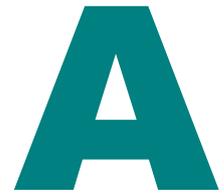




HILLINGDON  
LONDON



# Major Applications Planning Committee

## To Councillors on the Committee

Councillor Steve Tuckwell (Chairman)  
Councillor Henry Higgins (Vice-Chairman)  
Councillor Alan Chapman  
Councillor Philip Corthorne MCIPD  
Councillor Janet Duncan (Opposition Lead)  
Councillor Jas Dhot  
Councillor David Yarrow

**Date:** WEDNESDAY 21 JULY 2021

**Time:** 6.00 PM

**Venue:** COUNCIL CHAMBER - CIVIC CENTRE, HIGH STREET, UXBRIDGE

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

This Agenda is available online at: [www.hillingdon.gov.uk](http://www.hillingdon.gov.uk) or use a smart phone camera and scan the code below:



**Published:** Tuesday 13 July 2021

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Putting our residents first

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

# Useful information for residents and visitors

## *Watching & recording this meeting*

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

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

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



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

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

## *Travel and parking*

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

Please enter via main reception and visit the security desk to sign-in and collect a visitors pass. You will then be directed to the Committee Room.

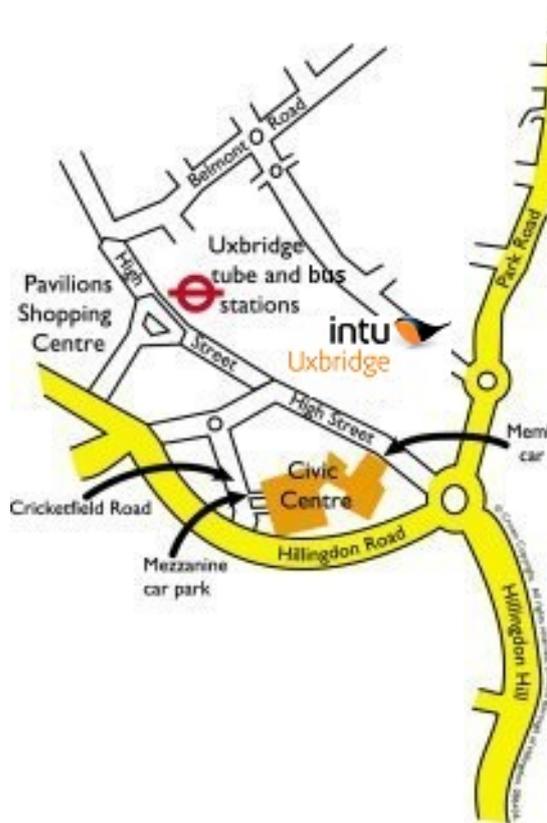
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For accessibility options regarding this agenda please contact Democratic Services. For those hard of hearing an Induction Loop System is available for use.

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If there is a FIRE, you will hear a continuous alarm. Please follow the signs to the nearest FIRE EXIT and assemble or the Civic Centre forecourt.

Lifts must not be used unless instructed by a Fire Marshal or Security Officer. In the event of a SECURITY INCIDENT, follow instructions issued via the tannoy, a Fire Marshal or a Security Officer. Those unable to evacuate using the stairs, should make their way to the signed refuge locations.



# A useful guide for those attending Planning Committees

## Petitions, Speaking and Councillors

**Petitions** – Those who have organised a petition of 20 or more people who live in the Borough, can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes. The Chairman may vary speaking rights if there are multiple petitions

**Ward Councillors** – There is a right for local councillors to speak at Planning Committees about applications in their Ward.

**Committee Members** – The planning committee is made up of the experienced Councillors who meet in public every three weeks to make decisions on applications.

## How the meeting works

The Planning Committees consider the more complex or controversial proposals for development and also enforcement action.

Applications for smaller developments such as householder extensions are generally dealt with by the Council's planning officers under delegated powers.

An agenda is prepared for each meeting, which comprises reports on each application

Reports with petitions will normally be taken at the beginning of the meeting.

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;
3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant followed by any Ward Councillors;
4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee discuss the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

## How the Committee makes decisions

The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority – under 'The London Plan' and Hillingdon's own planning policies. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

Guidance on how Members of the Committee must conduct themselves when dealing with planning matters and when making their decisions is contained in the 'Planning Code of Conduct', which is part of the Council's Constitution.

When making their decision, the Committee cannot take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.

If a decision is made to refuse an application, the applicant has the right of appeal against the decision. A Planning Inspector appointed by the Government will then consider the appeal. There is no third party right of appeal, although a third party can apply to the High Court for Judicial Review, which must be done within 3 months of the date of the decision.

# Agenda

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## CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 6
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

## PART I - Members, Public and Press

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

### Major Applications without Speaking Rights

	Address	Ward	Description & Recommendation	Page
6	Minet Junior School Avondale Drive, Hayes  2297/APP/2021/1949	Townfield	Erection of a single storey block of modular classrooms for a temporary period of 36 months.  <b>Recommendation: Approval</b>	7 – 28  62 – 69
7	The Arena Bennetsfield, Stockley Park  37800/APP/2021/2189	Botwell	Change of use from office (Use Class B1(a)) to residential (Use Class C3) to provide 12 residential units (Prior Approval).  <b>Recommendation: Approval + S106</b>	29 – 46  70 – 76

8	Heathrow Airport Car Park, Southern Perimeter Road  76510/APP/2021/2373	Heathrow Villages	Temporary change of use from long stay car park to a drive-through and park Covid test facility, comprising on-site modular structures and associated lane barriers  <b>Recommendation: Approval</b>	47 – 60  77 – 82
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**PART I - Plans for Major Applications Planning Committee 61 - 82**

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# Agenda Item 3

## Minutes



**MAJOR** Applications Planning Committee

**24 June 2021**

**Meeting held at Council Chamber - Civic Centre, High Street, Uxbridge**

	<p><b>Committee Members Present:</b> Councillors Steve Tuckwell (Chairman), Henry Higgins (Vice-Chairman), Jas Dhot, Janet Duncan (Opposition Lead), Philip Corthorne and David Yarrow</p> <p><b>LBH Officers Present:</b> Ian Thynne, Raj Alagh (Borough Solicitor), Mandip Malhotra (Strategic and Major Applications Manager), James Rodger (Deputy Director of Planning and Regeneration), Alan Tilly (Transport Planning and Development Manager), Nicole Cameron (Legal Advisor) and Zenab Haji-Ismael (Principal Planning Officer)</p>
3.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence had been received from Councillor Alan Chapman.</p>
4.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>None.</p>
5.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETINGS</b> (<i>Agenda Item 3</i>)</p> <p><b>RESOLVED:</b> That the minutes of the meetings held on 19 May and 20 May 2021 be approved as an accurate record.</p>
6.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>
7.	<p><b>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</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items would be considered in public.</p>
8.	<p><b>LAND TO THE EAST AND WEST OF BREAKSPEAR ROAD SOUTH - 76293/APP/2021/1158</b> (<i>Agenda Item 6</i>)</p> <p>Request for approval of plans and specifications under condition imposed by Schedule 17 to the High-Speed Rail (London - West Midlands) Act 2017 relating to two under bridges including retaining wingwalls; noise barriers; and two embankments including retaining walls.</p>

Officers introduced the item noting that the works were divided into two packages, the first of which was contained within the application in front of Members and featured the River Pinn Underbridge, Breakspear Road South Underbridge, West Ruislip Retained Embankment, Gatemead Embankment and Noise barriers. The second package of works would be subject to a future application. It was also noted that the principle of development had already been established through the HS2 Act 2017.

Officers delivered a comprehensive presentation outlining the proposed works and highlighted that the application was recommended for approval. Members sought to confirm where residents may be able to find information about upcoming works and road closures associated with HS2 works in the Borough, officers highlighted the 'CommonPlace' website where the public could find such information. Members were also informed that, with regard to landscaping and potential graffiti management, officers intended to put a condition on a later HS2 application addressing concerns over graffiti management. With regard to materials being brought into the works site, Members were assured that through the Code of Construction Practice, HS2 were required to work with the Environment Agency to ensure any materials brought onto site were to be tested to avoid the possibility of contamination of ground water. Officers' recommendations were moved, seconded, and when put to a vote, unanimously agreed.

**RESOLVED: That the application be approved.**

9. **HAREFIED ROAD, UXBRIDGE - 16299/APP/2020/3313** (*Agenda Item 7*)

**RE-CONSULTATION ON AMENDED PLANS AND SUPPORTING DOCUMENTS FOR: Comprehensive redevelopment of the site comprising demolition of existing buildings to provide residential care accommodation (Use Class C2) with ancillary uses and commercial unit at ground floor level (Use Class E) in buildings up to 7 storeys with car parking, landscaping and associated works.**

**Detailed Description: 182 units, together with integrated nursing care and associated communal and support services including ancillary communal, care and well-being facilities including a restaurant, cafe/bar and wellness centre/gym and a commercial unit.**

Officers introduced the application and delivered a detailed presentation outlining the proposals. It was noted that, a number of years ago, the site had a previous application refused due to its scale, officers felt that they had now negotiated a scheme that was of an appropriate scale for the town-centre site and was not just an acceptable scheme but a good scheme. Officers made some verbal amendments to the proposed conditions; that an amendment be made to condition 4 to include reference to the C2 use class and that a new condition be added regarding automatic switch-off lighting within communal spaces.

Officers made further comments addressing the Committee's concerns around the impact on Council and NHS budgets and local health and social care partners; it was noted that, although the matter was not a material planning consideration, the development would be meeting a growing demand for specialised care for the elderly and that the NHS Healthy Urban Development Unit's Planning Obligations Model had been used to assess the cost of mitigating the direct impacts of the proposed development on the local health infrastructure. The sum that had been calculated for the healthcare contribution was £900,229.

Members referred to the servicing and delivery times and agreed that condition 24 should be amended to prevent delivery and servicing on Sundays and Bank Holidays, and that delivery and servicing shall not take place between 22:00 and 07:00 on Mondays to Saturdays. With regard to refuse and waste collection, Members sought to ensure that residents would not leave refuse and waste on Harefield Road rather than taking their refuse to the appropriate waste collection points, it was agreed that condition 29 could be amended to make reference to this.

The Committee were minded to ensure that any podium level decks had appropriate setbacks to ensure that, in the event of unusually high winds or any objects falling over the edge of the podium level garden, passers by at ground level would be safe. It was agreed that condition 7 could be amended to make reference to this.

Members sought to also incorporate into the design of the building measures to mitigate overheating issues for occupiers during severe hot weather, this was highlighted as a specific concern given the demographic of residents who would be occupying the building. Concerns were raised over air quality and the use of a diesel fuel emergency generator considering the site was within the Uxbridge focus area; officers informed the Committee that the developers had been asked to explore alternatives to the diesel generator but it was highlighted that the only reason for the generator was to provide emergency life support should the systems in place fail, it would not be used otherwise.

The officer's recommendation, including the discussed amendments, was moved, seconded and when put to a vote, agreed with four Members voting in favour and one abstention.

**RESOLVED:**

- 1) **That the application be approved;**
- 2) **That an amendment be made to condition 4 to include reference to the C2 use class;**
- 3) **That an amendment be made to condition 24 to prevent delivery and servicing on Sundays and Bank Holidays, and that delivery and servicing shall not take place between 22:00 and 07:00 on Mondays to Saturdays;**
- 4) **That an amendment be made to condition 29 to make reference to refuse collection, specifically the prevention of refuse and waste being left on Harefield Road;**
- 5) **That the Head of Planning be delegated authority to review condition 15 to make reference to incorporated design changes to mitigate overheating issues for occupiers during severe hot weather;**
- 6) **That an amendment be made to condition 7 making reference to setbacks for the podium decks; and**
- 7) **That the Head of Planning be delegated authority to word a new condition regarding automatic switch-off lighting within communal spaces.**

10. **TAVISTOCK ROAD - 35810/APP/2021/1234** (*Agenda Item 8*)

**Demolition of existing building and replacement with an up to 8-storey building comprising residential units and associated car parking, landscaping and amenity space.**

**Detailed description: Provision of 32 units (14 x 1 bedroom, 14 x 2 bedroom and 4 x 3 bedroom).**

Officers introduced the application noting that the proposals in front of Members were a revision of a previous application on this site that had been refused by the Committee in 2020. Officers drew Members attention to the clarifications made in the addendum and it was noted that the application was recommended for refusal.

Petitioners who had objected to the application were present and addressed the Committee. During the petitioner's speaking time, a silent video was played featuring computer generated imagery that highlighted the petitioners' concerns. These concerns included:

- The current proposals exceeded applicable density guidelines and were deemed an overdevelopment of the site and overbearing to neighbouring properties;
- There would be a significant loss of daylight and sunlight for many of the residents of the Padcroft Estate and Fitzroy Court;
- Concerns were raised as to the levels of overlooking between habitable rooms and substantial loss of privacy;
- Within Fitzroy Court, it was highlighted that residents would suffer a severe loss of outlook from bedroom windows if the eight-storey development were to go ahead;
- It was noted that the residents' concerns had been raised both formally and informally but the applicant and agent had failed to address these.

The agent had submitted written representations which were read out by the Democratic Services Officer. Key points of the statement included:

- It was noted that the proposals in front of Members responded positively to the reasons for refusal cited when the previous application came to Committee in October 2020;
- A number of benefits offered by the scheme were laid out including the development of an under-utilised brownfield site, new housing in an accessible location, urban greening, and a sustainably designed building;
- It was highlighted that the proposals would complete the comprehensive development of site allocation SA38;
- Regarding impacts on neighbouring occupiers, it was stated that Council officers had offered little in the way of guidance for the applicant and agent to overcome such issues as overbearing, sense of enclosure and loss of outlook;
- The applicant had tried to proactively engage with officers to ensure that any comments received could be addressed through additional information or incorporated through design changes, however, they claimed that there had been lack of engagement from officers.

The Committee were in general agreement with the officer's recommendations. With regard to parking arrangements and specifically the mechanical parking stackers, it was noted that the Council asks for a maintenance plan to ensure that the stackers would be properly maintained and in the event that they did break down, they would

quickly be repaired. By way of clarification, it was confirmed to Members that the waste collection point for all occupants of the proposed building would be at the end of the site on Tavistock Road; the Committee deemed this to be an inconvenience for any potential occupiers, particularly those living in the top floor dwellings, and were minded to include reference to this layout issue in the reasons for refusal. The officer's recommendation was moved, seconded and when put to a vote, unanimously agreed.

**RESOLVED:**

- 1) That the item be refused as per the officer's recommendations; and
- 2) That the Head of Planning be delegated authority to include reference to layout inconveniences for potential occupiers in the reasons for refusal.

11. **LONDON HEATHROW MARRIOTT HOTEL, BATH ROAD - 12502/APP/2020/3618**  
*(Agenda Item 9)*

**Construction of part 5-part 6 storey building immediately to the west of the existing hotel to provide an additional 259 bedrooms: associated works including hard and soft landscaping.**

Officers introduced the application and made a recommendation for approval. On the matter of parking it was noted that, although parking provision had been reduced, Transport for London had requested a further reduction; Officers emphasised the requirement for a balance between TfL's sustainability recommendations and local parking needs. It was noted that as a London Borough with good but not great public transport links, the retention of parking provision on site was not only to facilitate the needs of those travelling to the hotel by car or coach, but to avoid the overspill of visitors parking on adjacent residential streets.

The officer's recommendation was moved, seconded and unanimously agreed.

**RESOLVED: That the application be approved as per the officer's recommendation.**

12. **HPH 3, MILLINGTON ROAD, HAYES - 72360/APP/2021/1709** *(Agenda Item 10)*

**Change of use from offices (Class B1a) to 113 flats (88 x 1 person; 20 x 1 bed, 2 person and 5 x 2 bed, 3 person units) (Class C3) (Application for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)).**

Officers introduced the application and made a recommendation for approval.

The officer's recommendation was moved, seconded and unanimously agreed.

**RESOLVED: That the application be approved as per the officer's recommendation.**

13. **UXBRIDGE INDUSTRIAL PARK, ASHLEY ROAD - 9117/APP/2021/699** *(Agenda Item 11)*

**Erection of two storey demountable structure and two sets of two storey containerised offices for a temporary period of 2 years.**

	<p>Officers introduced the report and made a recommendation for approval. Members queried what protection the demountable structures would have against collisions from vehicles and accepted that the yard would have its own risk assessments in place which should address this possibility.</p> <p>Members supported the officer's recommendation which was moved, seconded, and when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved as per the officer's recommendation.</b></p>
14.	<p><b>MORRISONS, 41 - 67 HIGH STREET - 2370/APP/2021/887</b> (<i>Agenda Item 12</i>)</p> <p><b>Deed of Variation to amend Schedule 2 (Affordable Housing) of the Section 106 Agreement dated 20th August 2019 (as revised by a Deed of Variation dated 11th August 2020) in association with planning permission ref: 2370/APP/2018/2793 dated 21/8/19 (Demolition of the existing buildings and the redevelopment of the site to provide a part 4 to part 8 storey building comprising a replacement Class A1 1,643sq.m (GIA) foodstore, 144 residential units, basement car parking and associated works), as amended by S73 granted permission by Planning Inspectorate's decision letter dated 8th October 2020, Ref. APP/R5510/W/20/3250434 (LPA Ref. 2370/APP/2019/2880), namely, to revise the Affordable Housing Tenure Split and modify the 'Mortgagee in Possession' clause.</b></p> <p>Officers introduced the application noting that it was recommended for approval.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed.</p> <p><b>RESOLVED: That the application be approved as per the officer's recommendations.</b></p>
	<p>The meeting, which commenced at 7.00 pm, closed at 9.39 pm.</p>

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@hillingdon.gov.uk](mailto:democratic@hillingdon.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** MINET JUNIOR SCHOOL AVONDALE DRIVE HAYES

**Development:** Erection of a single storey block of modular classrooms for a temporary period of 36 months.

**LBH Ref Nos:** 2297/APP/2021/1949

**Drawing Nos:** MMIN-UBU-04-GF-DR-L-1021 Rev. P0'  
MIN-UBU-XX-GF-DR-L-0001 Rev. P0'  
MIN-JMA-00-GF-DP-A-0002 S1 Rev. P0'  
Temporary Classrooms Drainage Strategy Report  
MIN-TER-00-GF-DD-C-920025 Rev. P02  
Flood Risk Assessment dated April 2021  
CAL.04330-1o\_123  
CAL.04330-3d\_123  
Arboricultural Impact Assessment dated May 2021  
Project Execution Plan (PEP)  
Construction Phase Health and Safety Plan  
Environmental Management Plan (EMP)  
Planning Statement dated May 2021  
Covering letter dated May 2021

**Date Plans Received:** 13/05/2021                      **Date(s) of Amendment(s):**

**Date Application Valid:** 13/05/2021

### 1. SUMMARY

This application seeks planning permission for the erection of temporary classrooms for a 36 month period, comprising a single storey L-shaped block of 2,160 sq.m. The temporary classrooms are required to facilitate the comprehensive remodeling and refurbishment of the existing school buildings. The classrooms would be installed prior to the commencement of the main refurbishment works.

No objections are raised to the principle of the development in this location primarily due to the temporary nature of the works. This current application would not result in any additional increase in pupil numbers and, accordingly, no objections are raised on highway grounds. Given the temporary nature of the proposed building, it is not considered that it would have a lasting or significant detrimental impact on the character or appearance of the school site or the surrounding area. Furthermore, it is not considered that it would result in such a significant and long term loss of amenity to the occupants of the nearest residential properties that refusal could be justified.

The proposal is considered to comply with relevant Local Plan, London Plan and national policies and, accordingly, approval is recommended.

### 2. RECOMMENDATION

**APPROVAL subject to the following conditions:**

#### 1 NONSC Non Standard Condition

The temporary units hereby permitted shall be removed by no later than 3 years from the

date of this permission.

**REASON**

To ensure the site is restored to a condition fit for purpose and because the building, by reason of its siting on the school playing fields and its design is not considered suitable for permanent retention in compliance with Policy C11 of the Local Plan: Part One (2012) , Policies DMCI1A, DMHB 11 and DMHB 14 of the Local Plan: Part Two - Development Management Policies (2020).

**2 T4 Temporary Building - Removal and Reinstatement**

Within 3 months after the expiration this temporary permission, the temporary classrooms and associated structures hereby permitted shall be removed and the playing field shall be reinstated following a specification by a sports agronomist and be implemented within the first growing season after the temporary facilities hereby permitted are removed from the site.

**REASON**

To ensure the site is restored to a condition fit for purpose and because the building, by reason of its siting on the school playing fields and its design is not considered suitable for permanent retention in compliance with Policy C11 of the Local Plan: Part One (2012) , Policies DMCI1A, DMHB 11 and DMHB 14 of the Local Plan: Part Two - Development Management Policies (2020) and Policies of the London Plan (2021).

**3 COM4 Accordance with Approved Plans**

The development hereby permitted shall be retained in complete accordance with the details shown on the submitted plan numbers:

- MMIN-UBU-04-GF-DR-L-1021 Rev. P04
- MIN-UBU-XX-GF-DR-L-0001 Rev. P01
- MIN-JMA-00-GF-DP-A-0002 S1 Rev. P01
- MIN-TER-00-GF-DD-C-920025 Rev. P02
- CAL.04330-1o\_123
- CAL.04330-3d\_123

**REASON**

To ensure the development complies with the provisions of the Local Plan: Part One Strategic Policies (2012), Local Plan: Part Two - Development Management Policies (2020) and the London Plan (2021).

**4 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:

- Arboricultural Impact Assessment dated May 2021
- Project Execution Plan (PEP)Construction Phase Health and Safety Plan
- Environmental Management Plan (EMP)Planning Statement dated May 2021
- Covering letter dated May 2021
- Temporary Classrooms Drainage Strategy Report
- Flood Risk Assessment dated April 2021

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 Local Plan: Part One Strategic Policies (2012), Local Plan: Part Two - Development Management Policies (2020) and the London Plan (2021).

**5 NONSC Accessibility**

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. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON: To ensure an Accessible and Inclusive development for everyone in accordance with Policy D5 of the London Plan (2021).

**6 NONSC Imported Materials**

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or ground 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.

**7 NONSC Non Standard Condition**

A playing field monitoring and maintenance scheme, developed with a sports agronomist, shall be implemented that ensures that the eastern playing field is maintained to its current condition including taking into consideration the increased playing field usage. The scheme shall be implemented for as long as the development hereby permitted remains in existence.

Reason: To ensure that there is no impact on playing field quality and to ensure that the playing field can accommodate the anticipated level of sport and physical activity in compliance with Policy C11 of the Local Plan: Part One (2012) , Policies DMCI1A, DMHB 11 and DMHB 14 of the Local Plan: Part Two - Development Management Policies (2020) and Policies of the London Plan (2021).

**8 COM10 Tree to be retained**

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

Shrubs'

Remedial work should be carried out to BS 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.

#### **9 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).

#### **10 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, to include at least 1-1 tree replacement for all trees lost on site,
  - 1.c Schedule of plants giving species, plant sizes, replacement pollution absorbing trees and proposed numbers/densities where appropriate.
  
2. Details of Landscape Maintenance
  - 2.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 2.b Proposals for the replacement of any 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.
  
3. 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 of the Hillingdon Local Plan Part 2 (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 (2012 and 2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2021) and national guidance.

DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 1A	Development of New Education Floorspace
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 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 4	Public Transport

DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP S3	(2021) Education and childcare facilities
LPP S4	(2021) Play and informal recreation
LPP S5	(2021) Sports and recreation facilities
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI8	(2021) Waste capacity and net waste self-sufficiency
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 4	NPPF-4 2018 - Decision-making
NPPF- 8	NPPF-8 2018 - Promoting healthy and safe communities

### 3

It is recommended that a restoration scheme for playing field land is undertaken by a specialist turf consultant. The applicant should be aiming to ensure that any new or replacement playing field is fit for its intended purpose and should have regard to Sport England's technical Design Guidance Note entitled "Natural Turf for Sport" (2011) and relevant design guidance of the National Governing Bodies for Sport e.g. performance quality standards produced by the relevant pitch sport National Governing Bodies, for example the Football Association.

### 4

You are advised that any further applications for the retention of the buildings, following the expiry of this consent, are unlikely to be viewed favourably due to the siting of the temporary building on a playing field.

### 5 I63 Equality Act

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.

### 6

The Council is aware of the presence of land, situated approximately 270 metres from the boundary of the subject site. The materials in the landfill had limited potential to emit gas. However, the current risk of gas migration is considered minimal due to the age of the landfill. It is recommended that the temporary structure/s are suitably placed to minimise the possible entry of any migrating landfill gas/ground gas.

### 7

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. Email: [plantprotection@cadentgas.com](mailto:plantprotection@cadentgas.com) Tel: 0800 688 588

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Notwithstanding the details contained within the Tree Report at 7.13 of the report, the replacement trees to be provided on site shall NOT include the following: *Carpinus betulus* and *Quercus rubra*.

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

Minet School is located on the north side of Avondale Drive and comprises single and two storey buildings with playing fields. The school is surrounded by residential properties in Hughes Road to the north, Avondale Drive to the south, Hitherbroom Road to the west with playing fields to the east. The surrounding area is residential in character and appearance. The site is undesignated and there are no TPOs on site.

#### 3.2 Proposed Scheme

This application seeks planning permission for the erection of temporary classrooms for a 36 month period, comprising a single storey L-shaped block of 2,160 sq.m. The classrooms are required to enable the existing school, both infants and juniors, to be comprehensively remodelled and refurbished. The school currently has 2 playing fields on site and the temporary classrooms would be located on the existing western playing field, the remaining eastern playing field will remain in-situ for the delivery of sports lessons. The classrooms would be installed prior to the commencement of the main refurbishment works. The classrooms will be sited on a simple concrete pad requiring minimal intrusive work with lightweight surfacing used around the buildings to provide access.

The temporary classrooms will be installed ready for occupation prior to the main works commencing in January 2022. A temporary period of 36 months would allow for sufficient time for the buildings to be installed on site and then removed once the pupils and staff have moved into their newly refurbished school buildings. The time period also allows sufficient time for the playing field to be re-instated to the standard it was prior to the installation of the temporary classrooms.

The proposal would accommodate a temporary school with a variety of teaching spaces, smaller group rooms, toilets, library, staff room, and a main hall/dining hall. All spaces will be fully accessible with ramped access ensuring the temporary classrooms are DDA compliant.

The temporary school will be accessed from a short pathway directly from Avondale Drive

through new gates in an existing 2.4m high weld mesh fence

### 3.3 Relevant Planning History

2297/AC/99/1987 Minet Infants School Avondale Drive Hayes

Erection of a single storey extension and new entrance lobby

**Decision:** 15-11-1999 Approved

2297/APP/2001/2651 Land Forming Part Of Minet Primary School Avondale Drive Hayes

ERECTION OF A PART TWO STOREY AND PART SINGLE STOREY BUILDING FOR SURE START SCHEME INCLUDING PLAY SPACE, CRECHE, MEETING AND ADMINISTRATION ROOMS AND 60-PLACE NURSERY

**Decision:** 19-08-2002 Withdrawn

2297/APP/2003/1274 Minet Nursery And Infant School Avondale Drive Hayes

ERECTION OF A SINGLE STOREY EXTENSION TO FORM A COMPUTER AND WORK ROOM

**Decision:** 21-07-2003 Approved

2297/APP/2003/769 Minet Junior School Avondale Drive Hayes

ERECTION OF A SINGLE STOREY EXTENSION TO HEADMASTERS OFFICE

**Decision:** 02-06-2003 Approved

2297/APP/2007/172 Minet Junior School Avondale Drive Hayes

ERECTION OF A SINGLE STOREY DETACHED BUILDING TO FORM LIBRARY, MEETING ROOM, STAFF REST AREA.

**Decision:** 28-02-2007 Approved

2297/APP/2007/1803 Minet Junior School Avondale Drive Hayes

ERECTION OF A SINGLE STOREY EXTENSION TO JUNIOR HALL TO FORM A STORE ROOM

**Decision:** 06-08-2007 Approved

2297/APP/2008/1254 Minet Infants School Avondale Drive Hayes

ERECTION OF TWO STOREY CLASSROOM BLOCK WITH COVERED WAY, SINGLE STOREY EXTENSION TO STAFF AND RECEPTION AREA (INVOLVING DEMOLITION OF CONSERVATORY ELEMENT)

**Decision:** 17-07-2008 Approved

2297/APP/2008/1710 Minet Junior School Avondale Drive Hayes

Erection of a single storey extension to provide additional toilet accommodation.

**Decision:** 29-07-2008    Approved

2297/APP/2010/254        Minet Junior School Avondale Drive Hayes

Erection of a single storey side extension to school staff room (involving the demolition of existir conservatory).

**Decision:** 19-04-2010    Approved

2297/APP/2010/2834        Minet Junior And Infant School Avondale Drive Hayes

Construction of a new 18 space car parking area with associated landscaping, gates, crossover and driveway.

**Decision:** 01-02-2011    Refused

2297/APP/2011/1524        Minet Junior School Avondale Drive Hayes

Installation of a new vehicular crossover and staff car park, involving relocation and widening of existing gates, proposed path and alterations to fence line (Resubmission).

**Decision:** 09-01-2012    Approved

2297/APP/2012/1487        Minet Junior School Avondale Drive Hayes

Installation of canopy over delivery and recycling area and erection of a single storey outdoor classroom.

**Decision:** 28-11-2012    Approved

2297/APP/2012/3084        Minet Nursery And Infant School Avondale Drive Hayes

Single storey extension for a new meeting room, attached to existing deputy head office.

**Decision:** 06-03-2013    Approved

2297/APP/2021/2501        Minet Junior School Avondale Drive Hayes

Proposed installation of a sub station

**Decision:**

2297/M/77/0696            Minet Primary School (Junior) Avondale Drive Hayes

Extension/Alterations to Educational premises (P) of 320 sq.m.

**Decision:** 30-06-1977    ADH

2297/N/77/1459            Minet Primary School (Junior) Avondale Drive Hayes

Extension/Alterations to Educational premises (P) of 30 sq.m.

**Decision:** 13-12-1977 ADH

2297/P/83/0109 Minet Primary School (Junior) Avondale Drive Hayes

Extension/Alterations to Educational premises (P) of 30 sq.m.

**Decision:** 02-03-1983 ADH

2297/PRC/2019/110 Minet Nursery And Infant School Avondale Drive Hayes

Refurbishment of existing main school blocks. Single storey extension in existing school block. Demolition of standalone block and construction of replacement school block. Erection of temporary classroom block during construction phase.

**Decision:** 09-09-2019 OBJ

2297/R/89/0572 Minet Primary School (Junior) Avondale Drive Hayes

Retention of Mobile Classroom.

**Decision:** 28-04-1989 ALT

2297/T/90/0472 Minet Primary School (Junior) Avondale Drive Hayes

Installation of 1.8 metre high access gates and widening of existing 3 metre wide access to 5 metres

**Decision:** 04-05-1990 ADH

2297/Y/95/1960 Minet Primary School Avondale Drive Hayes

Erection of one single classroom unit and one double classroom unit

**Decision:** 13-03-1996 ALT

#### **Comment on Relevant Planning History**

The school has extensive planning history which is referenced above but none of which is specifically relevant to the current proposals.

#### **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 (2021)

#### 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.

### **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.EM5 (2012) Sport and Leisure  
PT1.EM6 (2012) Flood Risk Management  
PT1.EM7 (2012) Biodiversity and Geological Conservation  
PT1.EM8 (2012) Land, Water, Air and Noise

#### Part 2 Policies:

DMCI 1 Retention of Existing Community Sport and Education Facilities  
DMCI 1A Development of New Education Floorspace  
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 7 Biodiversity Protection and Enhancement  
DMEI 9 Management of Flood Risk  
DMHB 11 Design of New Development  
DMHB 12 Streets and Public Realm  
DMHB 14 Trees and Landscaping  
DMT 1 Managing Transport Impacts  
DMT 2 Highways Impacts  
DMT 4 Public Transport  
DMT 5 Pedestrians and Cyclists  
DMT 6 Vehicle Parking  
LPP D4 (2021) Delivering good design  
LPP D5 (2021) Inclusive design  
LPP S3 (2021) Education and childcare facilities

LPP S4	(2021) Play and informal recreation
LPP S5	(2021) Sports and recreation facilities
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI8	(2021) Waste capacity and net waste self-sufficiency
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 4	NPPF-4 2018 - Decision-making
NPPF- 8	NPPF-8 2018 - Promoting healthy and safe communities

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **23rd June 2021**

5.2 Site Notice Expiry Date:- **10th June 2021**

## 6. Consultations

### External Consultees

The application was consulted on between 19-05-21 and 23-06-21 by way of neighbour letters being sent to surrounding residents, a site notice was displayed on site and the proposals advertised in the local newspaper.

No representations have been received from local residents.

### STATUTORY CONSULTTEES

#### CADENT GAS

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. Email: [plantprotection@cadentgas.com](mailto:plantprotection@cadentgas.com) Tel: 0800 688 588

## SPORT ENGLAND (summary)

It has now been confirmed in emails of the 14th June 2021 that there is currently no community use of the site and that the proposed works would not impact either curriculum or extra curricular activities since all sports and activities can be timetabled so that they are undertaken on site on the other playing field and hardcourt playground space. Sport England welcomes that this has been confirmed and is content that there would be no significant loss of sport and physical activity opportunities for the period the temporary units in place.

The proposal, however, would result in increased usage of the other playing field as the use of two playing fields would be accommodated on one playing field for the temporary period. Sport England notes that the planning consultant has indicated in this email chain that the remaining playing field is in a very good condition. It is not clear if this statement has been informed by a sports agronomist assessment nonetheless the applicant should be mindful that intensifying the use of the remaining playing field would increase wear and tear that could ultimately reduce the quality of the playing field in both the short and long-term that could result in increased costs for the school to maintain. If the quality of the playing field deteriorates then this would affect the amount it can be used. Sport England notes the planning consultant has indicated that they do not anticipate that an enhanced maintenance scheme is required but, again, it is not clear if this view has been informed by a sports agronomist. As a result, Sport England is still concerned that intensification of use of the other playing field would result in its condition deteriorating that would result in less play being possible on it.

Sport England does, however, note that the playing field's condition would be monitored during this period which is welcomed, although the extent of this monitoring has not been indicated. In light of this, Sport England would take a pragmatic view in this instance and accept this proposal on the basis an condition is imposed requiring a monitoring and maintenance scheme to address this concern. Furthermore, it would also seek a condition requiring the playing field lost to the temporary facilities is restored to, at least, its current condition to ensure there is no long-term adverse impact to the playing field at the site.

Overall, Sport England now considers that in the long-term the proposal would align with Exception E3 of its Playing Field Policy and would now remove its objection on the basis that conditions and informatives recommended are included.

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](http://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.

(OFFICER COMMENT: The requested conditions are proposed to be included on any approval of planning permission. IT is therefore not necessary to refer this application to the Secretary of State as all Sport England recommendations have been accepted.)

### **Internal Consultees**

ACCESS OFFICER (summary)

This application has been reviewed and does not raise any accessibility concerns. However, the recommended condition and informative should be applied to any approval.

### TREES AND LANDSCAPING OFFICER

I refer to the tree report (Arboricultural Impact Assessment), dated May 2021, by TEP.

The report has identified and assessed 34 individual trees, 24 groups and 5 hedges which are on, or close to, the site. Attached plans include a Tree Constraints Plan, a Tree Works Plan and an Arboricultural Method Statement (Heads of Terms).

There are 7 category A trees; T5 beech, T13 Red oak, T15 Red oak, T16 Red oak, T17 tree of heaven, T29 English oak, G17 red oak / Norway maple. According to BS5837:2012, category A trees should be protected and retained on development sites with the design and layout informed by the need to retain the tree.

26 trees are category B which should also be protected and retained on development sites; T1, T7, T8, T9, T14, T19, T21, T22, T24, T25, T26, T27, T28, T30, T32, T33, T34, G1, G2, G7, G8, G11, G13, G15, G16, G19.

24 trees are category C, of lower condition and value, with 1 U grade tree (which should be removed due to its very poor condition and short life expectancy).

The proposed impact of development on these trees is summarised in Table 2, p.14 of the report:

- No A grade trees will be affected by the proposal.
- 2 x B grade trees, T1 and part of G16, will be removed to enable the development with a further three affected on third party land; T19, G7 and G11.
- 6 x C grade trees, groups (or part of groups) will be removed, together with the U grade tree, T20 and one hedge, H3.

On balance, the impact on trees is acceptable with a few losses (of mainly lower grade trees) to enable the installation of the temporary classrooms. The Heads of Terms for the Arboricultural Method Statement (AMS) confirms that further details will be required and an arb. consultant should be appointed to monitor / supervise the tree protection measures.

The unavoidable removal of trees to facilitate the temporary development raises the question of the need for replacement tree planting.

Normally 2 or 3 replacement trees should be expected for every tree removed. Even this is only a token gesture if the trees to be removed are well-established. Any replacement tree planting is likely to take decades to achieve the equivalent amenity value and wider environmental benefits associated with a mature tree.

In this case, the proposed temporary classrooms will take up much valuable space on the site, leaving a temporary shortfall of playing fields and open space. The number of sustainable / desirable opportunities for replacement tree planting is likely to be very restricted. If trees are planted into

inappropriate locations they may become a nuisance and have to be removed at a later date.

If this is the case, the replacement planting should be secured as part of a wider comprehensive masterplan associated with the permanent redevelopment of the site.

#### RECOMMENDATION

No objection subject to a pre-commencement condition COM8. This should include a Construction Method Statement which incorporates an AMS - COM9 (parts 1,2,4 and 5) and COM10.

At 7.13 of the report replacement trees are recommended, including *Carpinus betulus* and *Quercus rubra*. *Quercus rubra* is not recommended at the moment in Hillingdon due to the presence of OPM (Oak Processionary Moth) in the borough.

(OFFICER COMMENT: Following discussions with the Trees and Landscape Officer, a condition will be imposed to require at least 1-1 tree replacement on site to ensure a sufficient minimum tree replacement.)

#### CONTAMINATED LAND OFFICER

It is a sensitive use with a low risk of contamination issues.

However, the following condition and informative should be included if permission is granted.

Informative:

The Council is aware of the presence of land, situated approximately 270 metres from the boundary of the subject site. The materials in the landfill had limited potential to emit gas. However, the current risk of gas migration is considered minimal due to the age of the landfill. It is recommended that the temporary structure/s are suitably placed to minimise the possible entry of any migrating landfill gas/ground gas.

#### Imported Materials Condition

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping and/or ground 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. Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

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 - DME1 11: Protection of Ground Water Resources and DME1 12: Development of Land Affected by Contamination.

#### HIGHWAYS OFFICER

The proposal involves the installation of a single storey block of temporary classrooms with a total floor area of 2,160sq.m.

The proposals will not lead to any increase in the number of pupils and therefore the overall operation of the school will not be changed from the current situation (para 5.18 planning statement), therefore there the proposed development is not expected to result in any impact that would have a detrimental impact on highway safety or network operation.

The construction management plan (CMP) covers safe access to the site for deliveries, loading and unloading of plant and materials, trained banksman in attendance, and wheel cleansing of vehicles prior to egress from the site onto the public highway, I am satisfied that the CMP is acceptable.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

Paragraph 94 of the NPPF (2019) states that Local Planning authorities should give great weight to the need to create, expand or alter school to provide sufficient choice of school places is available to meet the needs of existing and new communities. The current application will support the upgrade and refurbishment of an existing school to bring it up to modern day needs for local residents.

Policy S3 of the London Plan (2021) seeks to ensure there is a sufficient supply of good quality education facilities to meet demand and offer educational choice.

Policy CI1 of the Local Plan: Part One (2012) seeks to ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by supporting extensions to existing schools and the development of new schools and youth facilities.

Sport England initially objected to the proposals due to the location of the temporary buildings being positioned on existing playing fields, leading to a loss of a playing field. The applicant has provided Sport England with further information relating to the existing playing fields and their intensity of use. This includes confirmation that the site has two existing playing fields on the east and west of the site, and whilst one will not be available for a temporary period, all sports activities can still be accommodated on a single playing field for the 36 month duration.

In light of this additional information, Sport England has taken a pragmatic view and raised no objection subject to conditions to ensure the reinstatement of the sports facilities following the removal of the temporary buildings and also a requirement to have a monitoring and maintenance plan for the western field to ensure its condition does not deteriorate from over use during the 36 month period. A condition requiring monitoring and maintenance has been attached to this end.

Given the strong policy support for improved educational facilities and the limited short term loss of a playing field, no objections are raised to the principle of the development in this instance, subject to the conditions proposed by Sport England.

### **7.02 Density of the proposed development**

Not applicable to this application.

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

The application site is undesignated and does not lie within a conservation area. There are no listed buildings within the vicinity of the application site. The proposal would not adversely impact heritage assets.

### **7.04 Airport safeguarding**

Not applicable to this application as the proposal is for a single storey building.

### **7.05 Impact on the green belt**

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

### **7.07 Impact on the character & appearance of the area**

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 D1 of the London Plan (2021) 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.

The buildings are functional and utilitarian in their design, and would not be suitable for permanent retention in this location. Given their set back from Avondale Road and tree screening around the site boundaries, it is not considered that they have such a significant detrimental impact on the character or appearance of the surrounding area, such that temporary planning permission could be refused.

#### **7.08 Impact on neighbours**

Policy BE1 of the Local Plan: Part One (2012) requires developments to be appropriately designed so developments do not adversely affect their surroundings or the local character.

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

The nearest residential properties are Nos 47 to 77 Hitherbroom Road to the west, Nos 38 to 45 Hughes Road to the north and the flatted developments along Avondale Drive and Bourton Close to the south. The proposal is for a single storey building which is set into the site and will be positioned at least 35m away from any of the closest residential properties. The perimeter boundary is planted with mature trees and hedging. The proposal would not adversely impact neighbouring amenity.

#### **7.09 Living conditions for future occupiers**

Not applicable to this 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) states that development proposals must comply with the relevant 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 application proposal seeks permission for temporary classrooms so the existing school may be refurbished, there is no increase to pupil numbers. The applicant has submitted a comprehensive Construction Management Plan which has been reviewed by the highways officer. No objection is raised to the proposal. The temporary classrooms are unlikely to adversely impact the local highway network.

#### **7.11 Urban design, access and security**

Security

The proposal does not give rise to any new security issues.

#### **7.12 Disabled access**

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

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

The Access Officer has reviewed the application and raised no objection to the proposal subject to the inclusion of a condition and an informative.

#### **7.13 Provision of affordable & special needs housing**

Not applicable to this development.

#### **7.14 Trees, landscaping and Ecology**

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 Tree Officer has commented on the application noting there are 34 individual trees, 24 groups and 5 hedges which are on, or close to, the site. No A grade trees will be affected by the proposal. 2 x B grade trees, T1 and part of G16, will be removed to enable the development with a further three affected on third party land; T19, G7 and G11. 6 x C grade trees, groups (or part of groups) will be removed, together with the U grade tree, T20 and one hedge, H3.

The tree officer considers that the impact of the proposal on existing trees is acceptable subject to a condition requiring at least a 1-1 tree replacement on site to compensate for the trees lost to facilitate the temporary buildings. Further details of tree protection and landscaping is required and a condition is attached requiring further details to be submitted

#### **7.15 Sustainable waste management**

Waste storage which would operate as existing and the arrangements are considered acceptable.

#### **7.16 Renewable energy / Sustainability**

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.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires all developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets.

Notwithstanding this, it is acknowledged that the proposed building is only required for a temporary three year period, after which it would be removed from site. As such, it would not be viable to achieve such savings on such a short term proposal due to the long pay back periods associated with renewable energies. This target would not therefore be achieved for this scheme.

#### **7.17 Flooding or Drainage Issues**

The site does not fall within a flood zone and no issues relating to flooding have been identified. No alterations are proposed to the building which would increase its impact on flood risk.

#### **7.18 Noise or Air Quality Issues**

It is not considered that the proposal for temporary classrooms on an existing playing field would give rise to any unacceptable increase in noise or air pollution.

#### **7.19 Comments on Public Consultations**

No public consultations/comments received.

#### **7.20 Planning obligations**

Not applicable to this application.

#### **7.21 Expediency of enforcement action**

Not applicable to this application.

#### **7.22 Other Issues**

No other issues identified.

### **8. Observations of the Borough Solicitor**

#### General

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

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

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

Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

### **9. Observations of the Director of Finance**

Not applicable.

### **10. CONCLUSION**

The proposals comply with current planning policies which strongly encourage the enhancement and expansion of existing schools to ensure a wide choice of school places are available. It is considered that sufficient information has been provided to demonstrate the school's commitment to community sports provision across the site and to providing a permanent solution to its accommodation needs such that there would be no substantial long-term loss in sports provision. Accordingly, no objections are raised to the principle of the development, subject to conditions.

Given the temporary nature of the proposed building, it is not considered that it would have a significant detrimental impact on the character or appearance of the site and surroundings or the amenity of the occupants of the nearest residential properties.

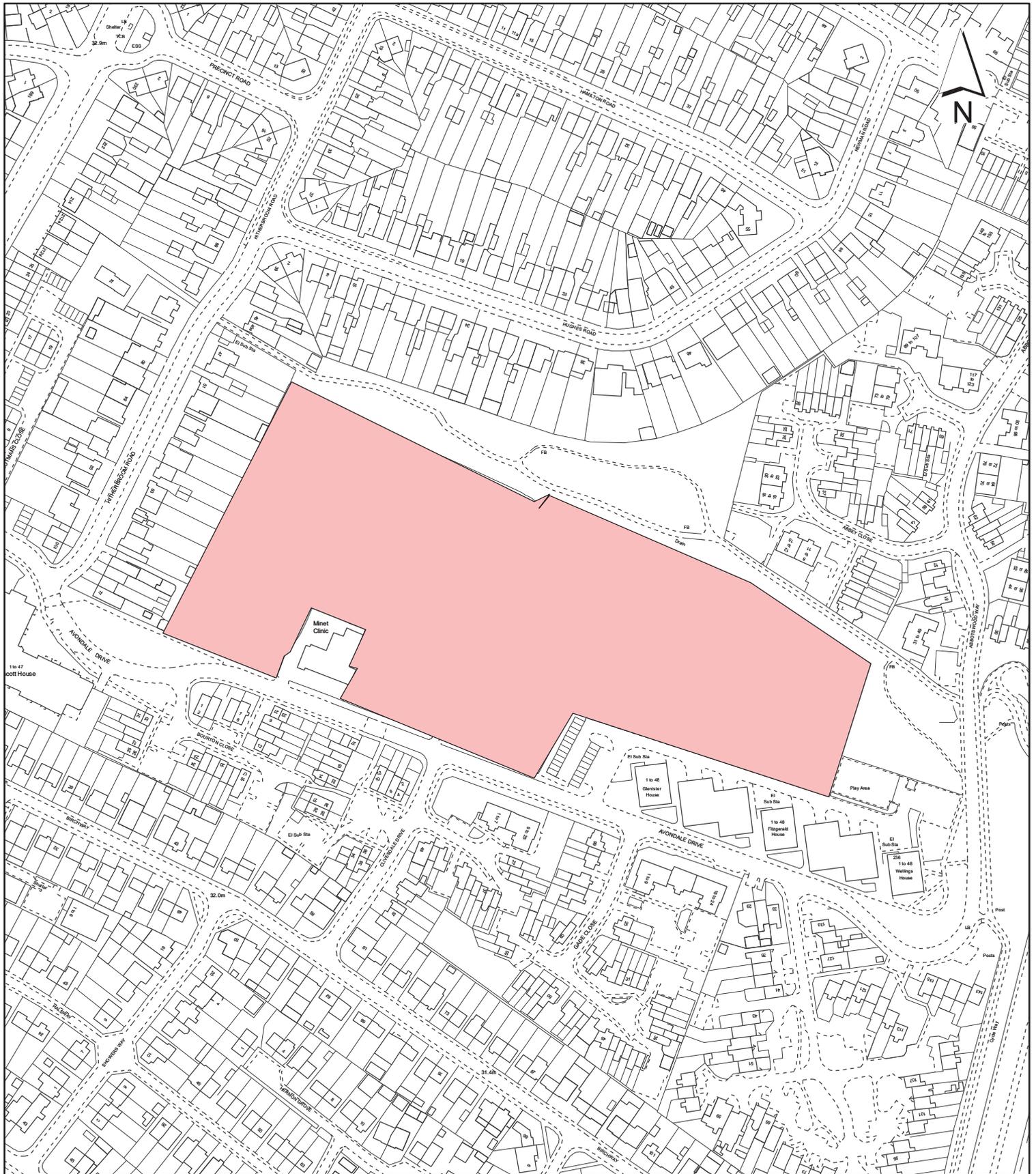
The proposal is considered to comply all with relevant Local Plan, London Plan and NPPF policies and, accordingly, approval is recommended.

#### **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 (2021)  
National Planning Policy Framework (2019)

**Contact Officer:** Zenab Haji-Ismael

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.

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Site Address:

**Minet School**

Planning Application Ref:

**2297/APP/2021/1949**

Planning Committee:

**Major Page 28**

Scale:

**1:2,500**

Date:

**July 2021**

**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** THE ARENA BENNETSFIELD ROAD STOCKLEY PARK

**Development:** Change of use from office (Use Class B1(a)) to residential (Use Class C3) to provide 12 residential units (Prior Approval).

**LBH Ref Nos:** 37800/APP/2021/2189

**Drawing Nos:** Daylight and Sunlight Report  
FRA  
Noise assessment  
Transport assessment  
Prior Approval Cover Letter  
1069 0S - Site Location Plan  
1069 041  
1069 044  
1069 054 Rev01  
1069/051 rev 02

**Date Plans Received:** 01/06/2021                      **Date(s) of Amendment(s):** 01/06/2021  
07/07/2021

**Date Application Valid:** 01/06/2021

### 1. SUMMARY

The application proposes the change of use from office (Use Class B1(a)) to residential (Use Class C3) to provide 12 residential units. The layout of the proposed residential use is shown on the accompanying plans. The proposals include 4no. one bedroom two person and 8no. one bedroom one person units. The proposed residential units will utilise existing bin storage on the ground floor as shown on the plans. This prior approval application for change of use relates solely to internal alterations.

The proposal falls within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required in respect of:

- Transport and highways impacts of the development
- Contamination risks on site
- Flooding risks on the site
- Noise impacts of the development
- The provision of adequate natural light in all habitable rooms of the dwellinghouses.
- Floor space standards

In considering an application for prior approval under Class O, Paragraph 10b of Section W of the GPDO, it states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, the prior approval application must be assessed against transport and highways impact, contamination, noise flooding risks, adequate daylight/sunlight only . The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

The local planning authority may also grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

The application has been assessed against the above criteria and subject to relevant conditions and the securing of highway obligations through a Legal Agreement, prior approval is required and granted.

## **2. RECOMMENDATION**

**1. That delegated powers be given to the Deputy Director of Planning and Regeneration to confirm Prior Approval is required and is GRANTED 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:**

**1. An obligation to secure A £18,000 contribution towards works to improve the safety and convenience with which occupiers of the site can walk or cycle to Hayes and Harlington Station Elizabeth Line (Crossrail) station.**

**2. 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 the review and preparation of the Unilateral Undertaking 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 01/09/21 (or such other timeframe as may be agreed by the Deputy Director of Planning and Regeneration), delegated authority be given to the Deputy Director of Planning 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 highways necessary as a consequence of demands created by the proposed development. The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2015, policies DMCI 7, DMT1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (2021) and the NPPF.'**

**E) That subject to the above, the application be deferred for determination by the Deputy Director of Planning and Regeneration under delegated powers, subject to completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.**

**F) That if the application is approved, the following conditions be imposed subject to changes negotiated by the Deputy Director of Planning and Regeneration prior**

**to issuing the decision.**

**1 PAA Prior Approval - Approval**

The proposed development constitutes permitted development by virtue of the provisions of Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), as the Council has assessed the impacts of the proposal and considers that there would be no unacceptable impacts with regard to (a) transport and highways impacts of the development, (b) contamination risks on the site, (c) flooding risks on the site, (d) impacts of noise from commercial premises on the intended occupiers of the development and section (e) the provision of natural daylight/sunlight for all habitable rooms and (f) the units satisfy National floor space standards.

**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 1069/051 rev 02 and 1069 054 Rev01 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 (2021).

**3 RES5 General compliance with supporting documentation**

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

Daylight and Sunlight Report

FRA

Noise assessment

Transport 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 Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

**4 NONSC Noise 1**

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

**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).

**5 NONSC Cycle Parking**

Within 6 months of the implementation of the prior approval, a plan demonstrating the location of a secure covered cycle store to hold 18 bicycles 2 of which shall be allocated for visitors, shall be submitted to and approved by the local planning authority in writing. The proposed cycle store should be constructed prior to the occupation of the new

residential units.

#### REASON

To ensure the development complies with the provisions of policies DMT 4, DMT 5 the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and policies T5 of the London Plan 2021.

#### **6 NONSC CMP and Servicing & Delivery**

Prior to the commencement of the development a plan shall be submitted and approved in writing to the Local Plan Authority demonstrating the following

- The submission for approval of a Construction Logistics Plan
- The submission for approval of a Service and Delivery 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 of policies DMT 1, DMT 2, DMT 4, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and policies T4, T5 and T6 of the London Plan 2021.

### INFORMATIVES

#### **1 170 LBH worked applicant in a positive & proactive (Granting)**

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

#### **2 173 Community Infrastructure Levy (CIL) (Granting Consent)**

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at [planning@hillingdon.gov.uk](mailto: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](http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil)

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement

conditions have been discharged/complied with.

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The site is located at Stockley Park within The Arena building. The building is locally listed due to its architectural significance and sits within the Green Belt. The wider area comprises large scale offices to the south, a gym and other commercial units to the north east, a Travelodge Hotel to the north and beyond that again Stockley Park Golf Course. The Stockley Park business park, associated Arena and golf course are all located within a designated as a Grade II Listed Park and Garden due to its pioneering design and skilled reuse of highly contaminated land.

The Arena is a two storey building (ground plus 1 floor above). A vacant unit (Use class A4) exists on the ground floor which was previously in use as a Weatherspoons public house. The offices proposed for change of use are situated on the first floor above the vacant public house. The lawful use of the first floor of the building is class B1(a) offices and were last in partial use in July 2020.

The Arena is served by a 160 space car park (of which 12 are accessible spaces), with further areas of car parking also used by users of the gym under a lease arrangement with the Golf Club. There are also 8 existing cycle parking spaces on site, a motorcycle parking space and four electric vehicle parking spaces. The hotel is served by a further 8 secure cycle parking spaces.

#### 3.2 Proposed Scheme

The application proposes the change of use from office (Use Class B1(a)) to residential (Use Class C3) to provide 12 residential units. The layout of the proposed residential use is shown on the accompanying plans. The proposals include 4 x 1 bedroom 2 person and 8 x 1 bedroom 1 person units. The proposed residential units will utilise existing bin storage on the ground floor as shown on the plans. Cycle storage is incorporated inside the building at first floor level. This prior approval application for change of use relates solely to internal alterations.

#### 3.3 Relevant Planning History

37800/APP/2021/1294 The Arena Bennetsfield Road Stockley Park

Part change of use of ground floor drinking establishment (Use Class A4) to provide cycle parking facilities and partial replacement of timber cladding with glazing at first floor level

**Decision:** 05-07-2021 Approved

#### Comment on Relevant Planning History

The application site benefits from planning consent for the erection of 81 room hotel (Use Class C1) with ancillary bar/cafe with associated ancillary works including extension and reconfiguration of car park and landscaping. The Arena itself is located within the Stockley Park Estate and provides a leisure hub for the surrounding commercial units, comprising public house, retail, coffee shop/ sandwich bar and gymnasium uses.

A full planning application (37800/APP/2021/1294) has been submitted relating to the part

change of use of ground floor drinking establishment (Use Class A4) to provide cycle parking facilities and partial replacement of timber cladding with glazing at first floor level.

#### **4. Planning Policies and Standards**

Town and Country Planning (General Permitted Development) (England) Order 2015

#### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

Part 2 Policies:

NPPF	National Planning Policy Framework
LPP 5.12	(2016) Flood risk management
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.9	(2016) Cycling
LPP 6.13	(2016) Parking
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 16	Housing Standards

#### **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **7th July 2021**

**5.2** Site Notice Expiry Date:- Not applicable

#### **6. Consultations**

##### **External Consultees**

5 neighbouring properties were consulted by letter, a site notice was placed outside of the site for 21 days and the proposal was advertised within the local press. No comments were received following the expiry of the public consultation on 07/07/21.

##### **Internal Consultees**

Flooding

Change of use in Flood Zone 1 and no indicated other sources of risk. FRA confirms this.

Highways

Development: Change of use from office (Use Class B1(a)) to residential (Use Class C3) to provide 12 residential units (Prior Approval).

Location: The Arena, Bennetsfied Road, Stockley Park

Reference: 37800/APP/2021/2189

Planning permission is sought for the change of use from office (Use Class B1(a)) to residential (Use Class C3) to provide 12no. one-bedroom residential units (Prior Approval). The development would include 14no. long term cycle parking spaces for residents situated on the first floor accessible by stairs. No car parking spaces would be provided.

The application site is situated at The Arena within Stockley Park. The Arena is a development that includes an 81no. bedroom hotel, cafes, a health club and small shops for use by people working at and visiting Stockley Park. To immediate north of The Arena is the Stockley Park Golf Course and Club House.

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type - 12no. one-bedroom apartments situated in Outer London with a PTAL ranking of 2, the London Plan 2021 allows a maximum parking provision of 0.75 car parking spaces per dwelling, this equates to 10no. spaces for the development as a whole.

The Arena is served by 160no. car parking spaces, the Health Centre 75no. and the Golf Course 125no. All spaces are free of charge with a maximum stay limit of 3 hours. However, Golf Club members, staff and guests of the hotel are issued with permits for extended stays. As mentioned above, no additional car parking would be provided as part of the proposed development - the applicant highlights that the car parking spaces freed up by closing the existing office space would become free and available for use by the residents of the new development.

The London Plan 2021 Policy T5 Cycling requires that this development provides 1no. cycle parking space per dwelling for residents, for this proposal this equates to 12 no. spaces for residents and 2no. spaces for visitors. The 14no. cycle parking spaces for residents and 2no. spaces for visitors is therefore in accordance with the published London Plan 2021 Policy T5 Cycling. Whilst the number of cycle parking spaces is in accordance with London Plan 2021 Policy, the first floor location of these spaces is not. Policy T5 Cycling requires that 'cycle parking should be fit for purpose, secure and well located'. The cycle parking by way of its first floor location is unacceptable. Residents will be deterred from using their bicycles simply because of the effort required to retrieve their bicycle from the store, open and close doors, then wheel/carry the bicycle and any possessions down a flight of stairs to the ground floor, they would have to do exactly the same when they return. Policy T5 Cycling states that parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. The London Cycle Design Standards require that cycle parking is 'well located: close to the entrance of the property and avoiding obstacles such as stairs, multiple doors, narrow doorways (less than 1.2 metres wide) and tight corners'. The cycle parking proposed does not accord with the London Cycle Design Standards and therefore neither Policy T5 Cycling.

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 2 indicating access to public transport is limited compared to London as a whole suggesting that there will be a reliance on the private car for trip making. However, taking into account the size of the development, just 12no. one-bedroom units, and that future residents would not have an allocated parking space, the number of vehicles trips the development would generate would be low and the impact on the surrounding road network insignificant. The applicants have provided trip generation details, the forecast number of trips in the network AM Peak 08:00 to 09:00h would be just 7no. movements. The Highway Authority is satisfied

that the development would not be detrimental to the operation of the local transport network.

As mentioned above the development would not provide any new car parking spaces but residents will be allowed to park within the larger Arena car park on a first come first served basis - none of the spaces in the Arena car park will be allocated to the development. This is not considered an issue as the residents will be able to use the spaces freed up by the closure of the former office use. The Highway Authority is aware that blue badge/wheelchair accessible parking and electric vehicle charging points that future residents could use were provided in the Arena car park under planning application reference 37800/APP/2016/1430.

Taking into account that the development would not have any dedicated car parking spaces it would in effect be 'car free'. Residents would be dependent on public transport, walking and cycling to satisfy their daily travel needs. To allow safe and convenient trip making by walking and cycling a developer contribution is sought to better link the proposal site to Hayes Town Centre and all the shops, services, facilities, and public transport opportunities it has to offer

The Highway Authority require that the develop contributes £18,000 towards the creation of a shared use footway/cycleway along Bolingbroke Way. People living at the development would be able to cycle through Stockley Park, pass through the bus gate and along Bolingbroke Way before joining Dawley Road and onwards to Hayes Town Centre.

The Highway Authority currently objects to planning application because the cycle parking is not 'fit for purpose' and therefore not in accordance with London Plan 2021. This objection could be overcome if the applicant follows the London Cycle Design Standards and redesigns the cycle parking provision. Drawings showing the redesigned cycle parking should then be submitted for approval. In all other aspects the Highway Authority is satisfied that the proposal would not present a risk to road safety, hinder the free flow of traffic or, lead to parking stress. It is therefore in accordance with the London Plan Policy T6.1 Residential Parking and the Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts - road safety and Policy DMT 2: Highway Impacts - traffic congestion.

#### Planning Conditions

- A planning condition requiring the applicant to submit for approval revised plans showing the location and layout of a cycle parking area for residents
  - A planning condition requiring the applicant to submit for approval revised plans showing the location and layout of 2no. covered, accessible and secure short term cycle parking spaces for visitors.
  - A planning condition requiring the submission for approval of a Construction Logistics Plan
  - A planning condition requiring the submission for approval of a Service and Delivery Plan
- s.106 Contributions
- A planning condition requiring the applicant to enter a s.106 legal agreement with Council obliging them to make a contribution of £18,000 toward the improvement of pedestrian and cycle links between the application site and Hayes town centre

#### Contaminated Land

On the basis of the known previous extensive remediation at the Stockley Park Site and the above mentioned submitted document's references to:

1. An earlier produced Phase 1 Assessment and Phase 2 Ground Investigation report/s.
2. The provision of summary details and satisfactory conclusions concerning land conditions, (which Bridges Pound Consultants identifies as low risk to human health and controlled waters.

3. Assurance that the proposed change of use will not create any disturbance to the ground of the site.

The submitted information is acceptable and I have no objection, further comments and/or requirements regarding this particular application.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

Under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015, from 30 May 2013 development consisting of the change of use of a building to a use falling within Class C3 (dwellinghouses) from a use falling within Class B1(a) (offices) constitutes 'permitted development', subject to a number of criteria; namely permitted development rights do not apply if:

- the building is on article 1(6A land);
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use;
- the site is or forms part of a military hazard area;
- the site is or forms part of a military explosives storage area;
- the building is a listed building (or within its curtilage) or a scheduled monument;
- permitted development rights have been removed.

The site and buildings do not meet any of the criteria listed above. As such the site benefits from permitted development rights.

### **7.02 Density of the proposed development**

Not applicable as this is not an application for planning permission.

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

Not applicable as this is not an application for planning permission.

### **7.04 Airport safeguarding**

Not applicable as this is not an application for planning permission.

### **7.05 Impact on the green belt**

Not applicable as this is not an application for planning permission.

### **7.06 Environmental Impact**

Not applicable as this is not an application for planning permission.

### **7.07 Impact on the character & appearance of the area**

Not applicable as this is not an application for planning permission.

### **7.08 Impact on neighbours**

Not applicable as this is not an application for planning permission.

### **7.09 Living conditions for future occupiers**

From 1st August 2020, Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), the LPA is required to take part (e), the provision of adequate natural light in all habitable rooms of the dwelling houses into consideration while determining applications.

Policy DMHB 11 states that new residential development should be designed to ensure that occupants benefit from adequate visual amenity which includes outlook and natural light (daylight/sunlight).

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states 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:

- i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and
- ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

From 6th April 2021, Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), in addition to the LPA being required to take part (e), the provision of adequate natural light in all habitable rooms of the dwelling houses into consideration while determining applications, also requires that MHCLG technical housing space standards are adhered to which require the following.

- One storey 1-bed 1 person unit with a shower room should provide a minimum of 37 square metres Gross Internal Area (GIA).
- One storey 1-bed 2 person unit should provide a minimum of 50 square metres Gross Internal Area (GIA).

The proposed floor plans demonstrate that each unit meets the minimum requirements of 37sqm (with shower rooms), and one-bed units being at least 50sqm.

The applicant has submitted a daylight sunlight assessment in support of the application. In order to comply with schedule 2, part 3 of class O the development must demonstrate compliance with the BRE daylight guidance. Analysis of the proposed residential accommodation shows that daylight and sunlight amenity is in excess of expectations for this type of development with all of the rooms seeing full compliance with the BRE Report daylight guidance.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Policies DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- iii) provide equal access for all people, including inclusive access for disabled people;
- iv) adequately address delivery, servicing and drop-off requirements; and
- v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2 of the Local Plan: Part 2 - Development Management Policies (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local

amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and roads.

Policy DMT 4 of the Local Plan: Part 2 - Development Management Policies (2020) states that proposals must promote the enhancement of public transport facilities. The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services.

Policy DMT 5 of the Local Plan: Part 2 - Development Management Policies (2020) states that development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network and that cycle parking and changing facilities are provided.

Policy DMT 6 of the Local Plan: Part 2 - Development Management Policies (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Policy T4 of the London Plan 2021 requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed. The London Plan 2021 Policy T5 Cycling requires that this development provides 1no. cycle parking space per dwelling for residents.

The Transport Assessment states that no additional car parking provision is proposed. It is concluded that the level of on-site car parking space used by the current office accommodation will be sufficient for the proposed residential use. In reviewing the impacts the change of use would have on trip generation to and from the site, it is concluded that the proposed development would result in fewer total trips across all modes in comparison to the use of the building for offices.

The existing car park benefits from 160 spaces of which 20 were gained following the consent granted for the construction of the new hotel. The 140 remaining spaces are shared between the operators within the Arena and it is understood that there is a legal agreement in place to prevent the allocation of spaces to specific operators/units. As such a parking management plan to restrict spaces to the residential unit is not possible. It has been stated that there is adequate space for the residential units within the car park however given the issues which COVID has brought to commercial businesses it is unlikely that any sort of survey which could be undertaken would bring forward accurate and realistic data. Furthermore it should be noted that the existing units would have benefited from car parking in the free flow car park (140 spaces) so it is likely that parking would be available.

Taking the above points into consideration the Highways Officer has reviewed the proposal and decided that it would be appropriate to accept no additional car parking for this development thus making it car free on the provision that the applicant enters into a section 106 agreement and agrees to pay £18,000 towards pedestrian and cycle way improvements within adjoining roads.

Secure cycle parking provision was proposed to be provided at first floor level however this

was deemed to be unacceptable, as such a condition is to be attached to the granting of approval for a plan showing the location of a secured and covered cycle store large enough to accommodate 18 bicycles to be submitted to and approved by the Local Planning Authority in writing.

Taking the above points into consideration the Council is satisfied that the proposed development would not give rise to detrimental impacts upon the local highway network. As such subject to conditions pertaining to the submission of a construction management plan & servicing and delivery plan and the agreement to enter into a s106 to pay the highway contribution above, the proposal is considered to meet the relevant highway policies.

**7.11 Urban design, access and security**

Not applicable as this is not an application for planning permission.

**7.12 Disabled access**

Not applicable as this is not an application for planning permission.

**7.13 Provision of affordable & special needs housing**

Not applicable as this is not an application for planning permission.

**7.14 Trees, landscaping and Ecology**

Not applicable as this is not an application for planning permission.

**7.15 Sustainable waste management**

Not applicable as this is not an application for planning permission.

**7.16 Renewable energy / Sustainability**

Not applicable as this is not an application for planning permission.

**7.17 Flooding or Drainage Issues**

Policy SI 12 of the London Plan 2021 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 EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated.

Policies DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused.

As the site is located in Flood Zone 1, it is not at risk of flooding according to the Environment Agency's Flood Risk Maps. The site does not have critical drainage problems identified by the Environment Agency. It is not proposed to change the existing surface and foul water drainage arrangements at the site. There is no risk from flooding presented by the proposed change of use. A brief assessment of the existing and proposed drainage is submitted to further confirm that the site is not at risk of flooding and drainage will be managed correctly. This notes the retention of existing roof, drainage that allows surface water drainage into the adjacent lake, and retention of the existing foul water drainage system.

The proposal has been reviewed by the Councils Flood Water Management Officer who has agreed with the details within the FRA and has raised no objection to the proposal. As such the application is considered to comply with the above Policies.

**7.18 Noise or Air Quality Issues**

## NOISE

Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) allows the conversion of existing offices (Class B1(a)) to residential use subject to determination by the Local Planning Authority whether prior approval is required. The Order permits the LPA to take into account the impacts of noise from commercial premises on the intended occupiers of the development.

Policy DMHB 11 of the Local Plan Part 2 Development Management Policies (January 2020) seeks to protect residential amenity.

The application is accompanied by an Noise Impact Assessment that has been prepared following a noise survey on site. The report prepared by Clarke Saunders Acoustics, summarises findings following the completion of an environmental and internal noise survey. The environmental noise survey measured general environmental background noise from the area surrounding the site and considered potential noise from the adjacent golf club during events at an external marquee. The internal noise survey also considered these elements from within the building, whilst assessing existing internal sound insulation and the potential impact of noise from the adjacent gym and public house on future residents.

The report concluded that the only element of concern would be the use of first floor gym area for weights and kettlebell activity however upon further investigation the resilient gym floor acts as sufficient mitigation to any potential excessive noise.

Taking the above into consideration the noise survey is considered to be robust and acceptable.

## AIR QUALITY

Air Quality Issues are not relevant given that this is a prior approval application.

### **7.19 Comments on Public Consultations**

No comments have been 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.

Policy DF1 of the London Plan (2021) requires development proposals to provide the infrastructure and meet relevant policy requirements necessary to ensure that they are sustainable and to support delivery of the Plan.

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 which are as follows.

1. An obligation to secure A £18,000 contribution towards works to improve the safety and convenience with which occupiers of the site can walk or cycle to Hayes and Harlington Station Elizabeth Line (Crossrail) station.

2. 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.

CIL

Although the scheme is CIL liable, the liability will be £0 as there is no increase in floorspace and the building is in use.

#### **7.21 Expediency of enforcement action**

Not relevant 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 identified as a former land fill site and therefore would be considered as high risk in terms of land contamination. Notwithstanding this point, a significant amount of information has been submitted to the Council to assess as part of recent applications to construct the adjacent hotel and alterations to the car park which serves the entire Arena complex. This detail included verification documents submitted to demonstrate the success of mitigation work carried out which has been reviewed by the Council's Contaminated Land Officer. The Council's Contaminated Land Officer has reviewed the submitted documents in terms of the risk of contamination and has raised no objections to the proposal. The proposal is therefore acceptable in terms of contamination.

### **8. Observations of the Borough Solicitor**

General

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

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

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

#### Planning Conditions

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

#### Planning Obligations

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

#### Equalities and Human Rights

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

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

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

### **9. Observations of the Director of Finance**

None

### **10. CONCLUSION**

This application seeks prior approval for the conversion of the existing office building at the first floor level of the Arena complex building to provide 12 individual residential units (4 x

1b2p and 8 x 1b1p). No additional car parking is provided however the proposal does include the provision for 18 cycle spaces located within a secure bike store at first floor level.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required.

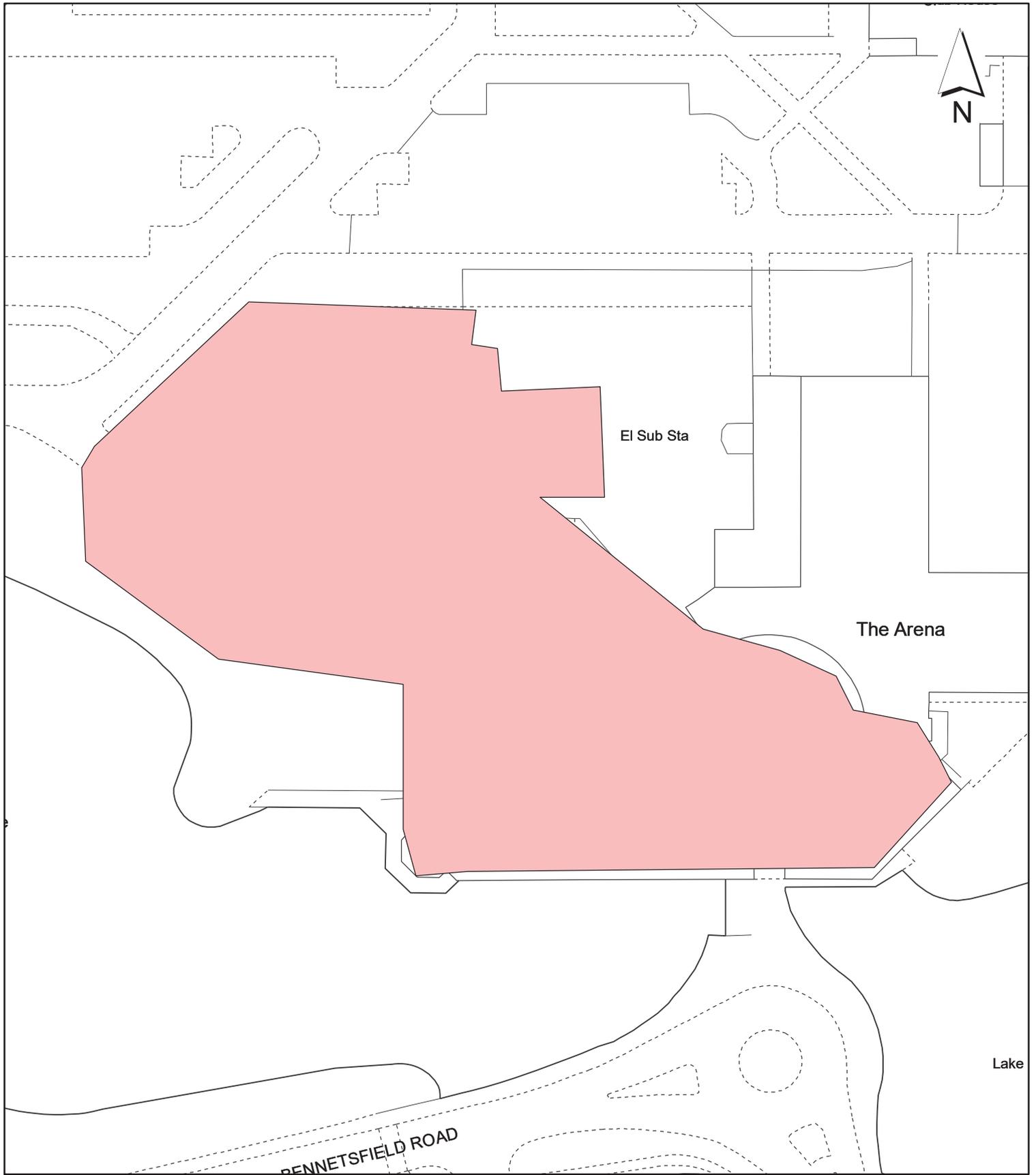
The application has been assessed against the relevant criteria and subject to conditions and the securing of a highway improvement obligation and a project management and monitoring fee through a legal agreement, prior approval is required and is granted.

## **11. Reference Documents**

Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

**Contact Officer:** Christopher Brady

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**The Arena**

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

Planning Application Ref:  
**37800/APP/2021/2189**

Scale:  
**1:800**

Planning Committee:  
**Major Page 45**

Date:  
**July 2021**



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## Report of the Head of Planning, Transportation and Regeneration

**Address** TERMINAL 4, LONG STAY CAR PARK SOUTHERN PERIMETER ROAD  
HEATHROW AIRPORT

**Development:** Temporary change of use from long stay car park to a drive-through and park Covid test facility, comprising on-site modular structures and associated lane barriers (retrospective)

**LBH Ref Nos:** 76510/APP/2021/2373

**Drawing Nos:** Heathrow\_T4\_Cignpost  
Heathrow T4 Swabbing Facility Terminal 4 Long Stay Car Park  
Site Location Plan T4 Long Stay Carpark Covid Test Site  
Dated 9 June 2021

**Date Plans Received:** 11/06/2021      **Date(s) of Amendment(s):**

**Date Application Valid:** 11/06/2021

### 1. **SUMMARY**

This retrospective application seeks a temporary 12 month change of use from of the Terminal 4 Long Stay Car Park to a drive-through Covid test facility, comprising on-site modular structures and associated lane barriers on the southern boundary of Heathrow Airport.

The proposal involves the siting of cabins and canopies on the existing car park that will not be detrimental to the character and appearance of the area nor will the scheme result in a loss of amenity to any residential occupiers or have a detrimental impact on highway safety.

The proposal will assist with the safe return of air passengers and air traffic going forward and thus the wider economy and will also enable additional Covid testing to be provided to the community.

No objections are raised.

### 2. **RECOMMENDATION**

**APPROVAL subject to the following:**

#### 1 NONSC **Non Standard Condition**

The proposed Covid testing station hereby approved shall be removed from site and the former car parking use of the site re-instated within 12 months of the date of this permission or if the facility is no longer required, whichever is the earlier period.

#### REASON

In order to ensure appropriate staff parking spaces are provided at the airport as demand increases and in order to conform to the terms of the application in accordance with Policies DMAV1 and DMAV2 of the Hillingdon Local Plan Part 2 (January 2020) .

#### 2 COM4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete

accordance with the details shown on the submitted plans:-  
Site Location Plan T4 Long Stay Carpark Covid Test Site  
Heathrow T4 Swabbing Facility Terminal 4 Long Stay Car Park  
Cignpost Swabbing facility\_Heathrow

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 (2021).

#### **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:

Heathrow Airport Ltd. Covering Letter dated 09/06/21  
Cignpost Diagnostics - T4 Long Stay ExpressTest Highway Signage ref. 79709 Version No. 4

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 (2021).

#### **4 NONSC Non Standard Condition**

Unless otherwise agreed in writing by the Local Planning Authority the applicant is required to implement a site wide waste strategy, which must ensure that clinical waste does not mix with other waste streams and all waste is suitably disposed of.

#### REASON

To ensure that waste and litter is appropriately managed and collected on site, in order to ensure that the use is not detrimental to the visual amenity of the area, 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 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

LPP D11	(2021) Safety, security and resilience to emergency
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
DMAV 1	Safe Operation of Airports
DMAV 2	Heathrow Airport

### **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**

Given the nature of the proposed application, it is possible that a crane may be required during development. 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>)

### **5 125 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**

The application site comprises the 4.6 hectares of the Terminal 4 Long Stay Car Park, which is located on the southern side of the airport, between Stanwell Road to the south and the Southern Perimeter Road.

### **3.2 Proposed Scheme**

This retrospective application seeks a temporary 12 month change of use from the 16th of June 2021 for the Terminal 4 car park at Heathrow to host a drive-through Covid test facility, comprising on-site modular structures and associated lane barriers on the southern boundary of Heathrow Airport.

The application provides the following details of the proposals:

Heathrow is proposing to facilitate its colleagues' return to work by closing the Covid test facility at the N4 car park (approved under application reference 76053/APP/2020/3929) and returning it to its former use as colleague parking. The new Covid testing operation at Terminal 4 long stay car park (the subject of this application) will begin operations as of 16

June 2021.

Heathrow is not intending to reopen Terminal 4 to passengers in 2021. An exception to this may be made for "red list" passengers, but the Terminal 4 long stay car park would remain closed to all passengers.

#### Purpose

The testing site at Terminal 4 long stay car park will comprise drive-through and park-and-test swabbing systems to serve both pre-booked and on-the-day customers. It will primarily serve airport passengers. The site will be run via a booking and payment system which enables customers to be scheduled, tested and then results automatically sent via email or text.

#### Operation and capacity

The facility is proposed to be operational for up to 12 months, should the demand for testing remain. It would have the potential to operate up to 32 drive-through lanes, each allowing swab tests to be taken by trained clinicians. The facility will include an on-site lab/analysis unit where samples will be tested and processed in approximately 6-24 hours, depending on the type of test used.

The testing site will initially be operational between the hours of 07:00 and 20:00 and then extend to the hours of 04:00 and 22:00 to meet the needs of airline schedules. Initial volume is expected to run at 1,700 tests a day, however the maximum capacity for the facility is 20,000 tests a day, both capacities assuming an 18-hour period of operation. If and when at full capacity, there will be circa 320 operatives working on site.

The testing facility will be operated at Heathrow's existing Terminal 4 car park, which prior to April 2020 was used for passenger parking but is not currently operational as Terminal 4 is closed. The indicative layout of the site is shown in the Site Layout Plan and has been carefully considered to allow the most efficient way of running the facility and maximising testing throughout, with separate entry and exit points allowing for a one-way system to be established.

Temporary structures on the site will be added as and when demand increases. If and when maximum capacity is established, the site will comprise the following:

#### Staff Management and Welfare

- 1x security cabin at the entrance to the car park (W1.5m x L1.5m x H2.6m) (Figure 1)
- 2x Control Centre cabins (W2.5m x L6m x H2.6m)
- 1x Laboratory cabin (L12m x W2.4m x H2.9m)
- 1x Laboratory cabin (L11.5m x W3m x H2.9m)
- 1x Laboratory cabin (L12m x W3m x H2.9m)
- 3x cabins (W2.4m x L6m x H2.6m) containing 4 staff toilets (M/F) with hand wash basin and hand dryer (12 toilets)
- 1x marquee (W9m x L15M x H2.94m) for staff welfare
- 5x heated handwash stations
- 1x marquee (W6m x L9m x H3.94m) for bulk PPE storage
- 1x marquee (W2.4m x L6.1m x H2.6m) for PPE issue
- 1x mobile staff refreshment retail unit (approx. W2m x L4m x H2.6m) (mobile unit being sourced from service provider)
- 2x Ultra Quiet Denyo Generators
- 1x 6000L fuel tank
- 1x 50,000L (6m x 6m) fresh water pillow tank

- Heras fencing surrounding staff welfare village

#### Park To Test

- 6x cabins (W3m x L2.5m x H2.6m) for maturation of samples and test related administration
- 6x cabins (W2.4m x L6.1m x H2.6m) for PPE change area
- Handwash basins and water tanks
- 2x marquee (W12m x L12m x H4.48m) containing 1x Customer Service cabin (W3m x L2.4m x H2.6m) and 12 test stations in each marquee
- 4x marquee (W9m x L12m x H3.94m) containing 12 test stations in each marquee
- 1x Special Assistance marquee (W6m x 6m x H3.39m) (Figure 3)
- 1x Special Assistance Office (W3m x 2.5m x H2.6m)

#### Drive Through Test

- 3x security cabin (W1.5m x L1.5m x H2.6m)
- 1x marquee (W2m x L2m x H2.5m) (PPE change tunnel)
- 8x drive through marquees (W15m x L9M x H5.03m) to protect clinicians from adverse weather when collecting swab samples, 4 lanes in each marquee, 32 lanes total
- 8x analysis units (W3m x L2.5m x H2.6m)
- Temporary low-level barriers, signage and traffic cones to route vehicles around the site.

#### Warehouse

- 1x warehouse (W25m x L25m x H5.82m)
- 1x cabin (W2.4m x L6m x H2.6m) containing 4 staff toilets (M/F) with hand wash basin and hand dryer
- 1x water tank (W2.5m x H2.5m) (circular)

#### Mega Lab

- 1x warehouse (W15m x L15m x H3.5m)

The site benefits from existing fencing around its perimeter and no changes are proposed to existing security fencing or entry/exit barriers. There will be no change to external lighting or surface water drainage as a result of the proposals. Ultra Quiet Denyo Generators will be installed to provide power to the site. These are the latest design of generators with a fuel efficient Tier 3 engine to meet the latest legislation.

In the covering letter, the airport advise that due to the Covid-19 pandemic and subsequent travel restrictions imposed both in the UK and abroad, Heathrow is currently operating at around 10% of normal passenger levels, a trend sustained since March.

It has been necessary to install the facility whilst this planning application is being determined due to time constraints. All buildings and equipment will be temporary and moveable in nature.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

76053/APP/2020/3929 - Temporary change of use from staff car park to a drive-through Covid test facility, comprising on-site modular structures and associated lane barriers and signage (Retrospective Application) - Approved 21-01-21

### **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 (2021)

## 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.

### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

Part 2 Policies:

LPP D11 (2021) Safety, security and resilience to emergency  
DMT 2 Highways Impacts  
DMT 5 Pedestrians and Cyclists  
DMT 6 Vehicle Parking  
DMAV 1 Safe Operation of Airports  
DMAV 2 Heathrow Airport

### **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **12th July 2021**

**5.2** Site Notice Expiry Date:- **19th July 2021**

### **6. Consultations**

#### **External Consultees**

7 neighbouring properties have been consulted on the application on, a site notice has been displayed at the site and the development has been advertised in the local press. All forms of public consultation expire on 19th July 2021. To date, no responses have been received. An update will be provided in the committee addendum of any additional consultee responses received within the statutory consultation period.

#### **HEATHROW AIRPORT**

We have now assessed the below application against safeguarding criteria and can confirm we have no safeguarding objections to the proposed application. However, we would like to make the following observation:

## Cranes

Given the nature of the proposed application, it is possible that a crane may be required during development. 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>)

## MOD SAFEGUARDING

I can confirm the MOD has no safeguarding objections to this proposal.

## CADENT GAS

To confirm that Cadent Gas have no objection to the proposed planning application at Terminal 4 Long Stay Car Park Southern Perimeter Road Heathrow Airport as the IP gas pipeline in the vicinity will not be affected.

## LONDON BOROUGH OF HOUNSLOW

Please note the following comments we have received from our Transport Officer - 'On the assumption that all traffic will enter and exit from the Southern Perimeter Road, which appears to be the case, and not onto the Stanwell Road / Beacon Road roundabout then I have no objections'.

Aside from the above, the London Borough of Hounslow do not wish to raise any further comments in respect of the application.

### **Internal Consultees**

#### WASTE STRATEGY (summary)

Acceptable as long as they ensure the site is containing and disposing of the waste as per the Governments guidelines for disposing of Covid-19 waste.

#### HIGHWAYS (summary)

The Highway Authority requires the applicant to provide details of how car drivers will be directed to the facility. Subject to the receipt of plans showing where road signs will be provided there are no highway objections to this application. The requirement to provide these plans should be secured by a planning condition.

The above comments were provided to the applicant who has responded by submitting the required details (Cignpost Diagnostics - T4 Long Stay ExpressTest Highway Signage ref. 79709 Version No. 4). The Council's Highways Officer has reviewed this document and confirmed that it is acceptable.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

Policy DMAV 2 of the Hillindon Local Plan: Part Two - Development Management Policies (January 2020) states that development proposals within the Heathrow Airport boundary will only be supported where, amongst other criteria, they relate directly to airport use or development. As the temporary Covid testing station primarily relates to securing the safe use of the airport and air travel activity during the pandemic, the proposal is considered to comply with this policy. Any use made of the station by the wider public would be an ancillary community benefit that would utilise any spare capacity of the station, to which no objections are raised, particularly given the temporary nature of the proposal.

### **7.02 Density of the proposed development**

Not applicable to this temporary commercial development.

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

The site does not form part of a conservation area or an area of special local character, nor is it sited in such proximity to such an area as to adversely impact upon it or the setting of any listed building.

The site is within the Heathrow Archaeology Priority Zone but given the limited extent and temporary nature of the works, there would be no / minimal need to break ground and as such, it is very unlikely that the proposal would impact upon any archaeological remains.

#### **7.04 Airport safeguarding**

Policy DMAV 1 of the Local Plan: Part Two - Development Management Policies (January 2020) advises that the Council will support the continued safe operation of Heathrow and RAF Northolt.

NATS, MoD Safeguarding and Heathrow Airport have been consulted on this application and MoD Safeguarding and Heathrow Airport advise that they have no objections to the proposal (comments from NATS have not been received). The comment from Heathrow Airport as regards crane use has been attached as an informative.

As such, the scheme is considered to comply with Policy DMAV 2 of the Local Plan: Part Two - Development Management Policies (January 2020).

#### **7.05 Impact on the green belt**

Policy DMEI 4: Development in the Green Belt or on Metropolitan Open Land of the Hillingdon Local Plan: Part 2 (2020) states that:

A) Inappropriate development in the Green Belt and Metropolitan Open Land will not be permitted unless there are very special circumstances.

B) Extensions and redevelopment on sites in the Green Belt and Metropolitan Open Land will be permitted only where the proposal would not have a greater impact on the openness of the Green Belt and Metropolitan Open Land, and the purposes of including land within it, than the existing development, having regard to:

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

The nearest part of the Green Belt to the application site is to the west of Heathrow Airport, which is sited nearly 3km away. Given this distance and the single storey and temporary nature of the proposed works, it is considered that there will be no impact upon the openness of the Green Belt.

#### **7.07 Impact on the character & appearance of the area**

Policy BE 1 of the Hillingdon Local Plan: Part 1 (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (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 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.

The use of the former car park and as a drive through Covid testing station are very similar in terms of their impacts on the character of the area.

The proposal involves the siting of numerous small temporary cabins and canopy structures on the existing car park. Given the limited size and single storey nature of the structures and their temporary nature, it is considered that the Covid station is not detrimental to the character and appearance of the area.

#### **7.08 Impact on neighbours**

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that: B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

There are no nearby residential properties that would be impacted by the proposal, with the nearest residential properties being sited some 370m to the south east of the application site.

#### **7.09 Living conditions for future occupiers**

Not applicable to this development.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Policy DMT 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development; ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

- iii) provide equal access for all people, including inclusive access for disabled people;
  - iv) adequately address delivery, servicing and drop-off requirements; and
  - v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.
- B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

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. For residential development, car parking areas must include 10% of spaces suitable for a wheelchair user.

Policy DMAV 2 of the Local Plan: Part Two - Development Management Policies (January 2020) states that proposals within the Heathrow Airport boundary will only be supported where, amongst other criteria, there is no detrimental impact on the safe and efficient operation of local and strategic transport networks.

The covering letter submitted with this application advises that it is anticipated that the testing facility will initially operate at circa 1,700 tests per day, with the majority of visits expected from passengers, but assuming there is increasing confidence to travel, and awareness of the facility grows, then tests could increase to up to 20,000 per day with Heathrow workers and the general public taking advantage of the facility. Those using the facility are likely to initially arrive predominantly by car, although as usage increases and broadens, and confidence to travel by public transport increases, mode share of users is expected to increase too.

The letter goes on to advise that operating up to 20,000 tests per day will not equate to 20,000 vehicle trips to and from the facility. Public transport will reduce this but also car sharing is expected to reduce trip numbers, particularly for families where two or more people are likely to arrive in a single vehicle. In addition, usage is likely to be spread evenly throughout the day, not least because the booking system will manage flows to avoid vehicle queuing and ensure consistency in timescales for processing results. Cars will also be directed off the Southern Perimeter Road into the test facility to avoid queuing on

the approach.

The car park (2,033 spaces) is currently not in use due to the temporary closure of Terminal 4 and Heathrow is not intending to reopen Terminal 4 to passengers in 2021 (save potentially for arriving red list passengers which will be a comparatively low amount and arrivals would use the short stay car parking in any event).

The traffic coming to the testing facility will primarily be customers departing or arriving on flights and thus there will be no increase in traffic to what would be expected arriving or departing from Heathrow airport. Customers of the operator are also able to book tests at one of the operator's many Regional Health Centres rather than being encouraged to go to the airport.

The key routes to the testing facility will be from the M25, M4, A4, A30 and A316 as per existing routes to the airport. Access to and from the testing facility will be via the current entry and exit points onto the existing highway network.

The use of the testing facility is therefore not anticipated to result in any significant impacts or create any traffic flow issues on the surrounding airport road network. Moreover, with the airport operating at vastly reduced capacity compared to November 2019, and with passenger numbers expected to remain low for some time to come (passenger forecasts for the year range between 13 million and 36 million, compared to 81 million in 2019), the surrounding airport and public road network is considerably less busy than normal.

Heathrow is proposing to reopen other short stay and long stay car parks to provide sufficient parking for passengers.

The Council's Highway Engineer has reviewed that application, including the covering letter and advised that subject to the provision of details of signage to the facility, there are no highway objections to this proposal. The above request was provided to the applicant who has submitted this information (Cignpost Diagnostics - T4 Long Stay ExpressTest Highway Signage ref. 79709 Version No. 4). The Council's Highways Officer has reviewed this document and confirmed that it is acceptable.

The signage details are therefore no longer required to be secured via condition.

#### **7.11 Urban design, access and security**

Relevant considerations have been addressed within the relevant sections of this report.

#### **7.12 Disabled access**

This application raises no accessibility issues.

#### **7.13 Provision of affordable & special needs housing**

Not applicable to this development.

#### **7.14 Trees, landscaping and Ecology**

The proposal to use an existing car park as a temporary Covid testing station has no implications for trees, landscaping or the ecology of the site.

#### **7.15 Sustainable waste management**

No details were submitted with the application in regards to refuse and recycling provision. However, as per the application for the use of the N4 staff car park for a drive-through Covid test facility (76053/APP/2020/3929) it is recommended that a condition be added to any consent that requires the implementation of a site wide waste strategy, which must ensure that clinical waste does not mix with other waste streams and all waste is suitably disposed of. The Council's Waste Strategy Officer has confirmed that accordance with the

Governments guidelines for containing and disposing of Covid-19 waste will be sufficient and as such raises no objection to the proposals.

#### **7.16 Renewable energy / Sustainability**

Not applicable to this development for a temporary testing facility.

#### **7.17 Flooding or Drainage Issues**

No changes are proposed to the car parking surface and as such no flooding or drainage issues arise from the application.

#### **7.18 Noise or Air Quality Issues**

The proposal would not be likely to exceed the traffic noise or air quality impact generated by the car park use of the site and would therefore not give rise to any air quality or noise issues.

#### **7.19 Comments on Public Consultations**

No responses from the public have been received.

#### **7.20 Planning obligations**

The scheme does not generate any adverse impacts that would need to be mitigated through S106 contribution.

#### **7.21 Expediency of enforcement action**

No enforcement issues are raised by this application.

#### **7.22 Other Issues**

No other issues are raised by this application.

### **8. Observations of the Borough Solicitor**

#### General

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

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

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in 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 proposal involves the siting of cabins and canopies on the existing Terminal 4 Long Stay car park for use as a temporary Covid testing station for a 12 month period along the southern edge and within the boundary of Heathrow Airport.

The proposal will not be detrimental to the character and appearance of the area nor will the scheme result in a loss of amenity to any surrounding residential occupiers.

The proposal will assist with the safe return of air passengers and air traffic going forward and thus the wider economy and will also enable additional Covid testing capacity to be provided to the community.

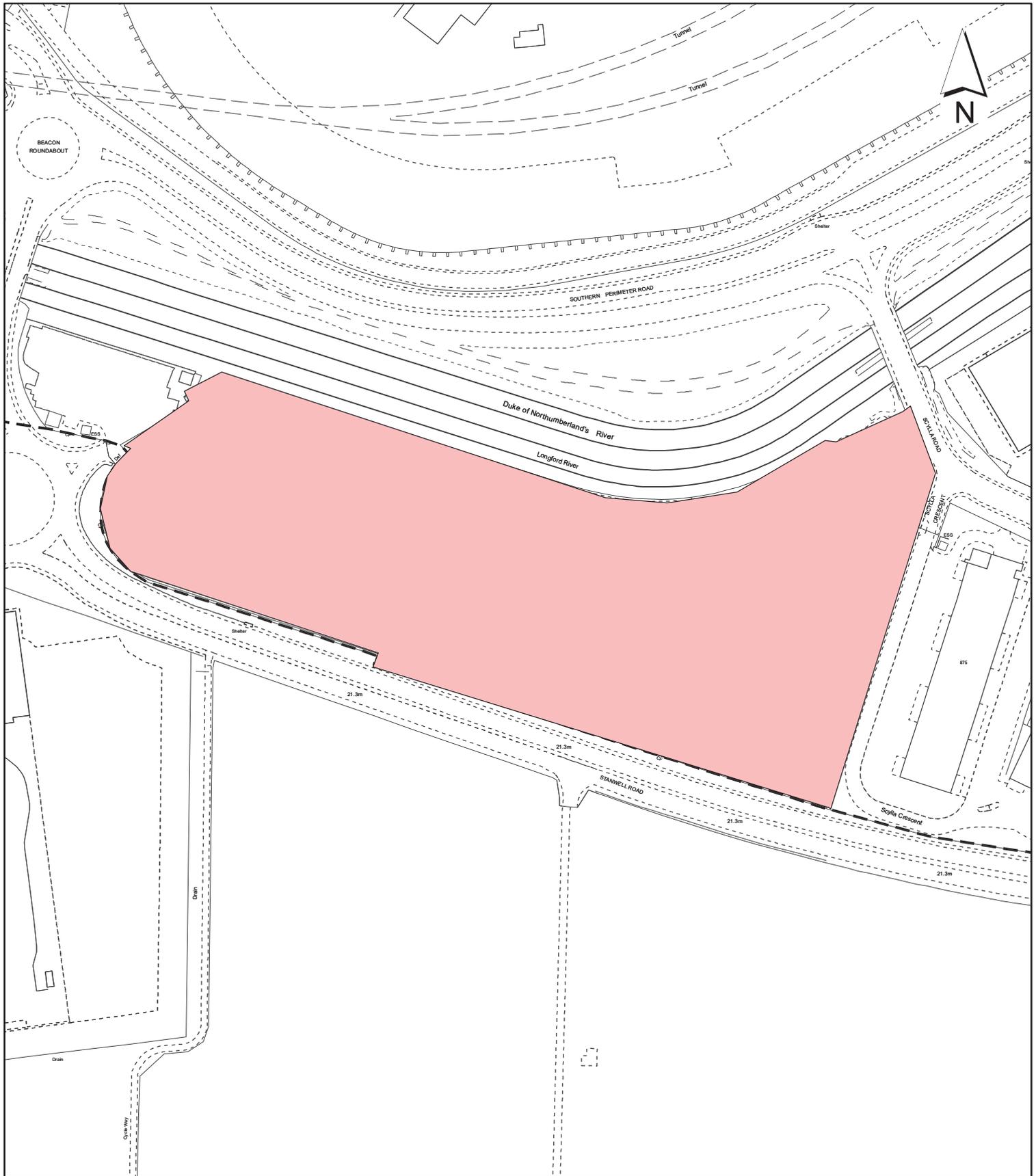
No objections are raised.

#### **11. Reference Documents**

The Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Development Management policies (January 2020)  
London Plan (March 2021)  
National Planning Policy Framework (2019)

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

For identification purposes only.  
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Site Address:

**Heathrow Airport Car Park**

Planning Application Ref:

**76510/APP/2021/2373**

Planning Committee:

**Major Page 60**

Scale:

**1:2,500**

Date:

**July 2021**

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

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



**HILLINGDON**  
 LONDON

# Plans for Major Applications Planning Committee

Wednesday 21st July 2021



**HILLINGDON**  
LONDON

[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

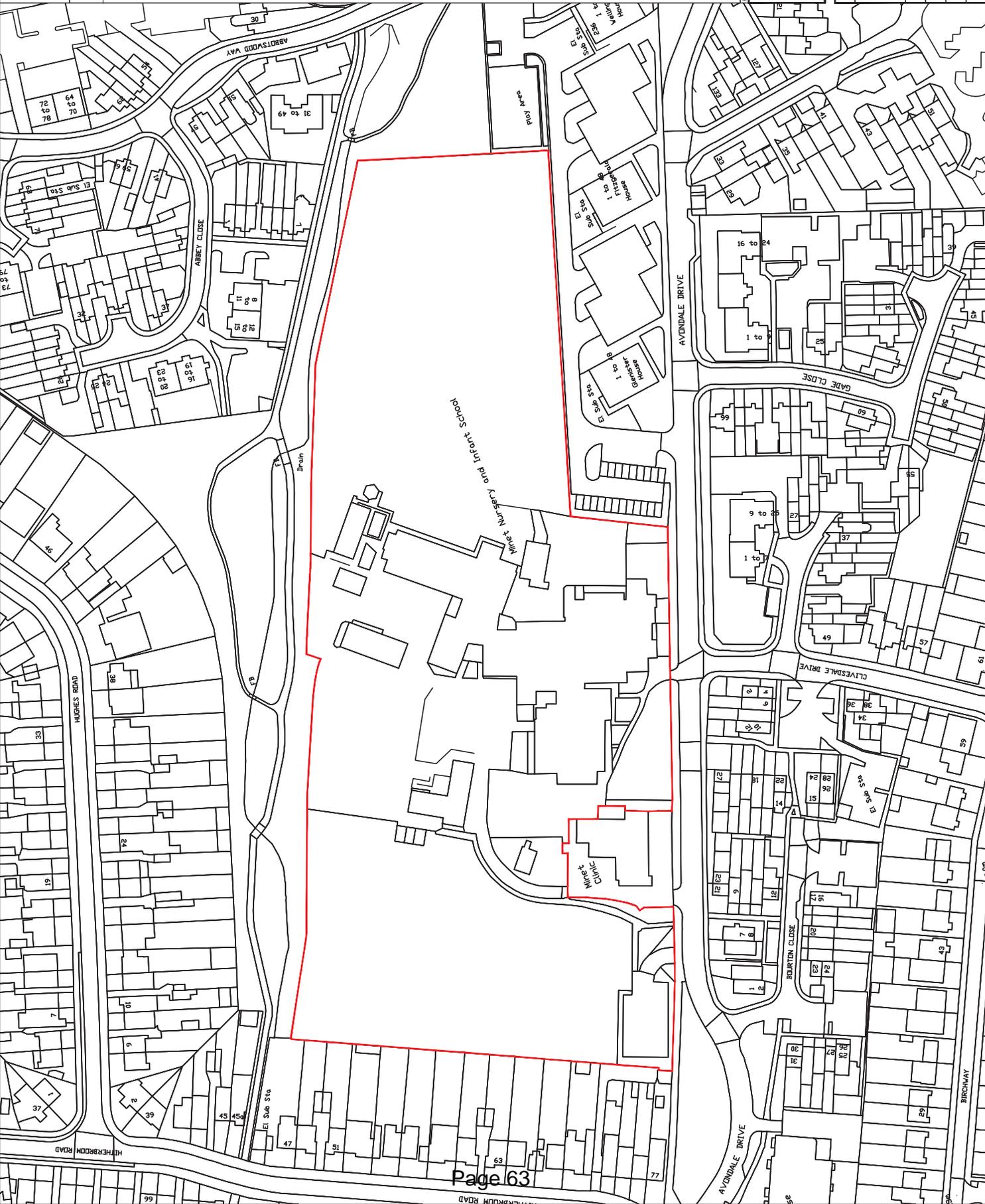
**Report of the Head of Planning, Transportation and Regeneration**

**Address** MINET JUNIOR SCHOOL AVONDALE DRIVE HAYES

**Development:** Erection of a single storey block of modular classrooms for a temporary period of 36 months.

**LBH Ref Nos:** 2297/APP/2021/1949

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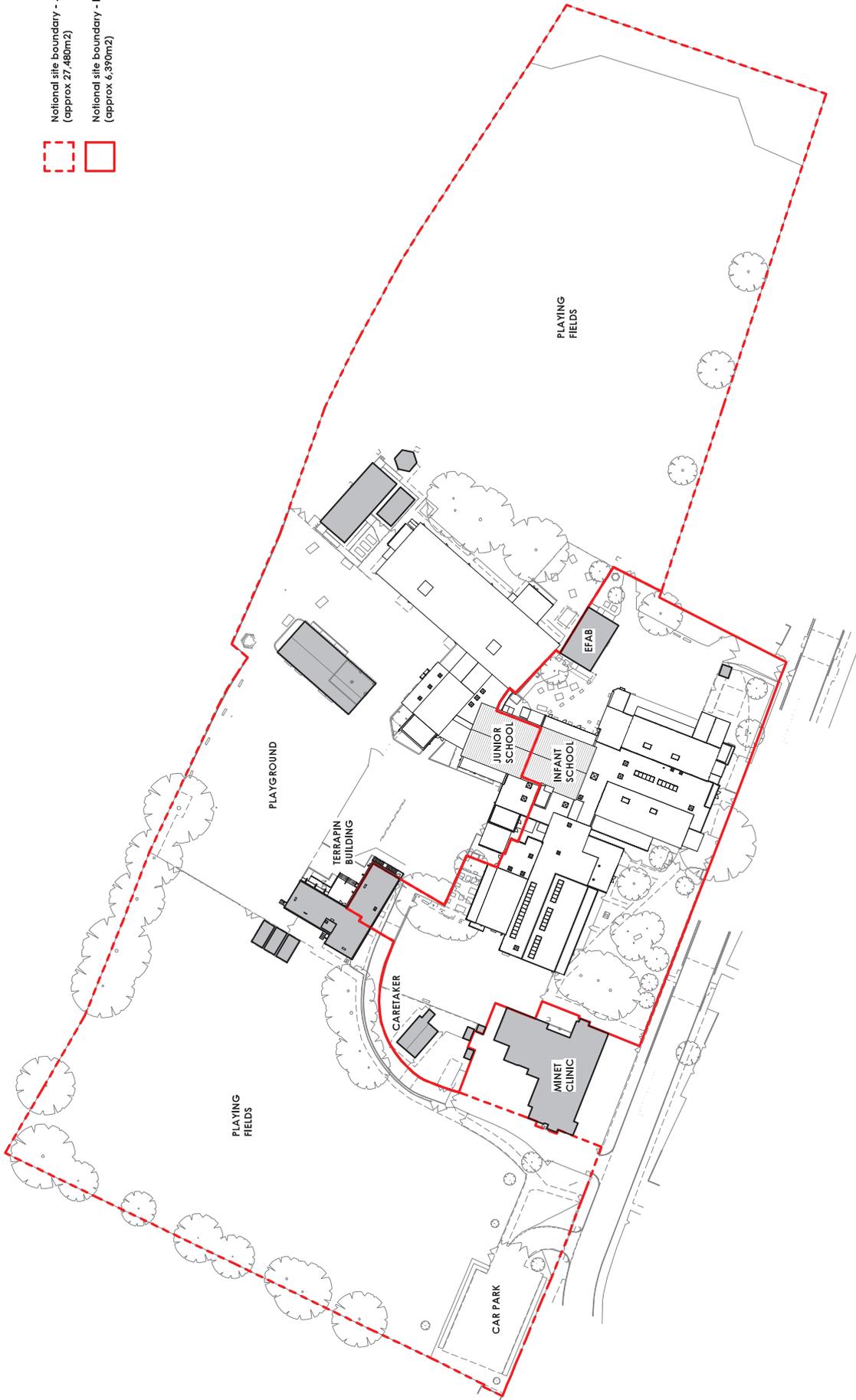
PROJECT:	MINNET SCHOOL
TITLE:	LOCATION PLAN
CLIENT:	MORGAN SINDALL
SCALE:	1:1250@A3
DATE:	09/03/2021
JOB NO:	MIN-JUBU-XX-GF-DR-L-0001
STATUS:	S1
REV:	PC1



NOTES:  
 1. This drawing is to be read in conjunction with the project brief and the project information sheet.  
 2. Should any discrepancies arise between this drawing and the project brief, the project brief shall prevail.  
 3. The copyright of this drawing is owned by JM Architects.  
 Structural Information indicative only. To be confirmed by Structural Engineer.



- National site boundary - Junior School (approx 27,480m<sup>2</sup>)
- National site boundary - Infant School (approx 6,370m<sup>2</sup>)



Proj. File Name: AF AF AF  
 Date: 15/01/21 Date: 15/01/21 Date: 15/01/21  
 Rev: Description: Rev: Description: Rev: Description:

**jmachitects**

**Project**  
 Minnet Schools  
 64 Queens Street  
 Edinburgh  
 EC2 2JW  
 T: 0131 464 6100

**Client**  
 Morgan Sindall  
 info@morgansindall.com  
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**Information**  
 Scale: 1:500 @ A1

**Project - Organisation - Value - Code - Status - Date - Version**  
 MIP-00-GF-SP-A-00\_02

**Rev. No. / Date**  
 S1 P01 6798

**General Notes**

Please do not scale from this drawing. If in doubt, ASK. All dimensions shown are in millimeters unless noted otherwise. All dimensions to existing elements to be checked on site by contractor. This drawing is to be used as a schematic representation of quotation/order only. Any structural calculations/information should be reviewed by suitably qualified persons. Any furniture shown is exemplary only – any requirement for furniture should be submitted on Carter Accommodation Ltd Requisition form. Furniture will not be delivered in accordance with any drawing.

Main Building Colour :  
**9010 White**  
 Banding Colour :  
**5012 Blue**

No.	Revision/Issue	Date
N	Minor customer requested changes.	21-04-21
O	Changed scale.	05-05-21



Project Name and Address  
 123 Bay Single Storey  
 CTX + 10 Bay Timber  
 Modular –Morgan Sindall  
 Minet School  
 THIS PROJECT IS A HIRE  
 CONTRACT NUMBER

Project	CAL_04330	Sheet	
Date	05.05.2021	Issue	10
Scale	1:200 @ A3		



Drawing Approved By  
 Name.....  
 Position.....  
 Date.....





- Proposed Permeable Asphalt Footway
- Aggregate Insulative SuperDiamAsphalt 10mm Surface Course 30mm thick (or similar approved)
- Aggregate Insulative SuperDiamAsphalt 14mm Binder Course 60mm thick (or similar approved)
- Open Graded Crushed Rock Sub-Base min 250mm thick generally, but increased to 300mm on fire access route - shown as
- Terrain 1000 Geocentre (or similar approved)



**Drainage notes.**

- All first and surface water drains must be constructed in accordance with the relevant standards and codes of practice and must be approved by the relevant authority.
- These notes describe a few details one to be 150mm and to be constructed using either UPVC, polypropylene or vitreous clay pipe to be approved by the relevant authority. The pipe must be approved by the relevant authority. The pipe must be approved by the relevant authority.
- Labels indicate the size of the pipe and the material to be used. Labels also indicate the depth of the pipe and the depth of the cover. Labels also indicate the depth of the cover.
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Rev	Description	Date	By
1	Issue for approval	12/04/2021	MD
2	Revised	12/04/2021	MD
3	Revised	12/04/2021	MD
4	Revised	12/04/2021	MD
5	Revised	12/04/2021	MD
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100	Revised	12/04/2021	MD

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100	Revised	12/04/2021	MD

3/114 MINNET SCHOOL  
 AVONDALE DRIVE, HAYES UB3 3NR  
 PROPOSED TEMPORARY CLASSROOMS  
 (CARTERS OPTION)  
 EXTERNAL DRAINAGE STRATEGY GA

DATE: 12/04/21  
 DRAWN BY: MD  
 CHECKED BY: MD  
 APPROVED BY: MD  
 SCALE: 1:250 (B1)

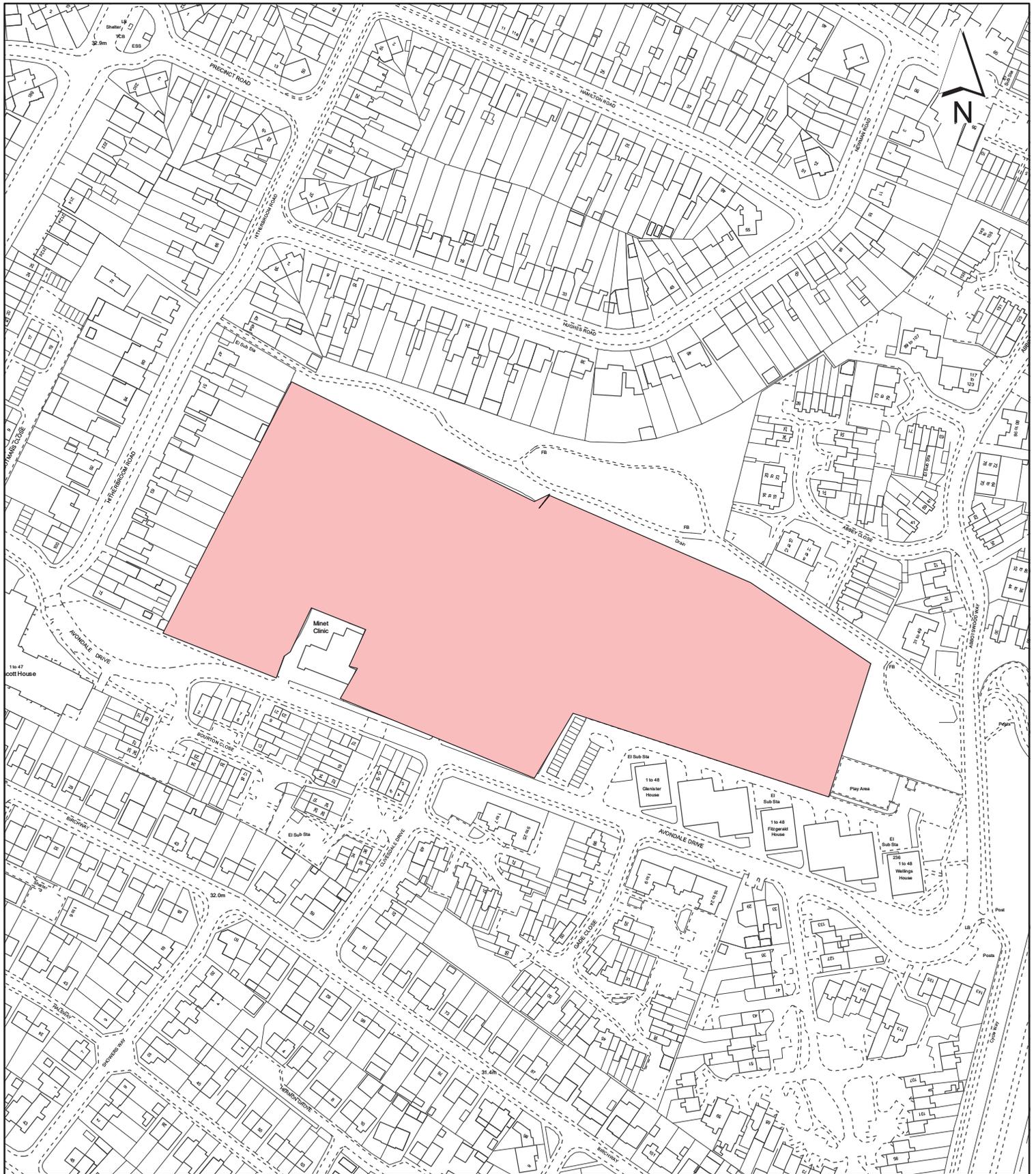
FOR APPROVAL

DATE: APRIL 2021  
 PROJECT NO: GA  
 DRAWING NO: 020200225

TERRELL  
 CONSULTANTS  
 111 BARNWOOD  
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 BR3 7JY  
 T: +44 (0)1454 311111  
 F: +44 (0)1454 317746  
 terrell@terrell.co.uk

Rev	Description	Date	By
1	Issue for approval	12/04/2021	MD
2	Revised	12/04/2021	MD
3	Revised	12/04/2021	MD
4	Revised	12/04/2021	MD
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41	Re		





**Notes:**

 Site boundary

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Site Address:

**Minet School**

Planning Application Ref:

**2297/APP/2021/1949**

Planning Committee:

**Major Page 69**

Scale:

**1:2,500**

Date:

**July 2021**

**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** THE ARENA BENNETSFIELD ROAD STOCKLEY PARK

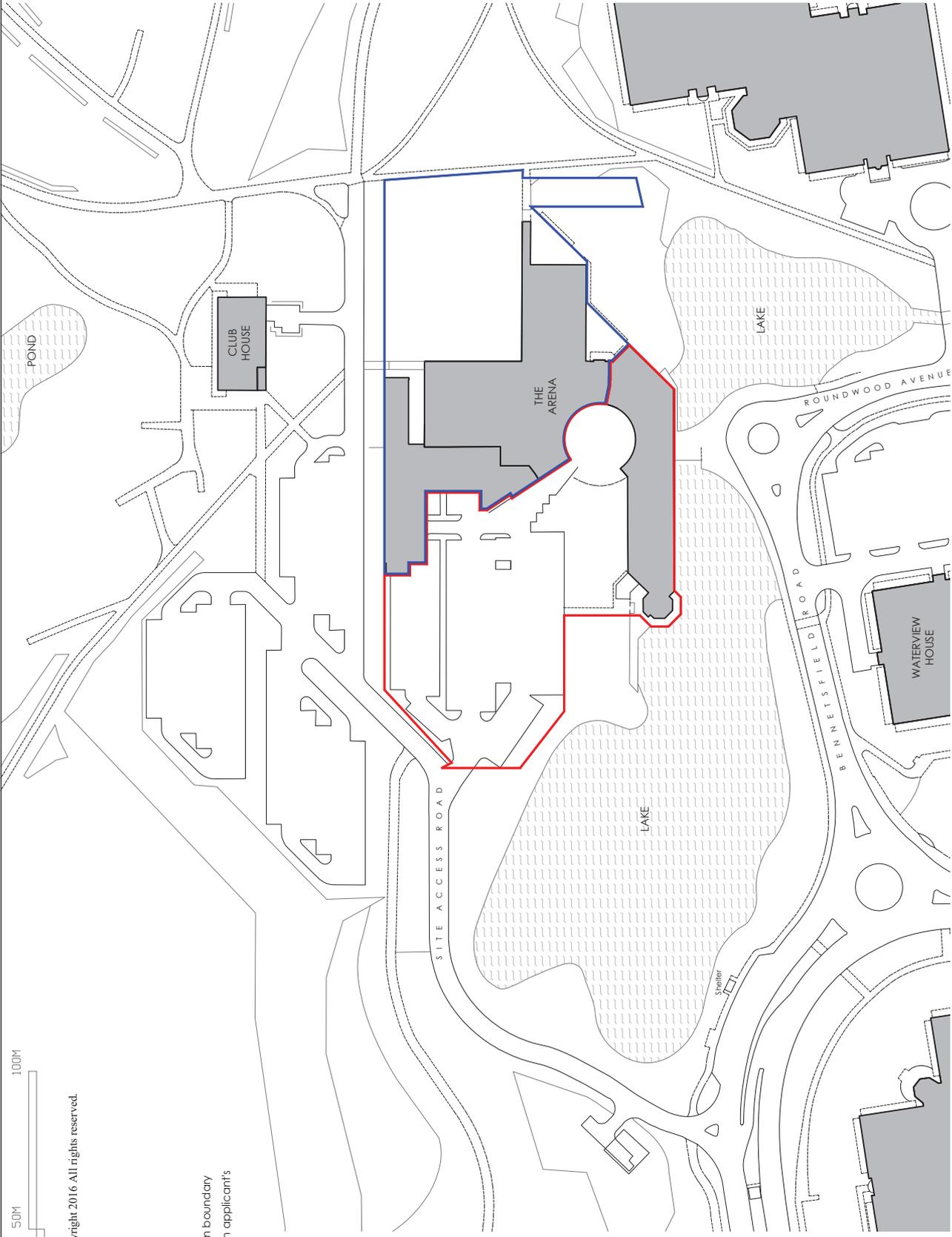
**Development:** Change of use from office (Use Class B1(a)) to residential (Use Class C3) to provide 12 residential units (Prior Approval).

**LBH Ref Nos:** 37800/APP/2021/2189

0 10M 50M 100M  
5M 20M  
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— denotes Application boundary  
— denotes land within applicant's ownership



OS Ordnance Survey Location Plan  
Scale 1:1250

- NOTES:**
1. Do not scale dimensions from this drawing (except for the purposes of planning applications).
  2. No unauthorised copying of this drawing without the prior written authority of Trinder.
  3. All boundaries, dimensions and levels are to be checked/verified on site before construction and any discrepancies are to be reported to Trinder Architectural Ltd prior to building on site.
  4. Partial Services: Any discrepancies with site or other information is to be advised to Trinder Architectural Ltd and direction or approval is to be sought before the implementation of the details.
  5. The purpose of coordination, all relevant parties must check this information prior to implementation and report any discrepancies to Trinder Architectural Ltd.

FOR INFORMATION

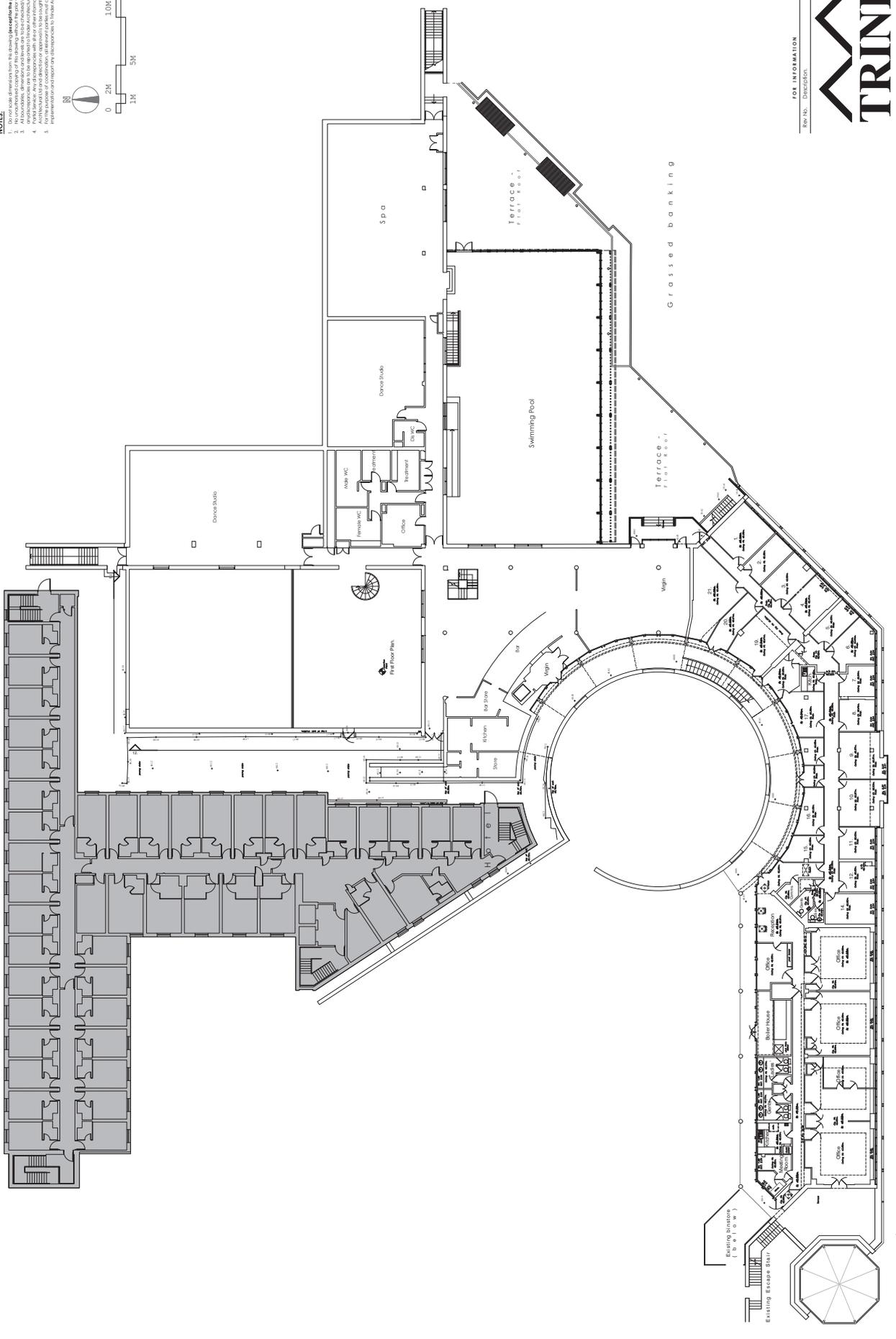
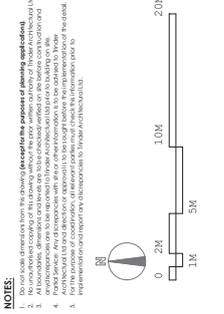
Title: Location Plans  
Ordinance Survey  
Address: ARENA BUILDING  
Stockley Park, Uxbridge  
Client: BBC PENSION TRUST LTD.  
Scale: 1:1250  
Date: 24.02.2021  
Rev: 1069/OS  
Page: 71 of 71  
Sheet: A3

**TRINDER**  
ARCHITECTURAL LIMITED  
No. 2 Adlington Court, Roke Lane, Wiley Nr. Godalming, Surrey, GU8 5NF.  
Tel: 01428 885 829 Fax: 01428 684 912. E-Mail: trinderarch@btconnect.com

FOR INFORMATION  
Rev.No. Description. Date.



- NOTES:**
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  2. No unauthorised copying of this drawing without the prior written authority of Trinder Architectural Ltd.
  3. This drawing is for the use of the client and is not to be used for any other purpose without the prior written authority of Trinder Architectural Ltd.
  4. Any alterations to this drawing must be made on separate sheets and must be approved by Trinder Architectural Ltd.
  5. Architectural and structural drawings are to be approved by the relevant authorities before construction of the work.
  6. Any work to be carried out must be in accordance with the relevant building regulations and any other applicable legislation.
  7. Any work to be carried out must be in accordance with the relevant building regulations and any other applicable legislation.



**FOR INFORMATION**

Rev No: \_\_\_\_\_ Date: \_\_\_\_\_  
 Description: \_\_\_\_\_

**TRINDER**  
 ARCHITECTURAL LIMITED  
 No. 2 Ashington Courtway, Kake Lane, Witley, N. Godalming, Surrey, GU18 5NF.  
 Tel: 01428 686 829 Fax: 01428 688 912 E-Mail: trinderarchitect@bt.com

THE:  
**FIRST FLOOR PLAN**  
 AS EXISTING

Address:  
**ARENA BUILDING**  
 Stockley Park, Uxbridge

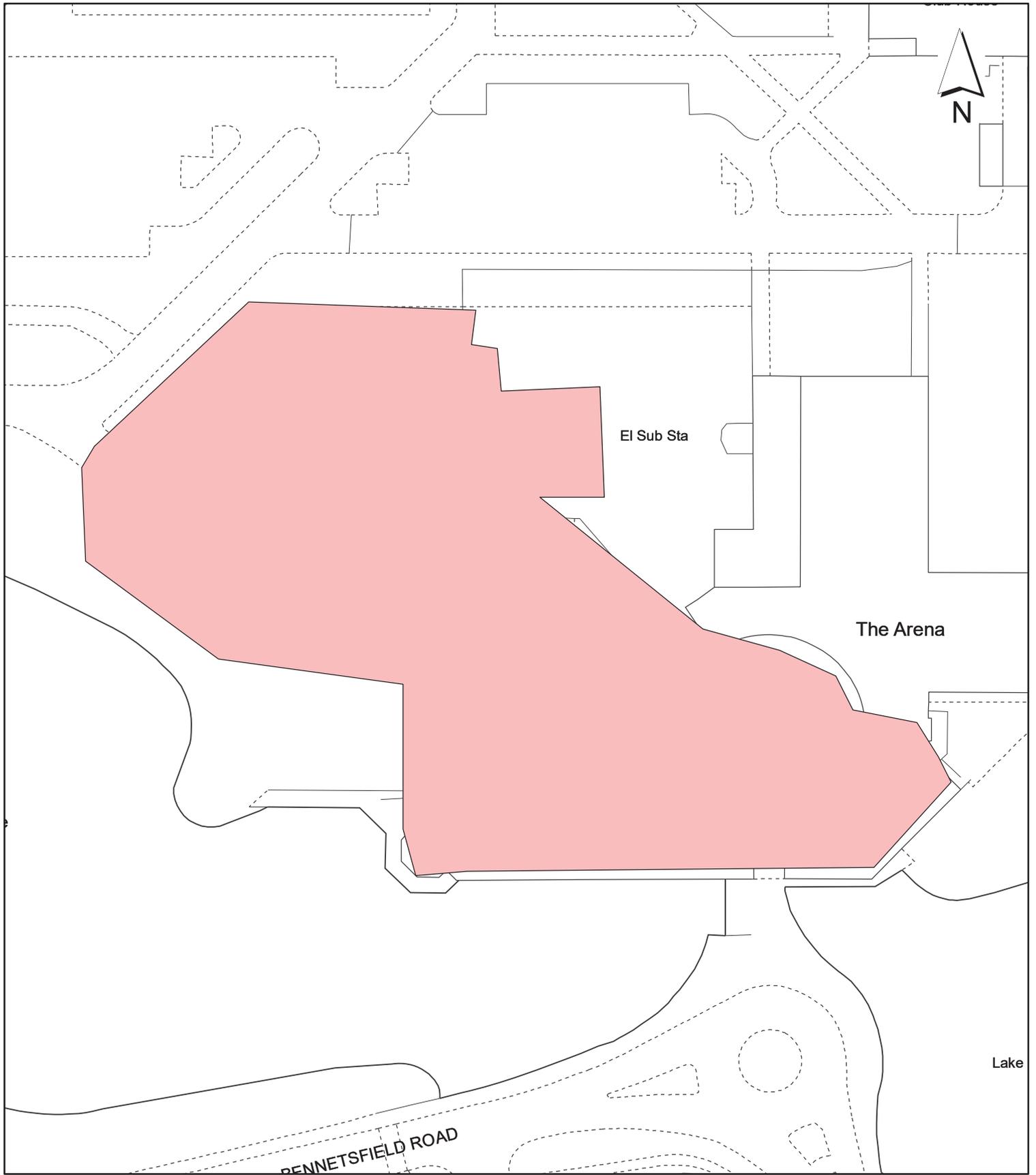
Client:  
**BBC PENSION TRUST Ltd.**

Scale	1:200	Rev	---
Drawn by	---	Page Size	A1
Check by	---	Date	10/06/2021
Rev	---	Rev	---

First Floor Plan







<p><b>Notes:</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>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.</p> <p>© Crown copyright and database rights 2020 Ordnance Survey 100019283</p>	<p>Site Address:</p> <p style="text-align: center;"><b>The Arena</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b> Residents Services Planning Section</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 01895 250111</p> <p style="text-align: center;"> <b>HILLINGDON</b> LONDON</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;"><b>37800/APP/2021/2189</b></p>	<p>Scale:</p> <p style="text-align: center;"><b>1:800</b></p>	
	<p>Planning Committee:</p> <p style="text-align: center;"><b>Major Page 76</b></p>	<p>Date:</p> <p style="text-align: center;"><b>July 2021</b></p>	

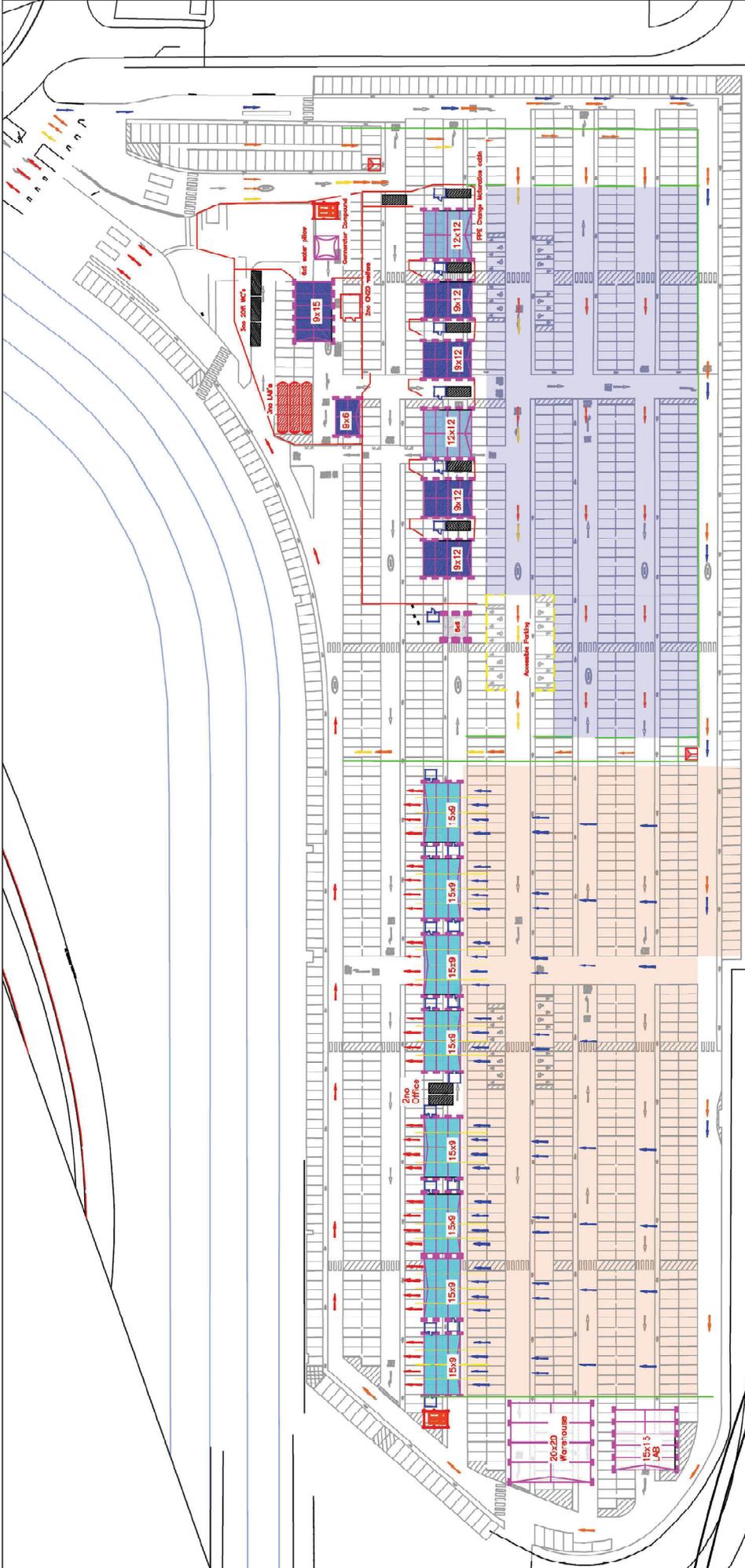
## **Report of the Head of Planning, Transportation and Regeneration**

**Address** TERMINAL 4, LONG STAY CAR PARK SOUTHERN PERIMETER ROAD  
HEATHROW AIRPORT

**Development:** Temporary change of use from long stay car park to a drive-through and park  
Covid test facility, comprising on-site modular structures and associated lane  
barriers

**LBH Ref Nos:** 76510/APP/2021/2373





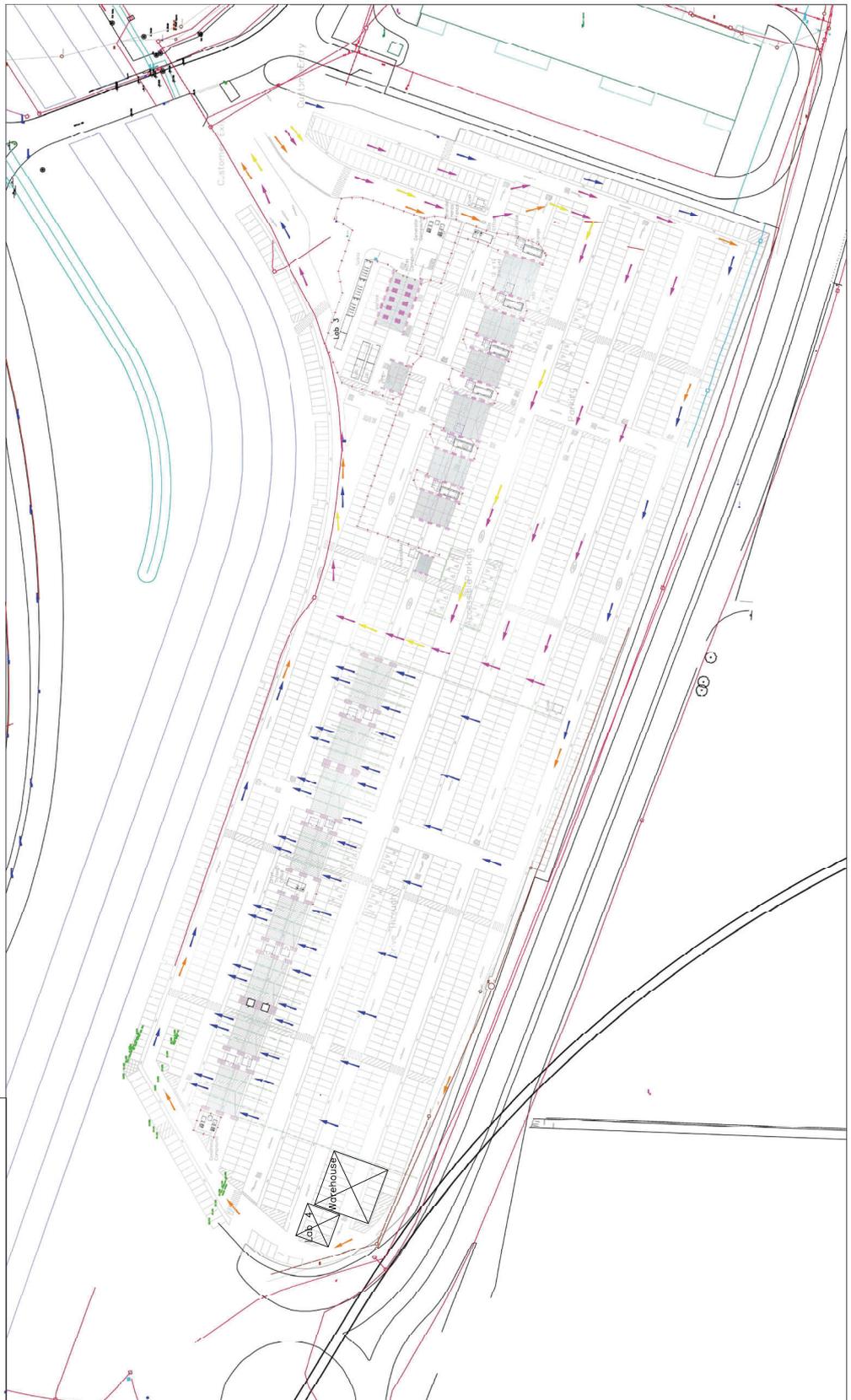
- Customer Journey—**
- Arrive into main entrance of Long stay carpark— All customers directed to first Kiosk checkpoint, where they are directed as "Drive through" or "Park and test" to the relevant areas
  - Park and test customers, to park in available bays and report to tented structures.
  - Drive through customers to follow route down to drive through bays.
  - service vehicles to follow drive through route around whole carpark.
  - All customers to follow single exit route

- Key—**
- Orange Arrow—Service Vehicles
  - Blue Arrow— Drive Through Customers
  - Yellow Arrow—Accessible Customers
  - Pink Arrow— Park and test Customers
  - Green Line— PED Barriers
  - Red Line— Heras fencing.
  - Purple Hatched area— Park and test area.
  - Orange Hatched area— Drive through customers

- Drive Through—**
- 15x9m Drive through Marquee
  - CN10
  - Sync set Generator compound.
  - 2no 20ft cabin offices.
- Accessible Test—**
- 6x6m Accessible Marquee
  - Disabled parking
- Park and Test—**
- 9x12m Park and Test Marquee
  - 12x12m Park and test Marquee
  - 20ft PPE Change Cabin
  - CN10 Maturation Cabin

- Site Compound—**
- 40ft LAB's
  - 6x6 Water Pillow
  - Sync set Generator compound
  - 20ft WC's
  - 6x6m welfare cabin
  - 9x15m marquee

		Cignpost Swabbing facility_Heathrow	
		FILE NAME	ISSUED 18/06/2021 JB
DVG NO		Heathrow T4 Cignpost	
REV		SCALE	
RevNo	Revision note	Date	Signature



General Notes

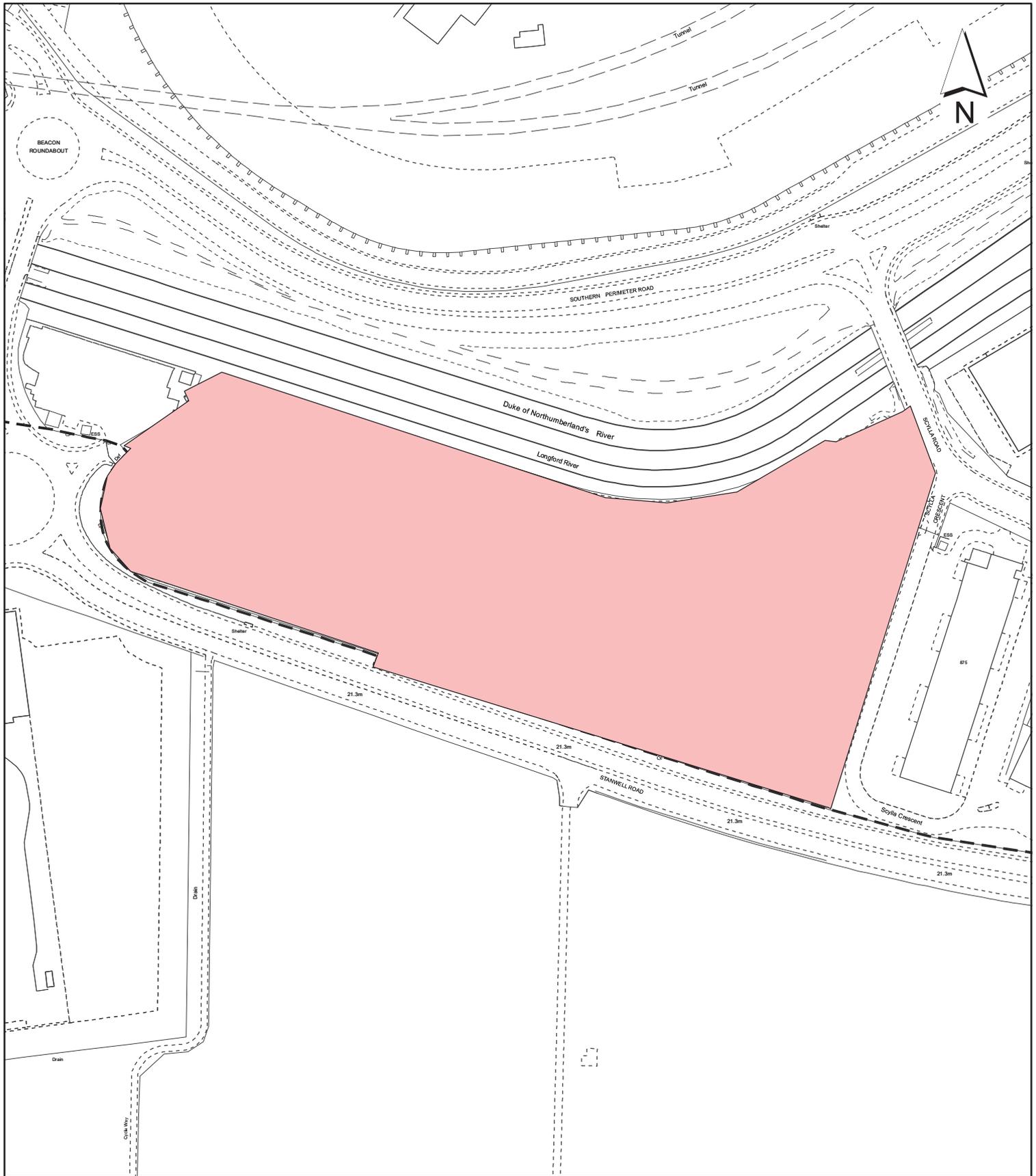
- Marquee with Ballast
- Toilet Block (4boy)
- Maturation Cabin
- PPF change Cabin
- Starf Seating
- Anti-climb Fencing
- Pedestrian Barrier
- 20' Office
- Synchronized Generators
- Sink Unit
- Kiosk
- Service Vehicles
- Drive Through Customers
- Park and Test Customers
- Accessible Customers

No.	Revision/Issue	Date

Site Name and Address  
 Cube Management  
 James Bromley

Project Name and Address  
 Heathrow T4  
 Swebbing Facility  
 Terminal 4  
 Long Stay CP

Project	Cignpost	Sheet	1
Date	27/05/2021	Scale	1:1000



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Site Address:

**Heathrow Airport Car Park**

Planning Application Ref:

**76510/APP/2021/2373**

Planning Committee:

**Major Page 81**

Scale:

**1:2,500**

Date:

**July 2021**

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

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



**HILLINGDON**  
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