2Dominion

Project Ref: A31095

Project Name: 25-35 Clayton Road, Hayes

Drawing Ref: GA Plans

Drawing Title: Proposed Second Floor

Date: Mar '19

Scale: 1:250

Client Ref: CRH-AA-ALL-02-DR-A-202

Client Name: State & Strata

Revision: R14

Client: A2Dominion

Project Ref: A31095

Project Name: 25-35 Clayton Road, Hayes

Drawing Ref: GA Plans

Drawing Title: Proposed Second Floor

Date: Mar '19

Scale: 1:250

Client Ref: CRH-AA-ALL-02-DR-A-202

Client Name: State & Strata

Revision: R14

Author: A2Dominion

Check: A2Dominion

Project Ref: A31095

Project Name: 25-35 Clayton Road, Hayes

Drawing Ref: GA Plans

Drawing Title: Proposed Second Floor

Date: Mar '19

Scale: 1:250

Client Ref: CRH-AA-ALL-02-DR-A-202

Client Name: State & Strata

Revision: R14

Client: A2Dominion

Project Ref: A31095

Project Name: 25-35 Clayton Road, Hayes

Drawing Ref: GA Plans

Drawing Title: Proposed Second Floor

Date: Mar '19

Scale: 1:250

Client Ref: CRH-AA-ALL-02-DR-A-202

Client Name: State & Strata

Revision: R14

Author: A2Dominion

Check: A2Dominion



CLAYTON ROAD

CLAYTON ROAD

state

Consent notes:
 All setbacks must be checked on site.
 The contractor must ensure that the proposed works do not encroach on the boundary lines of the site.
 At no stage should any proposed works be carried out on the site without the written approval of the Council.
 The drawings must be read in conjunction with all other relevant drawings, specifications, bills of material and contract documents.
 The contractor must ensure that the proposed works are carried out in accordance with the approved plans and specifications.
 The contractor must ensure that the proposed works are carried out in accordance with the approved plans and specifications.
 The contractor must ensure that the proposed works are carried out in accordance with the approved plans and specifications.
 The contractor must ensure that the proposed works are carried out in accordance with the approved plans and specifications.
 The contractor must ensure that the proposed works are carried out in accordance with the approved plans and specifications.



0m 5m 10m 20m
 2.5m

Grand Union Canal

CLAYTON ROAD

CLAYTON ROAD

state

Purpose of information:
 Planning
 Information
 Comment
 Client approval
 Construction
 Authorisation for building for construction subject to conditions
 Construction



A2Dominion

Project Ref: A31095
 25-35 Clayton Road, Hayes
 Drawing Ref: GA Plans Proposed Third Floor
 Scale: @ A3 size
 1:250
 Date: Mar '19
 CRH-AA-ALL-03-DR-A-203
 Status & Revision
 R14

Assael

Assael Architecture Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

General notes:
 All settings out must be checked on site.
 The Contractor must ensure that the drawings are in accordance with the approved Design.
 At no time shall the Contractor be permitted to make any alterations to the drawings without the written consent of the Designer.
 The drawings must be read in conjunction with all other drawings.
 The Contractor must ensure that the drawings are in accordance with the approved Design.
 The Contractor must ensure that the drawings are in accordance with the approved Design.
 The Contractor must ensure that the drawings are in accordance with the approved Design.

© 2019 Assael Architects Limited
 Assael Architects Limited is a registered architect in the United Kingdom. All rights reserved.
 The drawings are the property of Assael Architects Limited. No part of these drawings may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited.
 The drawings are the property of Assael Architects Limited. No part of these drawings may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited.

Electronic file reference:
 AV-19035-200-18.rvt
 Date: 20/03/20
 ME JL

Client:
 A2Dominion
 Project Ref:
 A31095
 25-35 Clayton Road, Hayes
 Drawing Ref:
 GA Plans
 Proposed Fourth Floor
 Scale: @ A1 size
 Date:
 Mar '19
 1:250
 CRH-AA-ALL-04-DR-A-204
 Status: S/Revision
 R14

Purpose of information:
 Planning
 Information
 Comment
 Client approval
 Construction

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7756 7744
 info@assael.co.uk
 www.assael.co.uk

Assael
 a2dominion group

0m 5m 10m 20m
 2.5m

Grand Union Canal

CLAYTON ROAD



CLAYTON ROAD

CLAYTON ROAD

CLAYTON ROAD

CLAYTON ROAD

CLAYTON ROAD

CLAYTON ROAD

CLAYTON ROAD

CLAYTON ROAD

CLAYTON ROAD

state

General notes:
 All settings out must be checked on site.
 The Contractor must ensure that the design is in accordance with the relevant Building Regulations.
 At no time shall the Contractor be allowed to proceed with any work until the design has been approved by the relevant authorities.
 The Contractor must ensure that the design is in accordance with the relevant Building Regulations.
 At no time shall the Contractor be allowed to proceed with any work until the design has been approved by the relevant authorities.
 The Contractor must ensure that the design is in accordance with the relevant Building Regulations.
 At no time shall the Contractor be allowed to proceed with any work until the design has been approved by the relevant authorities.

© 2019 Assael Architects Limited
 All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited.
 This document is the property of Assael Architects Limited. It is to be used only for the purposes for which it is intended and is not to be distributed, copied, or otherwise used in any way without the prior written permission of Assael Architects Limited.
 The Contractor must ensure that the design is in accordance with the relevant Building Regulations.
 At no time shall the Contractor be allowed to proceed with any work until the design has been approved by the relevant authorities.

Electronic file reference:
 AA-PA2019-200-18-Rev
 Date: 20/05/20 ME JL
 Status: In Review
 14 FLANNING

Client:
 A2Dominion
 Project Ref:
 A31095
 25-39 Clayton Road, Hayes
 Drawing Ref:
 GA Plans
 Proposed Fifth Floor
 Scale: @ A3 size
 Date:
 Mar '19
 1:250
 Drawing by:
 CRH-AA-ALL-05-DR-A-205
 Status: In Review
 R14

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7754 7744
 info@assael.co.uk
 www.assael.co.uk

Purpose of information:
 Planning
 Information
 Comment
 Client approval
 Construction
 Annotations for building information systems
 Annotations for construction software
 Annotations for BIM
 Annotations for other software
 Annotations for other purposes
 Annotations for other software
 Annotations for other purposes
 Annotations for other software
 Annotations for other purposes

Map

0m 5m 10m 20m
 2.5m

Grand Union Canal

CLAYTON ROAD

CLAYTON ROAD



General notes:
 All settings out must be checked on site.
 The Contractor has an obligation to ensure that the works are carried out in accordance with the programme of works.
 At no time should any work be carried out on site.
 The drawings must be read in conjunction with all other documents.
 The drawings must be used on site as a guide for the works.
 The drawings must be used on site as a guide for the works.
 The drawings must be used on site as a guide for the works.

© 2019 Assael Architects Limited
 All rights reserved.
 No part of this document may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Assael Architects Limited.
 The drawings are the property of Assael Architects Limited and are not to be used for any other purpose without the prior written permission of Assael Architects Limited.
 The drawings are the property of Assael Architects Limited and are not to be used for any other purpose without the prior written permission of Assael Architects Limited.

Electronic file reference:
 AA-32095-200-18.rvt
 Date: 20/03/2019 ME JL

Author: J. Newton
 Date: 20/03/2019 ME JL

14 PLANNING
 20/03/2019 ME JL

Electronic file reference:
 AA-32095-200-18.rvt
 Date: 20/03/2019 ME JL

Author: J. Newton
 Date: 20/03/2019 ME JL

14 PLANNING
 20/03/2019 ME JL

Electronic file reference:
 AA-32095-200-18.rvt
 Date: 20/03/2019 ME JL

Author: J. Newton
 Date: 20/03/2019 ME JL

Purpose of information:
 Planning
 Information
 Comment
 Client approved
 Construction

Project title:
A32095
25-39 Clayton Road, Hayes

Client:
A2Dominion

Project title:
A32095
25-39 Clayton Road, Hayes

Client:
A2Dominion

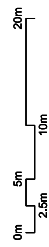
Project title:
A32095
25-39 Clayton Road, Hayes

Client:
A2Dominion

Project title:
A32095
25-39 Clayton Road, Hayes

Client:
A2Dominion

Project title:
A32095
25-39 Clayton Road, Hayes



Grand Union Canal

CLAYTON ROAD

CLAYTON ROAD

state

Assael

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7754 7744
 info@assael.co.uk
 www.assael.co.uk

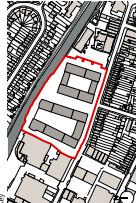
CRH-AA-ALL-06-DR-A-206
 Date: Mar '19

GA Plans
 Proposed Sixth Floor

25-39 Clayton Road, Hayes

A2Dominion

a2dominion group



General notes:
 All settings out must be checked on site.
 The Contractor must ensure that the proposed works are carried out in accordance with the relevant regulations and standards.
 At no time shall the Contractor be permitted to carry out any work which is not specified in the drawings or to omit any work which is specified.
 The drawings must be read in conjunction with all other documents forming part of the contract.
 The Contractor shall be responsible for obtaining all necessary permits and approvals from the relevant authorities.
 The drawings must be used on site as issued for construction.
 Drawing notes:

© 2019 Assael Architects Limited
 Assael Architects, 123 Upper Richmond Road, London SW15 2TL
 Tel: +44 (0)20 7754 7744
 Email: info@assael.co.uk
 Website: www.assael.co.uk

Electronic file reference:
 AA-A3095-200-01-Rev
 Status: R - Revision
 Date: 05/08/20 ME JL

15 PLANNING
 Date: 05/08/20 ME JL

Purpose of information:
 Planning
 Information
 Comment
 Client approval
 Construction

Information for the contractor:
 The contractor shall be responsible for obtaining all necessary permits and approvals from the relevant authorities.
 The drawings must be used on site as issued for construction.

Client:
A2Dominion

Project Ref:
A3095
25-35 Clayton Road, Hayes

Drawing Ref:
GA Plans
Proposed Seventh Floor

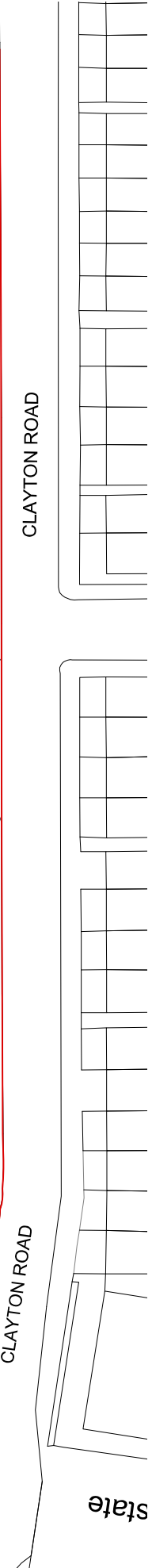
Scale: @ A3 size
1:250
 Date:
Mar '19

Drawing No:
CRH-AA-ALL-07-DR-A-207

Drawn by:
State & Strickland
R15

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 Tel: +44 (0)20 7754 7744
 Email: info@assael.co.uk
 Website: www.assael.co.uk

Assael



General notes:
 All settings out must be checked on site.
 The Contractor must ensure that the proposed works are carried out in accordance with the relevant legislation and standards.
 All information must be checked on site.
 The drawings must be read in conjunction with all other drawings, specifications, bills of materials and current design risk register.
 The drawings must be read in conjunction with all other drawings, specifications, bills of materials and current design risk register.
 The drawings must be read in conjunction with all other drawings, specifications, bills of materials and current design risk register.
 The drawings must be read in conjunction with all other drawings, specifications, bills of materials and current design risk register.

© 2019 Assael Architects Limited
 All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited.
 This document is the property of Assael Architects Limited. It is to be used only for the purpose for which it is issued and is not to be distributed, copied, or otherwise used without the prior written permission of Assael Architects Limited.
 The drawings must be read in conjunction with all other drawings, specifications, bills of materials and current design risk register.
 The drawings must be read in conjunction with all other drawings, specifications, bills of materials and current design risk register.

Electronic file reference:
 AA-A31095-200-08.rvt
 Status: R - Revision
 Date: 03/03/2019 ME JL

15 PLANNING
 Drawing title:
 GA Plans
 Proposed Eighth Floor

Scale: 1/8" = 1'-0"
 Date: Mar '19

Client:
 A2Dominion
 Project Ref:
 A31095
 25-35 Clayton Road, Hayes

Drawing No:
 1:250
 CRH-AA-ALL-08-DR-A-208

Scale: 1/8" = 1'-0"
 Date: Mar '19

Client:
 A2Dominion
 Project Ref:
 A31095
 25-35 Clayton Road, Hayes

Drawing No:
 1:250
 CRH-AA-ALL-08-DR-A-208

Purpose of information:
 Planning
 Information
 Comment
 Client approved
 Construction

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7754 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7754 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7754 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7754 7744
 info@assael.co.uk
 www.assael.co.uk

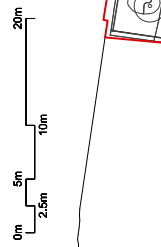
Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7754 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7754 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7754 7744
 info@assael.co.uk
 www.assael.co.uk

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7754 7744
 info@assael.co.uk
 www.assael.co.uk

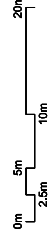
Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7754 7744
 info@assael.co.uk
 www.assael.co.uk



CLAYTON ROAD

CLAYTON ROAD

state



General notes:
All working out must be checked on site.
The Contractor must ensure that all structural elements are in accordance with the drawings. Design must be checked on site.
At all stages of construction, the Contractor must ensure that the work is in accordance with the drawings and the specification.
The drawings must be read in conjunction with all other documents relating to this project, including the Contract Documents, Specification, Bill of Materials and all other relevant documents.
Calculations must be in accordance with all applicable codes and standards.
The drawings must not be used for the construction of any part of the project without the written approval of the Architect.
All drawings must be submitted for approval from the relevant authorities before construction begins.
Subject to any necessary variations and approval from the relevant authorities.
Architect:
A2Dominion
Project name:
A2Dominion
© 2019 Assael Architects Limited

Electronic file reference:
AV-A31095-200-B1.rvt
Scale: 1/8" = 1'-0"
Date: 2020.03.01 ME J.L.

Electronic file reference:
AV-A31095-200-B1.rvt
Scale: 1/8" = 1'-0"
Date: 2020.03.01 ME J.L.

Electronic file reference:
AV-A31095-200-B1.rvt
Scale: 1/8" = 1'-0"
Date: 2020.03.01 ME J.L.

Electronic file reference:
AV-A31095-200-B1.rvt
Scale: 1/8" = 1'-0"
Date: 2020.03.01 ME J.L.

Electronic file reference:
AV-A31095-200-B1.rvt
Scale: 1/8" = 1'-0"
Date: 2020.03.01 ME J.L.

Electronic file reference:
AV-A31095-200-B1.rvt
Scale: 1/8" = 1'-0"
Date: 2020.03.01 ME J.L.

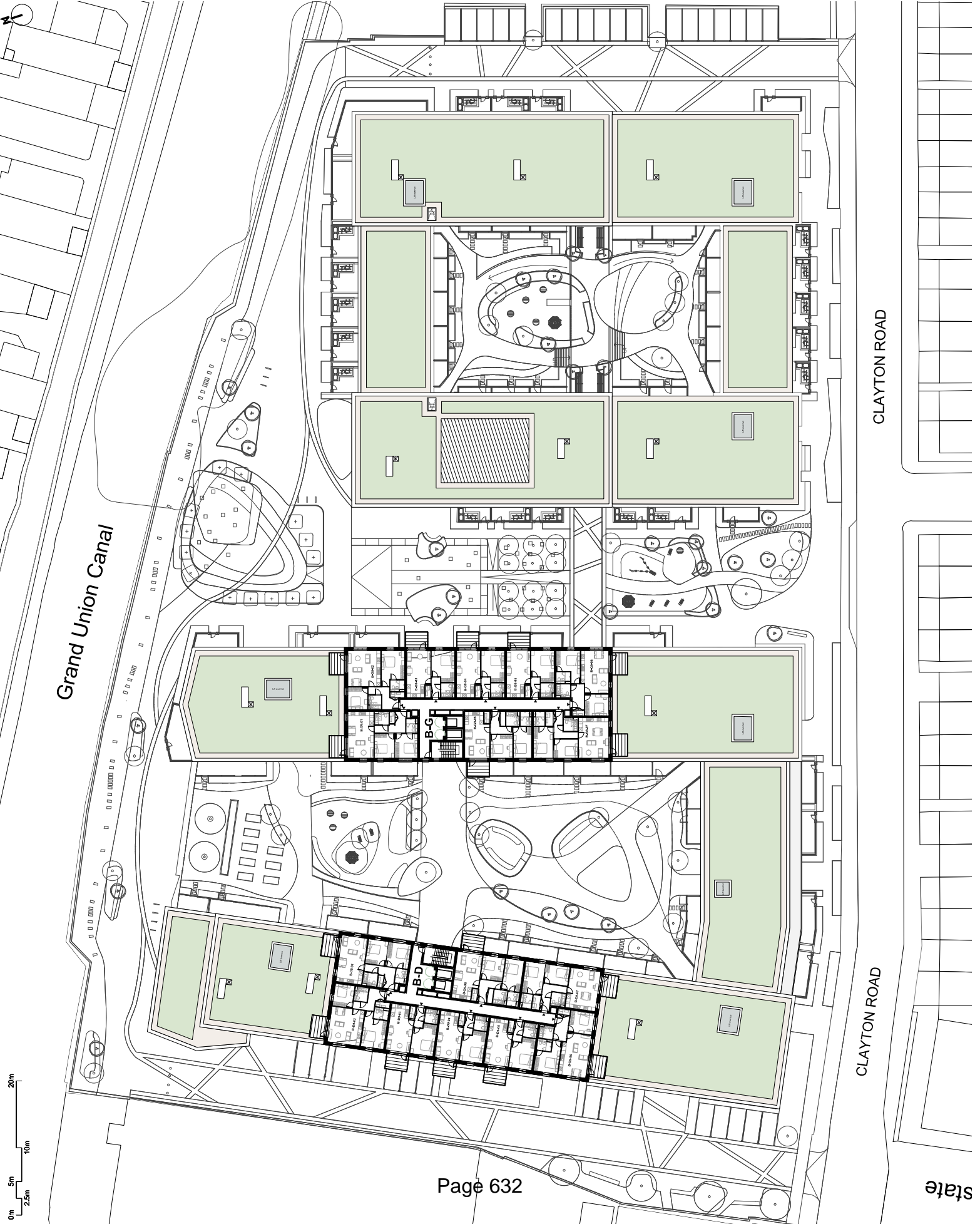
Electronic file reference:
AV-A31095-200-B1.rvt
Scale: 1/8" = 1'-0"
Date: 2020.03.01 ME J.L.

Electronic file reference:
AV-A31095-200-B1.rvt
Scale: 1/8" = 1'-0"
Date: 2020.03.01 ME J.L.

Electronic file reference:
AV-A31095-200-B1.rvt
Scale: 1/8" = 1'-0"
Date: 2020.03.01 ME J.L.

Electronic file reference:
AV-A31095-200-B1.rvt
Scale: 1/8" = 1'-0"
Date: 2020.03.01 ME J.L.

Electronic file reference:
AV-A31095-200-B1.rvt
Scale: 1/8" = 1'-0"
Date: 2020.03.01 ME J.L.



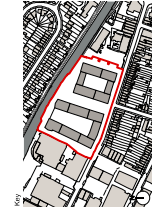
Grand Union Canal

CLAYTON ROAD

CLAYTON ROAD

state

- Planning
 - Information
 - Comment
 - Client approval
 - Construction
- Approve this drawing for construction subject to the conditions of construction.



a2dominion group

Client: A2Dominion

Project Ref: A31095
25-35 Clayton Road, Hayes

Drawing Ref: GA Plans
Proposed Ninth Floor

Scale: 1/8" = 1'-0"
Date: Mar '19

1:250

CRH-AA-ALL-09-DR-A-209

Status: S/Rev 00
R14



Assael Architects Limited
123 Upper Richmond Road
London SW15 2TL
Tel: +44 (0)20 7734 7744
Email: info@assael.co.uk
Web: www.assael.co.uk

General notes:
 All settings out must be checked on site.
 The Contractor must ensure that the proposed works are carried out in accordance with the relevant standards and specifications.
 At no time shall the Contractor be permitted to carry out any work which is not specified in the drawings or to omit any work which is specified.
 The drawings must be read in conjunction with all other documents forming part of the contract.
 The Contractor shall be responsible for obtaining all necessary consents and approvals from the relevant authorities.
 The drawings must not be used for any other purpose without the written consent of the Architect.

© 2019 Assael Architects Limited
 All rights reserved. No part of this document may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage or retrieval system, without the prior written permission of Assael Architects Limited.
 This document is the property of Assael Architects Limited and is loaned to you for your use only. It is not to be distributed, copied, or otherwise used without the prior written consent of Assael Architects Limited.
 The drawings must not be used for any other purpose without the written consent of the Architect.

Electronic file reference:
 AA-PA005-200-01-Rev
 Status: R - Revision
 Date: 20/05/20 ME JL

14 FLANNING
 20/05/20 ME JL

Purpose of information:
 Planning
 Information
 Comment
 Client approval
 Construction

Information to be provided for:
 Construction
 Construction
 Construction

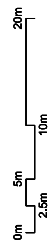
Check:
 A2Dominion
 Project Ref:
 A31095
 25-35 Clayton Road, Hayes
 Drawing Ref:
 GA Plans
 Proposed Roof Plan
 Scale: @ A3 size
 Date:
 Mar '19
 1:250
 CRH-AA-ALL-RP-DR-A-210
 Status & Revision
 R14

Assael Architects Limited
 123 Upper Richmond Road
 London SW15 2TL
 +44 (0)20 7754 7744
 info@assael.co.uk
 www.assael.co.uk

Assael
 architects

0m 5m 10m 20m
 2.5m





Grand Union Canal

CLAYTON ROAD

CLAYTON ROAD

state

General Notes:
 All settings out must be checked on site.
 The Contractor must ensure that the proposed works are carried out in accordance with the approved drawings.
 At no time shall the Contractor be allowed to proceed with any work until the necessary approvals have been obtained.
 The drawings must be read in conjunction with all other relevant drawings, specifications, bills of materials and current design risk register.
 The Contractor must ensure that the proposed works are carried out in accordance with the approved drawings.
 The drawings must be read in conjunction with all other relevant drawings, specifications, bills of materials and current design risk register.
 The Contractor must ensure that the proposed works are carried out in accordance with the approved drawings.
 The drawings must be read in conjunction with all other relevant drawings, specifications, bills of materials and current design risk register.

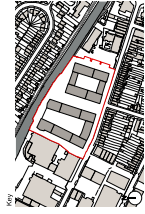
Electronic file reference:
 AA-A3095-200-018.rvt
 Status: P - Issued
 Date: 03/03/2019
 Drawing: 018 - Proposed Roof Plans

UNIT KEY

Proposed Commercial
Proposed Affordable Rent
Proposed Shared Ownership
Proposed Private

Purpose of information

Planning	<input checked="" type="checkbox"/>
Information	<input type="checkbox"/>
Comment	<input type="checkbox"/>
Client approval	<input type="checkbox"/>
Construction	<input type="checkbox"/>



Client:
A2Dominion

Project Ref:
A3095

Address:
25-35 Clayton Road, Hayes

Drawing Title:
GA Plans Proposed Roof Plan

Scale: @ A4 size
1:250

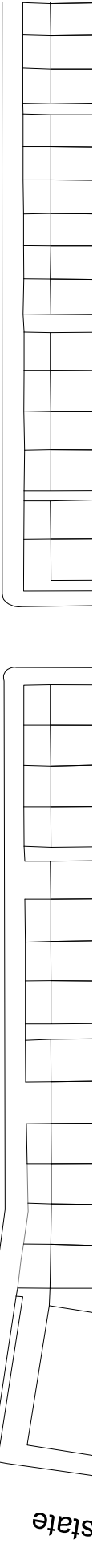
Date:
Mar '19

Revision:
CRH-AA-ALL-RP-DR-A-210

Revision:
A3095-SK-A-20043-DOME30

Revision:
R13

Revision:
Assael



Contractor's Note:
 This drawing is to be used for construction purposes only. It is not to be used for any other purpose. The contractor is responsible for ensuring that the drawing is used in accordance with the terms of the contract. This drawing is not to be used for any other purpose. The contractor is responsible for ensuring that the drawing is used in accordance with the terms of the contract.

Electronic Reference:
 Status: Revision Date: Description
 1 2023/03/08 IM JB
 2 2023/03/08 IM JB
 3 2023/03/08 IM JB
 4 2023/03/08 IM JB
 5 2023/03/08 IM JB

Electronic Reference:
 Status: Revision Date: Description
 1 2023/03/08 IM JB
 2 2023/03/08 IM JB
 3 2023/03/08 IM JB
 4 2023/03/08 IM JB
 5 2023/03/08 IM JB

Electronic Reference:
 Status: Revision Date: Description
 1 2023/03/08 IM JB
 2 2023/03/08 IM JB
 3 2023/03/08 IM JB
 4 2023/03/08 IM JB
 5 2023/03/08 IM JB

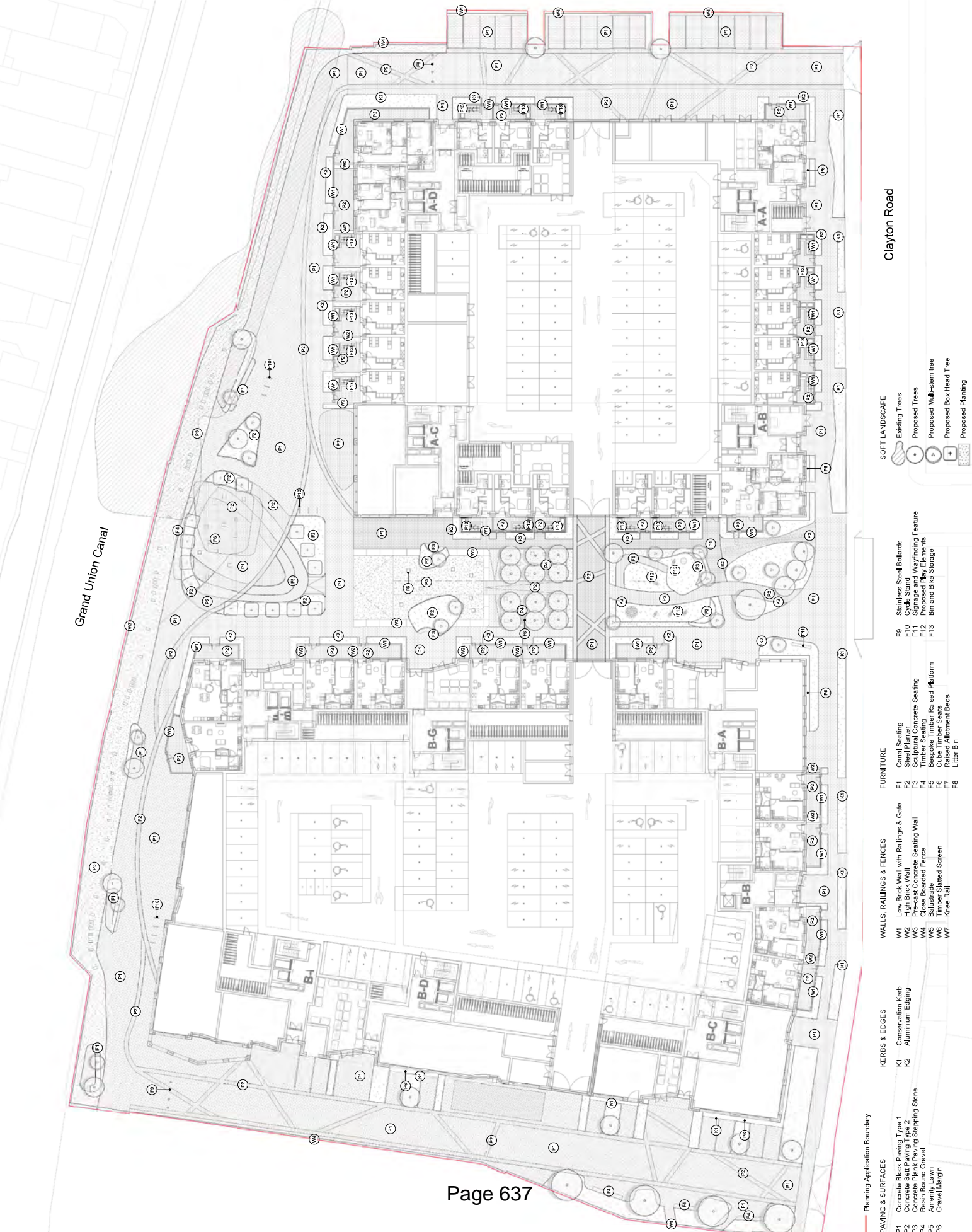
Electronic Reference:
 Status: Revision Date: Description
 1 2023/03/08 IM JB
 2 2023/03/08 IM JB
 3 2023/03/08 IM JB
 4 2023/03/08 IM JB
 5 2023/03/08 IM JB

Electronic Reference:
 Status: Revision Date: Description
 1 2023/03/08 IM JB
 2 2023/03/08 IM JB
 3 2023/03/08 IM JB
 4 2023/03/08 IM JB
 5 2023/03/08 IM JB

Electronic Reference:
 Status: Revision Date: Description
 1 2023/03/08 IM JB
 2 2023/03/08 IM JB
 3 2023/03/08 IM JB
 4 2023/03/08 IM JB
 5 2023/03/08 IM JB

Electronic Reference:
 Status: Revision Date: Description
 1 2023/03/08 IM JB
 2 2023/03/08 IM JB
 3 2023/03/08 IM JB
 4 2023/03/08 IM JB
 5 2023/03/08 IM JB

Electronic Reference:
 Status: Revision Date: Description
 1 2023/03/08 IM JB
 2 2023/03/08 IM JB
 3 2023/03/08 IM JB
 4 2023/03/08 IM JB
 5 2023/03/08 IM JB



PAVING & SURFACES

- P1 Concrete Block Paving Type 1
- P2 Concrete Block Paving Type 2
- P3 Concrete Block Paving Stepping Stone
- P4 Resin Bound Gravel
- P5 Armenty Lawn
- P6 Gravel Margin

KERBS & EDGES

- K1 Conservation Kerb
- K2 Aluminium Edging

WALLS, RAILINGS & FENCES

- W1 Low Brick Wall with Railings & Gate
- W2 Solid Concrete Sealing Wall
- W3 Close Boarded Fence
- W4 Close Boarded Fence
- W5 Balustrade
- W6 Timber Slatted Screen
- W7 Knee Rail

FURNITURE

- F1 Canal Seating
- F2 Stainless Steel Bollards
- F3 Solid Concrete Seating
- F4 Timber Seating
- F5 Bespoke Timber Raised Platform
- F6 Cube Timber Seats
- F7 Linear Seating
- F8 Litier Bin

SOFT LANDSCAPE

- F9 Existing Trees
- F10 Proposed Trees
- F11 Proposed Multi-stem tree
- F12 Proposed Box-Head Tree
- F13 Proposed Planting

Planning Application Boundary

CLAYTON ROAD

GRAND UNION CANAL

ASSAEL

Consent Notes
 This drawing is for the purpose of planning consent only. It is not to be used for construction or for any other purpose without the written consent of Assael Architects Limited. The drawing is not to be used for any other purpose without the written consent of Assael Architects Limited. The drawing is not to be used for any other purpose without the written consent of Assael Architects Limited. The drawing is not to be used for any other purpose without the written consent of Assael Architects Limited.

© 2018 Assael Architects Limited
 Assael Architects Limited has prepared this document for the purpose of planning consent only. This document is not to be used for any other purpose without the written consent of Assael Architects Limited. The drawing is not to be used for any other purpose without the written consent of Assael Architects Limited. The drawing is not to be used for any other purpose without the written consent of Assael Architects Limited.

Electronic file reference

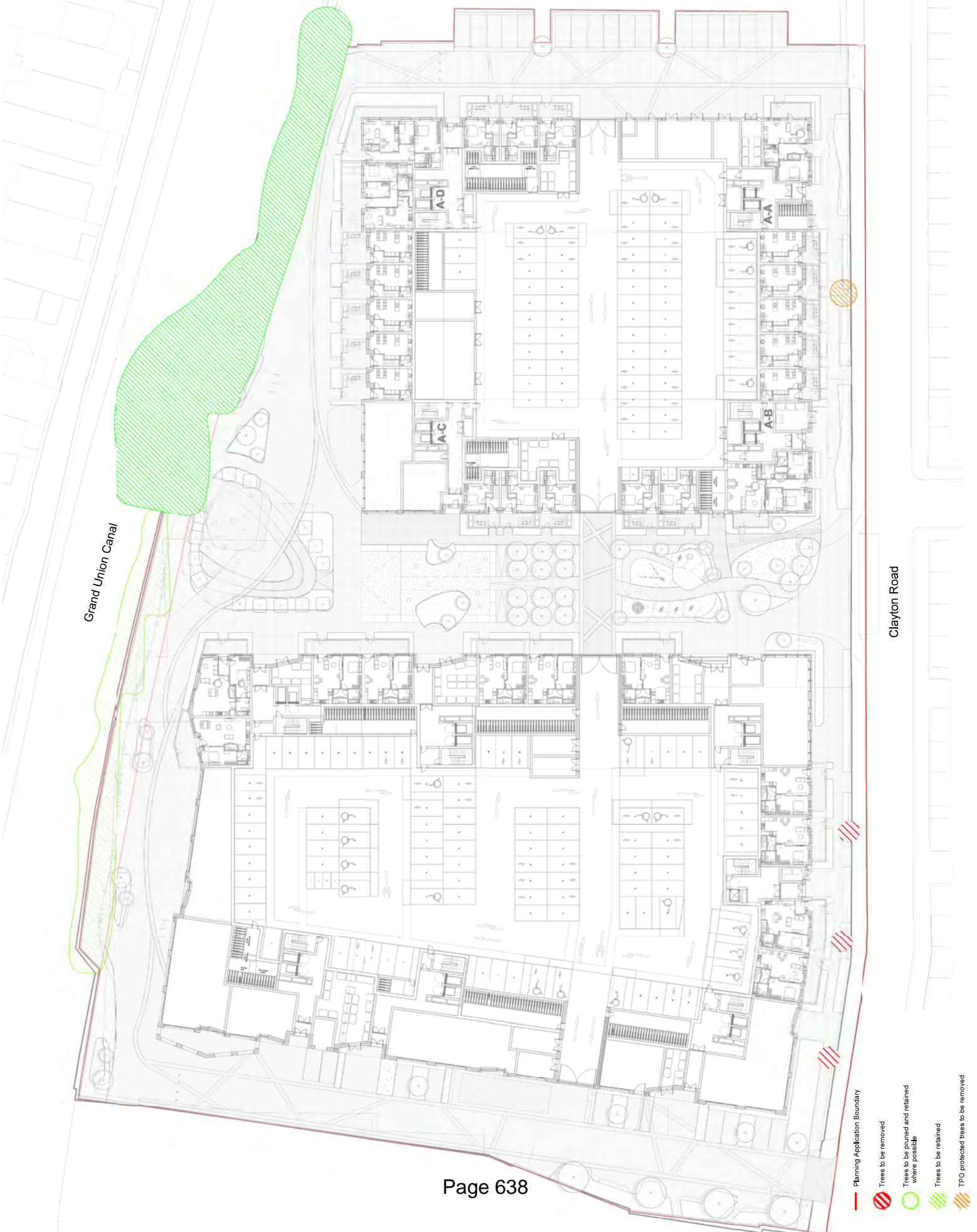
Drawn By	Date	DRN	CHK	COM
1	20/07/2020	NR		
2	20/07/2020	NR		
3	20/07/2020	NR		

Progress of information

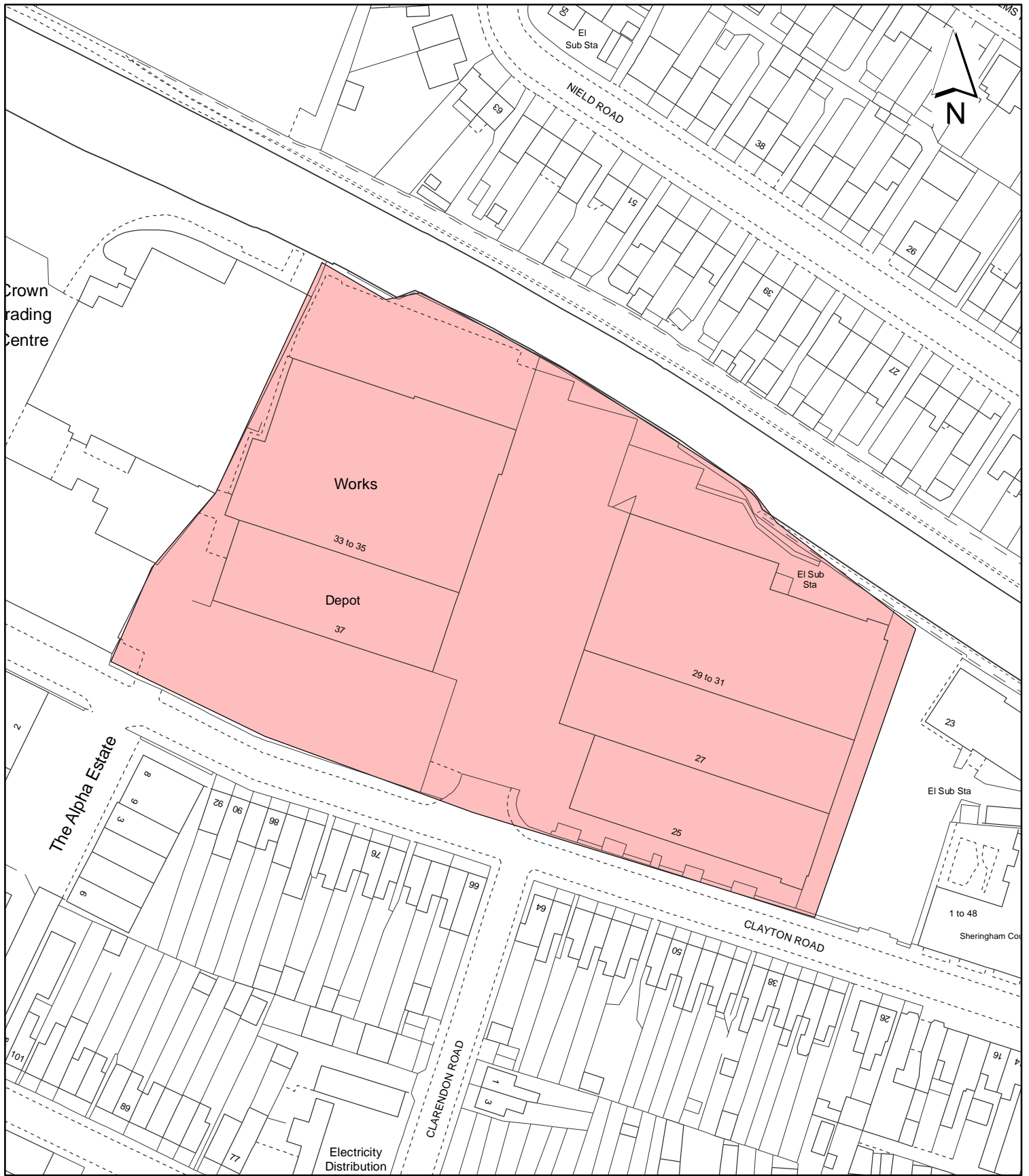
Planning	Permitted	Comment	Client approval	Construction
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Client: **A2Dominion Housing Group**
 Project: **Clayton Road**
 Drawing title: **Tree Retention and Removal Plan**
 Date: **Jul 20**
 Scale @ A1 size: **1:250**
 Drawing ID: **CRH-ASE-ALL-OF-DR-L-2003**
 Status & Revision: **P3**

Assael Architects
 1111 Clayton Road
 London W14 9YU
 +44 (0)20 7238 7744
 info@assael.com



- Planning Application Boundary
- Trees to be removed
- Trees to be retained and retained where possible
- Trees to be retained
- TPO protected trees to be removed



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:
**Fairview Business Centre
 Clayton Road
 Hayes**

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

Planning Application Ref:
58758/APP/2019/3517

Scale:
1:1,250

Planning Committee:
Major Page 639

Date:
December 2020



Report of the Head of Planning, Transportation and Regeneration

Address UNIVERSITY PLAYING FIELDS BRUNEL UNIVERSITY KINGSTON LANE
HILLINGDON

Development: Upgrade of existing sports pitch to provide World Rugby Compliant 3G
Artificial Grass Pitch with associated perimeter fencing and technical dugout
recessed areas, erection of temporary gym facility, and associated works

LBH Ref Nos: 532/APP/2020/1978

Drawing Nos:

CONSENT NOTICE
 The drawing is the copyright of the Architects and may not be reproduced or used except by written permission.

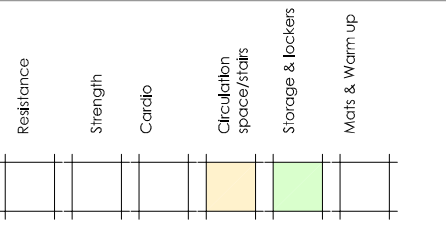
1. All filled white PVC coated fabric roof
 2. Wall and gable panels in aluminium
 3. White UPVC cladding & door frames
 4. PFC treated doors with double glazing and windows
 5. High strength glass windows

Materials:
 1. All filled white PVC coated fabric roof
 2. Wall and gable panels in aluminium
 3. White UPVC cladding & door frames
 4. PFC treated doors with double glazing and windows
 5. High strength glass windows

Materials:
 1. All filled white PVC coated fabric roof
 2. Wall and gable panels in aluminium
 3. White UPVC cladding & door frames
 4. PFC treated doors with double glazing and windows
 5. High strength glass windows

Materials:
 1. All filled white PVC coated fabric roof
 2. Wall and gable panels in aluminium
 3. White UPVC cladding & door frames
 4. PFC treated doors with double glazing and windows
 5. High strength glass windows

Materials:
 1. All filled white PVC coated fabric roof
 2. Wall and gable panels in aluminium
 3. White UPVC cladding & door frames
 4. PFC treated doors with double glazing and windows
 5. High strength glass windows



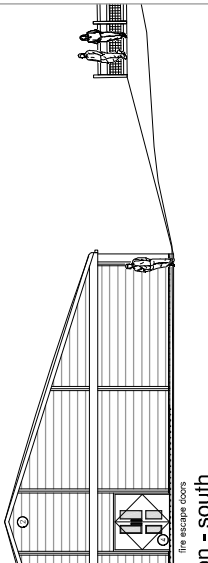
D - 25.05.2020 - general alterations,
 C - 18.05.2020 - general alterations,
 B - 05.05.2020 - general alterations,
 A - 01.05.2020 - general alterations to building orientation, external paths, access.

nasp architects
 Para Innovation Park, Nottingham Road
 Melton Mowbray, LE13 0PB
 Telephone: 01545 503200 Fax: 01545 503200
 Email: info@nasparchitects.co.uk, nasp@nasparchitects.co.uk

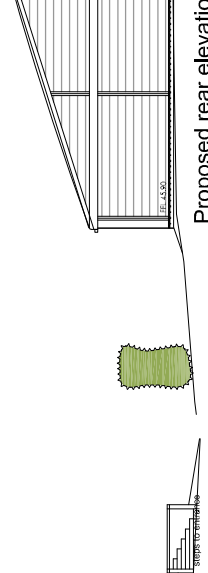
Proposed Temporary Gym Building
 Kingston Lane
 Uxbridge
 For Brunel University London

Building Plans & Elevations

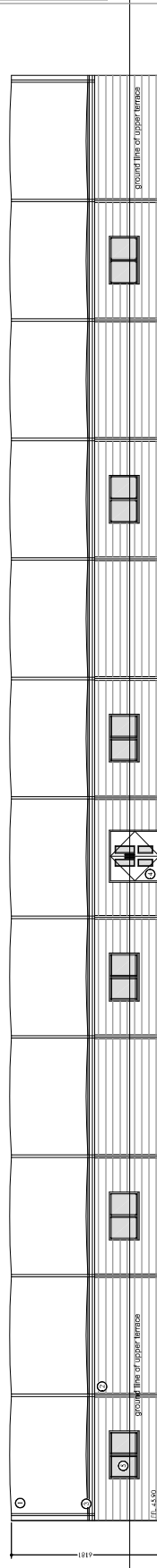
Date: 15.03.20
 Drawn: MC
 Checked: -
 Scale: 1:500
 Project: B154_03_01
 Revision: 0
 WSP: P1



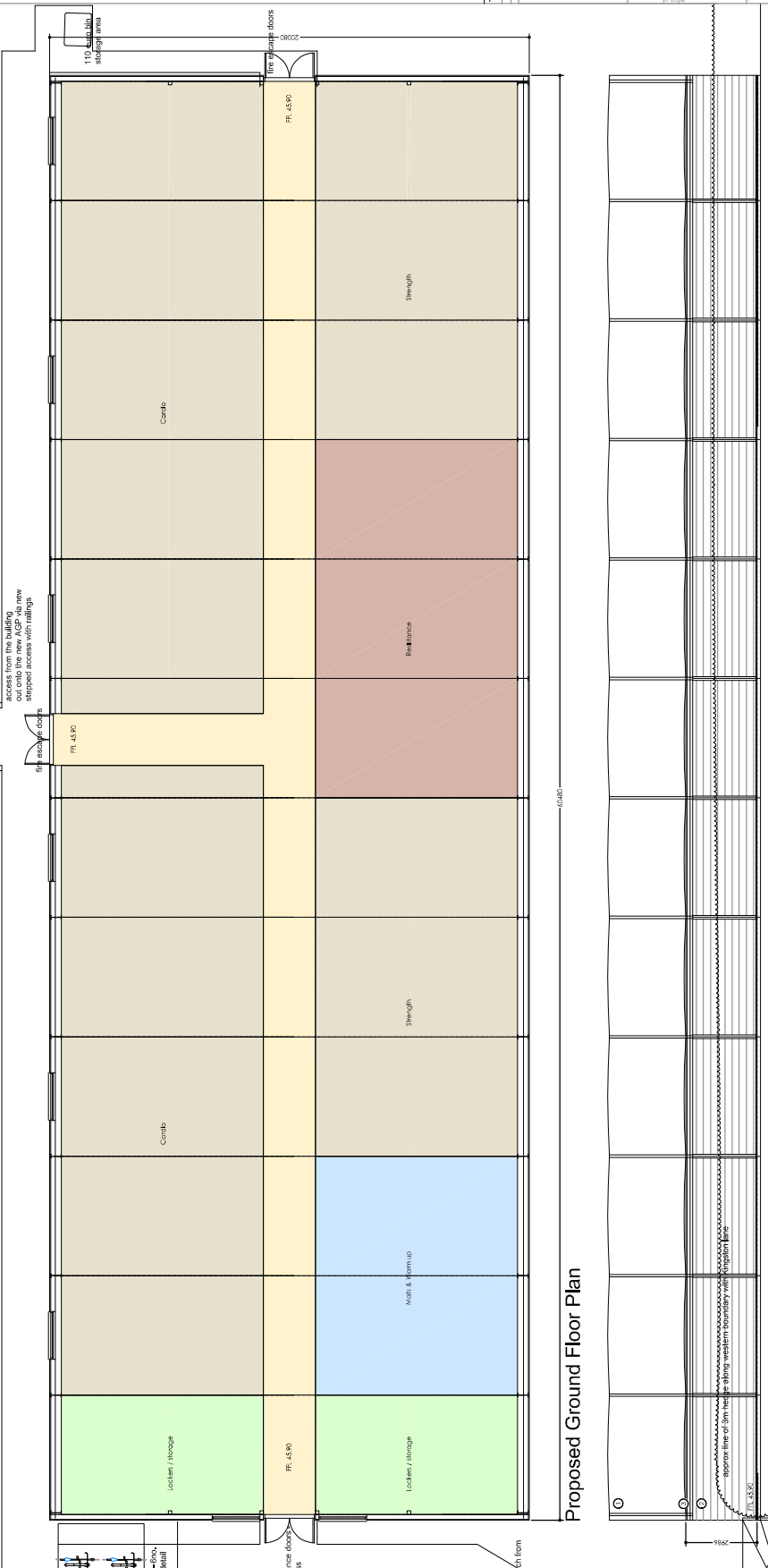
Proposed rear elevation - south



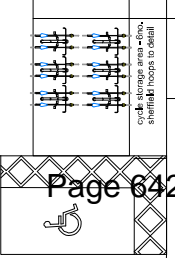
Proposed entrance elevation - North



Proposed elevation to the new AGP - east



Proposed Ground Floor Plan



Proposed elevation to Kingston Lane - west

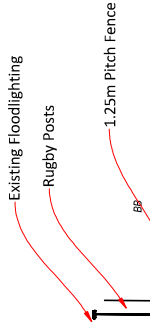
Brunel University London

Creation of a 3G Artificial Pitch



- 1. THIS DRAWING IS THE PROPERTY OF SURFACING STANDARDS LIMITED AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON.
- 2. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF SURFACING STANDARDS LIMITED.

Key
 Green Line - Existing Topography
 Cyan Line - Proposed floor level



Cross Section A-AA	
CHANGING	44.806
TOPO LEVEL (GREEN)	45.190
ALL FINISHED LEVEL (CYAN)	45.750

45.750	45.806
45.750	45.815
45.750	45.824
45.750	45.833
45.750	45.842
45.750	45.851
45.750	45.860
45.750	45.869
45.750	45.878
45.750	45.887
45.750	45.896
45.750	45.905
45.750	45.914
45.750	45.923
45.750	45.932
45.750	45.941
45.750	45.950
45.750	45.959
45.750	45.968
45.750	45.977
45.750	45.986
45.750	45.995
45.750	46.004
45.750	46.013
45.750	46.022
45.750	46.031
45.750	46.040
45.750	46.049
45.750	46.058
45.750	46.067
45.750	46.076
45.750	46.085
45.750	46.094
45.750	46.103
45.750	46.112
45.750	46.121
45.750	46.130
45.750	46.139
45.750	46.148
45.750	46.157
45.750	46.166
45.750	46.175
45.750	46.184
45.750	46.193
45.750	46.202
45.750	46.211
45.750	46.220
45.750	46.229
45.750	46.238
45.750	46.247
45.750	46.256
45.750	46.265
45.750	46.274
45.750	46.283
45.750	46.292
45.750	46.301
45.750	46.310
45.750	46.319
45.750	46.328
45.750	46.337
45.750	46.346
45.750	46.355
45.750	46.364
45.750	46.373
45.750	46.382
45.750	46.391
45.750	46.400
45.750	46.409
45.750	46.418
45.750	46.427
45.750	46.436
45.750	46.445
45.750	46.454
45.750	46.463
45.750	46.472
45.750	46.481
45.750	46.490
45.750	46.499
45.750	46.508
45.750	46.517
45.750	46.526
45.750	46.535
45.750	46.544
45.750	46.553
45.750	46.562
45.750	46.571
45.750	46.580
45.750	46.589
45.750	46.598
45.750	46.607
45.750	46.616
45.750	46.625
45.750	46.634
45.750	46.643
45.750	46.652
45.750	46.661
45.750	46.670
45.750	46.679
45.750	46.688
45.750	46.697
45.750	46.706
45.750	46.715
45.750	46.724
45.750	46.733
45.750	46.742
45.750	46.751
45.750	46.760
45.750	46.769
45.750	46.778
45.750	46.787
45.750	46.796
45.750	46.805
45.750	46.814
45.750	46.823
45.750	46.832
45.750	46.841
45.750	46.850
45.750	46.859
45.750	46.868
45.750	46.877
45.750	46.886
45.750	46.895
45.750	46.904
45.750	46.913
45.750	46.922
45.750	46.931
45.750	46.940
45.750	46.949
45.750	46.958
45.750	46.967
45.750	46.976
45.750	46.985
45.750	46.994
45.750	47.003
45.750	47.012
45.750	47.021
45.750	47.030
45.750	47.039
45.750	47.048
45.750	47.057
45.750	47.066
45.750	47.075
45.750	47.084
45.750	47.093
45.750	47.102
45.750	47.111
45.750	47.120
45.750	47.129
45.750	47.138
45.750	47.147
45.750	47.156
45.750	47.165
45.750	47.174
45.750	47.183
45.750	47.192
45.750	47.201
45.750	47.210
45.750	47.219
45.750	47.228
45.750	47.237
45.750	47.246
45.750	47.255
45.750	47.264
45.750	47.273
45.750	47.282
45.750	47.291
45.750	47.300
45.750	47.309
45.750	47.318
45.750	47.327
45.750	47.336
45.750	47.345
45.750	47.354
45.750	47.363
45.750	47.372
45.750	47.381
45.750	47.390
45.750	47.399
45.750	47.408
45.750	47.417
45.750	47.426
45.750	47.435
45.750	47.444
45.750	47.453
45.750	47.462
45.750	47.471
45.750	47.480
45.750	47.489
45.750	47.498
45.750	47.507
45.750	47.516
45.750	47.525
45.750	47.534
45.750	47.543
45.750	47.552
45.750	47.561
45.750	47.570
45.750	47.579
45.750	47.588
45.750	47.597
45.750	47.606
45.750	47.615
45.750	47.624
45.750	47.633
45.750	47.642
45.750	47.651
45.750	47.660
45.750	47.669
45.750	47.678
45.750	47.687
45.750	47.696
45.750	47.705
45.750	47.714
45.750	47.723
45.750	47.732
45.750	47.741
45.750	47.750
45.750	47.759
45.750	47.768
45.750	47.777
45.750	47.786
45.750	47.795
45.750	47.804
45.750	47.813
45.750	47.822
45.750	47.831
45.750	47.840
45.750	47.849
45.750	47.858
45.750	47.867
45.750	47.876
45.750	47.885
45.750	47.894
45.750	47.903
45.750	47.912
45.750	47.921
45.750	47.930
45.750	47.939
45.750	47.948
45.750	47.957
45.750	47.966
45.750	47.975
45.750	47.984
45.750	47.993
45.750	48.002
45.750	48.011
45.750	48.020
45.750	48.029
45.750	48.038
45.750	48.047
45.750	48.056
45.750	48.065
45.750	48.074
45.750	48.083
45.750	48.092
45.750	48.101
45.750	48.110
45.750	48.119
45.750	48.128
45.750	48.137
45.750	48.146
45.750	48.155
45.750	48.164
45.750	48.173
45.750	48.182
45.750	48.191
45.750	48.200
45.750	48.209
45.750	48.218
45.750	48.227
45.750	48.236
45.750	48.245
45.750	48.254
45.750	48.263
45.750	48.272
45.750	48.281
45.750	48.290
45.750	48.299
45.750	48.308
45.750	48.317
45.750	48.326
45.750	48.335
45.750	48.344
45.750	48.353
45.750	48.362
45.750	48.371
45.750	48.380
45.750	48.389
45.750	48.398
45.750	48.407
45.750	48.416
45.750	48.425
45.750	48.434
45.750	48.443
45.750	48.452
45.750	48.461
45.750	48.470
45.750	48.479
45.750	48.488
45.750	48.497
45.750	48.506
45.750	48.515
45.750	48.524
45.750	48.533
45.750	48.542
45.750	48.551
45.750	48.560
45.750	48.569
45.750	48.578
45.750	48.587
45.750	48.596
45.750	48.605
45.750	48.614
45.750	48.623
45.750	48.632
45.750	48.641
45.750	48.650
45.750	48.659
45.750	48.668
45.750	48.677
45.750	48.686
45.750	48.695
45.750	48.704
45.750	48.713
45.750	48.722
45.750	48.731
45.750	48.740
45.750	48.749
45.750	48.758
45.750	48.767
45.750	48.776
45.750	48.785
45.750	48.794
45.750	48.803
45.750	48.812
45.750	48.821
45.750	48.830
45.750	48.839
45.750	48.848
45.750	48.857
45.750	48.866
45.750	48.875
45.750	48.884
45.750	48.893
45.750	48.902
45.750	48.911
45.750	48.920
45.750	48.929
45.750	48.938
45.750	48.947
45.750	48.956
45.750	48.965
45.750	48.974
45.750	48.983
45.750	48.992
45.750	48.001
45.750	48.010
45.750	48.019
45.750	48.028
45.750	48.037
45.750	48.046
45.750	48.055
45.750	48.064
45.750	48.073
45.750	48.082
45.750	48.091
45.750	48.100
45.750	48.109
45.750	48.118
45.750	48.127
45.750	48.136
45.750	48.145
45.750	48.154
45.750	48.163
45.750	48.172
45.750	48.181
45.750	48.190
45.750	48.199
45.750	48.208
45.750	48.217
45.750	48.226
45.750	48.235
45.750	48.244
45.750	48.253
45.750	48.262
45.750	48.271
45.750	48.280
45.750	48.289
45.750	48.298
45.750	48.307
45.750	48.316
45.750	48.325
45.750	48.334
45.750	48.343
45.750	48.352
45.750	48.361
45.750	48.370
45.750	48.379
45.750	48.388
45.750	48.397
45.750	48.406
45.750	48.415
45.750	48.424
45.750	48.433
45.750	48.442
45.750	48.451
45.750	48.460
45.750	48.469
45.750	48.478
45.750	48.487
45.750	48.496
45.750	48.505
45.750	48.514
45.750	48.523
45.750	48.532
45.750	48.541
45.750	48.550
45.750	48.559
45.750	48.568
45.750	48.577
45.750	48.586
45.750	48.595
45.750	48.604
45.750	48.613
45.750	48.622
45.750	48.631
45.750	48.640
45.750	48.649
45.750	48.658
45.750	48.667
45.750	48.676
45.750	48.685
45.750	48.694
45.750	48.703
45.750	48.712
45.750	



NOTES:
1. ALL WORK SHALL BE IN ACCORDANCE WITH THE CURRENT UK BUILDING REGULATIONS.
2. THE DESIGN IS BASED ON THE INFORMATION PROVIDED BY THE CLIENT.
3. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY AND OTHER RELEVANT AGENCIES.



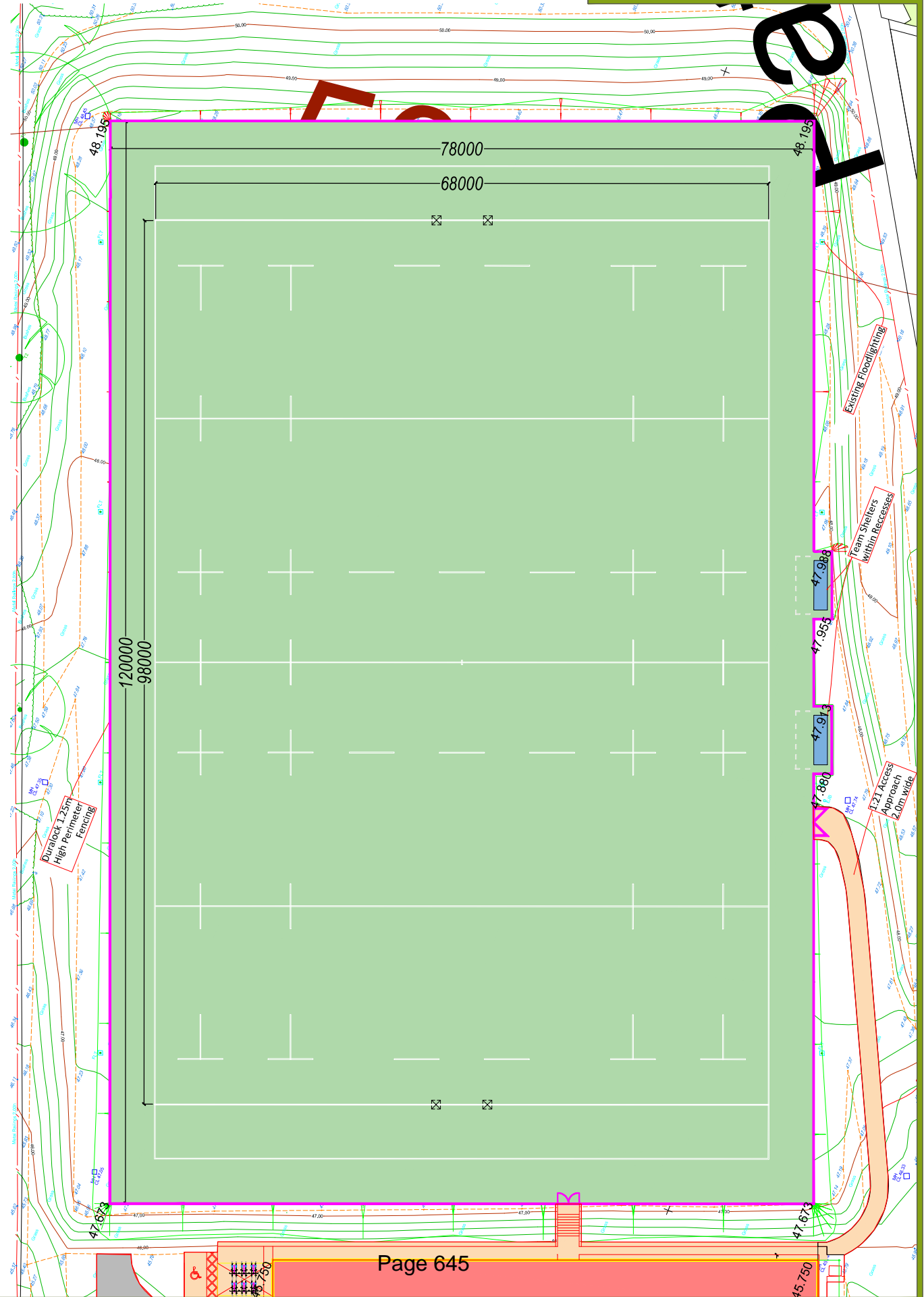
NO.	DESCRIPTION	DATE
01	PRELIMINARY	28/01/20
02	PROPOSED	02/02/20
03	REVISION	10/02/20
04	REVISION	17/02/20
05	REVISION	24/02/20
06	REVISION	03/03/20
07	REVISION	10/03/20
08	REVISION	17/03/20
09	REVISION	24/03/20
10	REVISION	31/03/20



BRUNEL UNIVERSITY LONDON	PROJECT NO. SSI.2766	SCALE 1:500	DATE A1
Creation of a 3G Artificial Pitch	PROJECT NAME	PROJECT NO. 02	DATE 04
Proposed Site Plan			

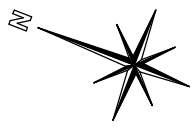
Brunel University London

Creation of a 3G Artificial Pitch



- 3G Artificial Turf Playing Area
- Access Routes Porous Surfacing
- 1.25m High Fence Line

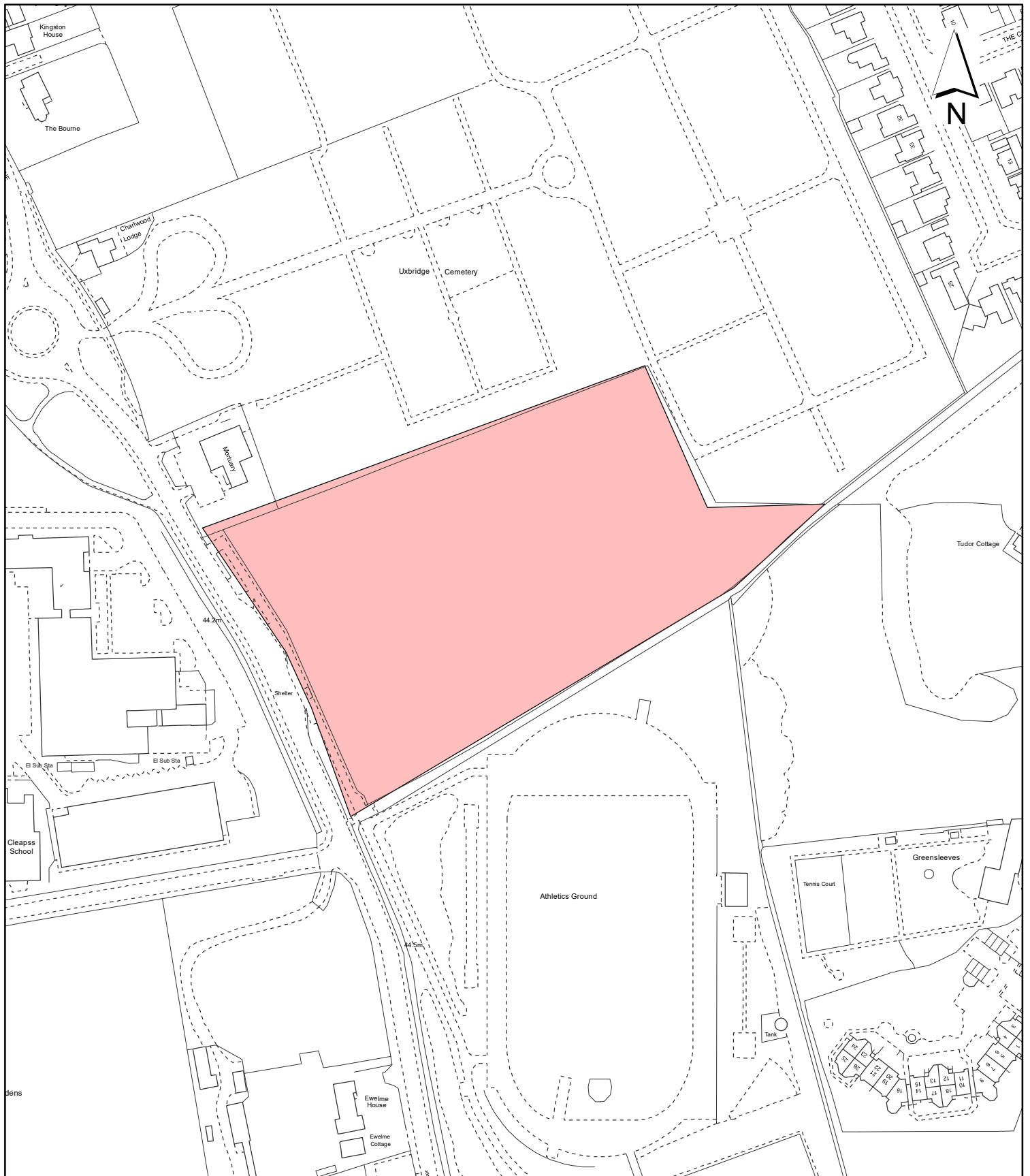
1. 3G Artificial Turf Pitch
2. 1.25m High Fence Line
3. Access Routes Porous Surfacing
4. Existing Footpaths
5. Existing Fences
6. Existing Buildings
7. Existing Trees
8. Existing Services
9. Proposed Services
10. Proposed Footpaths
11. Proposed Fences
12. Proposed Buildings
13. Proposed Trees
14. Proposed Services



NO.	REVISED	DATE	DESCRIPTION
01	01	06/03/20	ISSUED FOR PERMITTING
02	01	06/03/20	ISSUED FOR PERMITTING
03	01	06/03/20	ISSUED FOR PERMITTING
04	01	06/03/20	ISSUED FOR PERMITTING
05	01	06/03/20	ISSUED FOR PERMITTING
06	01	06/03/20	ISSUED FOR PERMITTING
07	01	06/03/20	ISSUED FOR PERMITTING
08	01	06/03/20	ISSUED FOR PERMITTING
09	01	06/03/20	ISSUED FOR PERMITTING
10	01	06/03/20	ISSUED FOR PERMITTING
11	01	06/03/20	ISSUED FOR PERMITTING
12	01	06/03/20	ISSUED FOR PERMITTING
13	01	06/03/20	ISSUED FOR PERMITTING
14	01	06/03/20	ISSUED FOR PERMITTING
15	01	06/03/20	ISSUED FOR PERMITTING
16	01	06/03/20	ISSUED FOR PERMITTING
17	01	06/03/20	ISSUED FOR PERMITTING
18	01	06/03/20	ISSUED FOR PERMITTING
19	01	06/03/20	ISSUED FOR PERMITTING
20	01	06/03/20	ISSUED FOR PERMITTING



Brunei University London	
Creation of a 3G Artificial Pitch	
Proposed AGP Layout	
PROJECT NO.	SSU2766
SCALE	1:200 A1
DATE	03
REVISED	02



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:
**University Playing Fields
 Brunel University
 Kingston Lane**

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

Planning Application Ref:
532/APP/2020/1978

Scale:
1:2,000

Planning Committee:
Central & South Page 646

Date:
December 2020



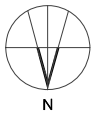
Report of the Head of Planning, Transportation and Regeneration

Address GSK, STOCKLEY PARK IRON BRIDGE ROAD WEST DRAYTON

Development: Redevelopment of the site to provide two industrial units providing industrial floorspace (Use Class B1c/B2/B8) and ancillary offices together with associated parking, access arrangements, landscaping and infrastructure (Re-consultation on revised landscaping plan).

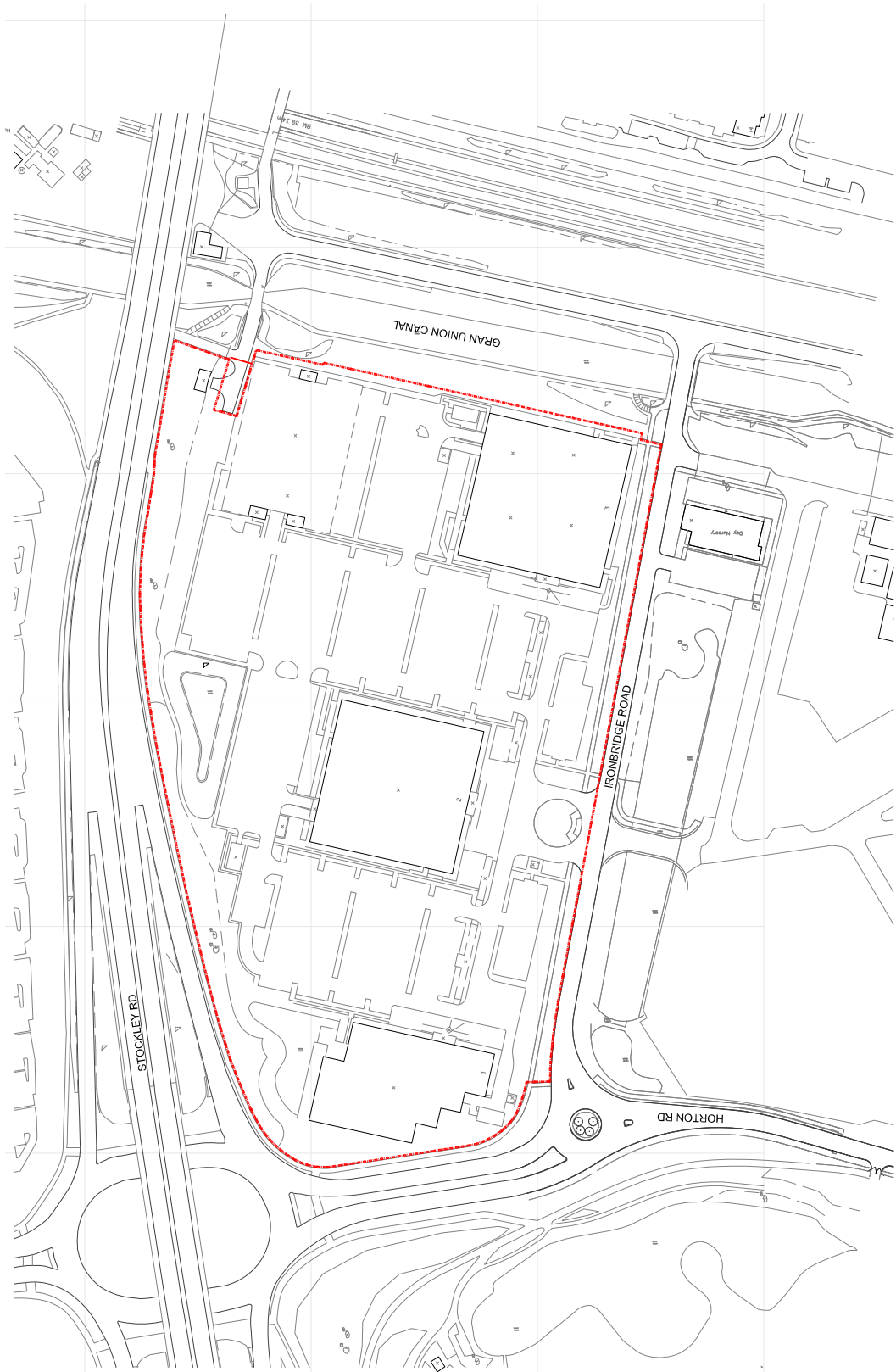
LBH Ref Nos: 39207/APP/2020/2188

Drawing Nos:



NOTES:

SUBJECT TO STATUTORY COMMENTS
 BASED ON BRENDA HATCHER
 REF 336621, REV DATED 2016.16
 THIS DRAWING IS THE PROPERTY OF
 MICHAEL SPARKS ASSOCIATES
 CONSULTANT TO PROLOGIS UK LTD
 COMPANY NUMBER
 02068488
 ALL RIGHTS RESERVED. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MICHAEL SPARKS ASSOCIATES.
 MICHAEL SPARKS ASSOCIATES
 11 FLEET PLACE
 LONDON EC4A 3DF
 TELEPHONE 020 7706 6100
 WWW.MSPROLOGIS.CO.UK



01 SITE LOCATION PLAN
 200 1:1000



REV	DATE	NOTE	DRAWN	CHECK

PROLOGIS

MICHAEL SPARKS ASSOCIATES
 CONSULTANT ARCHITECTS
 11 FLEET PLACE
 LONDON EC4A 3DF
 TELEPHONE 020 7706 6100
 WWW.MSPROLOGIS.CO.UK

TITLE	IRONBRIDGE ROAD, HAYES
DRAWING	LOCATION PLAN
CLIENT	PROLOGIS UK LTD
DATE	JUNE 2020
SCALE	1:1000@A1
DRAWN	PF
STATUS	PLANNING
CHECKED	MS/GZ/SD
DRAWING NUMBER	309228-PL-200

NOTES:

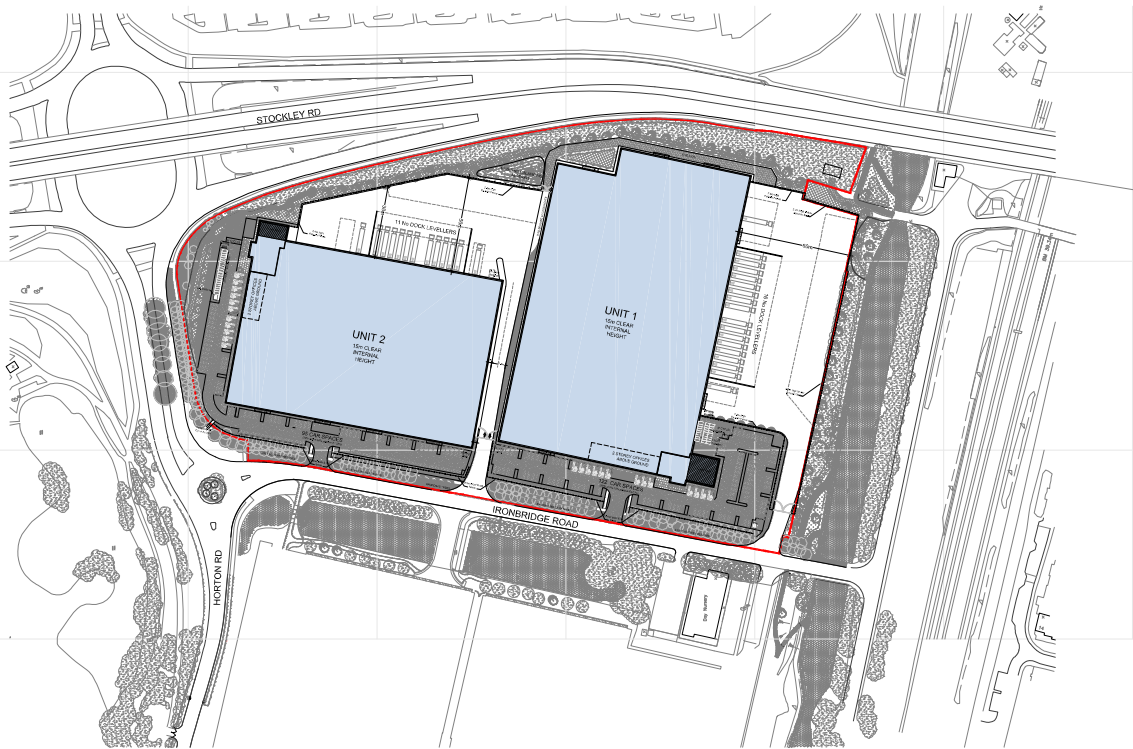
SUBJECT TO STATUTORY CONSENTS

BASED ON DESIGNATION SURVEY
MVA 1000_001_03
DATE 05/06/20

BASED ON AS SHOWN APPROVED BY HOUSING/PLANNING
CONSENTS IN THE CITY DEVELOPMENT OFFICE RECORDS
DATE 05/06/20

CONTRACT RESERVED


DO NOT USE INFORMATION FOR OTHER THAN THE INTENDED
PURPOSES. THE INFORMATION IS PROVIDED AS IS AND IS NOT
WARRANTED BY THE DESIGNER. THE DESIGNER IS NOT
RESPONSIBLE FOR ANY CONSEQUENCES OF THE USE OF
THE INFORMATION FOR OTHER THAN THE INTENDED
PURPOSES. THE DESIGNER IS NOT RESPONSIBLE FOR ANY
CONSEQUENCES OF THE USE OF THE INFORMATION



01 SITE LAYOUT
201 1:1000



01	2011.20	Landscaping updated.	01	01/06/20
02	22.10.20	Landscaping updated.	02	01/06/20
03	23.06.20	Landscaping, trees & bin store location added.	03	01/06/20
04	23.06.20	Office area amended.	04	01/06/20
REV	DATE	NOTE	DATE	CHK




OWNERS ADDRESS
11 RAILWAY PLACE
LONDON SE16 4JL
TELEPHONE 020 7706 0142
WWW.MILESANDSPARKS.CO.UK

TITLE
IRONBRIDGE ROAD, HAYES

PROJECT
SITE LAYOUT PLAN

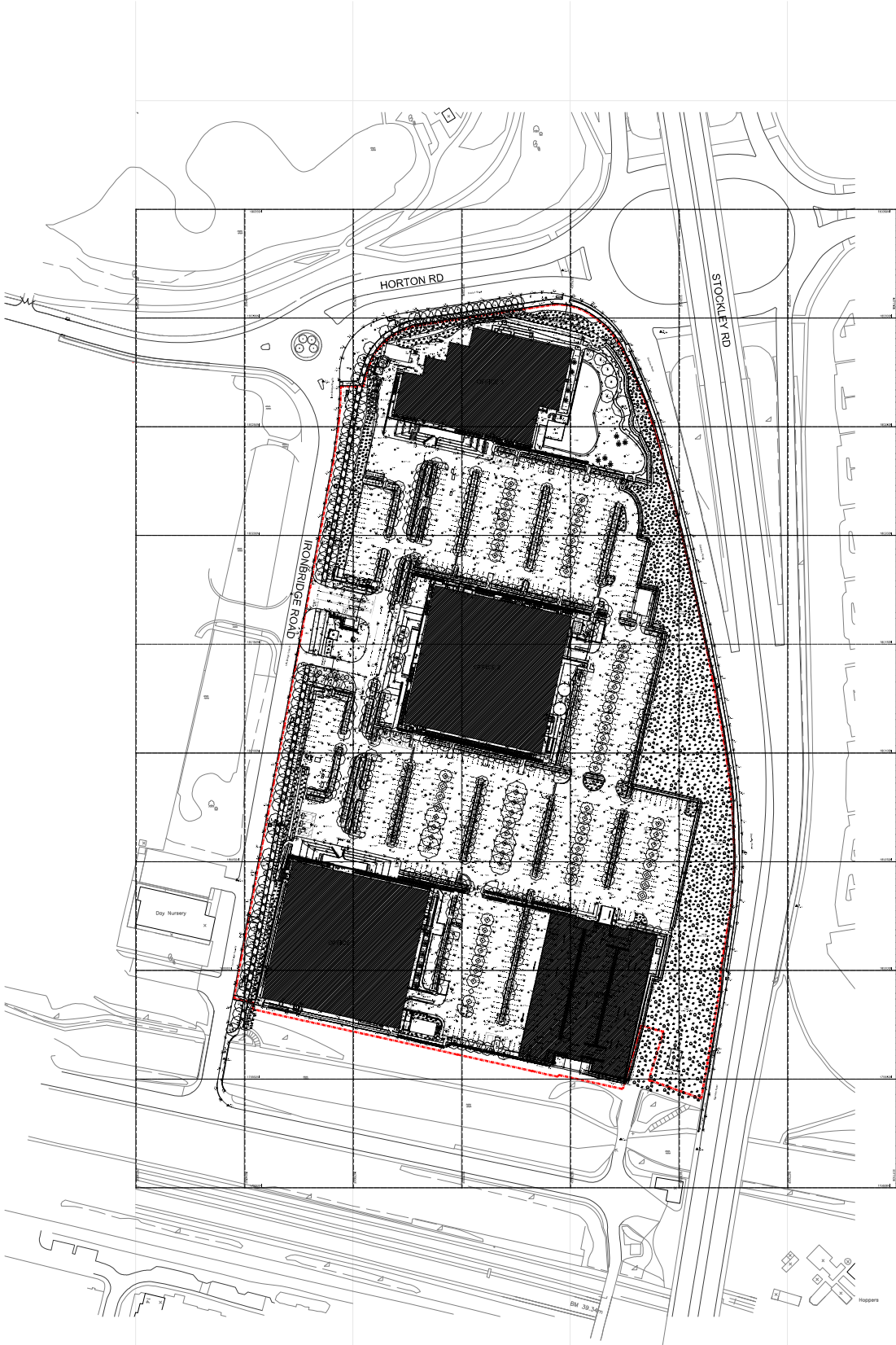
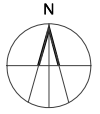
CLIENT
PROLOGIS UK LTD

DATE JUNE 2020	SCALE 1:1000@A1	DRAWN PT
DESIGNER PLANNING	CHECKED MS/SZ/SD	

DRAWING NUMBER
30926-PL-201D

NOTES:

SUBJECT TO STATUTORY CONSENTS
 BASED ON GROUNDWATCH SURVEY
 REF: 33867 REV 0
 DATED: 20.10.19
 BASED ON OS MAP REPRODUCED BY PERMISSION OF
 CONTROLLER OF HM STATIONARY OFFICE (© CROWN
 COPYRIGHT)
 COPYRIGHT RESERVED
 DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO
 DETERMINE DIMENSIONS UNLESS SPECIFICALLY
 AUTHORIZED BY MICHAEL SPARKS ASSOCIATES
 IF USING AN ELECTRONIC VERSION OF THIS DRAWING,
 FIGURED DIMENSIONS TAKE PRECEDENCE AND NOT BY
 MICHAEL SPARKS ASSOCIATES OF ANY DISCREPANCIES



01
208

EXISTING SITE LAYOUT
1:1000

REV	DATE	NOTE	DRAW	CHECK



CHARTERED ARCHITECTS
 11 PLATO PLACE
 ST. JAMES ROAD
 LONDON SW8 4TU
 TELEPHONE 020 7736 6162
 www.msa-architects.co.uk

TITLE
 IRONBRIDGE ROAD, HAYES
 DRAWING
 EXISTING SITE LAYOUT PLAN

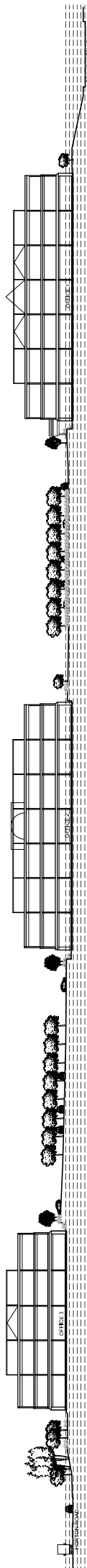
CLIENT
 PROLOGIS UK LTD

DATE NOVEMBER 2020	SCALE 1:1000@A1	DRAWN PF
	STATUS PLANNING	CHECKED SD

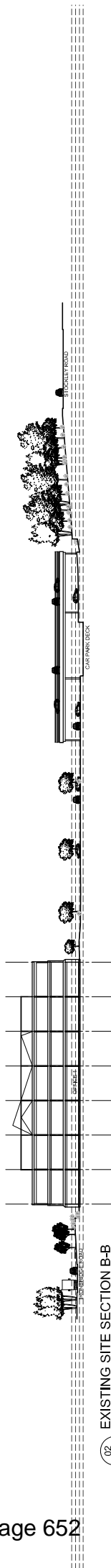
DRAWING NUMBER
 30928-PL-208

NOTES:

SUBJECT TO STATUTORY CONSENTS
 BASED ON GROUNDWATER SURVEY
 DATED 23/04/19
 BASED ON OS MAP REPRODUCED BY PERMISSION OF
 THE CROWN COPYRIGHT © HM GOVT
 COPYRIGHT RESERVED
 DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO
 BE REPRODUCED IN ANY MANNER WITHOUT THE
 AUTHORIZATION OF MICHAEL SPARKS ASSOCIATES
 PLEASE USE ELECTRONIC VERSION OF THIS DRAWING
 AUTHORIZED BY MICHAEL SPARKS ASSOCIATES
 MICHAEL SPARKS ASSOCIATES OF ANY JURISDICTIONS



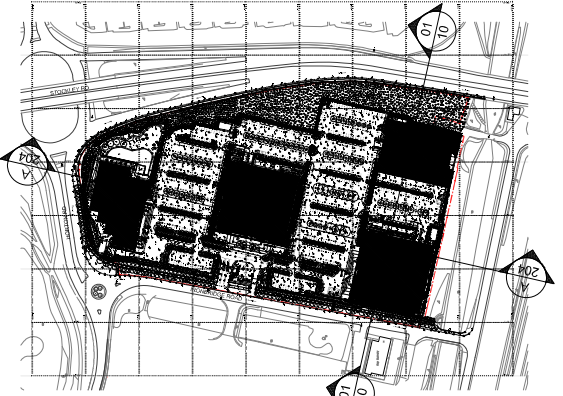
01
209
EXISTING SITE SECTION A-A
1:500



02
209
EXISTING SITE SECTION B-B
1:500



SECTIONS ARE ILLUSTRATIVE ONLY. HEIGHTS AND LEVELS INTERPRETED FROM TOPOGRAPHICAL INFORMATION AND SITE PHOTOS.



03
209
KEY PLAN
1:2500



REV	DATE	NOTE	DRAWN	CHECK
-	-	-	-	-
  CONSULTING ARCHITECTS 11 PARK PLACE IRONBRIDGE ROAD HAYES, MIDDLESEX UB8 3PH TELEPHONE 020 724 1140 WWW.MSPROLOGIS.CO.UK				
TITLE IRONBRIDGE ROAD, HAYES DRAWING ILLUSTRATIVE EXISTING SITE SECTIONS				
CLIENT PROLOGIS UK LTD				
DATE	SCALE	DRAWN	CHECK	
NOVEMBER 2020	1:1000@A1	PP	CHD	SD
STATUS PLANNING				
DRAWING NUMBER 30928-PL-209				



NOTE:
 1. PRELIMINARY CONSTRUCTION PERMITS ARE REQUIRED FOR THIS PROJECT.
 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 5. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 6. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 7. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 8. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 9. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 10. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 5. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 6. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 7. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 8. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 9. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.
 10. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES.

PLANNING

NO.	DATE	DESCRIPTION	BY	CHECKED
1	10/10/2024	ISSUED FOR PERMITS	MM	MM
2	10/10/2024	ISSUED FOR PERMITS	MM	MM
3	10/10/2024	ISSUED FOR PERMITS	MM	MM
4	10/10/2024	ISSUED FOR PERMITS	MM	MM
5	10/10/2024	ISSUED FOR PERMITS	MM	MM
6	10/10/2024	ISSUED FOR PERMITS	MM	MM
7	10/10/2024	ISSUED FOR PERMITS	MM	MM
8	10/10/2024	ISSUED FOR PERMITS	MM	MM
9	10/10/2024	ISSUED FOR PERMITS	MM	MM
10	10/10/2024	ISSUED FOR PERMITS	MM	MM
11	10/10/2024	ISSUED FOR PERMITS	MM	MM
12	10/10/2024	ISSUED FOR PERMITS	MM	MM
13	10/10/2024	ISSUED FOR PERMITS	MM	MM
14	10/10/2024	ISSUED FOR PERMITS	MM	MM
15	10/10/2024	ISSUED FOR PERMITS	MM	MM
16	10/10/2024	ISSUED FOR PERMITS	MM	MM
17	10/10/2024	ISSUED FOR PERMITS	MM	MM
18	10/10/2024	ISSUED FOR PERMITS	MM	MM
19	10/10/2024	ISSUED FOR PERMITS	MM	MM
20	10/10/2024	ISSUED FOR PERMITS	MM	MM

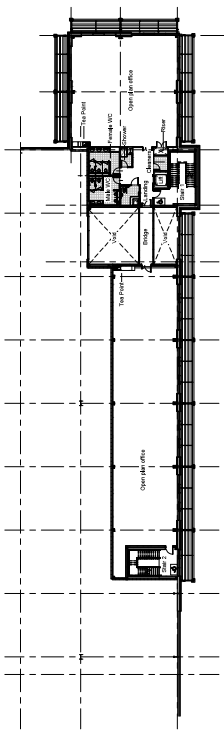
MICHAEL SPARKS ASSOCIATES
 CONSULTING ARCHITECTS
 100 W. WASHINGTON STREET, SUITE 1000
 ATLANTA, GA 30333
 (404) 524-1200
 WWW.MICHAELSPARKSASSOCIATES.COM

PROLOGIS

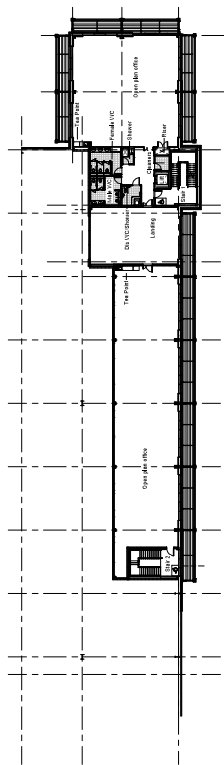
IRONBRIDGE ROAD, HAYES
 DC 1 GA Plans
 PROLOGIS UK LTD

DATE	SCALE	SHEET
10/10/2024	AS SHOWN	03
PROJECT	DATE	SCALE
PLANNING	10/10/2024	1/8" = 1'-0"
DESIGNED BY	DRAWN BY	CHECKED BY
MM	MM	MM
APPROVED BY	DATE	SCALE
MM	10/10/2024	1/8" = 1'-0"

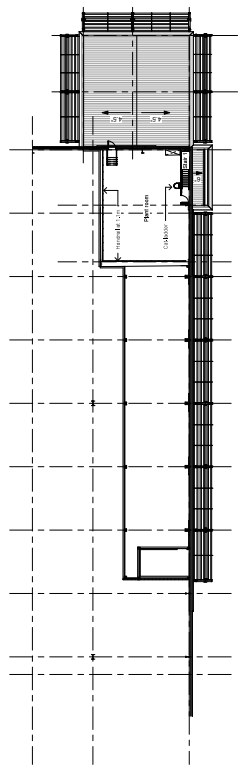
300238 PL 2024



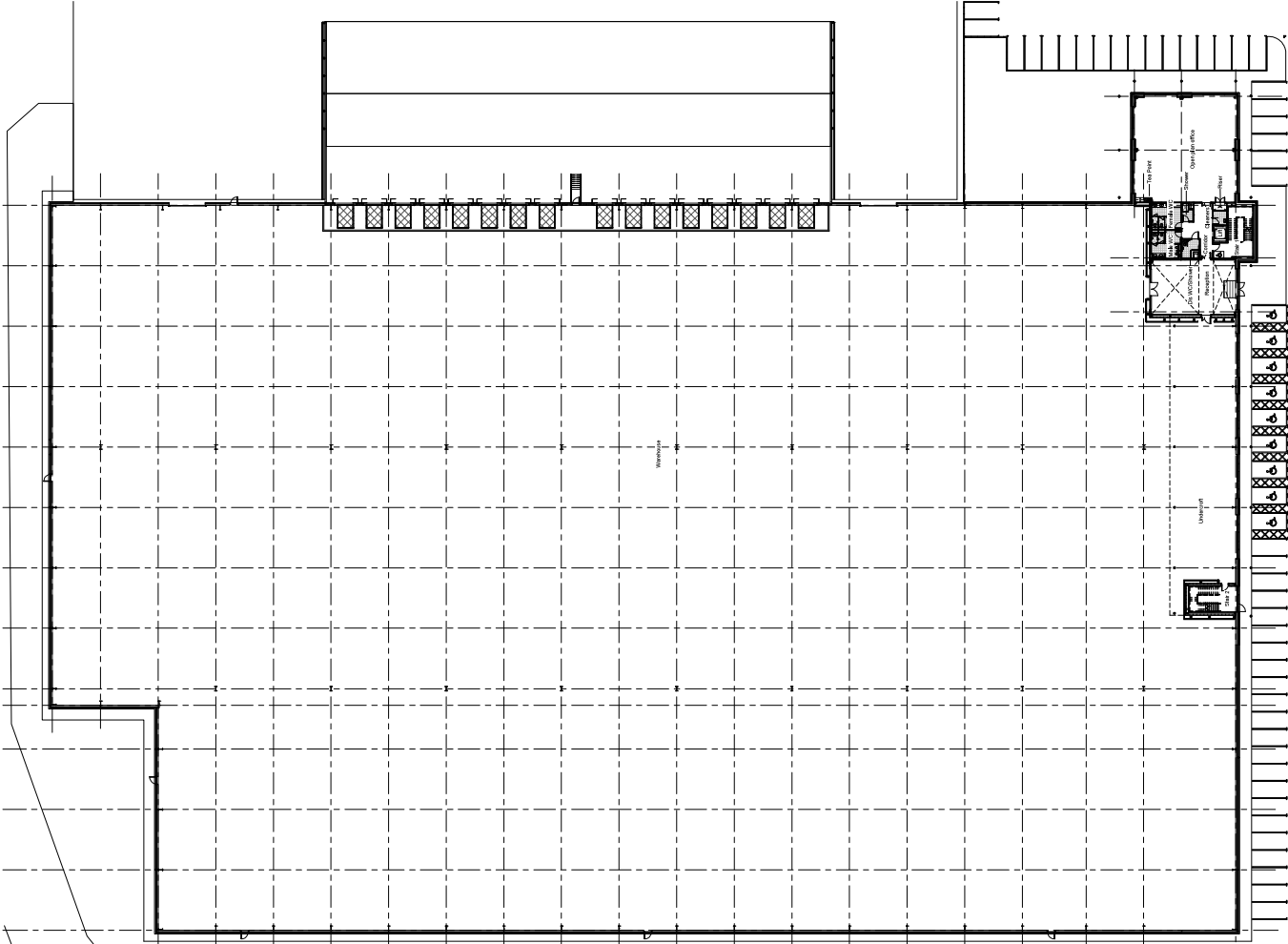
Level 1 (+4.000) GA Plan



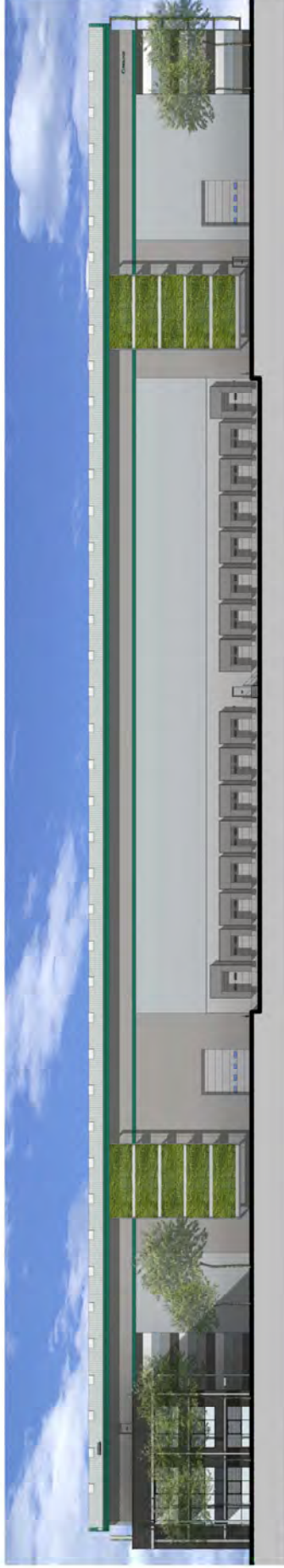
Level 2 (+8.000) GA Plan



Level 3 - Plant (+12.000) GA Plan



Level 0 (+0.000) GA Plan



1 DC 1 - South Elevation
Scale: 1:200



2 DC 1 - North Elevation
Scale: 1:200



3 DC 1 - West Elevation
Scale: 1:200



4 DC 1 - East Elevation
Scale: 1:200

NOTES:
1. SUBJECT TO ANY OTHER COMMENTS...
2. THIS DRAWING IS THE PROPERTY OF PROLOGIS...
3. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF PROLOGIS UK LTD.
4. ANY USER OF THIS DRAWING IS TO BE DEEMED TO HAVE ACCEPTED THESE TERMS AND CONDITIONS.
5. ALL RIGHTS RESERVED. FOR MORE INFORMATION CONTACT: PROLOGIS UK LTD.
6. DESIGN: MICHAEL SPARKS ASSOCIATES
7. DRAWN: [Name]
8. CHECKED: [Name]
9. DATE: [Date]

PLANNING

NO.	REV.	DATE	DESCRIPTION
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
61			
62			
63			
64			
65			
66			
67			
68			
69			
70			
71			
72			
73			
74			
75			
76			
77			
78			
79			
80			
81			
82			
83			
84			
85			
86			
87			
88			
89			
90			
91			
92			
93			
94			
95			
96			
97			
98			
99			
100			

MICHAEL SPARKS ASSOCIATES
DRAWING ARCHITECTS
10, AVONDA PLACE
120, AUSTIN ROAD
SHEPPARD AVENUE EAST
TORONTO, ONTARIO M2H 0A2
CANADA
TELEPHONE: (416) 302-6100
WWW.MSA-ARCHITECTS.COM

PROLOGIS
309928 - PL 204D

TITLE: IRONBRIDGE ROAD, HAYES
DRAWING: DC 1 Illustrative Colour Elevations

CLIENT: PROLOGIS UK LTD

DATE:	NOV 2020	SCALE:	1:200 (A1)	DRAWN:	SS
REVISED:				CHECKED:	MAGAREDA
DRAWING NUMBER:	309928	PROJECT:	PLANNING	SD	PL

DRAWING FILE NUMBER: 309928 - PL 204D

NOTES:
 SUBJECT TO STATUTORY CONSENTS.
 DRAWN BY: MICHAEL SPARKS ASSOCIATES LTD. REF: SPARKS_PL_011
 DATE: 04/04/2020
 BASED ON OS DATA REPRODUCED BY PERMISSION OF THE
 COMMISSIONER OF THE STATISTICAL OFFICE IN OXFORD
 COPYRIGHT RESERVED
 CONSULT THE ELECTRONIC VERSIONS OF THIS DRAWING TO
 IDENTIFY ANY CHANGES TO THE DRAWING. ANY CHANGES
 AUTHORED BY MICHAEL SPARKS ASSOCIATES
 WILL BE INDICATED BY A RED LINE OR A RED CIRCLE.
 ANY CHANGES AUTHORED BY OTHERS WILL BE INDICATED BY
 A GREEN LINE OR A GREEN CIRCLE.
 MICHAEL SPARKS ASSOCIATES OR ANY SUBCONTRACTORS
 ACCEPTS NO LIABILITY FOR ANY DAMAGE TO PERSONS OR
 PROPERTY ARISING FROM THE USE OF THIS DRAWING.

PROVIDE ONE HOUR FIRE PROTECTION TO UPPER FLOORS
 COMPARTMENTS FROM THE PROTECTION TO
 SUPPORT STRUCTURE.
 COMPARTMENTS TO BE SEPARATED BY
 FIRE RESISTANT WALLS AND DOORS.
 FIRE RESISTANT WALLS AND DOORS TO
 BE CONSTRUCTED TO COMPLY WITH PART L
 UNLESS OTHERWISE SPECIFIED.
 ROOF AND WALL GLAZING TO BE DESIGNED BY SPECIALIST
 ENGINEER TO BE KEEN IN CONTACT WITH THE
 CLIENT TO ENSURE ALL APPLICABLE STANDARDS
 AND REGULATIONS ARE TAKEN INTO ACCOUNT.
 ALL DIMENSIONS TO BE CHECKED ON SITE.
 STEEL COLUMN SECS TO BE CONFIRMED AND TOLERANCES TO BE
 AGREED.

PLANNING

REV	DATE	NOTE	DRAWN	CHECKED
1	10.06.2020	ISSUE FOR PERMIT	SS	SS
2	10.06.2020	REVISIONS TO PERMIT	SS	SS
3	10.06.2020	REVISIONS TO PERMIT	SS	SS
4	10.06.2020	REVISIONS TO PERMIT	SS	SS
5	10.06.2020	REVISIONS TO PERMIT	SS	SS
6	10.06.2020	REVISIONS TO PERMIT	SS	SS
7	10.06.2020	REVISIONS TO PERMIT	SS	SS
8	10.06.2020	REVISIONS TO PERMIT	SS	SS
9	10.06.2020	REVISIONS TO PERMIT	SS	SS
10	10.06.2020	REVISIONS TO PERMIT	SS	SS
11	10.06.2020	REVISIONS TO PERMIT	SS	SS
12	10.06.2020	REVISIONS TO PERMIT	SS	SS
13	10.06.2020	REVISIONS TO PERMIT	SS	SS
14	10.06.2020	REVISIONS TO PERMIT	SS	SS
15	10.06.2020	REVISIONS TO PERMIT	SS	SS
16	10.06.2020	REVISIONS TO PERMIT	SS	SS
17	10.06.2020	REVISIONS TO PERMIT	SS	SS
18	10.06.2020	REVISIONS TO PERMIT	SS	SS
19	10.06.2020	REVISIONS TO PERMIT	SS	SS
20	10.06.2020	REVISIONS TO PERMIT	SS	SS
21	10.06.2020	REVISIONS TO PERMIT	SS	SS
22	10.06.2020	REVISIONS TO PERMIT	SS	SS
23	10.06.2020	REVISIONS TO PERMIT	SS	SS
24	10.06.2020	REVISIONS TO PERMIT	SS	SS
25	10.06.2020	REVISIONS TO PERMIT	SS	SS
26	10.06.2020	REVISIONS TO PERMIT	SS	SS
27	10.06.2020	REVISIONS TO PERMIT	SS	SS
28	10.06.2020	REVISIONS TO PERMIT	SS	SS
29	10.06.2020	REVISIONS TO PERMIT	SS	SS
30	10.06.2020	REVISIONS TO PERMIT	SS	SS



MICHAEL SPARKS ASSOCIATES

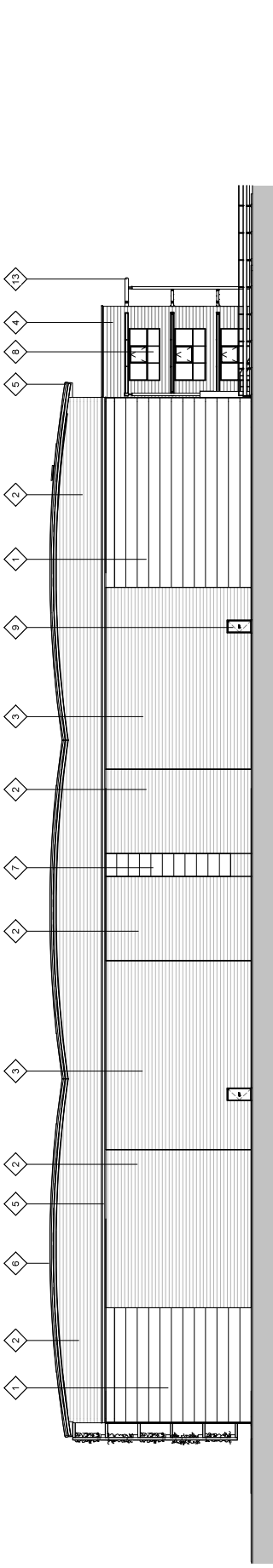
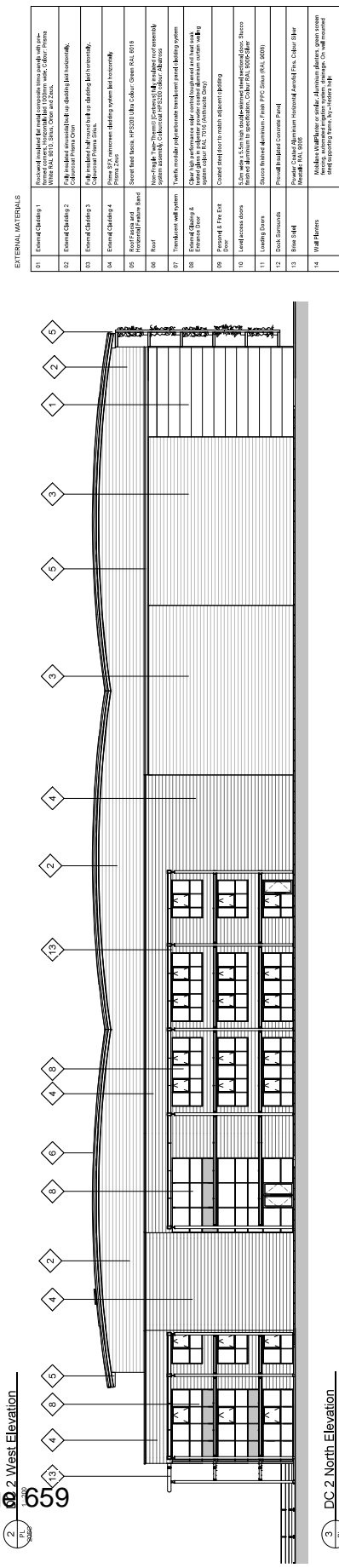
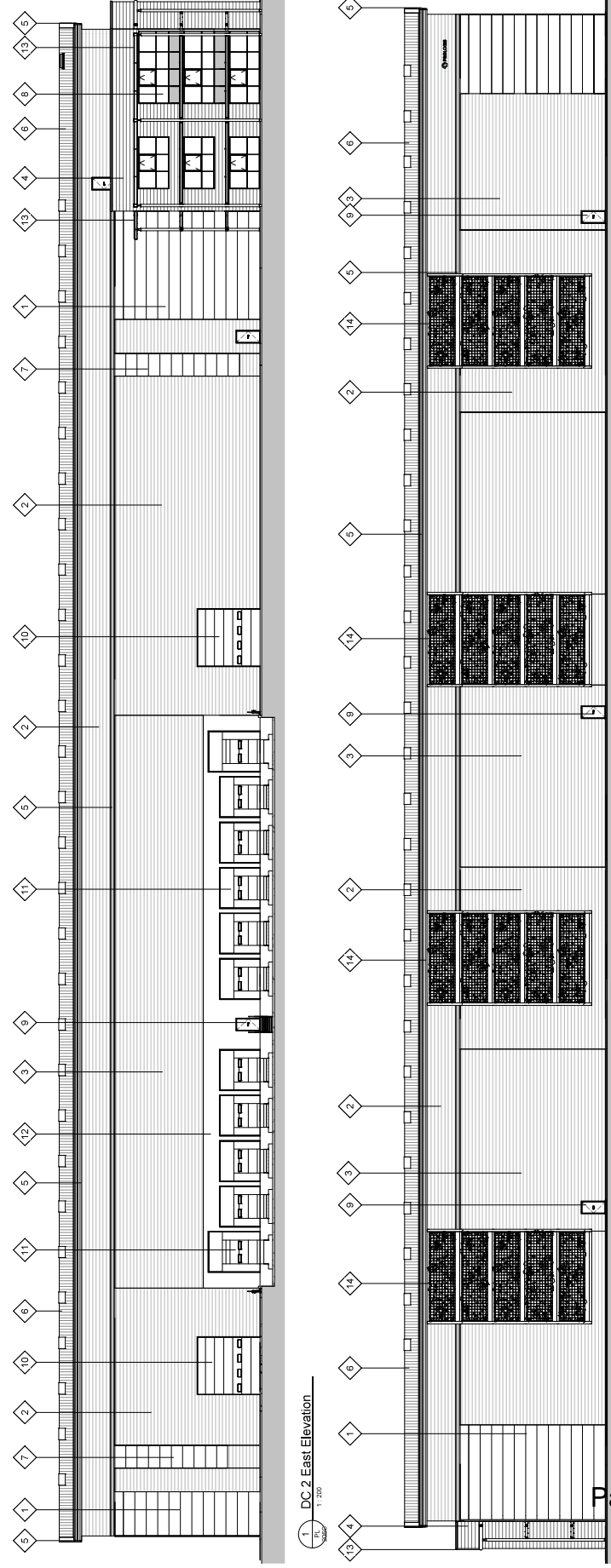
CHARTERED ARCHITECTS

11 PLATO PLACE
 LONDON SW1A 2JU
 TELEPHONE 020 7736 6192
 WWW.MICHAELSPARKS.CO.UK

PROLOGIS

IRONBRIDGE ROAD, HAYES
 DC 2 GA Elevations
 PROLOGIS UK LTD

DATE	SCALE	DRAWN
04/04/2020	1:200@A1	SS
NSA NUMBER	STATUS	CHECKED
30928	PLANNING	SS
DRAWING NUMBER		PL
30928 PL 206C		



EXTERNAL MATERIALS

01	External Cladding 1	Revised cladding detail for external wall. To be confirmed with the client. (See Note 1)
02	External Cladding 2	Revised cladding detail for external wall. To be confirmed with the client. (See Note 1)
03	External Cladding 3	Revised cladding detail for external wall. To be confirmed with the client. (See Note 1)
04	External Cladding 4	Revised cladding detail for external wall. To be confirmed with the client. (See Note 1)
05	External Cladding 5	Revised cladding detail for external wall. To be confirmed with the client. (See Note 1)
06	Roof	Revised roof detail. To be confirmed with the client. (See Note 1)
07	Transoms wall system	Revised transoms wall system detail. To be confirmed with the client. (See Note 1)
08	External Cladding 6	Revised cladding detail for external wall. To be confirmed with the client. (See Note 1)
09	External Cladding 7	Revised cladding detail for external wall. To be confirmed with the client. (See Note 1)
10	Level access steps	Revised level access steps detail. To be confirmed with the client. (See Note 1)
11	Landings doors	Revised landings doors detail. To be confirmed with the client. (See Note 1)
12	Door thresholds	Revised door thresholds detail. To be confirmed with the client. (See Note 1)
13	Block Work	Revised block work detail. To be confirmed with the client. (See Note 1)
14	Wall Finishes	Revised wall finishes detail. To be confirmed with the client. (See Note 1)

NOTES

1. SUBJECT TO APPROVALS BY THE LOCAL AUTHORITY AND THE LOCAL PLANNING AUTHORITY.

2. THIS PLAN IS THE PROPERTY OF PROLOGIS UK LTD. AND SHALL BE KEPT ON FILE FOR THE DURATION OF THE PROJECT.

3. THIS PLAN IS THE PROPERTY OF PROLOGIS UK LTD. AND SHALL BE KEPT ON FILE FOR THE DURATION OF THE PROJECT.

4. THIS PLAN IS THE PROPERTY OF PROLOGIS UK LTD. AND SHALL BE KEPT ON FILE FOR THE DURATION OF THE PROJECT.

5. THIS PLAN IS THE PROPERTY OF PROLOGIS UK LTD. AND SHALL BE KEPT ON FILE FOR THE DURATION OF THE PROJECT.

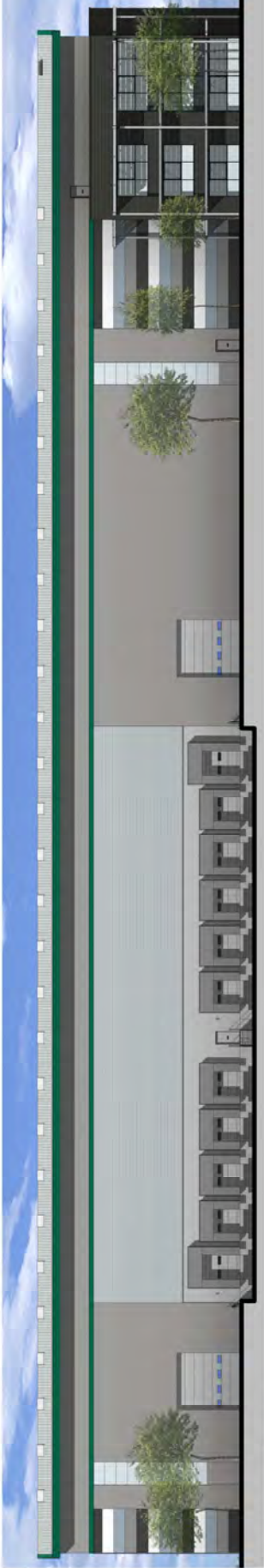
6. THIS PLAN IS THE PROPERTY OF PROLOGIS UK LTD. AND SHALL BE KEPT ON FILE FOR THE DURATION OF THE PROJECT.

7. THIS PLAN IS THE PROPERTY OF PROLOGIS UK LTD. AND SHALL BE KEPT ON FILE FOR THE DURATION OF THE PROJECT.

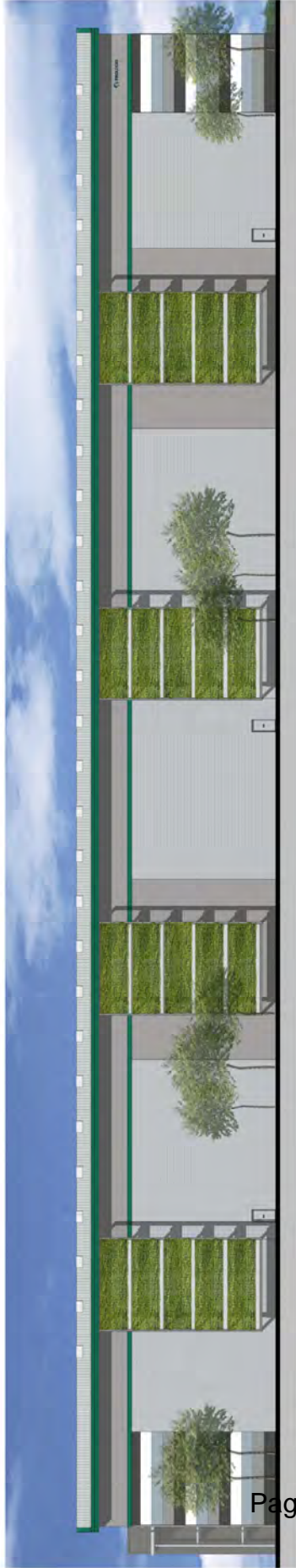
8. THIS PLAN IS THE PROPERTY OF PROLOGIS UK LTD. AND SHALL BE KEPT ON FILE FOR THE DURATION OF THE PROJECT.

9. THIS PLAN IS THE PROPERTY OF PROLOGIS UK LTD. AND SHALL BE KEPT ON FILE FOR THE DURATION OF THE PROJECT.

10. THIS PLAN IS THE PROPERTY OF PROLOGIS UK LTD. AND SHALL BE KEPT ON FILE FOR THE DURATION OF THE PROJECT.



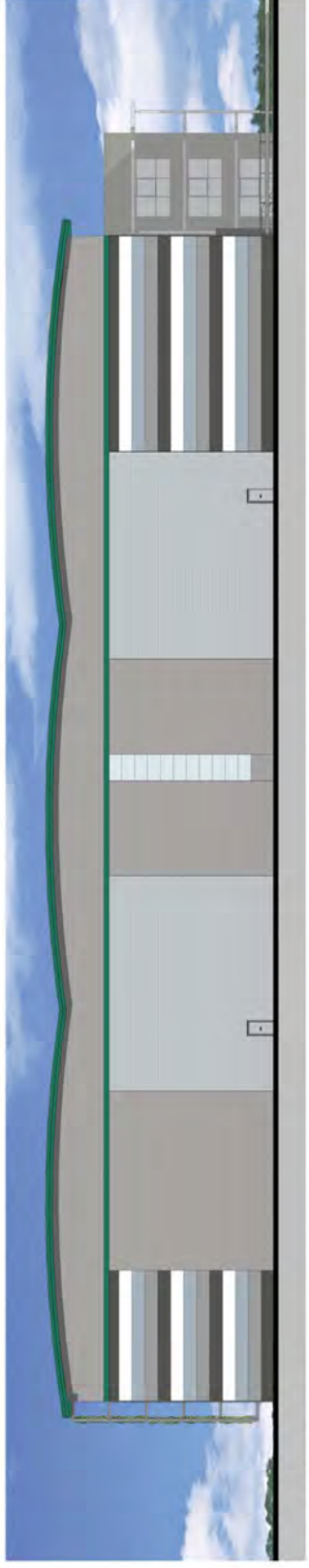
1 DC 2, East Elevation
1:200



2 DC 2, West Elevation
1:200



3 DC 2, North Elevation
1:200



4 DC 2, South Elevation
1:200

PLANNING

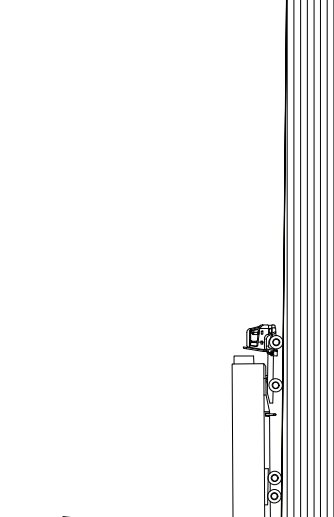
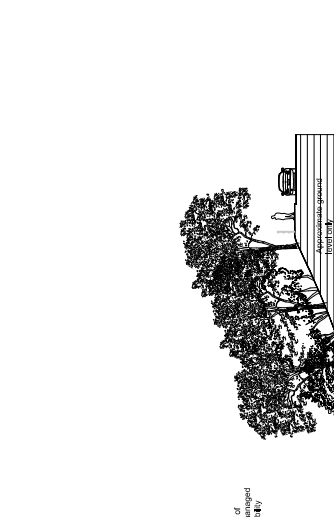
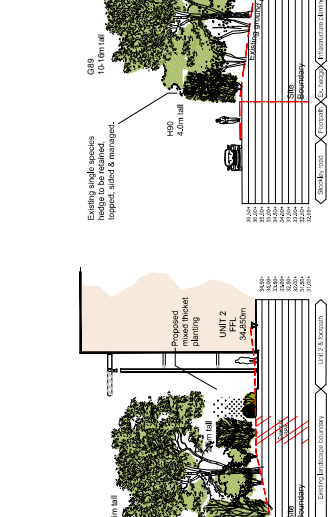
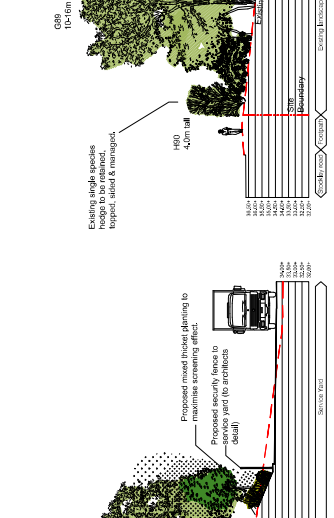
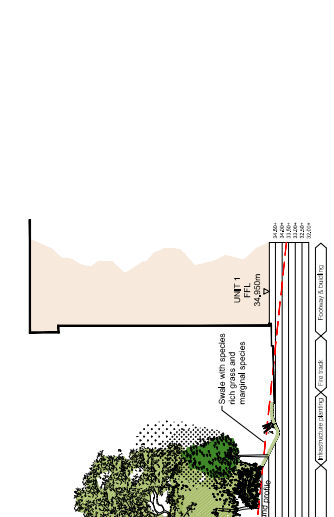
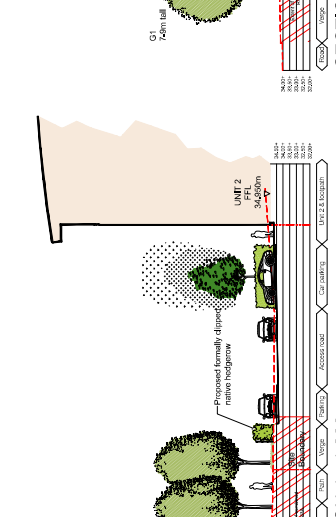
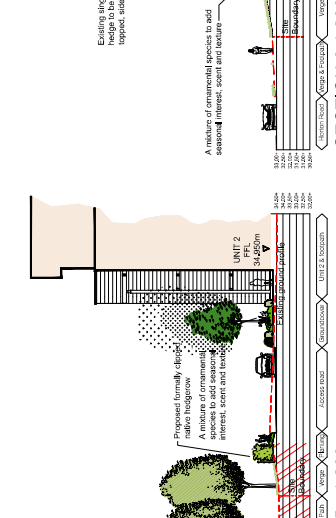
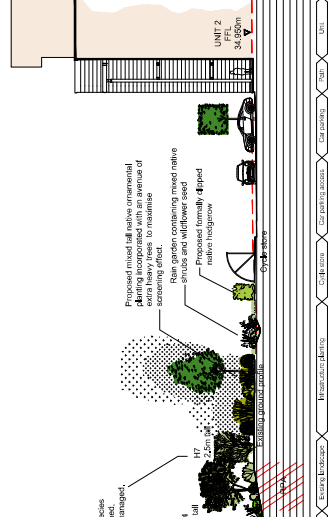
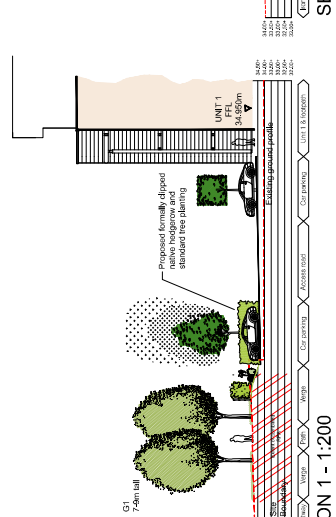
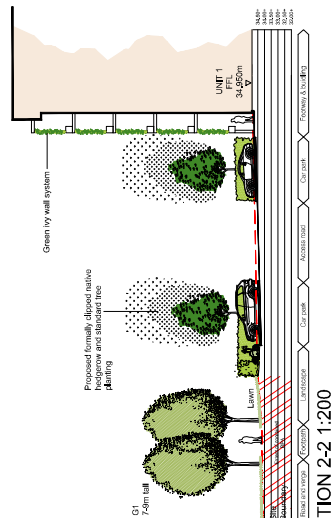
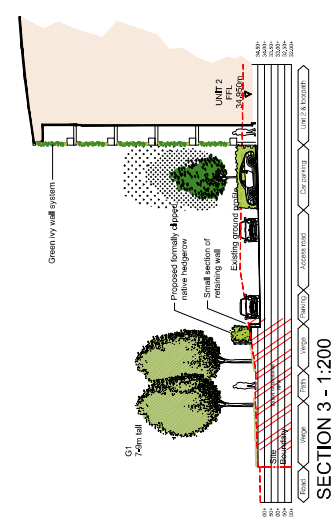
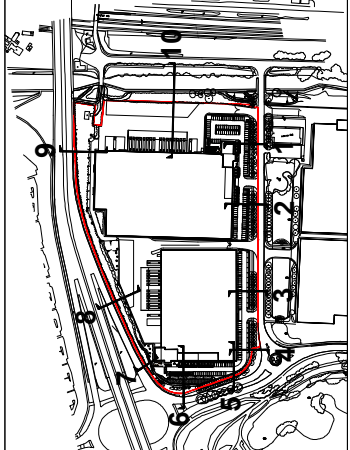
NO.	DATE	DESCRIPTION	BY	CHKD.
1	15/01/2024	ISSUED FOR PERMIT	MM	MM
2	15/01/2024	ISSUED FOR PERMIT	MM	MM
3	15/01/2024	ISSUED FOR PERMIT	MM	MM
4	15/01/2024	ISSUED FOR PERMIT	MM	MM
5	15/01/2024	ISSUED FOR PERMIT	MM	MM
6	15/01/2024	ISSUED FOR PERMIT	MM	MM
7	15/01/2024	ISSUED FOR PERMIT	MM	MM
8	15/01/2024	ISSUED FOR PERMIT	MM	MM
9	15/01/2024	ISSUED FOR PERMIT	MM	MM
10	15/01/2024	ISSUED FOR PERMIT	MM	MM
11	15/01/2024	ISSUED FOR PERMIT	MM	MM
12	15/01/2024	ISSUED FOR PERMIT	MM	MM
13	15/01/2024	ISSUED FOR PERMIT	MM	MM
14	15/01/2024	ISSUED FOR PERMIT	MM	MM
15	15/01/2024	ISSUED FOR PERMIT	MM	MM
16	15/01/2024	ISSUED FOR PERMIT	MM	MM
17	15/01/2024	ISSUED FOR PERMIT	MM	MM
18	15/01/2024	ISSUED FOR PERMIT	MM	MM
19	15/01/2024	ISSUED FOR PERMIT	MM	MM
20	15/01/2024	ISSUED FOR PERMIT	MM	MM

MICHAEL SPARKS ASSOCIATES
CHANGING ARCHITECTURE

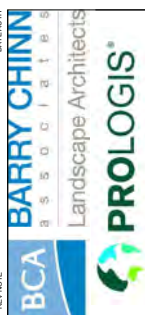
117 PLAYS PLACE
LONDON SW10 0JF
TEL: 020 7491 2000
WWW.MSASOCIATES.CO.UK

PROLOGIS

TYPE: IRONBRIDGE ROAD, HAYES
DRAWING NO: DC 2 Illustrative Colour Elevations
CLIENT: PROLOGIS UK LTD
DATE: 15/01/2024
SCALE: 1:200 (A1)
SHEET NO: 01
SHEET TOTAL: 02
DRAWING NUMBER: 305928 PL 207D



REVISIONS
20.11.2024 MAB
03.11.2024 MAB
03.11.2024 MAB
03.10.2024 MAB
29.06.2024 MAB
DATE/AUTH



PROJECT
FORMER GSK SITE,
PROLOGIS PARK,
WEST LONDON

DRAWING
LANDSCAPE CONCEPT
SECTIONS

CONTRACT	188-19	DWG NO.	06
DATE	11.06.20	DRAWN	MAB
ISSUE	Planning	CHECKED	MAB
SCALE	1:200	CDS SHEET	A1
CAD FILE	188-19-06.dwg	REV	E

PROLOGIS
1144 COLINDALE AVENUE, COLINDALE, NORTH WEST LONDON, W9 1JY
1144 COLINDALE AVENUE, COLINDALE, NORTH WEST LONDON, W9 1JY
1144 COLINDALE AVENUE, COLINDALE, NORTH WEST LONDON, W9 1JY

This drawing shall be read in conjunction with the title block, all drawings, specifications, and contract documents. It is the responsibility of the user to verify the accuracy of the information shown herein. The user shall not be held liable for any errors or omissions in this drawing.

1. Drawings shall be read in conjunction with the title block, all drawings, specifications, and contract documents.
 2. It is the responsibility of the user to verify the accuracy of the information shown herein.
 3. The user shall not be held liable for any errors or omissions in this drawing.

4. This drawing shall be read in conjunction with the title block, all drawings, specifications, and contract documents.
 5. It is the responsibility of the user to verify the accuracy of the information shown herein.
 6. The user shall not be held liable for any errors or omissions in this drawing.

7. This drawing shall be read in conjunction with the title block, all drawings, specifications, and contract documents.
 8. It is the responsibility of the user to verify the accuracy of the information shown herein.
 9. The user shall not be held liable for any errors or omissions in this drawing.

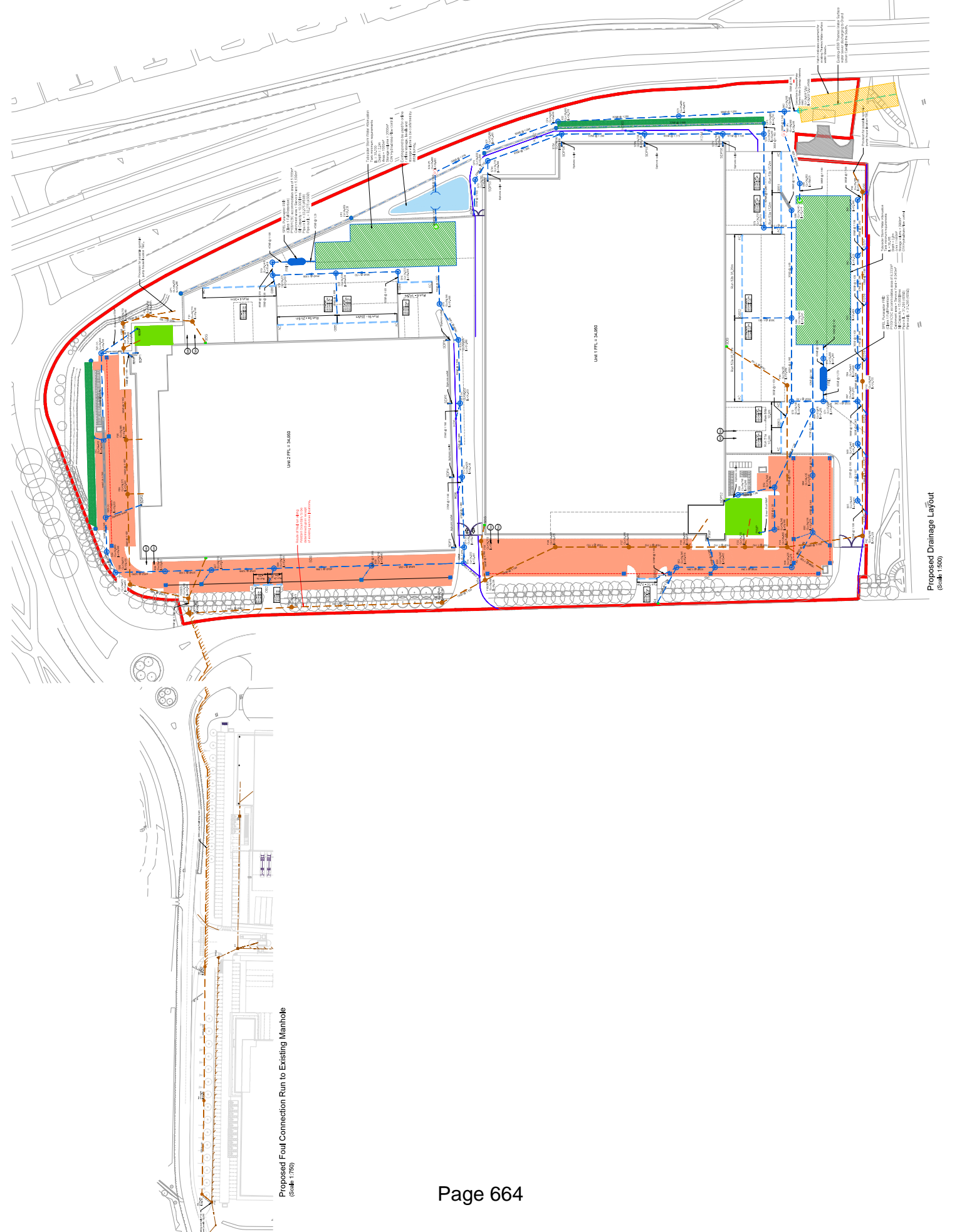
10. This drawing shall be read in conjunction with the title block, all drawings, specifications, and contract documents.
 11. It is the responsibility of the user to verify the accuracy of the information shown herein.
 12. The user shall not be held liable for any errors or omissions in this drawing.

13. This drawing shall be read in conjunction with the title block, all drawings, specifications, and contract documents.
 14. It is the responsibility of the user to verify the accuracy of the information shown herein.
 15. The user shall not be held liable for any errors or omissions in this drawing.

16. This drawing shall be read in conjunction with the title block, all drawings, specifications, and contract documents.
 17. It is the responsibility of the user to verify the accuracy of the information shown herein.
 18. The user shall not be held liable for any errors or omissions in this drawing.

19. This drawing shall be read in conjunction with the title block, all drawings, specifications, and contract documents.
 20. It is the responsibility of the user to verify the accuracy of the information shown herein.
 21. The user shall not be held liable for any errors or omissions in this drawing.

22. This drawing shall be read in conjunction with the title block, all drawings, specifications, and contract documents.
 23. It is the responsibility of the user to verify the accuracy of the information shown herein.
 24. The user shall not be held liable for any errors or omissions in this drawing.





Proposed Foul Connection Run to Existing Manhole (Scale 1:250)

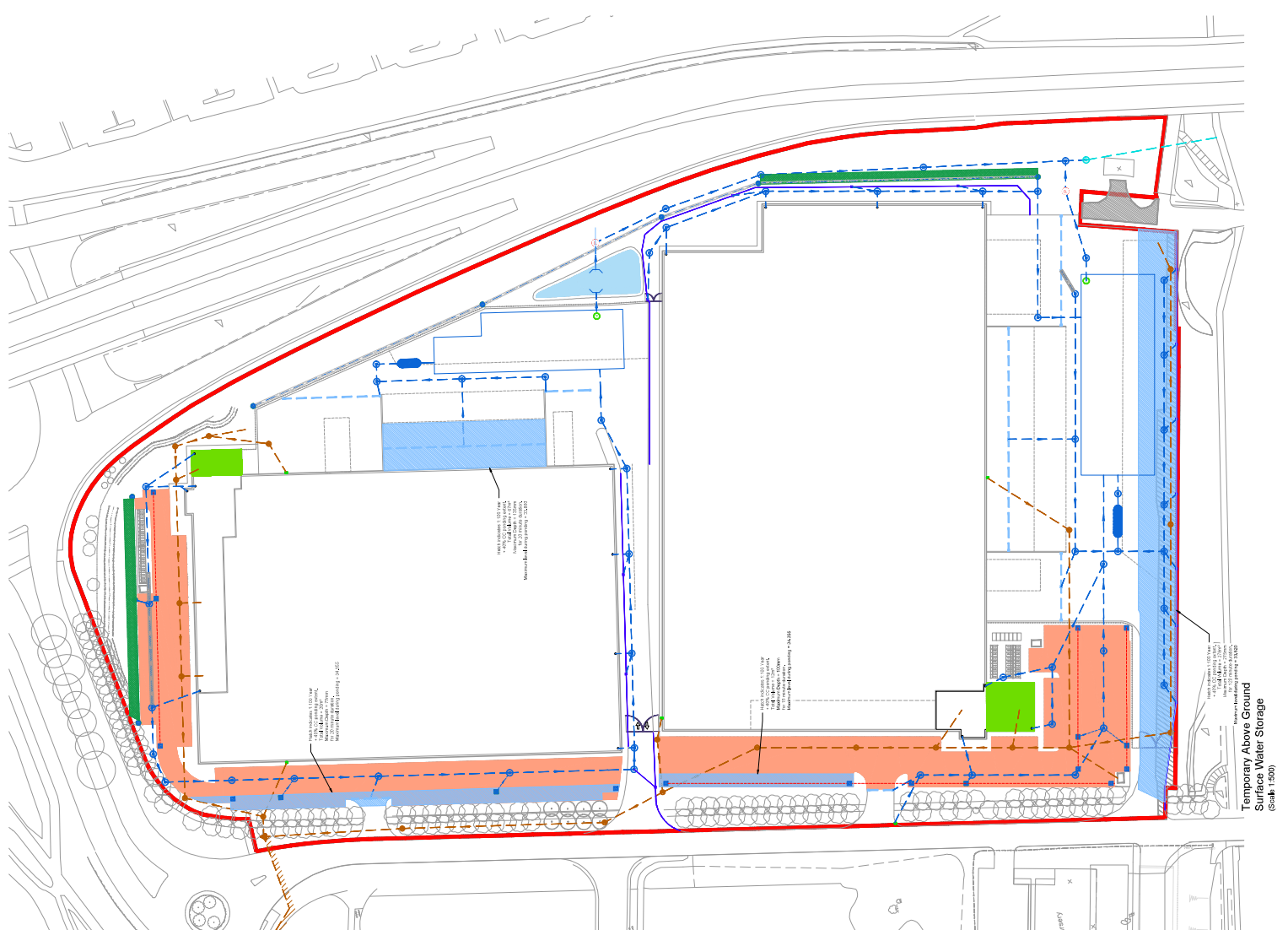
Proposed Drainage Layout (Scale 1:500)

rps CONSULTANTS CONSULTANTS CONSULTANTS	PROLOGIS PROLOGIS Park, West London Expansion	PROJECT NO: P25000000000000000000 SHEET NO: 1/100 DATE: 12/2024 DRAWN BY: [Name] CHECKED BY: [Name]
		CLIENT: PROLOGIS PROJECT: PROLOGIS Park, West London Expansion
		PROJECT TITLE: Proposed Drainage Layout
		SCALE: 1:500

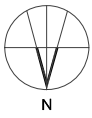
© 2020 RPS GROUP
 This drawing is the property of RPS GROUP and shall not be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of RPS GROUP.
 The information contained herein is for informational purposes only and is not intended to constitute an offer of any financial product or service.
 RPS GROUP does not warrant the accuracy, completeness, or reliability of the information contained herein, and shall not be held responsible for any errors or omissions.
 All rights reserved.

PROJ	PROLOGIS PARK WEST LONDON EXPANSION	DATE	11/11/2020
PROJ	PROLOGIS PARK WEST LONDON EXPANSION	DATE	11/11/2020
PROJ	PROLOGIS PARK WEST LONDON EXPANSION	DATE	11/11/2020
PROJ	PROLOGIS PARK WEST LONDON EXPANSION	DATE	11/11/2020
PROJ	PROLOGIS PARK WEST LONDON EXPANSION	DATE	11/11/2020
PROJ	PROLOGIS PARK WEST LONDON EXPANSION	DATE	11/11/2020
PROJ	PROLOGIS PARK WEST LONDON EXPANSION	DATE	11/11/2020
PROJ	PROLOGIS PARK WEST LONDON EXPANSION	DATE	11/11/2020
PROJ	PROLOGIS PARK WEST LONDON EXPANSION	DATE	11/11/2020
PROJ	PROLOGIS PARK WEST LONDON EXPANSION	DATE	11/11/2020

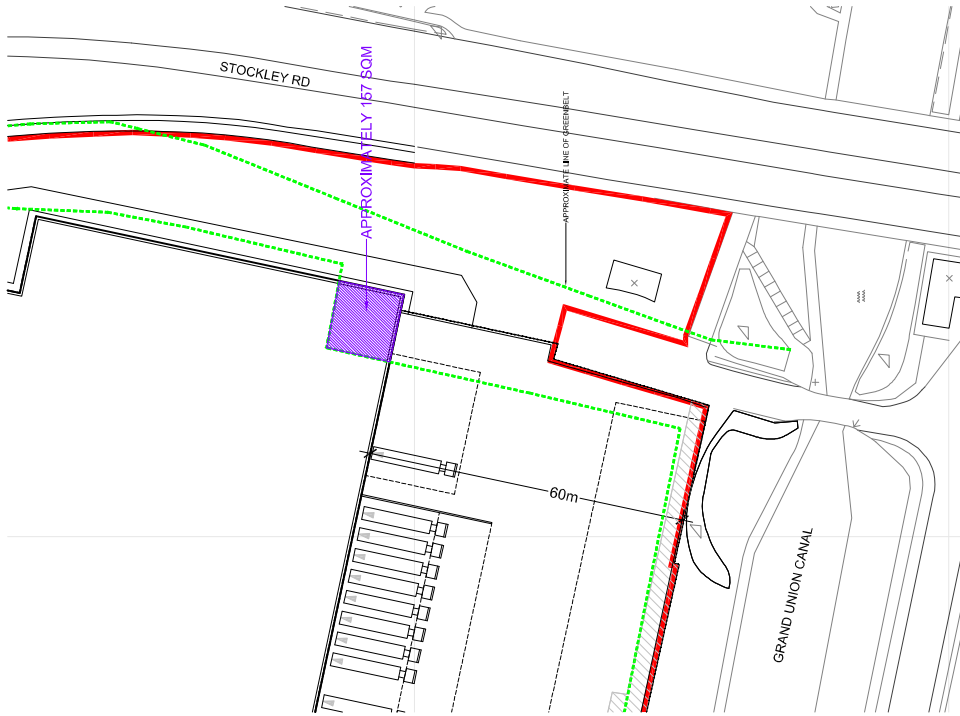


 PROLOGIS
 Prologis Park, West London
 Expansion
 1 in 100 Year - Climate Change Temporary Above Ground Surface Water Storage
 Date Created: 11/11/2020
 Date Updated: 11/11/2020
 User: [Name]
 Title: [Title]
 Scale: 1:500
 Sheet: 01
 Project: PROLOGIS PARK WEST LONDON EXPANSION
 Drawing: 01 - Temporary Above Ground Surface Water Storage
 Scale: 1:500



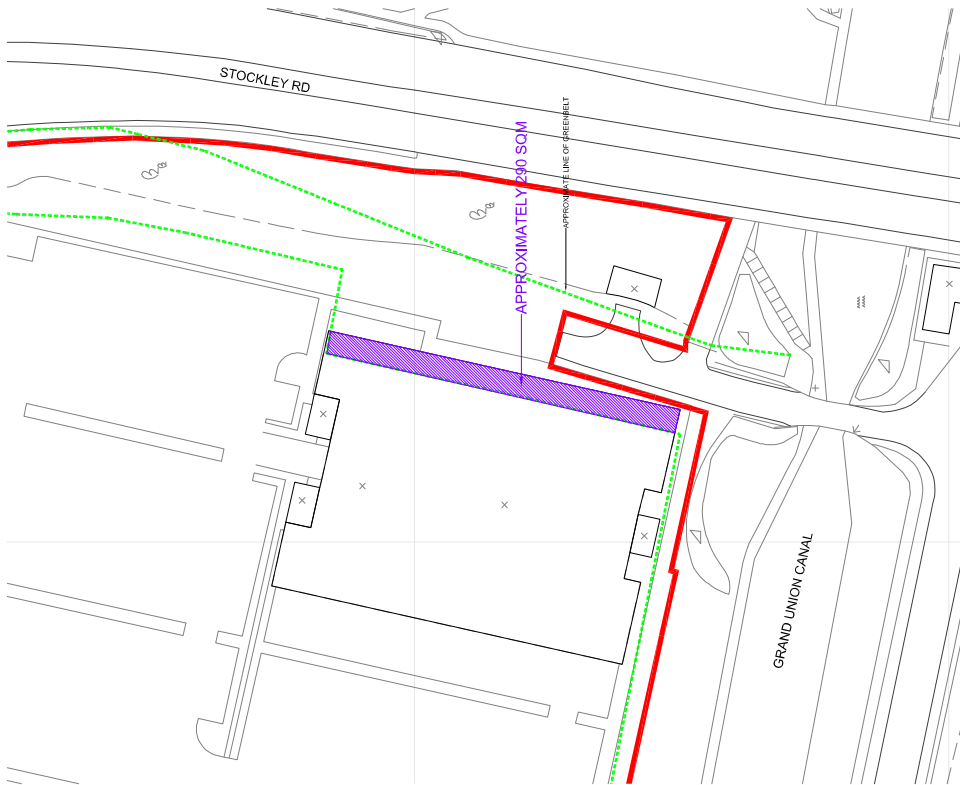
Temporary Above Ground Surface Water Storage
 (Scale: 1:500)



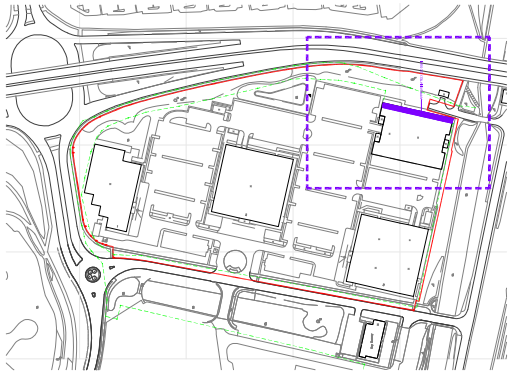
NOTES:
 SUBJECT TO STATUTORY COMMENTS
 BASED ON GREENBELT SURVEY REF: 13862, REVISED
 DATED 2016. THIS DRAWING IS THE PROPERTY OF
 MICHAEL SPARKS ASSOCIATES AND IS NOT TO BE
 REPRODUCED OR TRANSMITTED IN ANY FORM OR BY
 ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT
 THE WRITTEN PERMISSION OF MICHAEL SPARKS
 ASSOCIATES.
 CONSULT THE CLIENT AND THE DESIGNING TO
 DETERMINE THE APPROPRIATE GREENBELT
 SCENARIO TO BE USED FOR THE DEVELOPMENT.
 AUTHORIZED BY MICHAEL SPARKS ASSOCIATES
 PROJECT NO: 309228-FL-202A
 DRAWING NO: 01/202
 MICHAEL SPARKS ASSOCIATES OF ANY JURISDICTIONS



02 PROPOSED SITE LAYOUT
 1:500
 202



01 EXISTING SITE LAYOUT
 1:500
 202



GREEN BELT BOUNDARY LINE
 DIGITISED BASED ON A BEST FIT
 SCENARIO FROM
 IMAGE OF GREENBELT FROM
 HILLINGDON COUNCIL'S LOCAL PLAN

REV	DATE	DESCRIPTION	BY	CHKD
A	15.07.20	Scale enlarged		

PROLOGIS
MICHAEL SPARKS ASSOCIATES
 CONSULTING ARCHITECTS
 11 PLANT PLACE
 LONDON SW14 4JH
 TELEPHONE 020 7706 6102
 WWW.MSPROLOGIS.CO.UK

TITLE	IRONBRIDGE ROAD, HAYES
DRAWING	GREENBELT PLAN
CLIENT	PROLOGIS UK LTD
DATE	JULY 2020
SCALE	1:500@A1
DRAWN	PF
STATUS	PLANNING
CHECKED	MS/GZSD
DRAWING NUMBER	309228-FL-202A

Planting Method and Application	Rate/ha	Unit
Mass Groundcover Planting	1.0000	05
Number of Planting Species	3000	03
Number of Plants	12000	1
Number of Plants (over 50cm)	3000	08
Number of Plants (under 50cm)	9000	05
Number of Plants	8100	05
Planting	1600	07
Open Water (Living Wall)	1.0000	06
Area of Open Water	2.0000	04
Area of Open Water	1.0000	1
Permeable paving	2.7100	01
Greenhouse	0.0000	04
		27.4

UNITS
162.3



REG-01 10/11/2018
REG-02 10/11/2018
REG-03 10/11/2018
REG-04 10/11/2018
REG-05 10/11/2018

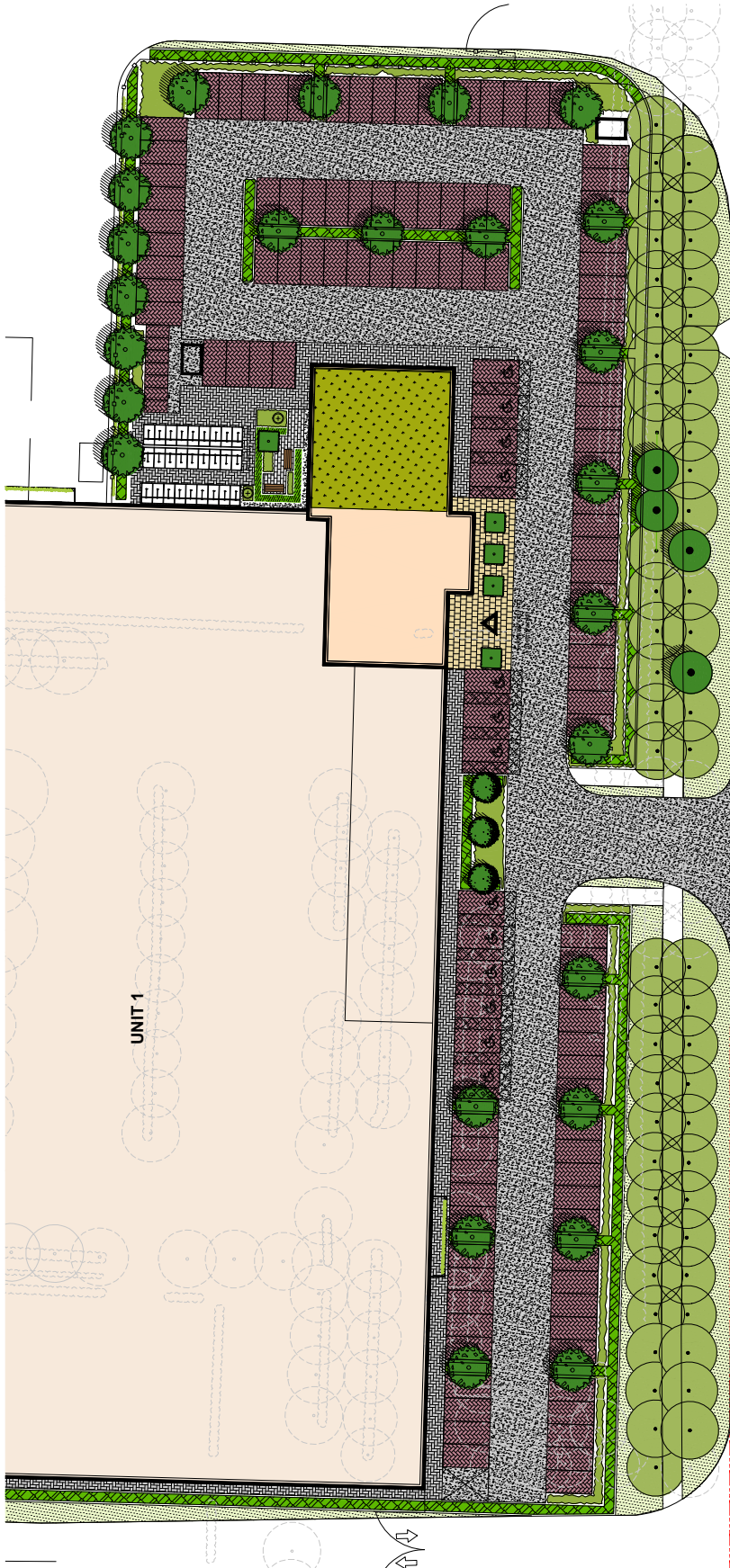
BCA **BARRY CHINN** **LANDSCAPE ARCHITECTS**

PROLOGIS **LANDSCAPE ARCHITECTS**

PROJECT:
**FORMER GSK SITE,
PROLOGIS PARK,
WEST LONDON**

DRAWING:
**URBAN GREENING FACTOR
CALCULATION PLAN**

DATE	BY	CHKD BY	REV
05/10/18	MM	MM	07
06/11/18	MM	MM	
08/03/19	MM	MM	
09/05/19	MM	MM	
10/06/19	MM	MM	
11/07/19	MM	MM	
12/08/19	MM	MM	
01/09/20	MM	MM	
02/10/20	MM	MM	
03/11/20	MM	MM	
04/12/20	MM	MM	
05/01/21	MM	MM	
06/02/21	MM	MM	
07/03/21	MM	MM	
08/04/21	MM	MM	
09/05/21	MM	MM	
10/06/21	MM	MM	
11/07/21	MM	MM	
12/08/21	MM	MM	
01/09/22	MM	MM	
02/10/22	MM	MM	
03/11/22	MM	MM	
04/12/22	MM	MM	
05/01/23	MM	MM	
06/02/23	MM	MM	
07/03/23	MM	MM	
08/04/23	MM	MM	
09/05/23	MM	MM	
10/06/23	MM	MM	
11/07/23	MM	MM	
12/08/23	MM	MM	
01/09/24	MM	MM	
02/10/24	MM	MM	
03/11/24	MM	MM	
04/12/24	MM	MM	
05/01/25	MM	MM	



REV A Green walls added to building facade
20/11/20 MMB
DATE FOR ADRM

BCA
BARRY CHINN
a s s o c i a t e s
Landscape Architects
PROLOGIS[®]

PROJECT
FORMER GSK SITE,
PROLOGIS PARK,
WEST LONDON

DRAWING
UNIT 1
CAR PARK CONCEPT PLAN

CONTRACT	198/219	DRG NO.	08
DATE	06/10/20	DRAWN	MMB
ISSUE	Planning	CHECKED	MMB
SCALE	1:200	ORIG SHEET	A1
CAD FILE	198/219/05.dwg	REV	A

Barry Chinn Associates Limited, Harpenden, Hertfordshire, UK. Website: www.barrychinn.com
Tel: +44 (0)1844 267000 E: info@barrychinn.com

PROPOSED GREEN WALLS
7.5m wide x 4.25m high secured just off the top of the building. To
be installed in-situ by fixing wall planter system.

PROPOSED FORMAL NATIVE HEDGE
(300mm depth of rows)
Planted at 400mm centres in a double staggered row. Rows to be 500mm apart

%	Species	Common Name	Stock Size
50%	Coronilla varia	Common Crown	100x250mm 1+2 B
40%	Taxus baccata	Yew	100x250mm 1+2 B
			800x400mm 5L

PROPOSED INDIGENOUS HEDGEROW
Planted at 400mm centres in a double staggered row. Rows to be 500mm apart.

%	Species	Common Name	Stock Size
50%	Aster composite +	Field maple	400x500mm 1+1 OG
10%	Corunus boissii	Hornbeam	400x500mm 1+1 OG
5%	Catalpa bignoniifolia	Hawthorn	400x500mm 1+1 OG 'B'
5%	Salis caprea	Goat Willow	400x500mm 1+1 OG

PROPOSED ORNAMENTAL GROUND COVER SHRUB PLANTING
(300mm depth of rows)
Ultimate plant height is below 1m.

PROPOSED AMENITY GRASS AREAS
(150mm depth of rows)

PROPOSED GREEN ROOF
(Bank height of 150x200mm consisting of substrate layer of organic growing media, 150mm depth of substrate layer of organic growing media, 150mm depth of substrate layer of organic growing media)
To be a combination of seeding and plug planting as shown on the drawing.

NOTE: Waterlogging and drainage all to engineer's detail.

EXISTING TREES AND HEDGEROWS TO BE RETAINED
(Refer to the Pre-Development Tree Survey for detail)

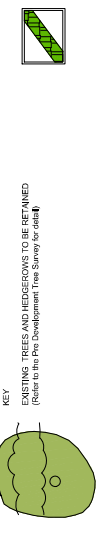
EXISTING TREES AND HEDGEROWS TO BE REMOVED
(Refer to the Pre-Development Tree Survey for detail)

SEMI-MATURE TREE
(Tree at size: 2000x2000x1000mm)
3.0m height canopy
2.0x2.5m clear stem
2.5m clear stem
Rounded

PROPOSED FORMALLY CLIPPED BOX-HEADED TREES
(Tree at size: 1500x1500x500mm)
3.0m height canopy
2.0x2.5m clear stem
2.5m clear stem
Rounded

EXTRA HEAVY STANDARD TREES
(Tree at size: 1500x1500x500mm)
4.5m height canopy
4.5m clear stem
1.8-2.1m clear stem
Rounded

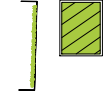
FAST-GATE TREES
(Tree at size: 1500x1500x500mm tree pit)
Fully feathered
5x transplanted
Rounded





PROPOSED GREEN WALLS
7.2m wide x 14.25m high second joint off the face of the building. To be fabricated in situ by long wall planer system.

PROPOSED ORNAMENTAL SHRUB PLANTING
(300mm depth of fosses)
Ultimate plant height is above 1m.



PROPOSED FORMAL WEDGE HEDGE
(300mm depth of fosses)
Planted at 600mm centres in a double staggered row. Rows to be 500mm apart

%	Species	Common Name	Sp. Ht. (m)	Sp. W. (mm)	Sp. Dia. (mm)	Plant Spacing (m)
100%	Fagus sylvatica	Beech	14-18	100-125	142	1.2
100%	Taxus baccata	Yew	6-10	60-80	50	0.6

PROPOSED HEDGEROW
Planted at 450mm centres in a double staggered row. Rows to be 500mm apart.

%	Species	Common Name	Sp. Ht. (m)	Sp. W. (mm)	Sp. Dia. (mm)	Plant Spacing (m)
50%	Asar canadense	Field Maple	4-6	40-50	142	0.5
30%	Hedera helix	Ivy	2-4	40-50	142	0.5
20%	Corallorhiza innata	Hawthorn	4-6	50-60	142	0.5
5%	Crataegus monogyna	Staghorn	4-6	50-60	142	0.5
5%	Sambucus racemosa	Goat Willow	4-6	50-60	142	0.5

PROPOSED ORNAMENTAL GROUND COVER SHRUB PLANTING
(300mm depth of fosses)
Ultimate plant height is below 1m.

%	Species	Common Name	Sp. Ht. (m)	Sp. W. (mm)	Sp. Dia. (mm)	Plant Spacing (m)
50%	Asar canadense	Field Maple	4-6	40-50	142	0.5
30%	Hedera helix	Ivy	2-4	40-50	142	0.5
20%	Corallorhiza innata	Hawthorn	4-6	50-60	142	0.5
5%	Crataegus monogyna	Staghorn	4-6	50-60	142	0.5
5%	Sambucus racemosa	Goat Willow	4-6	50-60	142	0.5

PROPOSED AMENITY GRASS AREAS
(150mm depth of fosses)



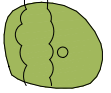
PROPOSED CLIMBING WIRES
30cm panels of stainless steel wire @ 500mm vertical intervals secured to central fascia structure. Rows to be 1.2m apart.



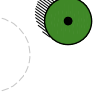
PROPOSED GREEN ROOF
To be a combination of bedding and plug planting as shown on the drawings. To be waterproofed and drainage all to engineer's details.



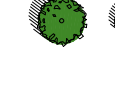
KEY
EXISTING TREES AND HEDGEROWS TO BE RETAINED
(Refer to the Pre Development Tree Survey for detail)



EXISTING TREES AND HEDGEROWS TO BE REMOVED
(Refer to the Pre Development Tree Survey for detail)



SEMIMATURE TREE
(Tree at size: 2000x200x1000mm)
5-6m clear stem
Reinstated



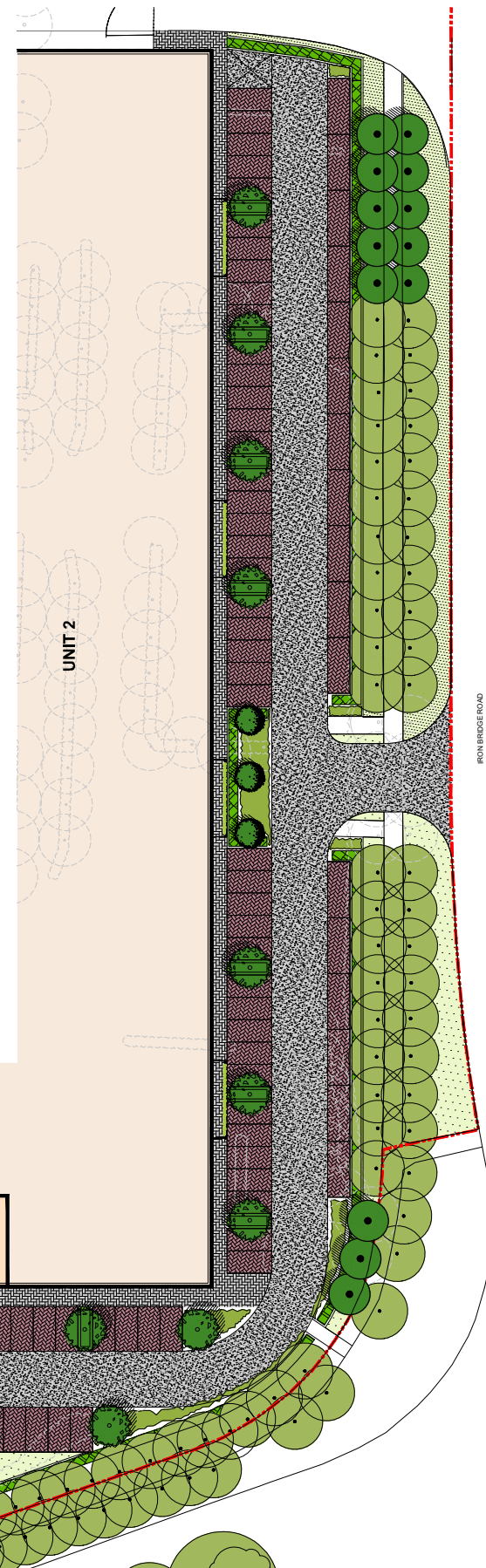
PROPOSED FORMALLY CLIPPED BOX HEADED TREES
(Tree at size: 1500x1500x1000mm)
1.5-2.1m high canopy
2.2-2.5m clear stem
Reinstated



EXTRA HEAVY STANDARD TREES
(Tree at size: 1500x1500x1000mm)
4-6m high canopy
4.5-4.8m clear stem
Reinstated



FASTIGIATE TREES
(Tree at size: 1500x1500x1000mm tree plate)
3-4m high canopy
3-4m clear stem
5x transplanted
Reinstated



REVISIONS: Green walls added to existing facade
DATE: 05/10/20
DRAWN: MB
CHECKED: MB
DATE: 09/10/20
SCALE: 1:200
ORIGINAL: A1
CAD FILE: 1902-1902-05.dwg

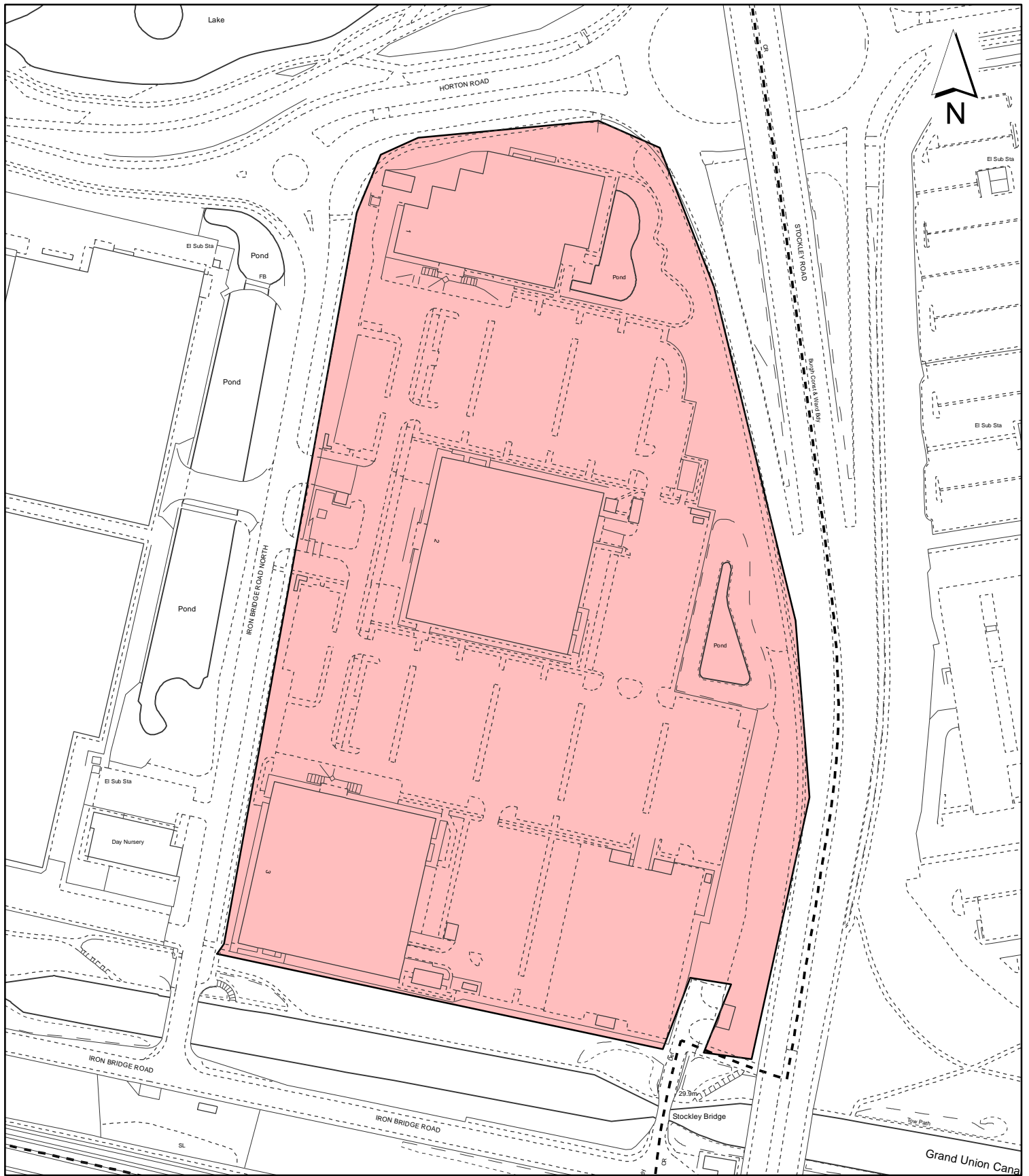
BCA ASSOCIATES
BARRY CHINN
Landscapes Architects
PROLOGIS

PROJECT: FORMER GSK SITE, PROLOGIS PARK, WEST LONDON

DRAWING: UNIT 2 CAR PARK CONCEPT PLAN

CONTRACT	1902-19
DATE	05/10/20
ISSUE	Rev 09
SCALE	1:200
CAD FILE	1902-1902-05.dwg

PROLOGIS



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address:

**GSK, Stockley Park
 Iron Bridge Road
 West Drayton**

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

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

Planning Application Ref:

39207/APP/2020/2188

Scale:

1:2,000

Planning Committee:

Central & South

Date:

December 2020



HILLINGDON
 LONDON

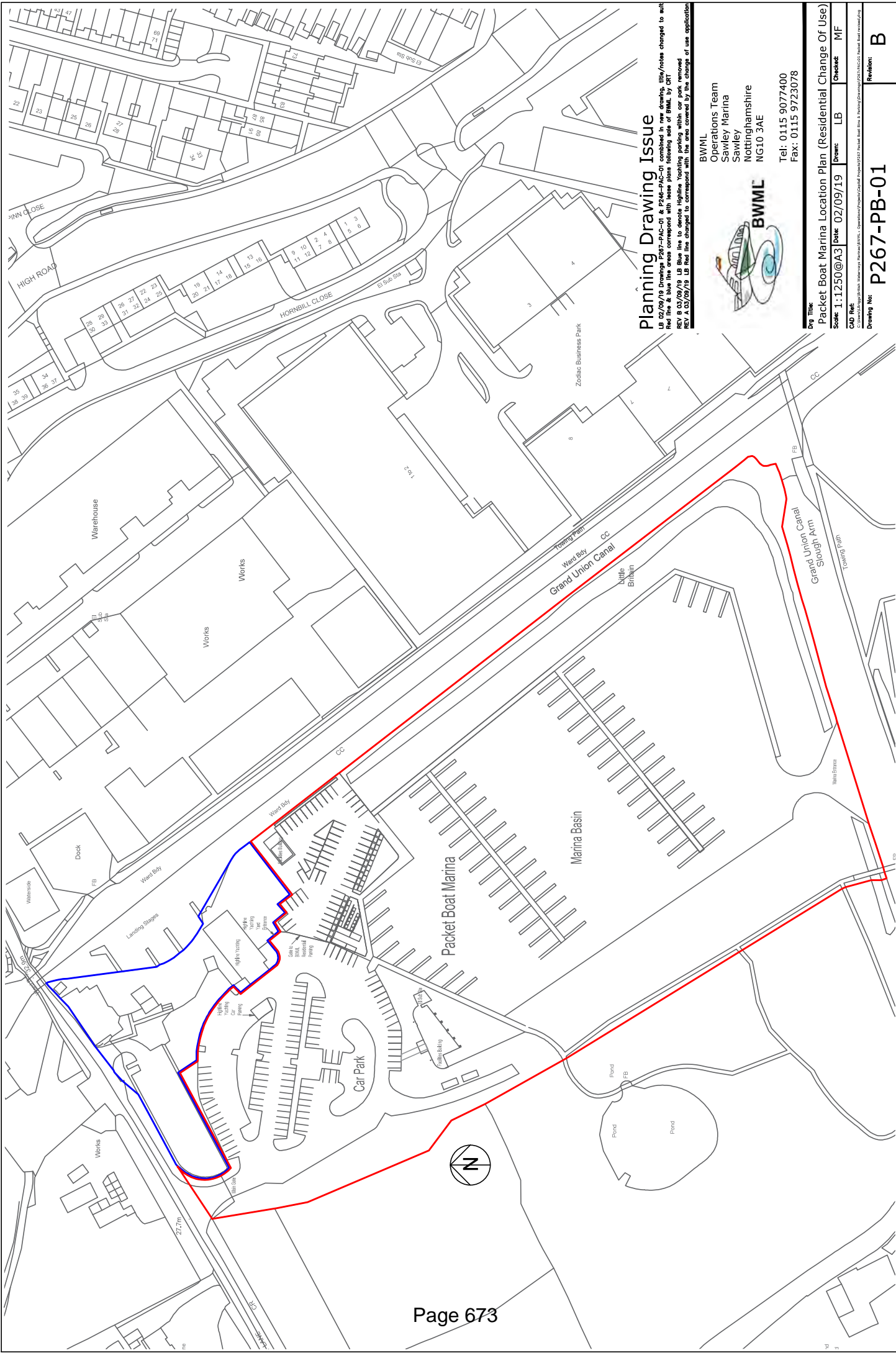
Report of the Head of Planning, Transportation and Regeneration

Address PACKET BOAT MARINA PACKET BOAT LANE COWLEY

Development: Variation of Conditions 2 (Approved Plans), 3 (Supporting Documentation), 8 (Signage and Lighting Details) and 13 (Turning Areas) of planning application 53216/APP/2018/4179, dated 21/11/2019 (Change of use of 25 existing moorings from leisure to residential use, with associated works), in order to amend the wording of conditions and make changes to the approved parking layout, landscaping, cycle storage, bin storage and lighting.

LBH Ref Nos: 53216/APP/2020/3138

Drawing Nos:



Planning Drawing Issue

LB 02/09/19 Drawings P267-PAC-01 & P267-PAC-01 combined in new drawing. (Site notes changed to suit new line plan) - please refer to the Planning Application for more information. (Site notes changed to suit new line plan) - please refer to the Planning Application for more information. (Site notes changed to suit new line plan) - please refer to the Planning Application for more information.

NEW A 02/09/19 LB Red line changed to correspond with the change of use application



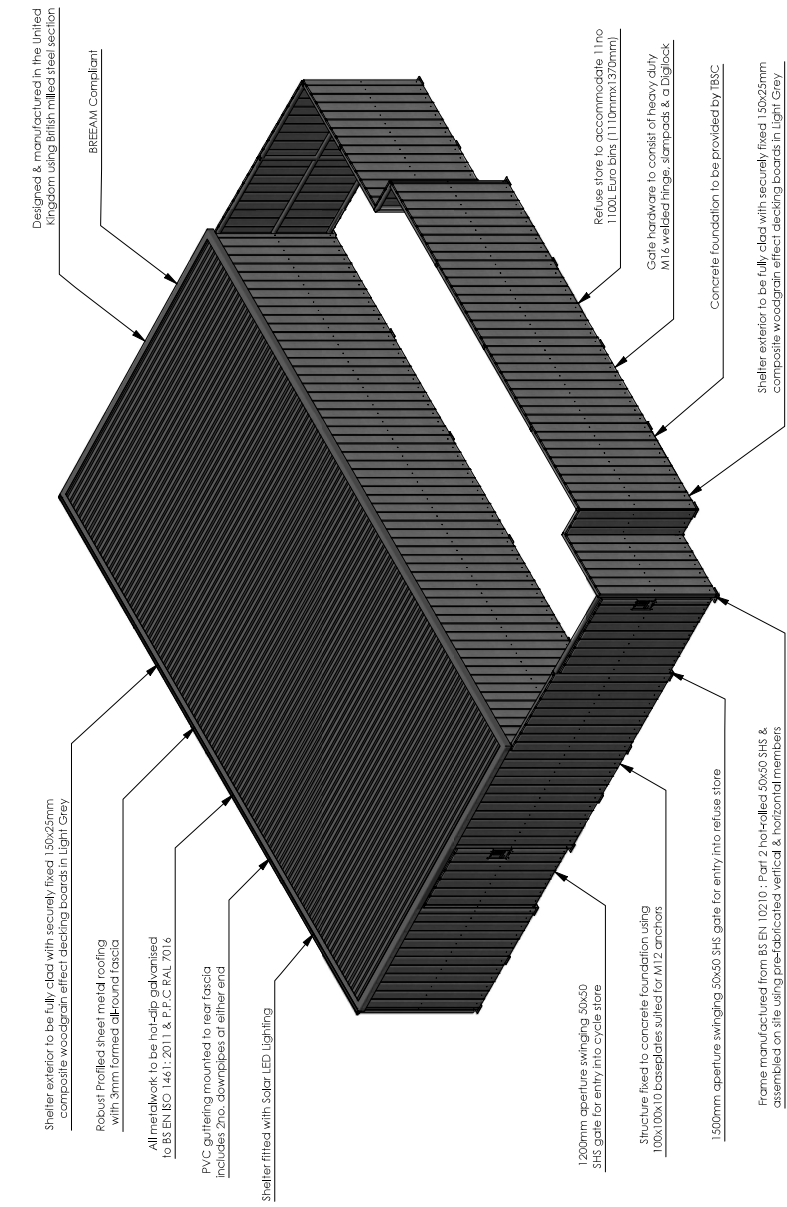
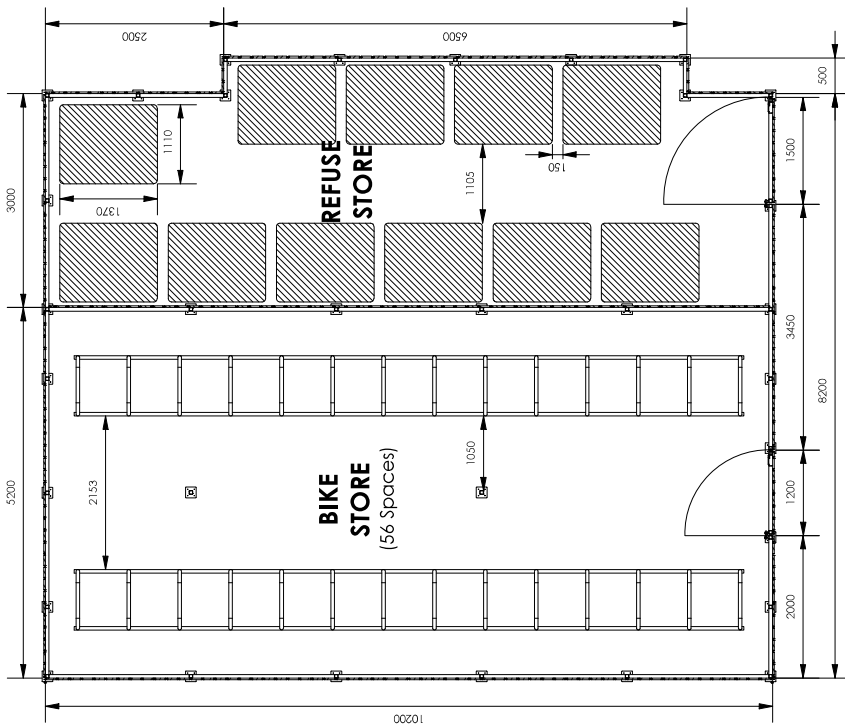
BWML
Operations Team
Sawley Marina
Sawley
Nottinghamshire
NG10 3AE

Tel: 0115 9077400
Fax: 0115 9723078

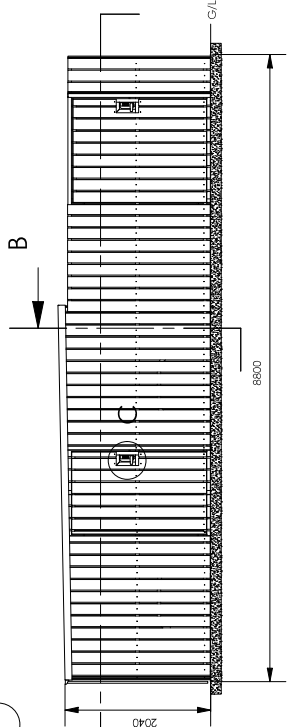
Dwg Title: Packet Boat Marina Location Plan (Residential Change Of Use)			
Scale: 1:1250@A3	Date: 02/09/19	Drawn: LB	Checked: MF
CAD Ref:			
Drawing No: P267-PB-01			
Revision:			B



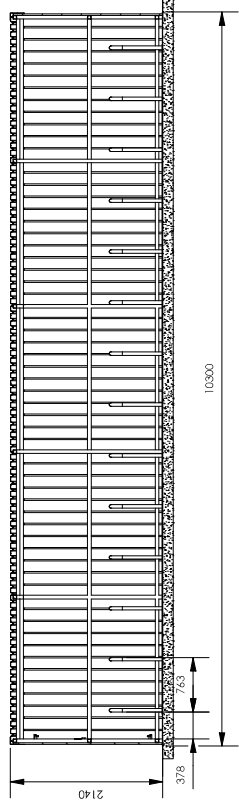
Plan Elevation
A-A (1:75)



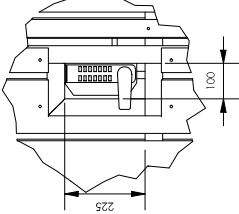
Front Elevation
A



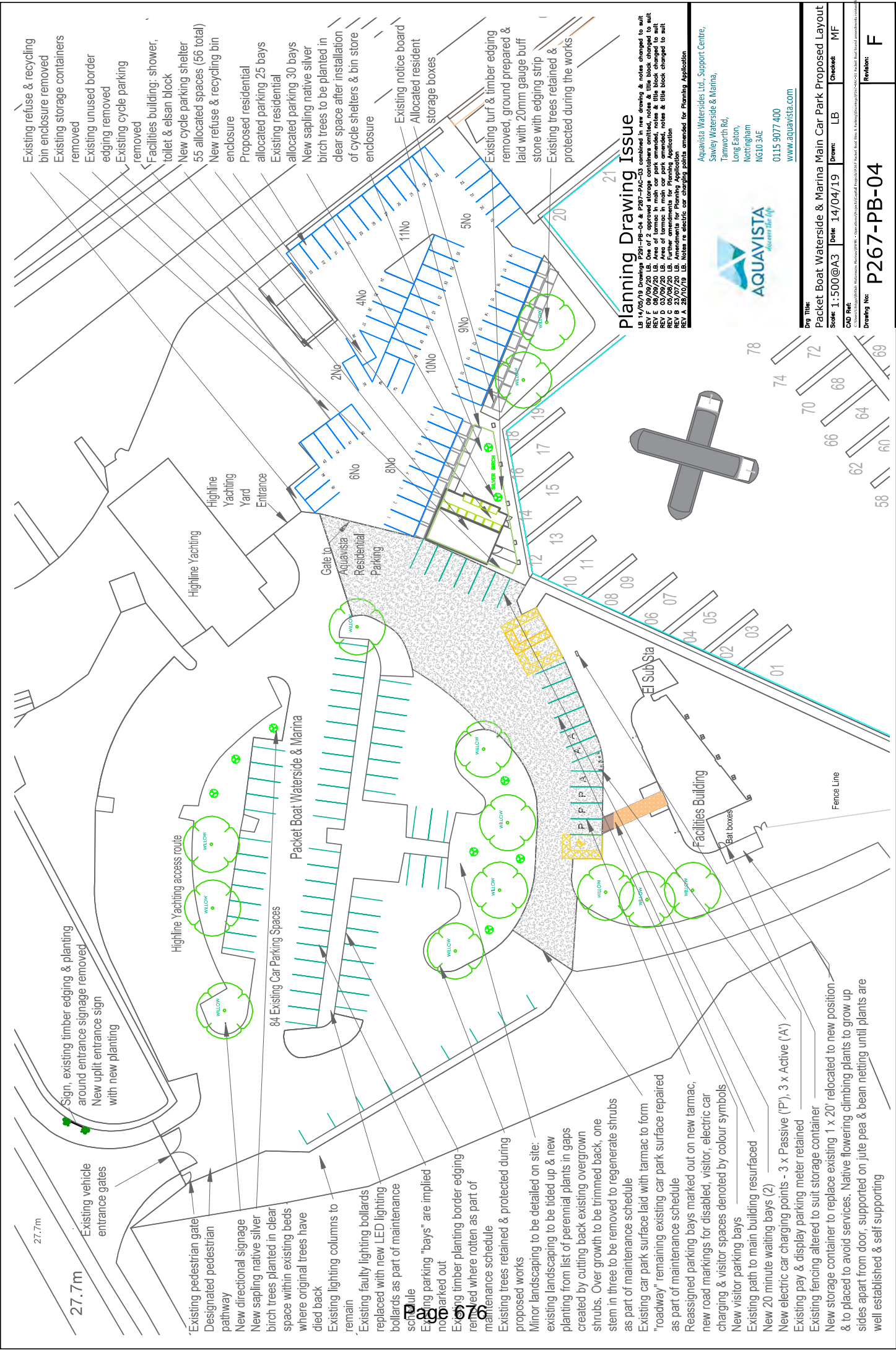
Side Elevation
B-B (1:75)



C (1:15)
TYPICAL DIGILOCK



		CUSTOMER BWML	TITLE TBSC_BWML_PBO_56AMZ+BIN_MS_01	SCALE 1:75
0800 246 1723		DRAWN M Stokes	PROJECT Packet Boat Marina	SHEET 01 / 1
THIRD ANGLE PROJECTION		DATE 20/07/2020	ISSUE	
THIS DRAWING IS THE PROPERTY OF THE BIKE STORAGE COMPANY. IT MUST NOT BE COPIED OR REPRODUCED IN ANY MANNER WITHOUT PERMISSION. THE BIKE STORAGE COMPANY, MARINA STUDIOS, MARBOUR VARD, LONDON, SW10 0SD. TEL: 0800 246 1723. WWW.BIKESTORAGECOMPANY.CO.UK				



Existing refuse & recycling bin enclosure removed
 Existing storage containers removed
 Existing unused border edging removed
 Existing cycle parking removed
 Facilities building: shower, toilet & elsan block
 New cycle parking shelter
 55 allocated spaces (56 total)
 New refuse & recycling bin enclosure
 Proposed residential allocated parking 25 bays
 Existing residential allocated parking 30 bays
 New sapling native silver birch trees to be planted in clear space after installation of cycle shelters & bin store enclosure
 Existing notice board
 Allocated resident storage boxes

Sign, existing timber edging & planting around entrance signage removed
 New uplift entrance sign with new planting

Existing pedestrian gate
 Designated pedestrian pathway
 New directional signage
 New sapling native silver birch trees planted in clear space within existing beds where original trees have died back
 Existing lighting columns to remain
 Existing faulty lighting bollards replaced with new LED lighting bollards as part of maintenance schedule
 Existing parking "bays" are implied not marked out
 Existing timber planting border edging retained where rotten as part of maintenance schedule
 Existing trees retained & protected during proposed works
 Minor landscaping to be detailed on site:
 existing landscaping to be tidied up & new planting from list of perennial plants in gaps created by cutting back existing overgrown shrubs. Over growth to be trimmed back, one stem in three to be removed to regenerate shrubs as part of maintenance schedule
 Existing car park surface laid with tarmac to form "roadway" remaining existing car park surface repaired as part of maintenance schedule
 Reassigned parking bays marked out on new tarmac, new road markings for disabled, visitor, electric car charging & visitor spaces denoted by colour symbols
 New visitor parking bays
 Existing path to main building resurfaced
 New 20 minute waiting bays (2)
 New electric car charging points - 3 x Passive ('P'), 3 x Active ('A')
 Existing fencing altered to suit storage container
 New storage container to replace existing 1 x 20' relocated to new position & to placed to avoid services. Native flowering climbing plants to grow up sides apart from door, supported on jute pea & bean netting until plants are well established & self supporting

Planning Drawing Issue
 LB 14/05/19 Drawings P267-PB-04 & P267-PAC-03 combined in new drawing & notes changed to suit
 REV F 09/09/20 LB. One of 2 approved storage containers omitted, notes & title block changed to suit
 REV E 03/09/20 LB. Areas of tarmac to be laid in gaps between existing car park spaces & title block changed to suit
 REV D 03/09/20 LB. Areas of tarmac in main car park amended, notes & title block changed to suit
 REV C 05/09/20 LB. Further amendments for Planning Application
 REV B 23/07/20 LB. Amendments for Planning Application
 REV A 23/07/19 LB. Notes re electric car charging points amended for Planning Application

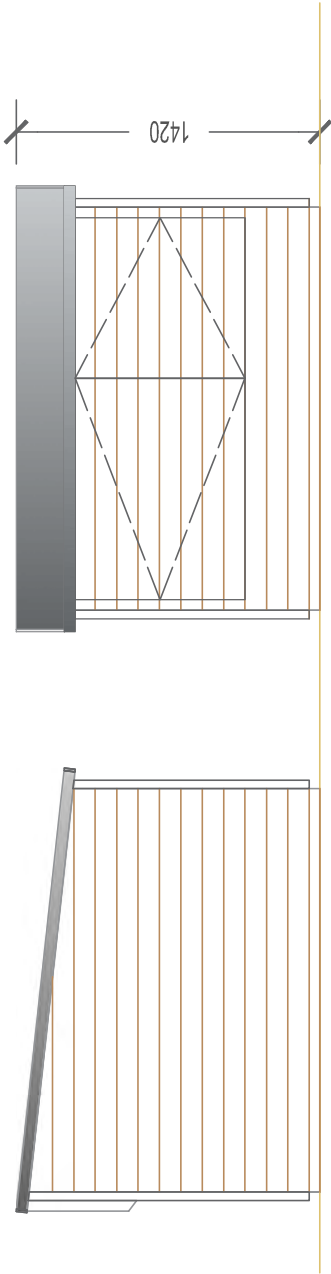


Aquavista Watersides Ltd., Support Centre,
 Sawley Waterside & Marina,
 Tamworth Rd,
 Long Eaton,
 Nottingham
 NG10 3AE
 0115 9077 400
 www.aquavista.com

Drg Title: Packet Boat Waterside & Marina Main Car Park Proposed Layout
 Scale: 1:500@A3 Date: 14/04/19 Drawn: LB Checked: MF
 CAD Ref: Drawing No: P267-PB-04
 Revision: F

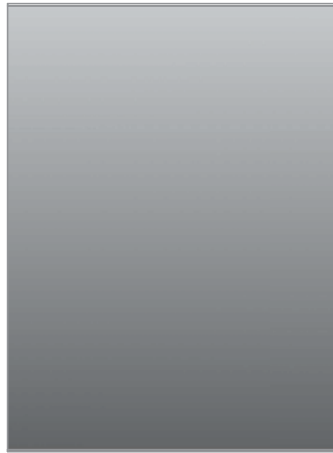
Proposed Storage Box

New storage boxes to match existing supplied by Harlow or similar quality constructed of treated softwood timber framing & horizontal timber cladding with hinged lid finished with dark grey roofing felt & edges with timber lip to secure felt in place. Corners of box strengthened & protected with powder coated steel angle. Supplied with a quality hasp & lock.

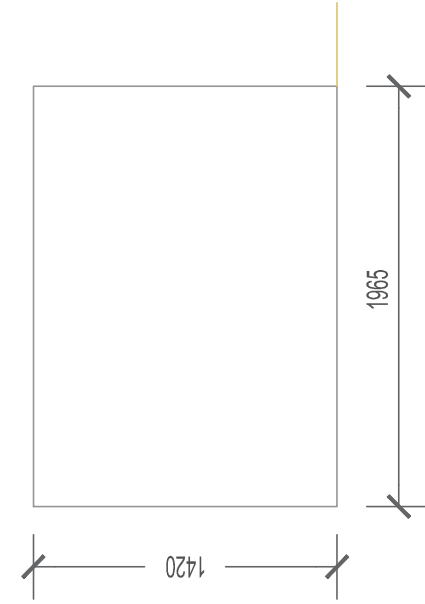


Side Elevation

Front Elevation




Plan Of Lid



Plan

Planning Drawing Issue

REV A 10/07/20 LB. Reuse bin store removed from drawing & scale changed



 Aquavista Watersides Ltd., Support Centre,
 Sawley Waterside & Marina,
 Tamworth Rd,
 Long Eaton,
 Nottingham
 NG10 3AE
 0115 9077 400
www.aquavista.com

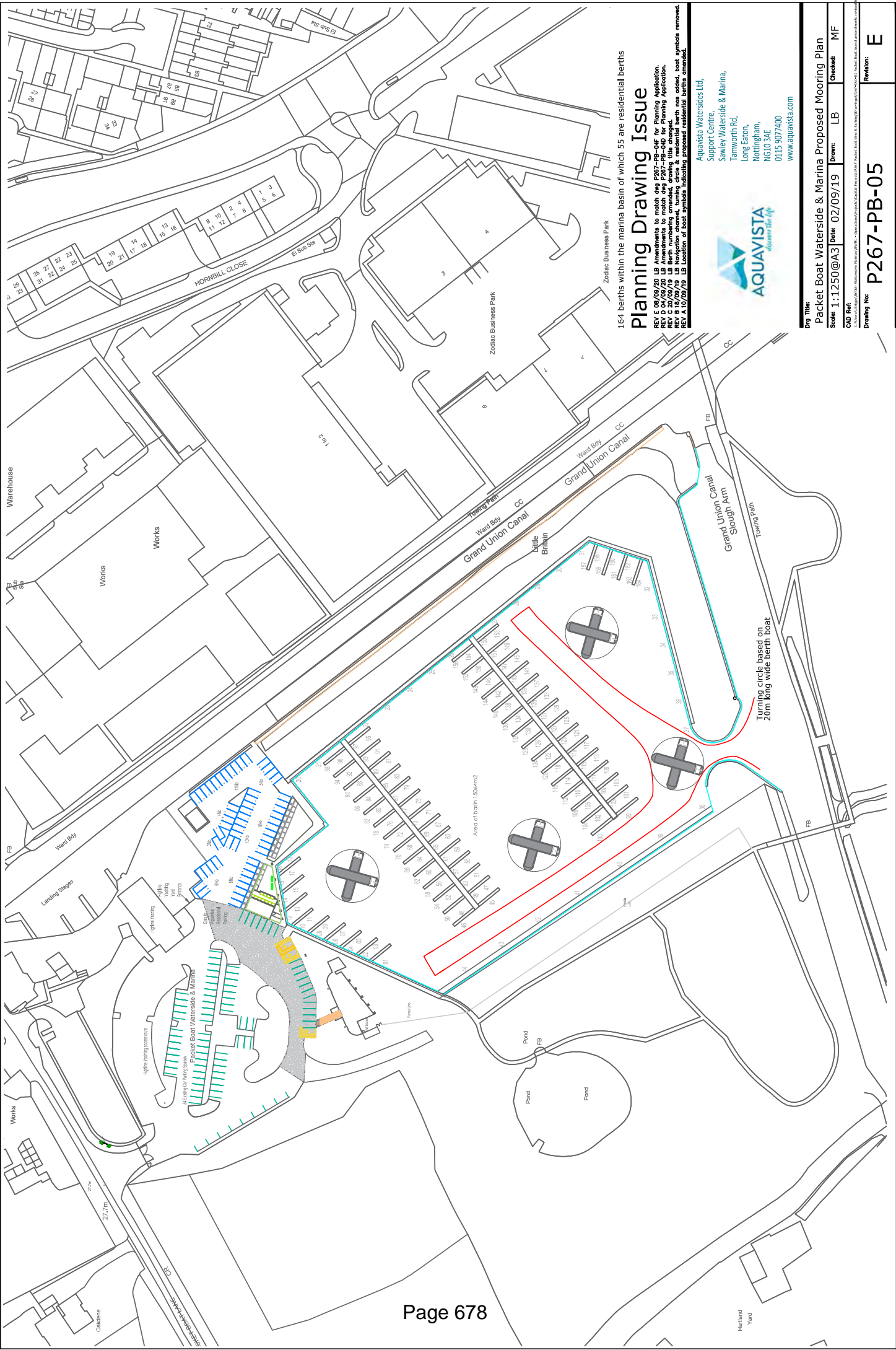
Dwg Title:

Packet Boat Marina Proposed Bin Enclosure & Storage Box

Scale: 1:25@A3 Date: 28/10/19 Drawn: LB Checked: MF

CAD Ref:

Drawing No: P267-PB-10 Revision: A



164 berths within the marina basin of which 55 are residential berths

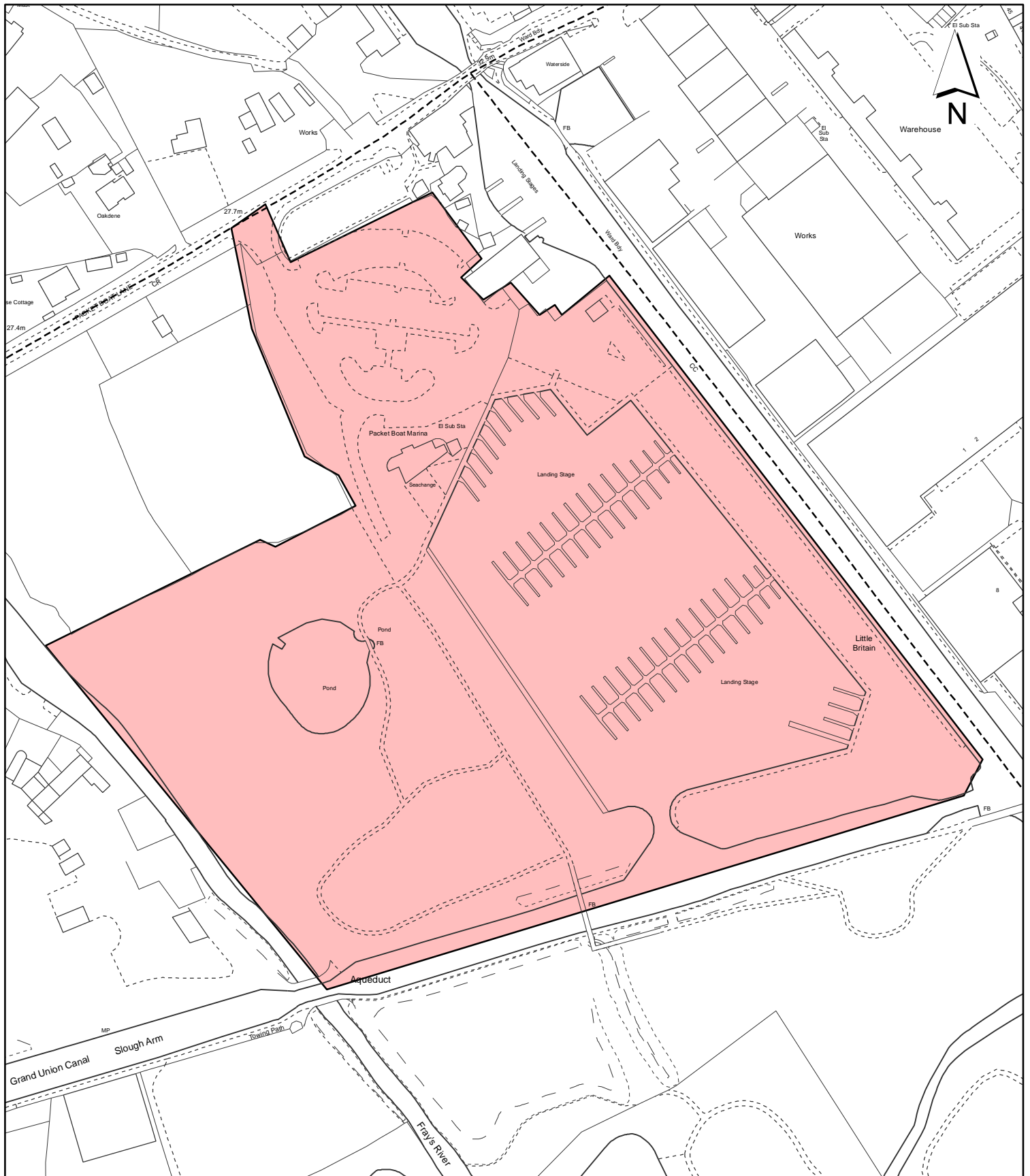
Planning Drawing Issue

REV A 04/09/19 LB Amendments to moor 49 berths for Planning Application.
 REV B 09/09/20 LB Amendments to moor 55 berths for Planning Application.
 REV C 20/09/19 LB Berth numbering amended, drawing title changed.
 REV B 18/09/19 LB Navigation channel, turning circle & residential berth now added, boat symbols removed.
 REV A 02/09/19 LB Location of boat symbols indicating proposed residential berths amended.

Aquavista Watersides Ltd,
 Support Centre,
 Sawley Waterside & Marina,
 Tamworth Rd,
 Long Eaton,
 Nottingham,
 NG10 3AE
 0115 9077400
 www.aquavista.com



<p>Drawn: LB</p> <p>Checked: MF</p> <p>Scale: 1:1250@A3</p> <p>Date: 02/09/19</p> <p>Drawn: LB</p> <p>Checked: MF</p> <p>Rev: 02/09/19</p> <p>Project: Packet Boat Waterside & Marina Proposed Mooring Plan</p> <p>Client: Aquavista Watersides Ltd</p>	<p>Drawing No: P267-PB-05</p> <p>Revision: E</p>
---	--



Notes:

 Site boundary

For identification purposes only.
 This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).
 Unless the Act provides a relevant exception to copyright.
 © Crown copyright and database rights 2020 Ordnance Survey 100019283

Site Address: **Packet Boat Marina
 Packet Boat Lane
 Cowley**

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

Planning Application Ref:
53216/APP/2020/3138

Scale:
1:2,000

Planning Committee:
Central & South Page 679

Date:
December 2020



This page is intentionally left blank