



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

Councillor Steve Tuckwell (Chairman)
Councillor Henry Higgins (Vice-Chairman)
Councillor Adam Bennett
Councillor Darran Davies
Councillor Jas Dhot
Councillor Elizabeth Garelick
Councillor Tony Gill

Date: TUESDAY, 25 APRIL 2023

Time: 7.00 PM

Venue: COMMITTEE ROOM 5 - CIVIC CENTRE

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 or use a smart phone camera and scan the code below:



Published: Monday, 17 April 2023

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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

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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.

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Emergency procedures

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



A useful guide for those attending Planning Committees

Petitions, Speaking and Councillors

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

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

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

How the meeting works

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

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

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

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

The procedure will be as follows:-

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

How the Committee makes decisions

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

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

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

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

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting 1 - 10
- 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	3 Viveash Close, Hayes - 36678/APP/2021/3370	Hayes Town	Redevelopment of the site to erect a part 10 storey and part 11 storey residential led development comprising 127 flats and residents lounge with associated access (including Public Access Improvements) and landscaping works following demolition of existing light industrial building (Amended plans submitted 17/03/2023) Recommendation: Approve + Sec 106	11 – 106 172-191

7	Hyatt Place, 27 Uxbridge Road, Hayes – 2385/APP/2022/2952	Wood End	<p>Partial demolition of the existing building, followed by refurbishment, side extensions and upwards extensions, alongside erection of perimeter blocks around a podium level, to increase hotel capacity (Class C1) whilst introducing industrial uses (Class E(g)(ii) and E(g)(iii)) at ground and first floor level.</p> <p>Recommendations: Approve + Sec 106</p>	107-170 192-241
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PART I - Plans for Major Applications Planning Committee –
pages 171 - 242

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Minutes



Major Applications Planning Committee

29 March 2023

Meeting held at Committee Room 5 - Civic Centre

	<p>Committee Members Present: Councillors Steve Tuckwell (Chairman) Shehryar Ahmad-Wallana Adam Bennett Darran Davies Jas Dhot Elizabeth Garelick Tony Gill</p> <p>Ward Councillors Present: Councillors Roy Chamdal</p> <p>LBH Officers Present: Mandip Malhotra (Strategic and Major Applications Manager) Alan Tilly (Transport Planning and Development Manager) Glen Egan (Office Managing Partner - Legal Services) Ian Thynne (Planning Specialist Team Manager) Andrew Thornley (Principal Planning Officer) Christopher Brady (Principal Planning Officer) Steve Clarke (Democratic Services Officer)</p>
198.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Councillor Henry Higgins with Councillor Shehryar Ahmad-Wallana substituting.</p>
199.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
200.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting dated 22 February 2023 be agreed as an accurate record.</p>
201.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>

202.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE <i>(Agenda Item 5)</i></p> <p>It was confirmed that all items were in Part I and would be considered in public.</p>
203.	<p>LAND AT HARVIL ROAD - 77816/APP/2023/293 <i>(Agenda Item 6)</i></p> <p>Request for approval of Bringing into Use under condition imposed by Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017, for Schedule 1 Work No. 1/63, 169-71, and 1/73, for a temporary conveyor (1.805km in length) covering an area approx. 19.5 hectares, commencing at the approved HS2 West Ruislip Portal Construction compound and terminating at the South Treatment Area, 337m south-east of the bridge carrying Harvil Road over the Chiltern Main Line, including bridges over the rail siding opposite The Greenway, River Pinn, Breakspear Road South, and the Chiltern Railway.</p> <p>Officers introduced the item and gave a detailed presentation of the application giving an overview of the extensive negotiations that had taken place between officers and HS2. Members attentions was drawn to the addendum which highlighted a slight correction to the recommendation.</p> <p>The Committee sought clarifications on the impact that the development would have on wildlife along the bank. Officers noted that the ecological impact of the application in the area was limited as it was already contained within the pre existing Chiltern Railways train line development and would not significantly increase the impact on wildlife.</p> <p>Members queried what noise monitoring measures were in place and what HS2's responsibilities were if the noise levels were deemed too high. Officers confirmed that there were ten monitoring points recording noise levels and although HS2 would respond more to individual complaints regarding noise rather than incidents of noise going above any agreed levels, there were fortnightly meetings with HS2 where further measures could be implemented to mitigate noise.</p> <p>The application was proposed, seconded, and when put to a vote, unanimously approved.</p> <p>RESOLVED: That the application be approved.</p>
204.	<p>LAND AT HARVIL ROAD - 76459/APP/2022/3167 <i>(Agenda Item 7)</i></p> <p>HS2 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 the Harvil Road Realignment Works, covering a site area of 46,528.5m², including the Harvil Road Stream Underbridge (comprising wingwalls, parapets, box culvert and mammal ledge); earthworks associated with the highway embankments, access roads to the realigned Harvil Road, and the location of vehicle restraint systems and fencing; building works associated with the concrete weir and non-woven geotextile bags at the attenuation pond; earthworks associated with the attenuation pond area comprising swales, gabion baskets, access road; pedestrian access track; an attenuation pond and the</p>

location of fencing.

Officers introduced the item delivering a detailed presentation of the proposed development. The Committee noted that the pond was a vital piece of flood risk mitigation in the area and that this was a good example of where the Council had worked with HS2 Ltd to bring betterment to the Borough.

The application was proposed, seconded, and when put to a vote, unanimously approved.

RESOLVED: That the application be approved.

205. **MEADOW HIGH SCHOOL - 3348/APP/2023/138** (*Agenda Item 8*)

Erection of a two-storey academic building (Use Class F1), demolition of existing temporary modular structures and partial demolition of existing main teaching building to facilitate connections to the main school, redevelopment of external hard and soft landscaped areas and associated works.

The Committee received an in-depth overview of the application from officers noting that the construction phase was proposed to take place for 54 weeks from July 2023 to July 2024 and that the school was to remain operational for that time; it was also highlighted that Royal Lane was not proposed to be used for construction traffic, instead construction traffic would utilise Peel Way. It was confirmed that not all parking spaces along Peel Way were proposed to be suspended and that no parking spaces would be suspended in the evening, night or early morning hours; it was also clarified that there would be no parking suspension during weekends, public holidays or school holidays when construction traffic could use Royal Lane without disrupting the operation of the school. It had been acknowledged by the applicant that local residents had concerns over construction access via Peel Way and they had responded by reducing the number of hours required for a parking suspension scheme. Officers considered the proposals to be acceptable given the need for SEND places in the Borough and subject to a condition that a full and detailed construction management plan be submitted. The application was recommended for approval.

A petition had been received objecting to the application and a written statement from the lead petitioner was read out. Key points of the statement included:

- Residents of Peel Way and Benson Close by-and-large were not opposed to the Meadow School scheme itself and were sympathetic to its aims in helping children at the school.
- The main concern of petitioners was the proposal to route large construction vehicles down what was normally a quiet residential cul-de-sac.
- Another primary concern was the loss of parking on Peel Way for large parts of the construction period – a proposal that was deemed overly restrictive by residents despite the minor changes in the scheme now proposed.
- Recent proposals to use the Royal Lane entrance for construction traffic instead of Peel Way outside of term-time were welcomed and would provide respite for residents of Peel Way. However, residents felt unclear as to why there was a need to use Peel Way for construction traffic at all as previous construction projects at the school had been known to use Royal Lane.
- Petitioners deemed that the proposals to start the Peel Way parking suspension from 08:00, in contrast to the current residents scheme which began at 09:00, would be confusing for residents, and encouraged the Committee to explore the

possibility of limiting the suspension to between 09:00 and 17:00 in line with the current residents parking management scheme.

- Petitioners questioned the need for a year-long parking suspension when there would be relatively few of the largest articulated vehicles that need such restrictions, and most of those vehicles would only be needed at the start of the scheme.
- There were concerns that the volume of HGV traffic could cause road damage and petitioners sought assurances that the road would be repaired following completion of the works.

Councillor Roy Chamdal, Ward Councillor for Colham & Cowley, was in attendance and addressed the Committee. Key points raised included:

- Ward Councillors were not objecting to the application in principle, more the method of construction access; he went on to congratulate the residents for organising a petition.
- There were concerns over losing parking spaces on one side of Peel Way during large parts of the construction period and questioned whether it was absolutely necessary and unavoidable to use Peel Way for construction traffic.
- It was noted that many properties along Peel Way had dropped kerbs which would further limit the availability of spaces should one side of the road be restricted.

Councillor Ekta Gohil had submitted a written statement to be read to the Committee. Key parts of the statement included:

- The need for the application was completely understood and the High School was an asset to the community.
- It was requested that the Committee reevaluate the need to use Peel Way for construction vehicles. Peel Way was not a main road but rather a quiet residential street, enjoyed by many families. The use of Peel Way would drastically decrease the quality of life for residents, who would suffer from reduced parking on weekdays.
- Residents would also be burdened with the increased noise pollution and disturbances that come with large vehicles driving down the road.
- The Ward Councillor encouraged the Committee to explore the possibility of using Royal Lane for construction traffic.

The agent for the application was also present and noted that concessions had already been made in terms of the hours of parking suspension along Peel Way but suggested that 08:30 to 17:00 could be acceptable as this would fit in with the school run for residents along Peel Way whilst allowing an important half hour from 08:30 to 09:00 for the delivery of construction materials. The Committee extensively discussed whether the parking suspension could start at 09:00 to be in line with the current parking management scheme along Peel Way; it was understood that the 30-minute period before 09:00 was vital for the delivery of materials to the site. The Committee also discussed the proposed end of day parking suspension hours and whether the suspension needed to finish at 17:00. It was confirmed that the 17:00 time had already been conceded down from 18:00 and any further reduction would have a significant impact on the construction programme.

The Committee noted the importance of such a publicly benefiting project and a significance was placed on not jeopardising the coming online date. Members queried

the need to use Peel Way for construction traffic over Royal Lane; it was clarified that the location of the development site was adjacent to Benson Close and there would be difficulty in construction traffic gaining access to the site via the main school entrance on Royal Lane whilst the school was open. It was highlighted that there was a requirement for the school to remain operational during the construction period and the new development was required for the start of the 2024/25 academic year in September 2024.

The Committee questioned whether the farmland behind the school had been explored as a temporary means of access during construction. It was confirmed that this had been extensively explored but would have come at additional delays and cost to the project in facilitating access for HGVs. The agent confirmed that all options for access to the site had been thoroughly explored but the Department for Education's requirement for the development to be complete and ready by the autumn 2024 school term deemed that there was no room for delays whilst alternative access was constructed or facilitated. It was also explained that, in terms of construction access from Royal Lane, the multi-use games area at the school locked off the construction site, which was adjacent to Benson Close, from the Royal Lane entrance for larger vehicles.

Members queried what enforcement would be put in place at the top of Peel Way to stop construction vehicles from arriving earlier than expected on site. It was noted that the construction logistics plan would cover this and that there would be marshals onsite to ensure there was no lingering of the construction traffic. The Committee were assured that this would be a heavily managed project and that the Highways Authority had confirmed that Peel Way was the most appropriate form of construction access.

The Committee were minded to implement a mechanism to regularly review the need for the parking suspensions whilst offering the levels of confidence that the construction contractor would need.

A Member of the Committee moved to defer determination of the application for a site visit, however the proposal was not seconded and debate continued.

Members were assured that construction traffic would not be using the bottom of Peel Way or Benson Close as a turning circle and it was confirmed that there would be enough space on the Meadow School site for the construction vehicles to turn around and leave in a forward gear. Members sought to ensure this was adhered to by way of condition. The Committee also sought to add to the construction logistics plan that all construction vehicles would be Euro VI compliant and that there would be no idling within the site and on roads approaching the site. It was also agreed that condition 12 should include the addition of pollution absorbing trees to maximise carbon absorption.

Members attention was drawn to the additional conditions proposed within the addendum, which were agreed by the Committee. The Chairman also sought to sign off on the construction logistics plan. The officers recommendation, inclusive of the amendments discussed were moved, seconded, and when put to a vote, unanimously approved.

RESOLVED:

- 1) That the application be approved.**
- 2) That condition 5 be amended to state a 08.30am start time;**

	<p>3) That a condition be added to undertake a review of the parking suspension every 6 weeks;</p> <p>4) That condition 8 be amended to exclude construction traffic routing into Benson Close and to include signage to stop vehicles entering Benson Close;</p> <p>5) That condition 8 be amended to add the local road names for wheel washing;</p> <p>6) That condition 8 be amended to add no idling by construction vehicles;</p> <p>7) That condition 8 be amended to add the requirement for Euro VI compliant vehicles; and,</p> <p>8) That condition 12 be expanded to include pollution absorbing trees.</p>
206.	<p>MEADOW HIGH SCHOOL - 3348/APP/2023/419 (<i>Agenda Item 9</i>)</p> <p>Temporary redevelopment of site including removal of existing external spaces to provide a temporary two-storey academic building (Use Class F1).</p> <p>Officers introduced the application as a sister application to the previous item and gave an overview of the application and plans. The application was deemed to be acceptable in principle and officers recommended it for approval.</p> <p>The Committee noted that there was no petition in received in relation to this application. Members received assurances that all traffic for the proposals would be taken via Royal Lane and would not impact on the residents of Peel Way. Regarding timescales of the project, it was confirmed that the unit was required for the start of the autumn 2023 school term.</p> <p>The officers recommendation was moved, seconded, and when put to a vote, unanimously approved.</p> <p>RESOLVED: That the application be approved.</p>
207.	<p>DENVILLE HALL - 924/APP/2022/3603 (<i>Agenda Item 10</i>)</p> <p>Ahead of the commencement of this item, at 09:03PM, the Committee adjourned for a five minute comfort break. The Committee reconvened at 09:10PM.</p> <p>Demolition of no. 48 and no. 60 Ducks Hill Road, garage and wooden storage unit and the erection of three new buildings comprising of 12 assisted-living units (Class C2), proposed ancillary communal space, including cafe and restaurant, external connecting link building, landscaping and external works.</p> <p>Officers introduced the application and gave an overview of the proposed development noting that the scheme would provide much needed additional care home provision in the Borough. The application was recommended for approval.</p> <p>By way of verbal update, officers proposed additional text to ensure the low lighting was to feature automatic switch off. The officers recommendation, inclusive of the</p>

	<p>verbal update given, was moved, seconded, and when put to a vote, unanimously approved.</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1) That the application be approved; and, 2) That additional text be included to ensure the low lighting was to feature automatic switch off.
208.	<p>MAPLE AND POPLAR DAY CENTRE - 43762/APP/2022/3588 (<i>Agenda Item 11</i>)</p> <p>Item 13 was heard ahead of this item.</p> <p>Minor material amendment to revise Conditions 2 (Approved Plans), 3 (Compliance with Supporting Documentation), 6 (Landscaping Scheme) and 20 (Revised balcony siting / obscure glazing) of planning permission ref. 43762/APP/2018/396, dated 12-04-2018 for 'Demolition of vacant Maple and Poplar Day Centre and construction of 34 residential units' (as amended by 43762/APP/2022/1639 dated 21st June 2022 and 43762/APP/2023/573 dated 02-03-2023) in order to allow the re-siting, internal and external changes, including a new floor to the northern block and the reconfiguration of the car parking and landscaping layout on the wider site.</p> <p>Officers introduced the application and gave an overview of the proposals highlighting that the application was recommended for approval. The officers recommendation was moved, seconded, and when put to a vote, unanimously approved.</p> <p>RESOLVED: That the application be approved.</p>
209.	<p>FORMER VICTORIA PH, NORTH HYDE ROAD - 21432/APP/2021/4649 (<i>Agenda Item 12</i>)</p> <p>Demolition of existing buildings and erection of 2 blocks of flats comprising 38 units (7 x studio, 6 x 1-bed, 14 x 2-bed and 11 x 3-bed) with 2 disabled parking spaces and vehicular access off North Hyde Road and rear garage court areas accessed from Sandow Crescent.</p> <p>Officers introduced the item and gave a detailed presentation of the proposed development highlighting that the application was recommended for approval.</p> <p>The Committee sought to ensure that condition seven was amended to included reference to the use of sensors and automatic switch-off lighting. The officers recommendation, inclusive of the amendment discussed, was moved, seconded, and when put to a vote, unanimously approved.</p> <p>RESOLVED:</p> <ol style="list-style-type: none"> 1) That the application be approved; and, 2) That condition seven be amended to include reference to automatic switch-off lighting.

210. **MURRAY ENGINEERING, SILVERDALE ROAD - 12795/APP/2021/1584** (*Agenda Item 13*)

This item was heard ahead of item 11.

Demolition of a two-storey building and associated structures (Use Class E(g)(iii)) and the erection of a replacement six-storey (plus basement) mixed-used building with industrial floorspace (Use Classes B2, B8, E(g)(ii), and (iii)) at basement and ground floor level with residential uses (Use Class C3) above, together with associated car parking, cycle parking, refuse areas and mechanical plant.

Officers introduced the application and gave a detailed overview of the proposals noting that, although there was a slight reduction in industrial floorspace, the quality of the space was higher and was deemed acceptable. The application was recommended for approval.

The Committee discussed the possibility of removing Use Class B2 from the site however officers noted that, due to the constraints upon the space with limited access and a relatively low floor to ceiling height, it was unlikely that heavy and loud machinery would be installed in the industrial space. It was also noted that condition 16 had restricted the uses of the space which included a restriction of the use of the space as a retail unit.

Members discussed the types of vehicles that would be accessing the site for deliveries and servicing. It was confirmed that the transport officer would consider limiting the maximum size of vehicle that could service the site. The Committee also sought to add a condition that a basement impact assessment was carried out to secure appropriate details.

The Committee discussed the operational hours of the industrial space considering the adjacent residential units. It was decided that 24-hour operation of the unit would be permitted but the delivery and servicing of goods would be restricted to only take place during sociable hours.

The officers recommendation, inclusive of the amendments discussed, was moved, seconded, and when put to a vote, unanimously approved.

RESOLVED:

- 1) That the application be approved;**
- 2) That officers would explore limiting the maximum size of vehicle that could service the site;**
- 3) That a condition be added to secure a basement impact assessment; and,**
- 4) That the delivery and servicing of goods was to be restricted to only take place during sociable hours.**

The meeting, which commenced at 7.00 pm, closed at 10.07 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Democratic Services on 01895 250636 or email (recommended): democratic@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.

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Report of the Interim Director of Planning, Regeneration & Public Realm

Address 3 VIVEASH CLOSE HAYES

Development: Redevelopment of the site to erect a part 10 storey and part 11 storey residential led development comprising 127 flats and residents lounge with associated access (including Public Access Improvements) and landscaping works following demolition of existing light industrial building (Amended plans submitted 17/03/2023)

LBH Ref Nos: 36678/APP/2021/3370

Drawing Nos: 2142-ExA-10-ZZ-DR-L-0102 Rev P1
PL-(04) - 903_01
22040-GAA-ZZ-XX-DR-T-2202 Rev P0
22040-GAA-ZZ-01-DR-T-2002 Rev P0
22040-GAA-ZZ-02-DR-T-2003 Rev P0
22040-GAA-ZZ-03-DR-T-2004 Rev P0
22040-GAA-ZZ-08-DR-T-2005 Rev P04.0
210599-CPW-XX-XX-RP-M-320005_Rev /
210599
Waldrams Rebuttal Daylight and Sunlight Comments
22040-GAA-ZZ-GF-DR-T-1001 Rev P01.0
22040-GAA-ZZ-ZZ-DR-T-1004 Rev P01.0
22040-GAA-ZZ-XX-DR-T-2102 Rev P0
PL-(04) - 902 Rev 01
2142-ExA-00-ZZ-DR-L-0101 Rev P1
22040-GAA-ZZ-10-DR-T-2006 Rev P0
EX - PL -(03) - 100 Rev 01
22040-GAA-ZZ-XX-DR-T-2103 Rev P0
DEM-PL-(03)-100 Rev 01
A -PL-(03) -300A Rev 0
A -PL-(03) -300B Rev 02
A -PL-(03) -301 Rev 03
Revised Redloft FVA December 2021
Urban Greening Factor Assessment
Urban Greening Factor Plan
Waldrams Daylight and Sunlight Updated Report Including AY Rebuttal
GL Hearn TVIA Feb 2021
Thames Water Pre-Development Capacity Letter
SUDS rebuttal from agent
2142_ExA_DAS
Construction Management Plan Tatehilnde
P3056J2322 June 2021
Framework Construction Traffic Management Plan
Framework Delivery and Servicing Management Plan
Framework Residential Travel Plan
Infrastructure and Utilities Assessment.
Statement of community involvement
210599-CPW-XX-XX-RP-M-0001
GL Hearn TVIA August 2021
Synergy 20 7 393 July 2021

Ref: 20 7393 August 2021
 Ref: 20-7393 Rev A - August 2021
 JCH01418
 L20068 August 2021
 22040-GAA-ZZ-XX-DR-T-2104 Rev P0
 22040-GAA-A1-XX-SA-A-0001 Rev P0
 Daylight and Sunlight Report Addendum
 Gateway 1 form 17-03-2023
 Updated Fire Strategy Rev 1
 15419_L11_006 DAS
 2142-ExA-00-ZZ-DR-L-0102 Rev P1
 2142-ExA-10-ZZ-DR-L-0100 Rev P1
 2142-ExA-10-ZZ-DR-L-0101 Rev P1
 Amended FVA (redloft) 29 March 2021
 22040-GAA-ZZ-XX-DR-T-2101 Rev P0
 22040-GAA-ZZ-06-DR-T-1005 Rev P0
 22040-GAA-ZZ-RF-DR-T-2007 Rev P0
 Planning Statement Rev 2
 Patrick Parsons FRA L20068
 Sustainability appraisal
 Motion Transport Statement
 WLCS 20-7393 - 3
 JAC27337
 22040-GAA-ZZ-XX-DR-T-2201 Rev P0
 Appendix 9 Drainage and Water plan
 22040-GAA-ZZ-GF-DR-T-2001 Rev P0
 22040-GAA-A1-XX-SA-A-0002 Rev P0
 22040-GAA-ZZ-01-DR-T-1002 Rev P0
 22040-GAA-ZZ-02-DR-T-1003 Rev P0
 22040-GAA-ZZ-08-DR-T-1006 Rev P0
 220706_ExA_2142 DAS_Play Strategy
 A-EX-PL-(05) - 100_00 rev 01
 2142-ExA-00-ZZ-DR-L-0100 Rev P1
 EX-PL-(02)-100 Rev 01
 15489-A-PL-(03) - 012 Rev 02
 20 7393 Rev. A

Date Plans Received:	06/09/2021	Date(s) of Amendment(s):	12/01/2022
Date Application Valid:	01/12/2021		02/12/2021
			12/07/2022
			06/04/2023
			01/02/2022
			06/09/2021
			23/09/2021
			25/01/2022
			07/07/2022
			17/03/2023
			04/01/2022
			03/03/2022

Major Applications Planning Committee - 26th July 2022
PART 1 - MEMBERS, PUBLIC & PRESS

DEFERRED ON 6th April 2023 FOR FURTHER INFORMATION .

This application was presented to the Major Applications Planning Committee on 26-07-22, where members agreed with the officer's recommendation to approve the application, subject to minor changes to the conditions (which were delegated to officers to complete), completion of the S106 legal agreement and Stage 2 referral to the GLA.

On 22-12-22, a Stage 2 referral to the GLA was submitted. However, the GLA has since confirmed that they cannot validate any stage 2 referral for residential developments that do not conform to the pending changes to the Fire Safety Regulations due to be adopted in the Summer of 2023. These changes will require all residential developments above 18 or 30 metres (the trigger height is yet to be confirmed) to be designed with more than one means of escape per core. Upon receiving confirmation that the GLA will not validate the Stage 2 referral the applicant has submitted a set of revised plans which now provide more than one means of escape per core. The details of these changes are set out below and within the body of this amended committee report.

The applicant has also proposed minor amendments to the internal spaces and facades, which are expected during the more detailed design stages. The detailed design stage usually takes place post-determination, and changes would be resolved by submitting an S73 or a non-material amendment application. In this instance, the applicant has taken a common sense approach by capturing all of the changes to date within this revised submission. This will minimise the need for further applications post-determination of this application.

The proposed list of amendments for consideration is summarised below:

1. The refuse bins and bikes have been re-positioned at the ground floor level. This was required by the council's waste management service to create separate bin and cycle stores for the tenures/cores.
2. At the ground floor level, the resident's lounge has been reduced in size to reduce the service charge for future occupiers.
3. The substation has been moved to where the switch room was located as a floor-to-ceiling height of 6m was required to install the substation.
4. From the 1st to 10th-floor levels, a connecting corridor has been provided between each core to ensure there are two means of escape which is now required to meet fire regulations. The arrangement of the flats in this location has been adjusted to cater for this access.
5. Removal of the canopy at the roof level to provide more external amenity space, reduce service charges for residents and improve fire safety by enabling a secure secondary means of escape for residents on this level, as occupants will have access to both stair cores.
6. Relocation of the communal Air Source Heat Pump plant to the 10th-floor plant area as the basement plant area's height was insufficient. As the basement level is no longer required, it has been removed.
7. Removal of the ramp to the basement on the north elevation.
8. Extension of the solar PV array on the 11th-level roof.
9. A change of material from glass to metal for the balustrade on the 10th-floor communal terrace.
10. Replacement of terracotta cladding for light-grey brickwork on Southwest/Northeast elevations.
11. Minor alterations to internal layouts to accommodate riser and Automatic Opening Vent (AOV) designs, the required lift size designs, and M4(3) requirements.
12. As a result of the internal changes to link the two residential cores and provide more than one means of escape for occupants, the unit mix has changed from 38 x 1 bed, 57 x 2 bed and 32 x 3 bed units to 41 x 1 bed, 56 x 2 bed and 30 x 3 bed units.

ADDITIONAL CONSULTATION

A 14 re-consultation was issued on 22-03-23 and expired on 05-04-23. There have been no additional comments received from external or internal consultees.

ASSESSMENT OF NEW INFORMATION

UNIT MIX

The internal changes to extend the corridors to link both cores together assists with fire safety concerns and create two means of escape for the residential occupants. To facilitate this change, some of the units indicated as 2-bedroom units have been reduced to 1-bedroom units which is regrettable. However, the number of 3-bedroom units would be 23.6%, above the 20% provision required to be delivered per the council's most recent housing needs assessment.

AFFORDABLE HOUSING

Whilst there is a change to the proposed unit mix, the applicant has committed to providing the same level of affordable housing as the Major Applications Committee agreed on 26-07-22. This will be secured by way of a legal agreement which has already been drafted.

ENERGY AND OVERHEATING

A revised Energy & Sustainability Assessment and Overheating Assessment have been submitted. Regarding the Energy Assessment, the methods of on-site mitigation, namely the use of PV panels and Air Source Heat Pumps (ASHP), remain the same. The PV Panel provision on the eleventh floor, which is the rooftop level, has been increased, increasing the PV level output. This has resulted in an increase in on-site savings from 56% to 67% and a reduction in the off-site contribution to £102,885.

Regarding Overheating, the amended Overheating Assessment was submitted to the GLA for review dated 08-03-23. The GLA Case Officer has confirmed in writing that the document is insufficient to demonstrate compliance with the Approved Document Part O therefore a condition pertaining to the submission of further details post-determination is required.

INTERNAL AND EXTERNAL LIVING STANDARDS

The revised floor plans demonstrate that each unit complies with the minimum space standards within London Plan Policy D6 and Local Plan Part Two Policy DMHB 16. The proposal would also involve some minor internal amendments to the communal areas, such as reducing the size of the resident's lounge. The substation has also been moved to where the switch room has a floor-to-ceiling height of 6m required to install the substation and minor changes to the bike store and bin locations. It should be noted that the proposal keeps the existing number of bins or bike stands. These are relatively minor amendments that would not impact the residential amenities of future occupants. They are considered non-material and, therefore acceptable.

DAYLIGHT AND SUNLIGHT

The applicant has submitted a revised Daylight and Sunlight Report Addendum supporting the proposed changes. The previous layouts saw 66% of rooms meeting their daylight target value and 47% of units meeting the sunlight target. The new arrangements have 68% of rooms meeting the daylight target and 48% of units meeting for sunlight. Therefore, the redesigned layouts have improved the daylight and sunlight provision within the scheme. Furthermore, removing the cover over the 11th-floor communal amenity space would allow this to become a naturally lit area to benefit future occupants. The proposed changes improve residential amenities and are therefore considered acceptable. Minor alterations to internal layouts are proposed to

accommodate riser and AOV designs, the required lift size designs, and M4(3) requirements.

PRIVATE AMENITY SPACE

The proposal does not seek to amend the level of provision or location. The only change is to remove the cover over the 11th communal amenity area, which, as stated above, is acceptable.

FACADE TREATMENT

Finally, the applicant proposes replacing the terracotta cladding with light-grey brickwork on Southwest/Northeast elevations. The elevations would benefit from a mix of different brick colours and types which will help retain the visual interest that the terracotta cladding would have provided. In addition, the alternating bricks would reduce the appearance of the bulk scale and massing of each elevation. This change is acceptable in principle however further material details will need to be submitted and a condition pertaining to the submission of additional information is required.

FIRE SAFETY

As stated above the main requirement for these changes is to address the pending changes to the Fire Safety Regulations, which have been anticipated for some time (12+ months). The Mayor's decision to not progress any schemes involving a tall residential building of 30 metres or more with a single staircase is new. It follows ongoing collaborative discussions with the London Fire Brigade. A position statement issued by the National Fire Chiefs Council in December 2022 and a consultation carried out by DLUHC that began in December 2022 signalled the imminent changes to the Building Regulations.

Although not formally adopted, the council considers Fire Safety matters extremely important and has worked proactively with the applicant to ensure this residential development adheres to the pending Fire Safety requirements. A set of revised plans have been submitted, extending the internal corridors to meet the staircase of both cores, thus creating two means of escape for both residential cores (effectively, each core is served by two staircases). As such, the proposal now complies with the pending changes to the Fire Safety Regulations. These changes have been informally discussed with the GLA Case Officer, who has not objected.

CONCLUSION

To conclude, Officers have reviewed the additional information provided, which results in improvements to the scheme which members approved dated 26-07-22 regarding Daylight and Sunlight, Fire Safety and Energy Efficiency. Although the unit mix has changed, the overall number of units to be delivered remains at 127, and there has been no change to the affordable housing provision.

The Officer recommendation on this application remains for APPROVAL subject to the imposition of the conditions, completion of a legal agreement and a Stage 2 referral to the GLA

1. SUMMARY

Full planning permission is sought for the redevelopment of the site to erect a part 10-storey and part 11-storey residential-led development comprising 128 flats and a 122 sqm commercial space/resident's lounge (Class E) with associated access (including Public Access Improvements) and landscaping works following the demolition of the existing light industrial building.

The proposed development would provide 31 social-rent units and 13 intermediate units, equating to 35% affordable housing, in accordance with Hillingdon Local Plan Policy DMH7. Although this does not meet the 50% affordable housing target set for former

industrial sites, stated under Policy H5 of the London Plan (2021), it would positively contribute to meeting the council's affordable housing needs and is notably supported by the council's Housing Team. It is also agreed that this affordable housing offer is the maximum viable, affordable housing provision possible with the tenure that best meets the needs of the Borough. If approved, this would be secured by the Section 106 legal agreement, alongside an Early and Late Stage Viability Review.

Regarding the agent of change principle, it is noted that the nearest commercial units to the site are in the neighbouring area (4 Viveash Close). The applicant has submitted a noise assessment, which was reviewed by an independent consultant appointed by the council. The applicant's noise assessment needed to be revised to demonstrate that the proposals would meet policy requirements. Conditions are also proposed to control plant noise and sound insulation/control. Subject to these conditions, the proposal would accord with Policies D13 and D14 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

The proposed part 10-storey, part-11-storey building blocks are viewed within the context of an urban/suburban area, which comprises a mix of characteristics but crucially features existing and consented buildings of a similar bulk, scale and massing located within the former Nestle site and wider Hayes Opportunity Area. The proposed development's scale and mass are considered acceptable based on the immediate surrounding context.

Based on a proposal for 41 x 1 bed, 56 x 2 bed and 30 x 3-bed units, the proposed development would require approximately 3,120 square metres of private amenity space.

The submitted plans provide the following:

- 1,177.37 square metres of private amenity space via balconies;
- 564.92 square metres will be provided via a residential courtyard to the south at ground level, the rooftop amenity space on the 10th floor and the running track to the north of the building.

The above provisions total 1,742.29 sqm square metres of amenity space, resulting in a shortfall of approximately 1,378 sqm. However, in determining a previous appeal scheme on this site, the planning inspector dismissed the council's reason for refusal relating to the lack of policy-compliant levels of amenity space. Paragraphs 13 and 14 of the inspector's decision concluded that the quality of the spaces combined with a contribution agreed upon for local park improvements is acceptable. The current applicant has agreed on a suitable open space contribution, which will be secured through the s106 agreement.

The proposed development would provide seven disabled accessible parking spaces and is therefore considered to be a car-free development. The application site has a PTAL rating of 4 and is about 600 metres (9 min walk) from Hayes and Harlington Station with four bus stops within a 400-metre radius. The application site is well-connected. If recommended for approval, several planning obligations would be secured by Section 106 legal agreement and would contribute to mitigating any impacts that may arise from the proposed use. This includes a travel plan, a contribution towards a Parking Management Scheme Review, parking permit restriction and Active Travel Zone improvements. Subject to securing these measures, the proposal is considered acceptable concerning its impact on the local highway network.

Taking all relevant material planning considerations into account, including the previous appeal decision, the proposed development is considered acceptable regarding its impact on neighbour amenity, access, security, highways, landscaping, ecology, refuse, energy,

flooding, noise and contaminated land.

In summary, the proposed development is considered a suitable use of the site. The proposal is deemed to meet the site allocation requirements and integrate with surrounding redevelopment proposals. The application is therefore recommended for approval subject to recommended planning conditions, a Section 106 legal agreement and Stage 2 Mayoral referral.

2. RECOMMENDATION

That delegated powers be given to the Interim Director for Planning, Regeneration and Public Realm to GRANT planning permission subject to the following:

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

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

1. A s278; Highway works needed to facilitate highway improvement works along Viveash Close

2. Air quality damage cost £7,637

3. Employment Strategy and Construction Training: Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.

4. Canals and Rivers Trust £25,000 towards towpath surfacing, wayfinding, planting and public realm improvements

5. TFL healthy streets contribution of £85,860

6. LBH highway improvement works comprising:

-£196,000 relating to resurfacing of the footways and replacement of kerbs along Viveash Close;

-£8,000 for the delivery of a parking management scheme; and

-£15,000 towards the Santander Cycle scheme.

7. Travel Plan: An amended Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured.

8. Implementation of a new boundary treatment agreed between the Owner of 3 Viveash Close and the land owner of the former Nestle Site (Block E) and the removal of the closed boarded fence between the two sites, or otherwise agreed with the local planning authority;

- 9. Provision of new street lighting along the full length of Viveash Close.**
- 10. Restriction upon future residents preventing them from obtaining an on street parking permit within the existing adjoining Parking Management Scheme and any future expanded Scheme**
- 11. Open space contribution £169,500**
- 12. Health contribution of £69,098**
- 13. Affordable Housing: Planning obligation for an on-site provision of 31 no. Social Rent units, comprising 4 no. 1-bed , 17 no 2-bed, 10 no 3-bed and 13 intermediate units which comprises of 3 no.1-bed, 6 no. 2-bed and 4 no 3-bed. This shall include an Early and Late Stage Viability Review mechanism as defined by Policy H5 of the London Plan (2021).**
- 14. Carbon off-set contribution of £102,885**
- 15. Financial contribution towards child play space £19,840**
- 16. 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.**

C) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the review and preparation of the legal agreement and any abortive work as a result of the agreement not being completed.

D) That Officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval and any changes requested by the GLA.

E) If the Legal Agreements have not been finalised within 6 months (or such other time frame as may be agreed by the Interim Director of Planning, Regeneration and Public Realm), delegated authority be given to the Interim Director of Planning, Regeneration and Public Realm to refuse planning permission 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 DME1 7, 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.'

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

1 RES3 Time Limit

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

REASON

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

2 RES4 Accordance with Approved Plans

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

2142-ExA-00-ZZ-DR-L-0100 Rev P1
2142-ExA-00-ZZ-DR-L-0101 Rev P1
2142-ExA-00-ZZ-DR-L-0102 Rev P1
2142-ExA-10-ZZ-DR-L-0100 Rev P1
2142-ExA-10-ZZ-DR-L-0101 Rev P1
2142-ExA-10-ZZ-DR-L-0102 Rev P1
22040-GAA-ZZ-10-DR-T-2006 Rev P03
22040-GAA-ZZ-RF-DR-T-2007 Rev P02
22040-GAA-ZZ-XX-DR-T-2101 Rev P01
22040-GAA-ZZ-XX-DR-T-2102 Rev P01
22040-GAA-ZZ-XX-DR-T-2103 Rev P01
22040-GAA-ZZ-XX-DR-T-2201 Rev P01
22040-GAA-ZZ-XX-DR-T-2202 Rev P01
22040-GAA-ZZ-XX-DR-T-2203 Rev P01
22040-GAA-ZZ-XX-DR-T-2204 Rev P01
22040-GAA-ZZ-01-DR-T-2002 Rev P03
22040-GAA-ZZ-02-DR-T-2003 Rev P03
22040-GAA-ZZ-03-DR-T-2004 Rev P03
22040-GAA-ZZ-08-DR-T-2005 Rev P04.01
22040-GAA-ZZ-GF-DR-T-2001 Rev P03
22040-GAA-A1-XX-SA-A-0002 Rev P01
22040-GAA-ZZ-01-DR-T-1002 Rev P01
22040-GAA-ZZ-02-DR-T-1003 Rev P01
22040-GAA-ZZ-06-DR-T-1005 Rev P01
22040-GAA-ZZ-08-DR-T-1006 Rev P01
22040-GAA-ZZ-GF-DR-T-1001 Rev P01.01
22040-GAA-ZZ-ZZ-DR-T-1004 Rev P01.01
22040-GAA-ZZ-XX-DR-T-2104 Rev P02

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

3 RES5 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:

20 7393 Rev. A : Noise and Vibration Impact Assessment
Amended FVA (redloft) 29 March 2022
220706_ExA_2142 DAS_Play Strategy
Appendix 9 Drainage and Water plan
DEM-PL-(03)-100 Rev 01 : Demolition Plan
SUDS rebuttal from agent
Thames Water Pre-Development Capacity Letter
Waldrams Daylight and Sunlight Updated Report Including AY Rebuttal
Daylight and Sunlight Report Addendum 10 March 2023
Urban Greening Factor Plan 24 January 2022
Exterior Architecture Urban Greening Factor Assessment
15419_L11_006 DAS
Gateway 1 form 17-03-2023
Updated Fire Strategy Rev 1 February 2023
Planning Statement Rev 2 November 2021
210599-CPW-XX-XX-RP-M-320005_Rev A : Revised overheating assessment
210599 : Revised energy and sustainability statement
22040-GAA-A1-XX-SA-A-0001 Rev P06
Infrastructure and Utilities Assessment. August 2021
Framework Residential Travel Plan 26/08/2021
Framework Delivery and Servicing Management Plan 26/08/2021
Framework Construction Traffic Management Plan 26/08/2021
P3056J2322 June 2021
Construction Management Plan Tatehilnde
2142_ExA_DAS Landscaping DAS
GL Hearn TVIA August 2021
210599-CPW-XX-XX-RP-M-0001
Statement of community involvement
Synergy 20 7 393 July 2021 Preliminary Ecological Appraisal Report.
L20068 August 2021 Drainage Strategy
JCH01418 Built Heritage Statement
Ref: 20-7393 Rev A - August 2021 Arboricultural Impact Assessment 2 (AIA2)
Ref: 20 7393 August 2021 Synergy Air Quality Assessment
Patrick Parsons FRA L20068
Sustainability appraisal August 2021
Motion Transport Statement 26/08/2021
WLCS 20-7393 - 3 Whole lifecycle carbon statement
JAC27337 Archaeological Desk Based Assessment

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan Part 1 (2012), Part 2 (2020) and the London Plan (2021).

4 RES7 Materials (Submission)

No development shall take place above ground level until details of all materials and external surfaces, , including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

photographs/images.

REASON

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

5 RES10 Tree to be retained

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

Remedial work should be carried out to BS 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

6 RES8 Tree Protection

Prior to above ground level works a tree protection plan shall be submitted 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)

7 RES9 Landscaping (car parking & refuse/cycle storage)

Prior to above ground level works a revised landscaping scheme shall submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

- 1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate, to include pollution absorbing trees.
- 2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage for 126 bikes
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts for 7 disabled accessible spaces(including demonstration that 2 spaces are served by active and a further 2 passive electrical charging points)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (such as play equipment and furniture)
- 3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs
- 4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 5. Schedule for Implementation
- 6. Other
 - 6.a Existing and proposed functional services above and below ground
 - 6.b Proposed finishing levels or contours

7. Details of balcony screening

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 12, DMHB 14, DMEI 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policy G5 of the London Plan (2021).

8 NONSC Radar mitigation

Prior to the commencement of development, a radar mitigation strategy shall be submitted to and approved in writing by the Local Planning Authority in consultation with NATS and HAL.

The approved Strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented in full and in accordance with the approval.

Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment in the interests of aircraft safety in accordance with Policy DMAV 1 of the London Borough of Hillingdon Local Plan : Part 2 - Development Management Policies (2020).

9 NONSC Crane operation plan

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

- cranes and other tall construction equipment (including the details of obstacle lighting)

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

REASON:

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

10 NONSC Construction logistics

Prior to the commencement of development a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. This plan shall consider the cumulative impacts of construction traffic and provide details of likely construction trips generated, and mitigation proposed. Details should include:

- i) site access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours) as well as ensuring access to the station is maintained at all times throughout the construction phases.
- ii) vehicular routes;
- iii) scope for load consolidation in order to reduce the number of road trips generated; and
- iv) measures to improve safety to vulnerable road users.

The approved details shall be implemented and maintained throughout the duration of the

construction process.

REASON

To reduce the impacts of construction on the surrounding highway network and to safeguard the amenity of surrounding areas in accordance with Policy DMT 2 of The Local Plan: Part 2 - Development Management Policies (2020) and the London Plan (2021).

11 NONSC Servicing and delivery

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

- i) rationalise the number of delivery and servicing trips, particularly during peak traffic periods;
- ii) ensure there is provision of adequate loading facilities;
- iii) ensure that the delivery space and time is actively controlled through a site booking plan; and
- iv) Provide details of measures which will be implemented to reduce neighbourhood impacts.

Operators should also be able to demonstrate their sustainability through membership of the Freight Operators Recognition Scheme (FORS) or similar.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy DMT1 and DMT2 of the Local Plan: Part Two - Development Management Policies (2020).

12 NONSC Parking management

Prior to the occupation of the development a parking management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of how the proposed parking spaces will be managed and retained for use by residents for the lifetime of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy DMT 6 of the Hillingdon Local Plan Part Two 2 (2020) and Policy T6 of the London Plan (2021).

13 NONSC Low emissions strategy

Prior to above ground level works a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:

- 1) secure compliance with the current London Plan (March 2021) and associated Planning Guidance requirements
- 2) the implementation of a fast electric vehicle charging bay. This is to be implemented above the minimum number of charging points required in the London Plan.
- 3) Produce a robust Travel Plan with a clear and effective strategy to encourage staff / users to
 - a) use public transport;
 - b) cycle / walk to work where practicable;
 - c) enter car share schemes;
 - d) purchase and drive to work zero emission vehicles.

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

development.

Reason

As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DMEI 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

14 NONSC Dust emissions plan

No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason:

Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

15 NONSC Air quality 1

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

Reason:

Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

16 NONSC Air Safeguarding

No construction work shall be carried out above 10m AGL unless and until the approved Radar Mitigation Scheme has been implemented and the development shall thereafter be operated fully in accordance with such approved Scheme.

REASON:

In the interests of aircraft safety and the operations of NATS En-route PLC

17 NONSC External lighting

No external lighting related to the development hereby permitted shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning.

REASON

In the interests of the protection of the biodiversity of the Blue Ribbon Network in accordance with Policy EM7 of the Local Plan Part 1, Policy DMEI 7 and DMEI 8 of the Hillingdon Local Plan Part 2 (2020).

18 NONSC Bird hazard management

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

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

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

REASON

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

19 NONSC Noise

The development shall not be occupied until full and final details are provided to, and approved by, the Local Planning Authority of the sound insulation scheme(s), and any other control measures, such that ambient sound levels are no higher than the relevant internal targets within the current version of the ProPG: Planning & Noise accounting for both ventilation and overheating conditions, and to minimise levels within external amenity areas as far as practicable. The measures shall take into account the ventilation and overheating control strategy/strategies, with any sound generated within the development by associated plant controlled to not exceed relevant targets, such as those within the current version of the Acoustics, Ventilation and Overheating Residential Design Guide.

REASON:

To safeguard the amenity of the occupants of the development in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan : Part Two - Development Management Policies (2020)

20 NONSC Noise 2

The development shall not be occupied until details are provided to, and approved by, the Local Planning Authority of any building services plant that would result in sound emitted externally, together with details of any required noise control to safeguard the amenity of the occupants of both the scheme and the neighbouring dwellings. The plant shall be selected and installed so as to limit sound externally to a practicable minimum, and, where required (due to risk of noise impact), the plant and background sound levels should be determined and assessed in accordance with the Council's Noise SPD (2006) and the current version of BS 4142.

REASON:

To safeguard the amenity of the occupants of the development in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and

Policy DMHB 11 of the Hillingdon Local Plan : Part Two - Development Management Policies (2020)

21 NONSC Energy monitoring

Prior to occupation, a detailed monitoring and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall provide full details of how the carbon savings set out in the energy strategy shall be monitored with details of how and when these will be reported to Local Authority. The submitted report shall demonstrate the carbon reduction proposals have been implemented and that the development is compliant with the savings set out in the energy strategy. Measures to remedy any shortfall in carbon savings will be required. The development must be operated in accordance with the approved plan.

REASON

To ensure the development contributes to a reduction in CO2 emissions in accordance with Policy S12 of the London Plan (2021)

22 NONSC Energy

Prior to above ground works, a detailed energy assessment shall be submitted to and approved by the Local Planning Authority. The assessment shall detail the plans and specifications for the 'be clean' and 'be green' technology solutions set out in the outline energy strategy (Couch Perry Wilkes, August 2021). The details shall include type, size and location of the heat pumps including an appraisal of the associated noise and vibration. The scheme shall detail the type and size of PV panels including their pitch and orientation. The assessment shall then ensure there is a comprehensive presentation of the reduction in carbon associated with the 'be lean', 'be clean' and 'be green' including making a clear allowance for the electricity demand of the air source heat pumps. The assessment shall show a minimum saving of 67%% of CO2 from the baseline development (2013 building regulations) as modelled and presented in the outline energy strategy. Any shortfall in this target shall be subject to an offsite contribution. The development must proceed in accordance with the approved plans and specification.

Reason

To ensure the development achieves zero carbon in accordance with policy S12 of the London Plan (2021).

23 NONSC Fire Safety

Prior to above ground level works a revised Fire Safety Strategy shall be submitted and approved in writing by the Local Planning Authority in consultation with the London Fire Brigade.

REASON

To ensure that the development meets Fire Safety Standards in accordance with policy D12 of the draft London Plan (2021)

24 NONSC Secured by design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to

consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Hillingdon Local Plan Part 2 policy DMHB 15 and London Plan (2021) D11.

25 NONSC Details of drop off point

Prior to the commencement of any construction on site, details of a conveniently located drop-off point for taxis, hospital transport, and other door-to-door transport services, in accordance with London Plan policy D7, as set out in Approved Document M to the Building Regulations (2010) 2015, shall be submitted to, and approved in writing by the Local Planning Authority. The facility shall remain in place in perpetuity.

REASON

To ensure that an appropriate standard of housing stock, in accordance with London Plan policy D7 and DMT1, is achieved and maintained.

26 NONSC Fire evacuation plan

The development hereby approved shall accord with London Plan policy D5(B5) and D12(A) to include a minimum of one fire evacuation lift per core designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999. The required evacuation lifts shall serve all floors, including the roof garden/terrace and remain in place for the life of the development.

REASON:

To ensure the development provides reliable, convenient and dignified means of escape for all building uses in accordance with London Plan policy D5 and D12.

27 NONSC Accessible units

All Wheelchair Accessible Standard M4(3)(2)(b) and Wheelchair Adaptable Standard M4(3)(2)(a) units shall each be allocated an accessible parking space, capable of accommodating a high sided vehicle, designed to accord with the specifications set out in BS 8300:2018 which shall remain in place in perpetuity.

REASON:

To allow the Building Control body to check compliance of the development against the optional Building Regulations standards, and to ensure an appropriate standard of housing, in accordance with policy D7 of the 2021 London Plan.

28 NONSC Accessible units 2

The dwellings hereby approved shall, as a minimum standard, be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:

To allow the Building Control body to check compliance of the development against the optional Building Regulations standards, and ensure an appropriate standard of housing, in accordance with policy D7 of the 2021 London Plan.

29 NONSC Accessible units 3

The dwellings hereby approved shall ensure that 2 x 1 bed, 4 x 2 bed and 3 x 3 bed are constructed to meet the standards for a Category 3, M4(3)(2)(a) Wheelchair Adaptable

Standard dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:

To allow the Building Control body to check compliance of the development against the optional Building Regulations standards, and ensure an appropriate standard of housing, in accordance with policy D7 of the 2021 London Plan.

30 NONSC Details of accessible play equipment

Prior to occupation, the type and location of accessible play equipment for disabled children, to include sound tubes, colour and lighting canopies, and/or other play equipment that can stimulate the olfactory senses, shall be submitted to, and approved in writing, by the Local Planning Authority.

REASON:

To ensure the development provides inclusive play for all children, including those with complex multiple disabilities, in accordance with London Plan policy D5.

31 NONSC Waste management plan

Prior to occupation of the development a refuse management plan shall be submitted and approved in writing by the Local Planning Authority. The plan shall demonstrate how the refuse and recycling will be managed within the building and placed within an area to be collected within the described distances within the Development Plan.

REASON

To ensure that waste generated from the development can be held within the building and collected without obstruction in accordance with Policy EM11 of the Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

32 NONSC Overheating and ventilation

Prior to the occupation of the development a revised overheating and ventilation strategy shall be submitted and approved in writing by the Local Planning Authority.

REASON

In order to reduce the potential for internal overheating and reliance on air conditioning systems, in accordance with Policy SI 4 of the London Plan (2021).

33 NONSC Contaminated land

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

a) A site investigation, including where relevant soil, soil gas, surface water and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

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

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

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

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

34 NONSC Drainage

Prior to occupation of the site, a drainage maintenance and monitoring plan shall be agreed in writing with the Local Planning Authority. The plan shall set out how the drainage arrangements, including the pump and attenuation tanks, will be monitored for performance and efficiency on an annual basis with records retained for inspection by the Local Planning Authority. The maintenance regime shall ensure that the tanks and pumps are operating at optimum capacity and in line with the approved drainage arrangements throughout the lifetime of the development; the monitoring and recording will be in place throughout the lifetime of the development also.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policy SI 12 of the London Plan (2021).

35 NONSC Ecological enhancement plan

The development hereby approved shall be carried out in accordance with the Biodiversity Enhancement Strategy "Synergy 20 7 393 July 2021", to achieve biodiversity net gain on-site.

The development shall thereafter be retained in accordance with these details.

REASON

In order to encourage wildlife in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

INFORMATIVES

1 173 **Community Infrastructure Levy (CIL) (Granting Consent)**

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

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

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

2 172 **Section 106 Agreement**

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

3 153 **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 planning guidance.

DMAV 1	Safe Operation of Airports
DMEI 10	Water Management, Efficiency and Quality
DMCI 4	Open Spaces in New Development
DMEI 12	Development of Land Affected by Contamination
DMCI 5	Childrens Play Area
DMEI 14	Air Quality
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DME 2	Employment Uses Outside of Designated Sites
DMEI 9	Management of Flood Risk
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMH 2	Housing Mix
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMEI 2	Reducing Carbon Emissions

DMHB 15	Planning for Safer Places
DMEI 7	Biodiversity Protection and Enhancement
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMH 7	Provision of Affordable Housing
DMT 1	Managing Transport Impacts
DMHB 1	Heritage Assets
DMT 2	Highways Impacts
DMHB 10	High Buildings and Structures
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
DMHB 12	Streets and Public Realm
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
DMHB 17	Residential Density
LPP D7	(2021) Accessible housing
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
DMHB 19	Play Space
LPP G6	(2021) Biodiversity and access to nature
DMHB 2	Listed Buildings
LPP G7	(2021) Trees and woodlands
DMHB 3	Locally Listed Buildings
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP SI1	(2021) Improving air quality
DMT 3	Road Safeguarding
LPP SI12	(2021) Flood risk management
DMT 4	Public Transport
LPP SI13	(2021) Sustainable drainage
DMT 5	Pedestrians and Cyclists
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP D12	(2021) Fire safety
LPP H2	(2021) Small sites
LPP T6.5	(2021) Non-residential disabled persons parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D13	(2021) Agent of change
LPP D4	(2021) Delivering good design
LPP D8	(2021) Public realm
LPP GG1	(2021) Building strong and inclusive communities
LPP GG4	(2021) Delivering the homes Londoners needs
LPP SI2	(2021) Minimising greenhouse gas emissions
NPPF11	NPPF 2021 - Making effective use of land
LPP D9	(2021) Tall buildings

NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
LPP E11	(2021) Skills and opportunities for all
NPPF2	NPPF 2021 - Achieving sustainable development
LPP E2	(2021) Providing suitable business space
NPPF4	NPPF 2021 - Decision-Making
LPP E3	(2021) Affordable workspace
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
NPPF9	NPPF 2021 - Promoting sustainable transport
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP S4	(2021) Play and informal recreation
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T6.2	(2021) Office parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF8	NPPF 2021 - Promoting healthy and safe communities

4 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).

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a 2-storey building on the eastern side of Viveash Close,

south of Hayes town centre and adjacent to Hayes & Harlington station. The existing building measures 2,4000 sq.m and operates as a food distribution business (Use Class B8). The site is bound to the north and east by the Nestles Conservation Area.

The application site is one of several light industrial units, also home to education buildings, self-storage units, a former car museum and car rental and repair shops. The surrounding buildings have a similar functional industrial style ranging from one to three storeys in height. The buildings have large windows and are built from metal cladding or brick. Much of the site is dedicated to car parking for workers employed within the buildings.

The site is included within Site Allocation SA 5 (Land to the South of the Railway, including Nestle Site, Nestle Avenue, Hayes) of the Local Plan: Part 2 Site Allocations and Designations (2020).

In response to the site allocation, much of the area around Viveash Close is under development. The established redevelopments on the Old Vinyl Factory and High Point Village have introduced taller buildings into central Hayes. Closer to the site, the Nestles Avenue cluster comprises approximately 34 hectares of land south of the railway and extends eastwards from Station Road, across Squirrels Trading Estate and North Hyde Gardens, encompassing the electricity substation and ground beneath the Hayes Bypass.

The existing site includes an area of hard-standing alongside the site's northern boundary that is utilised for informal car parking. Furthermore, casual parking occurs at the front of the main building, within Viveash Close, where there are no parking restrictions.

3.2 Proposed Scheme

The application proposes the redevelopment of the site to erect a part 10 storey and part 11 storey residential led development comprising 127 flats and a 122 sq.m commercial space / residents lounge (Class E) with associated access (including Public Access Improvements) and landscaping works following the demolition of the existing light industrial building.

3.3 Relevant Planning History

36678/APP/2017/1774 3 Viveash Close Hayes

Demolition of the existing building (Use Class B8) and the redevelopment of the site to include the erection of a part 8, part 10 storey building linked by podium level comprising 68 residential units (21 x 1 bedroom, 24 x 2 bedroom and 23 x 3 bedroom) (Use Class C3) and 1620 m2 commercial floorspace at ground, mezzanine and first floor levels (Use Class B1) with associated parking and landscaping

Decision: 18-10-2018 Refused

Appeal: 19-07-2019 Dismissed

Comment on Relevant Planning History

Application ref : 36678/APP/2017/1774 (Demolition of the existing building (Use Class B8) and the redevelopment of the site to include the erection of a part 8, part 10 storey building linked by podium level comprising 68 residential units (21 x 1 bedroom, 24 x 2 bedroom and 23 x 3 bedroom) (Use Class C3) and 1620 m2 commercial floorspace at ground, mezzanine and first floor levels (Use Class B1) with associated parking and landscaping) was refused on 18-10-18 for 12 different reasons.

1 Contrary to Policy SA 5

In the absence of a comprehensive scheme, the development of this site in isolation would result in a piecemeal development that would fail to safeguard the satisfactory redevelopment of this strategic site 'B' identified within Policy SA 5 of the Emerging Local Plan: Part Two (October 2018). The proposed development is therefore contrary to Policy H1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012); Policy BE14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); and Emerging Policy SA 5 of Site Allocations (Proposed Modifications 2018)

2 Design

The proposed development, by reason of its overall size, scale, bulk and detailed design would result in a disproportionately large, dominating and incongruous form of development in particular the ten and eight storey blank elevations against the southern boundary which would be highly visible from Nestles Avenue which would fail to respect the pattern and scale of development in the immediate area. The proposal would be detrimental to the visual amenities of the street scene and the character and appearance of the wider area, contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE13, BE14, BE19 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

3 Urban Design

The proposed development is considered to result in a large area of: dead ground floor frontage; hardstanding/parking within the curtilage of the site to the west and south; and fails to provide adequate soft landscaping or defensible space to mitigate against the impact of this development or provide any public realm improvements. The proposal would therefore be detrimental to the visual amenities of the street scene and character and appearance of the wider area, contrary to Policies BE13, BE14, BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

4 Living Conditions Future of Occupiers

The proposed development by reason of its size, design and layout, would be a cramped and unsatisfactory standard of residential accommodation due to the poor layout of the flats with limited circulation and floor space for furniture and fittings, poor outlook, limited natural light and poor quality amenity spaces would fail to meet the needs of future occupiers contrary to Policy 3.5 and Table 3.3 of the London Plan (2016), The Housing Standards Minor Alterations to The London Plan (March 2016), Policies BE19 and H7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), the Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016) and the Technical Housing Standards - Nationally Described Space Standard (March 2015).

5 Car Parking

The proposal fails to provide sufficient parking provision for the proposed development (residential and commercial) and would therefore result in an increase in on-street car parking in an area where such parking is at a premium thereby leading to conditions which would be detrimental to the free flow of traffic and to highway and pedestrian safety. The proposal is therefore contrary to Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012), to Hillingdon's Adopted Parking Standards as set out in the Hillingdon Local Plan: Part Two - Unitary Development Plan Saved Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

6 Noise

In the absence of a comprehensive noise report, the applicant has failed to demonstrate that the development will not have an unacceptable impact on future and neighbouring occupants by way of noise and disturbance. The proposal is therefore contrary to Policy EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 Drainage

In the absence of detailed flood risk assessment and drainage report, the application has failed to address the issues relating to flood risk and has failed to demonstrate that this development incorporates sustainable drainage techniques and reduce the risk of flooding. The proposal is therefore contrary to Policy EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (Nov 2012), Policies OE7 and OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 5.12 and 5.13 of The London Plan (2016), the National Planning Policy Framework (July 2018) and the Planning Practice Guidance (March 2014).

8 Section 106

In the absence of a Section 106 legal agreement, this application has failed to mitigate the impacts of the development in respect of highways, air quality, affordable housing, construction training, Nestle Avenue road widening, Cranford Park Improvements and Carbon Offset fund. The proposal therefore conflicts with Policies 3.11, 3.12, 5.2, 5.3, 5.6, 5.11, 5.12, 5.13 6.2, 6.3, 6.9, 6.10, 6.12, 6.13, 7.1, 7.2, 7.14 of the London Plan (2016), Saved policies AM15, AM2, AM7, OE8, OE7, BE23, BE38 of the UDP 2012 and adopted policies EM1, BE1, SO11, EM8, H2 of the Local Plan Part 1 2012, and the Council's Planning Obligations SPG.

9 Conflict of Mix Uses

The proposed development fails to provide segregated car parking; and cycle parking facilities for the mix of uses proposed. The proposal is therefore contrary to Policy EM6 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document HDAS: Residential Layouts.

10 Private Amenity Space

The proposal fails to provide amenity space of a quantity and quality commensurate to the size and layout of the proposals, resulting in an overdevelopment of the site detrimental to the residential amenity of the future occupiers. As such the proposal would provide a substandard form of accommodation for future residents contrary to Policies BE21 and BE23 of the Hillingdon Local Plan: Part Two - UDP Saved Policies (November 2012), the adopted Supplementary Planning Document HDAS: Residential Extensions and Policy 7.1 of the London Plan (2016).

11 Accessibility

The proposal would fail to meet all relevant Lifetime Home Standards, contrary to Policy AM13 of the Hillingdon Local Plan (November 2012), Policy 3.8 of the London Plan (July 2016) and guidance within the Council's Supplementary Planning Guidance - Accessible Hillingdon (May 2013).

12 Overbearing

The proposed development has failed to consider the consented scheme at the Former

Nestle Factory and breaches the Council's separation distances resulting in an overbearing development when viewed from future sites, also resulting in a potential loss of privacy to future occupiers. The proposed development is therefore contrary to Policies BE19, BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - UDP Saved Policies (November 2012), the adopted Supplementary Planning Document HDAS: Residential Layouts and Policy 3.5 of the London Plan (2016).

This application was subsequently appealed (REF: APP/R5510/W/18/321884) and although the Inspector dismissed the appeal, the following reasons were not upheld in relation to;

- Reason 4 - living conditions of future occupiers;
- Reason 5 - Car Parking;
- Reason 9 - Conflict of Mix Uses
- Reason 10 - Private Amenity Space; and
- Reason 11 - Accessibility

In addition to the above, Reasons 6 (Noise), 7 (Drainage) and 8 (Section 106) are more technical or administrative in nature and would have been overcome had the original scheme been considered acceptable by the Local Authority.

Therefore, the previous appeal was upheld on grounds relating to:

- Reason 1 - Contrary to Policy SA 5
- Reason 2 - Design
- Reason 3 - Urban Design; and
- Reason 12 - Overbearing

4. Planning Policies and Standards

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

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

- The Local Plan: Part 1 - Strategic Policies (2012)
- The Local Plan: Part 2 - Development Management Policies (2020)
- The Local Plan: Part 2 - Site Allocations and Designations (2020)
- The London Plan (2021)
- The West London Waste Plan (2015)

The National Planning Policy Framework (NPPF) (2021) 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.EM6 (2012) Flood Risk Management

PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage

Part 2 Policies:

DMAV 1	Safe Operation of Airports
DMEI 10	Water Management, Efficiency and Quality
DMCI 4	Open Spaces in New Development
DMEI 12	Development of Land Affected by Contamination
DMCI 5	Childrens Play Area
DMEI 14	Air Quality
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 4	Development on the Green Belt or Metropolitan Open Land
DME 2	Employment Uses Outside of Designated Sites
DMEI 9	Management of Flood Risk
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMH 2	Housing Mix
DMHB 4	Conservation Areas
DMHB 11	Design of New Development
DMHB 14	Trees and Landscaping
DMEI 2	Reducing Carbon Emissions
DMHB 15	Planning for Safer Places
DMEI 7	Biodiversity Protection and Enhancement
DMHB 16	Housing Standards
DMHB 18	Private Outdoor Amenity Space
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMH 7	Provision of Affordable Housing
DMT 1	Managing Transport Impacts

DMHB 1	Heritage Assets
DMT 2	Highways Impacts
DMHB 10	High Buildings and Structures
DMT 6	Vehicle Parking
LPP D11	(2021) Safety, security and resilience to emergency
DMHB 12	Streets and Public Realm
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
DMHB 17	Residential Density
LPP D7	(2021) Accessible housing
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
DMHB 19	Play Space
LPP G6	(2021) Biodiversity and access to nature
DMHB 2	Listed Buildings
LPP G7	(2021) Trees and woodlands
DMHB 3	Locally Listed Buildings
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP HC1	(2021) Heritage conservation and growth
LPP SI1	(2021) Improving air quality
DMT 3	Road Safeguarding
LPP SI12	(2021) Flood risk management
DMT 4	Public Transport
LPP SI13	(2021) Sustainable drainage
DMT 5	Pedestrians and Cyclists
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP D12	(2021) Fire safety
LPP H2	(2021) Small sites
LPP T6.5	(2021) Non-residential disabled persons parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D13	(2021) Agent of change
LPP D4	(2021) Delivering good design
LPP D8	(2021) Public realm

LPP GG1	(2021) Building strong and inclusive communities
LPP GG4	(2021) Delivering the homes Londoners needs
LPP SI2	(2021) Minimising greenhouse gas emissions
NPPF11	NPPF 2021 - Making effective use of land
LPP D9	(2021) Tall buildings
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
LPP E11	(2021) Skills and opportunities for all
NPPF2	NPPF 2021 - Achieving sustainable development
LPP E2	(2021) Providing suitable business space
NPPF4	NPPF 2021 - Decision-Making
LPP E3	(2021) Affordable workspace
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
NPPF9	NPPF 2021 - Promoting sustainable transport
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
NPPF16	NPPF 2021 - Conserving & enhancing the historic environment
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP S4	(2021) Play and informal recreation
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T6.2	(2021) Office parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning

NPPF14 NPPF 2021 - Meeting the challenge of climate change flooding
NPPF8 NPPF 2021 - Promoting healthy and safe communities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **14th April 2023**

5.2 Site Notice Expiry Date:- Not applicable

14th April 2023

6. Consultations

External Consultees

Letters were sent to neighbouring properties, a site notice was displayed outside of the site for 21 days and the application was advertised in the local press. An additional consultation was carried out upon the submission of revised plans and a change in the description of development. A further 14 day consultation was undertaken post submission of the revised plans dated 22-03-23, this expired 05-04-23.

6 letters of objection were received raising the following concerns:

- Agent of change
- Development being brought forward in isolation
- Scale bulk and massing
- Impact upon existing business owners
- Construction management
- Lack of parking
- Noise
- Highway safety
- Inadequate consideration of the agent of change principle with regard to adjoining commercial premises
- Safety of future occupiers of the proposed development due to the nature of the industrial uses which adjoin the site. The report states that the new development would be located within metres of a blast zone of local dust collectors and explosion panels.

CASE OFFICER COMMENT:

Concerning the comments received with respect to the Agent of Change, further discussion on this matter is set out in the body of this report. However, in summary, the proposed development is not deemed contrary to policy.

The first part of the objection alleges the applicant's submission has yet to consider the Agent of Change principle in the submission or the Noise & Vibration Assessment. The applicant's Noise and Vibration Assessment has been regarded as the existing noise sources via onsite noise survey, including the existing plant from 4 Viveash Close and details the necessary mitigation.

To summarise, Planning Practice Guidance (Para 6) states that reliance on closed windows to mitigate noise levels is acceptable, assuming that the impact on internal living conditions is considered (e.g. ventilation and cooling for overheating). This has been taken into account for the development in line with good acoustic practice, as demonstrated in the report and subsequent comments by Syntegra concerning further clarifications requested by the Council (refer to Syntegra's previous Technical Note 20-7393 - 3 Viveash Close, Hayes, UB3 4RY - TN1).

Objections raise the dust collector explosion relief panels sited at Paramount Powders (4 Viveash Close) and facing the proposed development site at 3 Viveash Close.

The existing building at 3 Viveash Close is approximately 2.5m from the panels, and the dust collectors appear to be at a similar level to the top of the existing building and not above the existing building. The proposed development is located at a distance of approximately 15m from the dust collectors. The immediate issue is the impact on the current situation, regardless of the frequency of

occupation.

The objection claims there is a potential for explosions. However, it does not comment on the likelihood of damage to a residential facade at a distance of 15m from the dust collectors.

The effect or likelihood of occurrence has not been quantified but given the presence of the existing building for a period of over ten years, which is within blast range of the dust collectors, and no such incidents have occurred, it could be assumed that the future situation represents less risk due to the further distance of the building.

GLA stage 1 comments (summary):

Land use principle:

A residential-led development with no affordable housing is not supported. The applicant should demonstrate where in the wider site community uses could be accommodated in line with site allocation SA 5 (paragraphs 17 to 24).

Housing:

No affordable housing is currently proposed. This is wholly unacceptable in the absence of a verified viability position and must be significantly improved in response to the strategic target to provide 50% affordable housing on non-designated industrial sites (paragraphs 24 to 32).

Urban Design:

While the massing and broadly supported, the applicant should address the strong concerns raised in relation to the layout and quality of the proposed residential units (paragraphs 33 to 53).

Transport:

A contribution of £85,860 towards the A312 Healthy Streets scheme is required. Further information should be provided to ensure the provision of a safe walking environment, demonstrate that the proposed turning head is acceptable in highway safety terms, and on how further blue badge parking will be provided. Appropriate conditions and planning agreements should be secured (paragraphs 58 to 66).

Sustainability:

A whole life-cycle carbon assessment and circular economy statement must be provided. Further information on the energy strategy is also required (paragraphs 67 to 76).

Recommendation:

That Hillingdon Council be advised that the application does not fully comply with the London Plan for the reasons set out in paragraph 80. Where the associated concerns within this report are addressed, the application may comply with the London Plan.

CASE OFFICER COMMENT:

The LPA has discussed the GLA stage 1 comments with the applicant and sort a set of revisions which address the key concerns to a satisfactory point. As such the LPA is content with recommending the application for approval and will be subject to a Stage 2 referral.

CANALS AND RIVERS TRUST:

We don't have a list of scoped/costed public realm improvement projects in this area yet (we are working with the Hillingdon Canals Partnership on a list of projects, but these are at feasibility stage still), nor have we recently re-costed the Quietway towpath works since the well-publicised price increases of everything, with inflation eroding the value significantly.

We would like to see a contribution towards "towpath improvements and public realm projects along the canal corridor", which would include towpath surfacing, wayfinding, planting and public realm improvements, at various locations along the Grand Union Canal between Western View and Bull's Bridge. This area could be reduced if you consider it necessary, but it would be helpful if it would be as wide as possible while we are scoping the various projects. We still consider it to be directly related as this corridor forms a valuable commuting and leisure link and amenity resource for occupants of the future development here.

If we take reference from the Chailey Industrial Estate, Pump Lane development (ref 2102/APP/2018/4231), which was further from the canal, and contributed £50k for a scheme roughly double the size of this, we would suggest that a contribution of around £25k would be reasonable for this development.

HEATHROW SAFEGUARDING

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

H10 Radar Mitigation Condition

No Development can take place until:

- mitigation has been agreed and put in place to ensure that the proposed development will have no impact on the H10 Radar at Heathrow Airport.

Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

We will need to object to these proposals unless the above-mentioned condition is applied to any planning permission.

We would also make the following observation:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>)

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

GLAAS

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

The site does not lie in an Archaeological Priority Area. Some prehistoric material was found in archaeological investigations to the east of the site, c 1m below ground level. However, the current

buildings cover the majority of the site and will have had a high impact on below ground remains.

No further assessment or conditions are therefore necessary.

MOD

There are no Statutory Safeguarding Aerodrome Height Objections.

Birdstrike

Within this zone, the principal concern of the MOD is that the creation of new habitats may attract and support populations of large and or flocking birds close to an aerodrome.

The building design includes an area of flat-roof which includes a communal roof garden. A separate flat-roof area on the development away from the roof garden will contain PV Panels. Although the presence of people on the roof garden may deter some bird activity the potential is still there for 'large gulls' to breed on the roof of the development, particularly on the quieter area containing the PV Panels. The location should help to minimise the risk of increasing birdstrike risk at RAF Northolt but a Bird Hazard Management Plan should be in place detailing mitigation measures to prevent 'large gulls' from being attracted to the site for breeding purposes.

Subject to the above design requirements being implemented as part of any planning permission granted, the MOD maintains no safeguarding objection to this application.

NETWORK RAIL

Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission.

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact assetprotectionwestern@networkrail.co.uk.

No equipment is to come within 3m of the overhead line during construction or once completed.

DRAINAGE

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Ground levels - if altered, to be such that water flows away from the railway. Drainage is not to show up on Buried service checks.

FOUNDATIONS

Network Rail offers no right of support to the development. Where foundation works penetrate Network Rail's support zone or ground displacement techniques are used the works will require specific approval and careful monitoring by Network Rail. There should be no additional loading placed on the cutting and no deep continuous excavations parallel to the boundary without prior approval.

GROUND DISTURBANCE

The works involve disturbing the ground on or adjacent to Network Rail's land it is likely/possible that the Network Rail and the utility companies have buried services in the area in which there is a need to excavate. Network Rail's ground disturbance regulations applies. The developer should seek specific advice from Network Rail on any significant raising or lowering of the levels of the site.

SITE LAYOUT

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

EXCAVATIONS/EARTHWORKS

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail.

PLANT, SCAFFOLDING AND CRANES

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

The proposed development site falls within the Aerodrome Height (91.4m) and Birdstrike Zones surrounding RAF Northolt (5.25km to the north of the site).

NATS

While it anticipates an impact on its infrastructure, NATS is satisfied that this can be mitigated through a modification to its radar system

AVIATION CONDITIONS

1. No construction shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with the Operator and approved in writing by the Local Planning Authority.

REASON:

In the interests of aircraft safety and the operations of NATS En-route PLC.

2. No construction work shall be carried out above 10m AGL unless and until the approved Radar Mitigation Scheme has been implemented and the development shall thereafter be operated fully in accordance with such approved Scheme.

REASON:

In the interests of aircraft safety and the operations of NATS En-route PLC.

3. No construction work shall commence on site until the Developer has agreed a "Crane Operation Plan" which has been submitted to and has been approved in writing by the Local Planning Authority in consultation with the "Radar Operator".

Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

REASON:

In the interests of aircraft safety and the operations of NATS En-route PLC.

4. Prior to any works commencing on site; the developer shall notify NATS En Route PLC of the

following:

- i. The date construction starts and ends
- ii. The anticipated date of any structure exceeding 50m AOD.

REASON:

In the interests of aircraft safety and the operations of NATS En-route PLC.

For the purpose of conditions 1-4 above;

"Operator" means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

"Radar Mitigation Scheme" or "Scheme" means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the H10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

"Crane Operation Plan (COP)" means a detailed plan agreed with the Operator which defines the type of crane and the timing and duration of all crane works to be carried out at the site in order to manage and mitigate at all times the impact of the development on the H10 Primary and Secondary Surveillance Radar systems at Heathrow Airport and associated air traffic management operations of the Operator.

TRANSPORT FOR LONDON

Site Description

The application site is in Hayes. It is adjacent to the Hayes & Harlington rail station, which is currently served by Great Western Railway and TfL Rail services but will be served by the Elizabeth Line in 2022. The area is served by 8 bus routes, operating from the nearest bus stops on Station Road, approximately 270m walk from the site. As such, the site records a public transport access level (PTAL) of 4, on a scale which ranges between 0 and 6b, where 6b is highest. The PTAL will increase to 5 when the Elizabeth Line becomes operational.

The A312 Parkway and Bulls Bridge Roundabout is the nearest part of the Transport for London Road Network (TLRN), located 800m to the east of the site. Viveash Close is accessed from Nestles Avenue, which runs east-west to the south of the site.

Active Travel Zone, Healthy Streets and Vision Zero

Notwithstanding the conclusions of the ATZ, there should be a stronger focus on Healthy Streets improvements along Viveash Close, given the extremely poor quality of the environment, particularly at night. Such a poorly lit and dreary street is unsuitable to convey pedestrians and cyclists to and from the development. To address this, significant improvements such as upgraded streetlighting, CCTV, an improved street cleansing regime and improved footway conditions, will be required.

It is noted that the site is part of a wider masterplan and that development of the neighbouring sites will lead to a positive transformation of Viveash Close in the long-term. However, the planning status and timing of construction and occupation of the other masterplan sites is unknown. This could mean a long gap between occupation of this development and the neighbouring sites, and there is a risk that the development could be built and occupied for a considerable period of time before conditions in Viveash Close are fitting for residents of the development. Therefore, appropriate commitments towards improving conditions in Viveash Close in the short-term, to ensure conditions are suitable for residents of the development, must be secured.

Access

There are two pedestrian access points - from Viveash Close and from the east via neighbouring

developments. Cyclists gain access from Viveash Close or from the courtyard walk, which can be accessed from the east and south.

Vehicle access is taken from Viveash Close, in roughly the same location as the existing access point, albeit with some modifications.

Servicing is accommodated on-street via a proposed loading bay at the front of the site in Viveash Close. LP Policy T7 promotes off street delivery and servicing but given the narrow width of the site, it appears that off-street options might be unfeasible. While the servicing trips are predicted to be low the provision of a turning head in this location raises questions about highway safety, especially when considering that this doubles up as the access to the station car park, and its use will intensify when the neighbouring developments are occupied. At the very least, a Stage 1 Road Safety Audit should be undertaken, and the applicant should demonstrate how conflicts between vehicles and active modes will be minimised, in line with Vision Zero. Further thought should be given to the consolation of delivery and servicing activity with the delivery of the masterplan.

Parking

A car-free development, as proposed which is strongly supported, except for seven blue badge parking spaces, and is consistent with LP Policy T6. The blue badge provision meets the 3% (4 spaces) requirements from the outset (LP Policy T6.1). However, the provision of no more than seven blue badge parking spaces means that only a further 2% (3 spaces) can be provided when needed in the future. The requirement for an additional 7% (6 spaces) is not satisfied. The applicant should explain how this can be resolved.

In accordance with London Plan Policy T6, at least 20% active EVCPs must be provided from the outset, with passive EVCP provision for all remaining parking spaces. Given the low number of parking spaces, provision of active EVCP for all parking spaces is encouraged. EVCP and the Blue Badge provision should be appropriately secured by condition.

Cycle parking accords with London Plan Policy T5. A total of 238 long-stay spaces (including spaces designed for larger bicycles) and 4 short-stay spaces are provided for the residential element. One long-stay and three short-stay spaces will be provided for the commercial element. Long-stay cycle parking is accommodated in secure cycle stores at ground level. All cycle parking should accord with LCDS standards. Details of cycle parking should be secured by legal agreement.

A Parking Management Plan (PMP) detailing the arrangements for all parking (car and cycle) on-site, including provisions for managing, monitoring, enforcement and review, should be secured by condition.

Trip Generation and Impacts

The proposal is expected to have a net trip generation of 53 and 40 two-way person trips in the AM and PM peak periods respectively. The estimated trip generation for a 12-hour period has not been provided and the trip generation has not been assigned to modes. While it is reasonable to draw the conclusion that the net trip generation will not result in material impacts on the transport network, this conclusion ignores the fact that this development is part of a wider masterplan and will contribute to the overall demand that will be generated by the masterplan site. As such, it is necessary to view the trip generation, potential impacts and mitigation in the context of the wider masterplan.

Healthy Streets Improvement Project (A312 Bulls Bridge Junction)

Given the anticipated cumulative increase in vehicle flows through the A312 corridor (especially the Bulls Bridge junction that is currently at capacity) and consequent deterioration in conditions for all road users, TfL has developed a package of measures for the A312 and the surrounding roads,

including a Healthy Streets scheme for the A312 Bulls Bridge Junction. The scheme will improve local conditions for active travel and bus modes, as well as construction, delivery and servicing activity which would benefit the proposal site. Due to the lifting of s106 pooling mechanisms all sites in the Hayes OA are being considered for contributions towards this scheme to mitigate their impacts.

Based on the number of residential units proposed, a contribution of £85,860 is sought, although this may change depending on clarification of the trip rate information. This will need to be secured by Section 106 Agreement.

Agent of Change

Given the proximity of the site to Hayes and Harlington station, the proposed housing should include suitable protection against noise and vibration in line with the "agent of change" principle (London Plan Policy D13). In particular, balconies facing the railway are likely to experience an unavoidable level of noise from station operations. The planning consent should therefore include suitable protection of the operation of the station (including maintenance) against noise and other complaints from occupiers of the development.

Travel Plan, Delivery and Servicing and Construction Logistics Plan

A Delivery and Servicing Plan (DSP), Construction Logistics Plan (CLP) and Travel Plan will need to be secured by legal agreement/condition.

Community Infrastructure Levy

The development will be liable to Mayoral Community Infrastructure Levy 2 (MCIL2) as well as borough CIL. The rate for the Hillingdon is £60 per square metre of floorspace.

Summary

A contribution of £85,860 towards the A312 Healthy Streets scheme is requested. Further information is required regarding the provision of a safe walking environment, to demonstrate that the proposed turning head is acceptable in highway safety terms, and on how further blue badge parking will be provided. Legal agreements covering restrictions on CPZ permits, a CLP, DSP, EVCP, Travel Plan, details of cycle parking Should be appropriately secured.

I trust that the enclosed response provides you with a understanding TfL's current position on this application. Please do not hesitate to contact me should you have any queries.

Internal Consultees

POLICY OFFICER COMMENT:

Comprehensive Development

Policy DMHB 11 of the Local Plan: Part 2 (2020) outlines that development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential. Policy SA 5 notes that the Council is seeking to bring forward a comprehensive development across the SA 5 area that includes both the former Nestle Factory (Site A) and the adjoining sites (Sites B and C). The policy explains that complementary design principles and resulting infrastructure requirements associated with the planned levels of growth should be integrated into proposals, to convert a 16ha industrial area into a successful mixed used environment.

It is important to recognise that this does not necessarily mean that all sites have to be promoted by

a single landowner. Rather, it means that the development of each part of the SA 5 site should not prejudice the development aspirations on other parts of the site and their capacity to integrate the required infrastructure. This precedent has already been established via planning approvals on other parts of SA 5.

The redevelopment of this site obviously has the potential to harm the satisfactory re-development of other parts of site B (in particular 4 Viveash Close and the Squirrels Trading Estate). It also has the potential to conflict with sites that have been granted planning permission, including the recently constructed Viveash Yard part of the Barratt Homes site. As previously requested, in the absence of detailed drawings being brought forward by adjacent landowners, the proposal has provided indicative floorplans, layouts and massing for the redevelopment of all sites within Site B. It does not appear that there is anything fundamentally wrong with the design proposal of 3 Viveash Close that would outright prevent development the redevelopment of the rest of Site B. Confirmation of this point should be sought through the Urban Design comments.

Notwithstanding the above, it would be beneficial if the case officer could confirm the separation distances between the proposed south eastern corner windows/balconies of 3 Viveash Close and the corresponding habitable room windows proposed for 4 Viveash Close. In addition to confirming the separation distance, it would also be beneficial to outline how this is split between the two sites (it should be broadly equal or the application site should be accommodating a greater proportion of the separation distance).

Whilst not within the red line boundary of this application, it should be noted that the indicative proposal for 4 Viveash Close would likely require some revisions, including a reduction in height along Viveash Close. Potentially this could be partly made up with greater height along the proposed pedestrian route, albeit this would be subject to the shadowing impact on the private amenity space and residential units to the north. Importantly, it is not considered that there are any significant barriers to delivery being created by 3 Viveash Close.

During pre-application discussions, the applicant highlighted that they were already in discussions with the adjacent landowners, with an indication that these landowners were also seeking to redevelop their sites in line with the site allocation. It would be useful for the applicant to provide an update on engagement with adjacent landowners. The Council would support any meeting between parties to ensure these plans are synced up and reduce the likelihood of conflicting proposals at a later date.

Principle of Development

Policy SA 5 allocates the whole of Site B for mixed use development. The proposal includes a non-residential element to the scheme, which is consistent with Policy SA 5. However, Officers are concerned about the viability of this unit and the likelihood of it being successfully occupied, noting its small scale and poor visibility. It is therefore considered that the proposal of a wholly residential scheme may be optimal, subject to the space being successfully repurposed.

It is considered that the non-residential element of the proposal should be removed to facilitate a two-storey residential entrance that engages the street and ensures that it is more visible from the public realm. It would also help balance the overall height of the building. Bicycle parking should also be brought forward from the rear of the scheme to the front, to prevent residents needing to go all the way to the back of the site. This may allow for residential units at the ground floor of the Eastern Block, which in turn would overcome the stewardship issue of who would look after the outdoor space around the back of this block. Noting that residents are a lot more likely to utilise the courtyard entrances than the service yard entrances, it would be beneficial if the courtyard entrance for the Eastern Block was larger and more welcoming.

Housing Size Mix

Policy H10 of the London Plan (2021) states that schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes local evidence of need. Policy DMH 2 of Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 outlines that there is a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties.

Family housing is defined within the glossary of the London Plan (2021) and outlines it must generally be of a size that has three or more bedrooms. It is worth noting that the Secretary of State directed changes to Policy H10, in order address the need for new family housing, to prevent families from being forced to move outside of London. These changes were incorporated into the final version of the London Plan (2021).

In terms of factors specific to a site, Policy H10 also includes a need to consider, the mix of uses in the scheme, the range of tenures in the scheme and the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity.

The proposed housing size mix of the 127 units is as follows:

1-bedroom x 40 32.0 %
2-Bedroom x 57 44.5 %
3-Bedroom x 30 23.4 %

The proposal represents a range of unit sizes, which does not have an over dominance of one particular size. The absence of studio flats is supported, noting that these are the least flexible unit type. Whilst the housing size mix does not mirror the borough-wide requirement for larger affordable and private market units, it is necessary to consider site specific factors, including the close proximity to the town centre and train station, the high PTAL rating and constrained nature of the site. It is considered that, when the housing size mix policies are read as a whole, the proportions conform with the relevant development plan policies.

Public Open Space

Policy DMCI 4 of the Local Plan: Part 2 (2020) outlines that proposals for major new residential development must make provision for new or enhanced public open space. Noting the site's limited size and position within the wider site allocation, this would be best undertaken through an off-site contribution.

ACCESS OFFICER COMMENT:

No details appear to have been submitted in respect of the required drop-off point. However, it may be appropriate to address this by way of a suitable planning condition attached to any approval. The following conditions are also proposed:

Prior to the commencement of any construction on site, details of a conveniently located drop-off point for taxis, hospital transport, and other door-to-door transport services, in accordance with London Plan policy D7, as set out in Approved Document M to the Building Regulations (2010) 2015, shall be submitted to, and approved in writing by the Local Planning Authority. The facility shall remain in place in perpetuity.

REASON

To ensure that an appropriate standard of housing stock, in accordance with London Plan policy D7 and DMT1, is achieved and maintained.

The development hereby approved shall accord with London Plan policy D5(B5) and D12(A) to include a minimum of one fire evacuation lift per core designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999. The required evacuation lifts shall serve all floors, including the roof garden/terrace and remain in place for the life of the development.

REASON:

To ensure the development provides reliable, convenient and dignified means of escape for all building uses in accordance with London Plan policy D5 and D12.

All Wheelchair Accessible Standard M4(3)(2)(b) and Wheelchair Adaptable Standard M4(3)(2)(a) units shall each be allocated an accessible parking space, capable of accommodating a high sided vehicle, designed to accord with the specifications set out in BS 8300:2018 which shall remain in place in perpetuity.

REASON:

To allow the Building Control body to check compliance of the development against the optional Building Regulations standards, and to ensure an appropriate standard of housing, in accordance with policy D7 of the 2021 London Plan.

The dwellings hereby approved shall, as a minimum standard, be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:

To allow the Building Control body to check compliance of the development against the optional Building Regulations standards, and ensure an appropriate standard of housing, in accordance with policy D7 of the 2021 London Plan.

The dwellings hereby approved shall ensure that 2 x 1 bed, 4 x 2 bed and 3 x 3 bed are constructed to meet the standards for a Category 3, M4(3)(2)(a) Wheelchair Adaptable Standard dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON:

To allow the Building Control body to check compliance of the development against the optional Building Regulations standards, and ensure an appropriate standard of housing, in accordance with policy D7 of the 2021 London Plan.

Prior to occupation, the type and location of accessible play equipment for disabled children, to include sound tubes, colour and lighting canopies, and/or other play equipment that can stimulate the olfactory senses, shall be submitted to, and approved in writing, by the Local Planning Authority.

REASON:

To ensure the development provides inclusive play for all children, including those with complex multiple disabilities, in accordance with London Plan policy D5.

URBAN DESIGN AND HERITAGE OFFICER COMMENT:

Site / Surrounds

The proposed development site comprises a 2-storey industrial building located on the northern side of Viveash Close, south of Hayes town centre and adjacent to Hayes & Harlington Station. The existing building measures 2,400m² and operates as a food distribution business (Use Class B8). The site is bound to the north and east by the Nestles Conservation Area.

The existing site includes an area of hardstanding, alongside the northern boundary, that is utilised for car parking, but which is not formally laid out as a car park. Informal parking also occurs to the front of the main building, within Viveash Close.

The proposed industrial unit to be demolished is one of a number of light industrial units, also home to education buildings, self-storage units and car rental & repair shops. The surrounding buildings are of a similar functional industrial style ranging from one to three-storeys in height. The buildings have large windows and are built from metal cladding or brick.

The site was designated as industrial business area as part of the wider Nestles Avenue industrial cluster in the now withdrawn UDP. Following the adoption of the new Local Plan Part 2 (2020) the site is now included as part of Site B within Site allocation Policy SA 5 (Land to the South of the Railway, including Nestle Site, Nestle Avenue, Hayes). Through policy SA 5, the Council seeks to bring about a comprehensive development of the site, to provide new homes and commercial floorspace.

The explanatory text to Policy SA 5 explains that the Council is seeking to bring forward a comprehensive development scheme, which includes complementary design principles and integrates the infrastructure required to meet planned levels of growth. It adds that proposals from individual landowners should, as far as possible, come forward in a co-ordinated manner without prejudicing the development aspirations on other parts of the site.

SA 5 is split into three smaller sites, referred to as Site A, B and C. Together they form the most significant growth point within the Hayes OA with an indicative capacity of 1,800 units identified within Policy SA 5. The final quantum of units for SA 5 however will likely substantially exceed this figure, based on the planning applications that have already been approved to date.

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

The area around the application site has now started to be redeveloped starting with the Nestle Factory Site (App: 1331/APP/2017/1883) (Site A) to the east and the granting of planning permission for the Buccleuch Site to the west within Site C (app: 73238.APP/2018/1145) and Stanford House 9 Nestles Avenue to the south (also within Site B) (app: 51175/APP/2020/2543).

The draft master plan followed three simple principles: firstly that the site should be bound together by a single linear public space leading directly to the station; secondly to share a strong sense of grain and scale, with a mix of employment and residential uses and thirdly a generous approach to creating high quality new public realm and amenity space, both for the development, and the surrounding area.

The draft OAPF was ceased by the GLA towards the end of 2017 and the 'draft Master Plan' was incomplete and never adopted.

However, the green east / west pedestrian link across the three sites A, B and C to connect through to Station Road has been positively incorporated in the consented Nestle Factory (Site A)

development and the Buccleuch scheme on (Site C).

The proposals for Sites A and C outlined above have provided well considered schemes for the sites in which they cover and have not prejudiced the development of adjoining sites. The approved schemes for Sites A and C are set within relatively large sites that contain landscaping and areas of public realm.

The site lies adjacent to the western and northern boundary of the Botwell Nestle Conservation Area. Its heritage significance relates to the site's industrial design and its manufacturing history. There are locally listed structures within the area, which include the Main Factory, the Canteen Building and the gates/railings at the front of the site.

The proposal

The proposals are to demolish the existing light industrial building and to erect a part 10 storey and part 11 storey residential led development comprising 128 flats and a 122 sq.m commercial space / residents lounge (Class E) with associated access (including Public Access Improvements) and landscaping works.

Site Layout

The proposed development is roughly L-shaped in plan and has its primary frontages facing west onto Viveash Close and north towards the railway line. This orientation does lend itself to the formation of a perimeter block with central communal amenity space should the owner of 4 Viveash Close 'buy' into the suggested master plan (within the DAS) for Site B. This would be an acceptable approach in principle, however, the development will also need to stand on its own merits should the rest of Site B not come forward.

The proposed master plan within the Design and access Statement is acceptable in principle but is reliant on the Squirrels Estate to provide all the public open space in order to complete the green link. All owners would need to 'buy' into the scheme for the master plan to work. I understand that there are currently ongoing discussions with neighbouring landowners within Site B. An agreed comprehensive masterplan is essential for delivering a successful scheme for the whole of Site B.

If there are three phases of development that come forward for the site due to separate ownerships, then it might result in a less cohesive development for the whole of Site B. There are concerns that if 4 Viveash Close is developed but the Squirrels estate remains, the southern elevation of 4 Viveash Close would front directly on to industrial units (what would become the green spine) and its one principal active frontage would be onto Viveash Close only. If the Squirrels Estate was then later developed and the green spine introduced, then the southern elevation of 4 Viveash Close development would be revealed and would become a primary frontage to the Green Link (but could appear dead and inactive). This highlights the difficulty of developing this site if the separate parcels of land are developed at different times and in isolation.

Notwithstanding the above concerns the footprint of the proposed development site is considered acceptable in principle given the constraints of the site. The proposal to incorporate a pedestrian link at the north end of the site to connect the Nestle Factory development to Hayes and Harlington Station via Viveash Close is welcomed and necessary as the green spine would not have been created. This link could only be delivered with the agreement of the developer of the Nestle Factory site as there is a three metre high acoustic fence that separates the sites. Has this been agreed?

The communal garden to the south is welcomed but would benefit from eventually being combined with the communal garden to 4 Viveash Close (should that site be developed) to create a more attractive and larger landscaped space.

There is the question regarding 'agents of change' i.e. will the proposed development mitigate the effects of proximity noise, odours, shared access with industrial vehicles, et. Or will it constrain the remaining industrial uses on Viveash Close - i.e. highways and noise complaints (statutory nuisance) could compromise the commercial operation of those existing (active) industrial units without an agreed comprehensive masterplan or development strategy in place. These can only be resolved comprehensively across the entire site, through the industrial uses being either positively integrated (mitigated) or omitted entirely for 'Site B'.

The other consented schemes are set within larger sites that contain landscaping and areas of public realm. In contrast the proposed scheme does not provide any meaningful setting within the site for the substantial building proposed, with no 'breathing' space around the perimeter of the development. The proposal is reliant on the land to the north containing the running track and allotments of the Nestle Factory development to provide some form of setting which is outside their control.

It is unclear what sort of boundary treatment would surround the site or whether there would be permeability to the former Nestle Factory land to the north. The drawing suggests that there would be steps that lead into the Nestle Factory amenity space to the north. Would this be deliverable and has the developer of the Nestle Factory Site agreed to the link/access? Ideally the fence between the two developments would be removed to provide permeability, improve the landscaping and provide a more open setting.

The proposed development does not present an attractive ground floor frontage to the north and south elevations which front onto the communal gardens. The undercroft car parking, bike storage and plant create an uninviting and 'dead' frontage. It would be appropriate to relocate the plant and cycle storage to an enlarged basement and for the ground floor to accommodate residential units to provide more active frontages.

Height and Mass

Hillingdon's Local Plan defines high buildings as those structures being substantially taller than their surroundings, causing a significant change to the skyline. In terms of locational requirements, the Local Plan states that higher buildings or structures will be required to respond to local context and should generally be located in Uxbridge or Hayes Town Centres, or an area identified as appropriate for such buildings.

Site Allocation SA 5 notes that buildings should be complimentary in scale, massing, layout and design to surrounding land uses, with lower building heights located on Nestles Avenue.

The proposed development is 10 and 11 storeys the taller block of which fronts onto Viveash Close. The height is consistent with adjacent approved building heights to the west and the blocks approved and currently being built on the former Nestles Factory site and is considered acceptable. The proposal is also consistent with the taller element of 9 Nestles Avenue to the south of the application site which also forms part of SA5 and is considered appropriate for the context.

There are concerns, however, with the mass of the development which appears as one large linear block particularly to the north. This could be improved if the mass were broken up more through variation in the height of the blocks. This could be achieved with the removal of the roof top pavilion and the central portion being dropped by a storey. This would also allow for the adjacent units to have improved dual aspect units.

Elevational Treatment

The proposed articulation of the facade helps to visually break up the mass of the building. This

coupled with the proposed brick colours and tones and detailing along with windows with glazing bars and balconies will add visual interest and create an architectural language that would complement the adjacent developments. The details and materials could be controlled by condition.

Notwithstanding the above the south facing facade to the 11-storey block does present a 'dead' and inactive and would have a negative impact on the townscape.

It is accepted that if 4 Viveash Close was to be developed then it would be built up close to this elevation and could be obscured in the future. If, however, 4 Viveash Close does not get redeveloped or for some considerable time then this elevation would be exposed. There has been some attempt to add visual interest in the form of contrasting brick bands, but this is not considered sufficient to overcome the concerns. It would be beneficial if more articulation could be given to the facade with blind windows or similar such as the north facing facade approved at 9 Nestles Avenue.

A Townscape Visual Impact Assessment has been submitted with the application but does not include verified rendered views. This document will, therefore, need to be updated to include this additional information.

It is suggested that the above comments be taken into consideration and the scheme be amended.

ADDITIONAL URBAN DESIGN OFFICER COMMENT :

These comments relate to amendments received on the 19/04/22 and the Townscape Visual Impact Assessment received 3/3/22. The comments should be read alongside the design comments provided on 10 February 2022. The submitted drawings show a much-improved street frontage to Viveash Close with double height glazing and the creation of a resident's lounge giving more activation and an enhanced and celebrated entrance into the building. These amendments are considered acceptable. Improvements have also been made to the eastern portion of the building where the ground floor now incorporates residential accommodation providing front doors and fenestration to help activate the ground level. This creates a much better interface where previously dead inactive frontages were proposed. The dead inactive south elevation of the residential block that borders 4 Viveash Close has also been improved with enhanced brick detailing in the form of contrasting brick panels and stretcher courses. This will provide a more pleasing elevation from short and medium views helping to break up its monolithic appearance. This is considered important as there is no guarantee that 4 Viveash Close will come forward for development in the near future and the elevation could be exposed for a considerable amount of time. This elevation is now considered acceptable. The Townscape Visual Impact Assessment has been updated and now incorporates verified views helping to understand the impact of the development on his part of the townscape. The proposed development is generally considered acceptable in townscape grounds although there are still some concerns with the mass of the development which appears as one large linear block particularly to the north. As previously stated, in earlier comments, this could be improved if the mass were broken up more through variation in the height of the blocks. This could be achieved with the removal of the roof top pavilion and the central portion being dropped by a storey. This would also allow for the adjacent units to have improved dual aspect units. This has not been addressed in the current amendments as the applicant has argued that the development would not be viable. I understand that the viability of the scheme is still being considered by the council. Should the application be minded for approval then I would suggest conditions requesting external materials, brick sample panels to be constructed on site. Details of the balconies, entrances, windows, doors, ventilation grilles, parapets and decorative brickwork, hard and soft landscaping and boundary treatments.

LANDSCAPING OFFICER COMMENT:

This site is occupied by a food distribution business located within The Squirrels Trading Estate, at

the north end of Viveash Close.

The estate is situated between 1 Nestle Avenue to the west and the larger Nestles' site to the east - currently under construction for residential redevelopment.

Trees on the site are not protected by TPO or Conservation Area designation, however, existing trees on the adjacent (Nestle) site are protected by Conservation Area status.

COMMENT

This submission follows application ref. 36678/APP/2017/1774 for a 68 unit part 8 / part 10 storey development was refused, followed by a pre-application submission, ref. 36678/PRC/2021/30.

The current proposal is for a part 10 / part 11 storey development comprising 128 flats.

DESIGN & ACCESS STATEMENT

A landscape D&AS, dated 24 November, has been prepared by Exterior Architecture. The report sets out three key objectives for a multi-functional landscape which aims to strengthen the green infrastructure network, create a community hub and provide multi-generational amenity space which caters for explorative and informal play and amenity spaces for human interaction.

The overall masterplan shows how the development will fit into the context of the surrounding development, with the Nestle site to the east and the development phase to the south (yet to come forward). At ground level hard and soft landscaped space - the 'Border Garden' wraps around the eastern and southern elevations. To the north of the building the external space will be used for services, deliveries, refuse and management. It will also accommodate blue badge parking and pedestrian connectivity from Nestle- Hayes Station.

Section 3 describes the landscape vision and approach. At level 10 there is an intensive roof garden - a communal Roof Garden dominated by soft landscape including trees and buffer planting around the perimeters. More detailed landscape strategies for play, paving, exterior lighting and planting typologies are described in section 4.

An Urban Greening Factor score of 0.42 is provided in this document, based on an estimated mature tree canopy. - No calculations accompany the pie chart. Although these were subsequently submitted, the document does not appear to be on Ocella?

Section 5 describes the landscape vision for the wider context / peripheral sites; Viveash Close Link, Courtyard, Avenue, Green Route Extension and the Nestles Courtyard, the final section 6 outlining the landscape management plan and strategy.

The D&AS is supported by the Tate Hindle Day 1 Masterplan and general arrangement plans by Exterior Architecture.

EXISTING TREES

An arboricultural impact assessment (AIA), dated August 2021, has been prepared by Syntegra Consulting which are on the site or close enough to be influenced by it. 8 individual trees and 1 hedge have been identified and assessed, of which none are A or B category - trees of particular merit which most warrant retention on development sites. Some of the trees are self-sets. All are C category (poor), with the exception of T01 and T02 which are U grade (very poor). The two U grade trees will be removed for good management reasons, as will T05 cherry with H01 a mixed hedge being removed to enable the development.

There is no objection to the summary and conclusions of the AIA. If the application is approved, full tree protection details will be required for the remaining trees, together with an arboricultural method statement. These details will need to be understood by the demolition and building contractors and incorporated within a Demolition and Construction Method Statement, to ensure compliance with the

recommendations.

ECOLOGY & BIODIVERSITY

A preliminary ecological appraisal dated July 2021 has been prepared by Syntegra Consulting. The executive summary notes that;

- A more detailed bat survey will be required to the presence of potential bat roosts.
- Vegetation clearance should take place outside the bird nesting season (March - August inclusive)
- The presence of *Buddlia davidii*, a plant identified as a species of concern by the LISI is present within the survey area.
- Adherence to standard pollution prevention measures will be required.

In section 6.0 the report concludes that habitats on the site are considered to be of only moderate ecological value.

At 6.3 the report concludes that any potential adverse impacts can be mitigated by a an ecologically design-led process. Recommended enhancements include; the installation of bird and bat nesting boxes, the specification of a wildlife -friendly planting scheme, the installation of bug boxes/hotels and an exterior lighting scheme that is directional and of low light spill.

The above ecological mitigation proposals will need to be incorporated within the landscape layout .

SUMMARY

- The scheme places a heavy reliance on the quality of finish and establishment of the intensive green roofs. An assurance about the intended depth of topsoil /growing medium is required to ensure that multi-stemmed trees / large shrubs trees can be planted and allowed to establish to maturity is required. Growing medium is heavy and damp growing medium heavier still. The design and sustainability of the planting will have implications for the structural engineering (and cost) of the building. Irrigation details will also be required.
- The phasing of the development in relation to the development of the adjacent site (to the south) is not understood. If this site is built out much in advance of the adjacent site, the outlook to the south is very poor and the landscape buffer of the Border Garden relatively thin?
- Notwithstanding the above reservations the landscape proposals are satisfactory subject to detail..

RECOMMENDATION

No objection subject to pre-commencement condition RES8, RES9 (parts 1,2,3,4,5 and 6) and RES10.

ENERGY OFFICER COMMENT:

The proposed development does not meet the zero carbon energy requirements on site. The proposals only include an onsite saving of 56% from the baseline 127tCO₂. This leaves a shortfall of 56tCO₂.

Consequently there is a requirement to secure an offsite contribution through a Section 106 as well as the following condition to ensure the detailed energy requirements are provided:

Condition

Prior to above ground works, a detailed energy assessment shall be submitted to and approved by the Local Planning Authority. The assessment shall detail the plans and specifications for the 'be clean' and 'be green' technology solutions set out in the outline energy strategy (Couch Perry Wilkes, August 2021). The details shall include type, size and location of the heat pumps including an appraisal of the associated noise and vibration. The scheme shall detail the type and size of PV panels including their pitch and orientation. The assessment shall then ensure there is a comprehensive presentation of the reduction in carbon associated with the 'be lean', 'be clean' and 'be green' including making a clear allowance for the electricity demand of the air source heat

pumps. The assessment shall show a minimum saving of 56% of CO2 from the baseline development (2013 building regulations) as modelled and presented in the outline energy strategy. Any shortfall in this target shall be subject to an offsite contribution. The development must proceed in accordance with the approved plans and specification.

Reason

To ensure the development achieves zero carbon in accordance with policy SI2 of the London Plan.

Condition

Prior to occupation of the development, a 'Be Seen' plan for the recording and annual reporting of the energy performance of the development shall be submitted to and approved in writing by the Local Planning Authority. The 'Be Seen' plan meet the requirements set out in Policy SI2 (A)(4) of the London Plan. The plan shall set out the methods for recording the actual carbon performance of the approved scheme in line with the approved energy assessment. The plan shall then set out how this will be reported to the Local Planning Authority on an annual basis (the 'annual report') and shall set out the mechanisms for identifying shortfalls in the agreed targets and the strategy for remedying such shortfalls.

The annual report shall then be submitted to and approved by the Local Planning Authority in accordance with the agreed 'Be Seen' plan. Where the annual report identifies shortfalls in meeting the approved target, it will also present proposals, onsite or offsite to remedy the problem. The development must be operated in accordance with the approved 'Be Seen' plan.

Reason

To ensure the development continues to achieve the approved carbon reduction targets in accordance with Policy SI2 of the London Plan.

Section 106 - The current shortfall in CO2 emissions has been presented as being 56tCO2. This equates to an offsite contribution of £159,600 based on the carbon cost of £95/tCO2 annualised over 30 years.

The onsite solution in combination with the offsite solution amounts to a zero carbon saving.

NOISE OFFICER COMMENT:

PREVIOUS OVERVIEW AND RECOMMENDATIONS

For ease of reference, as per the previous review (ref. 5715_002M_1-0_CW), our Overview and Recommendations were as follows.

2.1 Overview

In some respects, it's a good report, which could be deemed broadly sufficient for the purposes of the application having presented outline details, with further assessment required via planning condition. However, in the absence of discussion on good acoustic design, it is considered that further submission by the applicant is warranted prior to the Council making a decision. In doing so, there are arguably other issues identified in this review that could helpfully be addressed (though, some could be addressed via condition).

2.2 Recommendations

In the absence of discussion in the Noise & Vibration Assessment (or the DAS or Planning Statement) on good acoustic design, it is recommended that either: justification is submitted to, and approved by, the Council for the arrangement of the proposed scheme; or the scheme layout is revised, and the Noise & Vibration Assessment updated and re-submitted accordingly. In doing so, the guidance in the ProPG is to be followed, together with that in the Acoustics, Ventilation and Overheating Guide, where applicable, whilst taking into account local, regional and national policy.

Notwithstanding this, it is recommended that prior to the Council making a decision, the Noise & Vibration Assessment is updated to further describe and assess the noise associated with 4 Viveash Close and the railway plant.

It is considered optional as to whether the Noise & Vibration Assessment is also updated in terms of the following or that they are required via planning condition:

- confirm the validity of the noise survey data in terms of the operation of the railway;
- update the noise model to better reflect the spread of noise across the railway tracks;
- update and finalise (depending on whether pre- or post-application) the noise mitigation strategy to protect both external and internal noise-sensitive spaces;
- undertake an assessment of ground-borne noise from the operation of the railway; and
- provide details (depending on whether pre- or post-application) of any sources of operational noise and required noise control measures.

3. DOCUMENTS REVIEWED

3.1 Previously

· 3 Viveash Avenue, Hayes, UB3 4RY Noise & Vibration Impact Assessment, by Syntegra Consulting for Mackenzie Homes Ltd. (ref. 20-7393, Rev. A, dated 27th August 2021). Herein referred to as the Noise & Vibration Assessment. Note reference in the title to "Avenue" should be "Close".

3.2 This time

· Syntegra Consulting's Response to Council Commentary, by Syntegra Consulting (ref. 20-7393 - 3, Viveash Close, Hayes, UB3 4RY - TN1, dated 3rd February 2022). Herein referred to as the Syntegra Consulting Response.

4 REVIEW

Helpfully, the Syntegra Consulting Response uses the same subsection titles adopted in our previous review, with the associated responses considered in turn below.

4.1 Good acoustic design

It was our opinion that there was no formal documentation of a good acoustic design process having been followed, as recommended by current national policy and best practice guidance. The following response is provided:

Noise levels at the site are relatively high. Therefore, to ensure that good acoustic design is integrated into the development in line with current best practise guidance (ProPG), discussions with Architects, M&E contractors, and overheating consultants have been factored into the design to ensure a robust and comprehensive scheme of acoustic interventions.

Specifically, this includes:

- Consideration of the layout of the development - due to the size constraints of the site, it was not possible to significantly change the location of the building, with a relatively quiet communal amenity area shielded from the railway being incorporated rather than moving the location of the building further from the railway line.
- The layout of internal flats, with the vast majority of flats on the railway side of the development being dual aspect to provide a quieter side.
- Determination of glazing and ventilation requirements in line with the ANC Acoustics Ventilation and Overheating guidance and internal noise level requirements of the ProPG, in consultation with the architect and M&E consultants.
- Advice provided in terms of the mitigation of overheating in line with the ANC Acoustics Ventilation and Overheating guidance, following consultation with the architect, M&E and overheating consultants.

This being the case, we have no further comments. As per our recommendations in Section 5, a condition will be required to confirm the final details of the external noise ingress control strategy.

4.2 Future conditions

It is in keeping with local and best practice guidance to consider future (noise/vibration) conditions. The following response is provided:

During the course of the assessment, no information was discovered that would indicate future noise levels to be significantly different from presently from transportation noise sources. The industrial noise sources are likely to be reduced in the future as the area is developed for residential, however they were assessed by Syntegra in terms of noise risk as a worst-case due to time lines for the wider development being unclear.

This being the case, we have no further comments.

4.3 4 Viveash Close

Due to a lack of details provided, we were not confident the sound from the existing operation of 4 Viveash Close was sufficiently considered. The following response has been given:

The plant associated with 4 Viveash Close was modelled based on on-site observations of current operations. It is noted that the details of the plant noise are unintentionally absent from Syntegra's report. The dominant noise source was a broadband motor type noise; the precise function could not be identified from the view of the plant from the site due to access restrictions. The item of plant was approximately 2m tall and was modelled as a point source at this height for simplicity, to determine the noise risk across the site. The hours of use have been set as the operational hours of the facility based on on-site observations.

This basic approach was taken to obtain the noise risk as it is likely that the plant would not be in operation when the 3 Viveash Close site is occupied, or at least not very long and therefore a more detailed assessment of the noise was considered by Syntegra to be overly onerous.

In terms of timescales for the redevelopment of the wider site, Syntegra are informed that:

- 3 Viveash Close is scheduled to commence on site in November 2022 (subject to planning permission), with a build time of approximately 30 months, meaning occupation would not be until approximately May 2025.
- The current operations at 4 Viveash Close are due to be relocated to a yet to be decided premises. As such it is not possible to place a precise timescale on the move at this stage, but it is anticipated to be within the next 1-2 years (which would be prior to first occupation of 3 Viveash Close).
- The site immediately to the south "Squirrels Trading Estate" is due to be purchased by Mackenzie Homes (the same developer as for 3 Viveash Close) in February 2022 with a subsequent application for housing following in due course.

Hence, the basic assessment of existing plant noise at 4 Viveash Close to demonstrate the effectiveness of a standard timber fence to protect residential amenity within the communal amenity area.

This being the case, we have no further comments.

4.4 Railway plant

As with 4 Viveash Close, due to limited information being provided, we didn't feel that the railway plant reference in the Noise & Vibration Assessment had been adequately considered. The following response is provided:

The railway plant was considered the dominant noise source to the north of the site, in the absence of the passing trains, but was not considered to be very loud. The glazing specification is driven by the L_{Amax} noise levels from train pass-bys at night and provide significant headroom in terms of the average L_{Aeq} noise levels across the daytime and at night, which should off-set any additional annoyance from the plant noise due to any potential noticeable features, which were not noted as significant whilst on site.

Significant low frequency noise was not noted on site and subsequent analysis did not note any low frequency noise levels of specific concern.

The railway plant noise has been assessed in the model and the glazing and ventilation

specifications will reduce that noise to very low levels and therefore railway plant noise would not be a source of significant adverse effects on future residents.

This being the case, we have no further comments.

4.5 Railway noise

In this regard, we had concerns with both the suitability of the monitoring location and the modelling. The following response is provided:

The measurement location was above the existing boundary fence and had a good line of sight to all railway lines according to on-site observations. The measured noise levels are therefore representative of the conditions at the time. This is verified by the noise model, which has calculated similar levels based on train pass-bys and types in accordance with Calculation of Railway Noise (CRN) methodologies.

In the absence of data detailing which specific track was utilised, assessing a single track in the middle was considered the most prudent for this assessment, as a high number of trains are likely to stop at or pass-by the station platforms, which are located at the far side of the track in relation to the site. Assuming all trains passed by on the closest track, whilst worst-case would, in this case, likely have produced unrealistic noise levels.

The L_{Amax} noise level from train pass-bys, which has driven the mitigation specifications for the northern facade of the development, were unaffected by the modelling procedure as they were derived from measurements and not the noise model.

This being the case, we have no further comments.

4.6 Vibration

We previously stated:

Unlike for the neighbouring schemes, there is no reference in the Noise & Vibration Assessment to the possibility of rail vibration resulting in ground-borne noise (also known as re-radiated noise) within the development. Potentially significant levels of ground-borne noise can occur even where there's a low probability of adverse comment based on the VDV levels.

The outline assessments for the neighbouring schemes indicate that levels could be above the typically adopted limit of 35 dB L_{Amax}, hence it was proposed by Waterman for the 233-236 Nestles Avenue scheme to undertake further monitoring and analysis at the construction stage.

Accordingly, it is considered appropriate to condition the requirement for the assessment of ground-borne noise, unless already addressed in the meantime.

In response, it is stated:

Issues of ground-borne noise (re-radiated noise) as identified by Anderson Acoustics appear to Syntegra to be unlikely at such a distance from the railway line and a specific assessment would be an overly onerous requirement. Indeed, the need would appear to be borderline, and so we are happy to leave the decision to discount this with Syntegra Consulting.

4.7 Development operational noise

There was no mention in the Noise & Vibration Assessment of the potential for the operation of the development to generate noise, and so we queried this, but in the understanding that there should be no significant issues in this regard. The following response is provided:

Noise from the proposed development is likely to consist of potential vehicle movements and plant noise. Of these, plant noise has some potential to produce significant adverse impacts and it may

be appropriate to condition a plant noise assessment to be carried out once final selections are made. It is noted, however, that the plant location is enclosed with acoustic louvres proposed and therefore high noise levels are somewhat unlikely.

Accordingly, a condition to address operational plant noise is recommended below.

5 RECOMMENDATIONS

In light of the Syntegra Consulting Response, we see no reason for LBH not to grant permission for application ref. 36678/APP/2021/3370 with respect to noise and vibration, subject to suitable noise conditions. The following conditions are recommended as a minimum:

1. The development shall not be occupied until full and final details are provided to, and approved by, the Local Planning Authority of the sound insulation scheme(s), and any other control measures, such that ambient sound levels are no higher than the relevant internal targets within the current version of the ProPG: Planning & Noise accounting for both ventilation and overheating conditions, and to minimise levels within external amenity areas as far as practicable. The measures shall take into account the ventilation and overheating control strategy/strategies, with any sound generated within the development by associated plant controlled to not exceed relevant targets, such as those within the current version of the Acoustics, Ventilation and Overheating Residential Design Guide.

Reason: To safeguard the amenity of the occupants of the development in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

2. The development shall not be occupied until details are provided to, and approved by, the Local Planning Authority of any building services plant that would result in sound emitted externally, together with details of any required noise control to safeguard the amenity of the occupants of both the scheme and the neighbouring dwellings. The plant shall be selected and installed so as to limit sound externally to a practicable minimum, and, where required (due to risk of noise impact), the plant and background sound levels should be determined and assessed in accordance with the Council's Noise SPD (2006) and the current version of BS 4142.

Reason: To safeguard the amenity of the occupants of the development and surrounding properties in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

HIGHWAY OFFICER COMMENT:

Development: Redevelopment of the site to erect a part 10 storey and part 11 storey residential led development comprising 128 flats and a 122 sq.m commercial space / residents lounge (Class E) with associated access (including Public Access Improvements) and landscaping works following demolition of existing light industrial building.

Location: 3 Viveash Close, Hayes

Reference: 36678/APP/2021/3370

Planning permission is sought to erect a part 10 storey and part 11 storey residential led development of 127no. units comprising 38no. 1-bed units, 57no. 2-bed units and 32no. 3-bed units. In addition, there would be 122sq.m commercial space / residents lounge (Class E).

The development would be car free except for 7no. disabled parking spaces of which 2no. would be provided with active electric vehicle charge points with 2no. having passive provision. The development would provide 126no. bicycle parking bays, 122no. would be long stay for residents and 4no. short stay for visitors.

The proposal site is situated at the far northern end of Viveash Close, Hayes. Viveash Close is no

through road leading off Nestles Avenue providing access to several commercial uses. Viveash Close also provides access to Hayes and Harlington Station car park. Whilst Viveash Close is without parking restrictions the amount of on-street parking available is limited by the large number of vehicles parked on the forecourts of the businesses regardless of whether a vehicle crossover has been provided or not. Overall Viveash Close offers a very poor walking and cycling environment, parked cars block drivers sight lines, the footways are uneven, and the street lighting could be improved. In accordance with the published London Plan (2021) Policy T2 Healthy Streets, which requires that "development proposals shall delivery improvements that support the ten Healthy Streets indicators" the Highway Authority require that applicant enter a 1990 Town and Country Planning Act s.106 legal agreement that obliges the applicant to address these issues.

Viveash Close is situated on the edge of Hayes town centre within convenient walking and cycling distance of a range of shops, services, and facilities. 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. The proposal site has a PTAL ranking of 4 indicating that access to public transport is reasonable compared to London as a whole. When the Elizabeth Line is open the PTAL ranking will increase to 5. Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The London Plan Policy T6.1 Residential Parking would allow a maximum of between 64no. and 96no. car parking spaces, the 7no. disabled spaces proposed is therefore in accordance with this Policy.

As the development would effectively be "car-free" the Highway Authority has no concerns about the impact vehicular traffic generated by the development would have on the surrounding road network.

Deliveries and servicing associated with the development would be undertaken from Viveash Close, a layby would be provided in front of the development that would give a refuse vehicle with a place to park whilst refuse is being collected. The Highway Authority require that this layby should be clearly marked that it is for drop off/pick up only. This should be secured by way of a planning condition.

For the 122sq.m of commercial floor space the London Plan Policy T6.2 Office Parking would allow a maximum of 1no. car parking space to be provided, the proposal is in accordance with this policy.

Policy T5 Cycling of the London Plan requires that a residential proposal of this type provides a minimum of 235no. cycle parking spaces for the residential units plus 3no. short stay spaces. The 126no. proposed is below this minimum standard and therefore not in accordance with policy. Policy T5 also requires that they commercial use provides 1no. cycle parking bay, if one of the residential parking spaces is allocated to the commercial use by way of a planning condition then this policy requirement would be met.

The Highway Authority has reviewed the Travel Plan and requires that the Plan is amended to include the following. Travel Plan Coordinator must be appointed before the development is occupied so they can directly engage with residents from the outset to promote active travel and public transport. The Travel Plan must contain targets for years 1, 3 and 5, these targets should be forwarded to and approved by the Highway Authority also before the development is occupied. The Travel Plan should include a monitoring and review strategy and explain what steps would be taken if the targets are not attained. The Highway Authority request a planning condition requiring the applicant the submit a revised Travel Plan for approval by the Highway Authority.

The Highway Authority has reviewed the Construction Traffic Management Plan and requires that it is amended to include the following. All construction vehicles shall comply with the Direct Vision Standard, a rating of 3 stars (or more) will be required. Freight Operators Recognition Scheme (FORS) Silver standard is to be mandated by all construction vehicles delivering to the site.

Furthermore, all deliveries shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC. This is to ensure improved fields of vision across the front of the vehicles. There will be no daytime or overnight parking of lorries within the vicinity of the construction site. All construction deliveries shall enter site directly on arrival and not wait on any road in the vicinity of the site. These requirements should be secured by way of a planning condition.

As mentioned above the development would provide 7no. disabled parking spaces to serve 127no. dwellings. However, the published London Plan 2021 Policy T6.1 Residential Parking requires that for 3% of dwellings, at least 1no. designated disabled persons parking bay per dwelling is available from the outset. For this development this would be 4no. spaces so the requirement has been met. However, Policy T6.1 also requires that new developments demonstrate as part of the Parking Design and Management Plan, how an additional 7% of dwellings could be provided with 1no. designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. For this development this would be a further 9no. spaces, the development should therefore be able to provide up to 13no. disabled car parking spaces should they be needed. The Highway Authority require that standard of provision is secured by way of a planning condition.

As mentioned above the number of cycle parking spaces proposed would be less than the standard required in the London Plan. To address this shortfall in provision the Highway Authority require that the applicant enter a 1990 Town and Country Planning Act s.106 legal agreement that obliges the applicant to fund the installation of a Santander Bike Hire 10no. bay docking station together with bicycles at a cost of £15k. Contributions towards the Santander Bike Hire scheme have already been secured from other developments in the Hayes town centre area. The vision is to provide a network of docking stations around the town allowing people to pick up a bicycle at one location, make their trip and then park it at their destination. A new docking station at 3 Viveash Close would provide the occupiers of the development with access to a bicycle without them needing to own one of their own. This together with other Active Travel Measures would offset the shortfall in cycle parking spaces, helping to make the development self-sufficient in terms of travel need.

As aforementioned there would be 7no. disabled car parking spaces of which 2no. would be provided with active electric vehicle charge points and 2no. passive. To be in accordance with the London Plan Policy T6.1 Residential Parking the Highway Authority requires that 2no. spaces should be provided with active electric vehicle charge points with all the remaining having passive provision.

Heads of Terms

The Highway Authority require the following Heads of Terms should the proposal be approved.

- The Highway Authority require that applicant enter a 1990 Town and Country Planning Act s.106 legal agreement that obliges the applicant to fund the delivery of car parking management measures along Viveash Close £8k.
- The Highway Authority require that applicant enter a 1990 Town and Country Planning Act s.106 legal agreement that obliges the applicant to resurface the carriageway and both footways along Viveash Close including new kerb stones £196k.
- The Highway Authority require that applicant enter a 1990 Town and Country Planning Act s.106 legal agreement that obliges the applicant to provide new street lighting along the full length of Viveash Close.
- The Highway Authority require that applicant enter a 1990 Town and Country Planning Act s.106 legal agreement that prohibits the occupiers of the proposal from applying for permits for any Parking Management Scheme permits in operation within the vicinity of the site.
- The Highway Authority require that the applicant enter a 1990 Town and Country Planning Act s.106 legal agreement that obliges the applicant to fund the installation of a 10no. stand Santander Bike Hire docking station with bicycles at a cost of £15k.

Planning conditions

The Highway Authority require the following conditions should the proposal be approved.

- The Highway Authority require a planning condition obliging the applicant submit an amended

Construction Logistics Plan for approval as set out above.

- The Highway Authority require a planning condition obliging the application to submit a Service and Delivery Plan for approval.
- The Highway Authority require a planning condition obliging the application to submit a Car Parking Management Plan for approval.
- The Highway Authority require a planning condition obliging the applicant submit an amended Travel Plan for approval as set out above.
- The Highway Authority require a planning condition obliging the applicant to clearly mark the layby at the front of the development to ensure it is used for pick up/drop off only and not general parking
- The Highway Authority require a planning condition obliging the applicant to increase the number of disabled car parking spaces provided up to 13no. in response to demand

Subject to the above there are no highway objections to this proposal.

AIR QUALITY OFFICER COMMENT:

The proposed development is located within the LBH Air Quality Management area (AQMA), and within Hays Focus Area (FA), bringing additional traffic emissions which will add to current poor air quality. As per the London Plan and LBH Local Action Plan 2019-2024, developments need to be neutral as minimum and positive in Focus Areas, contributing to the reduction of air pollutant emissions in these sensitive locations. LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area. Finally, the London Plan (March 2021) requires development to be air quality neutral as minimum and air quality positive in certain circumstances, actively contributing to reduce pollutant emissions to the atmosphere.

Given the accessible location of the site, the proximity of Hays and Harlington Station and the car-free nature of the proposed development, it is considered that the majority of person trips will be undertaken by sustainable modes of travel and only a very small number of trips will be by private car. Therefore, the development is considered Air Quality Neutral.

However, according to LBH, proposed development within Focus Areas needs to be Air Quality positive and further action is required to reduce total emissions produced by its operation.

Based on the sample of TRICS sites and the proposed development of 129 dwellings would be expected to attract servicing vehicles. The proposed commercial use provides 122 square metres of E class land use and will likely be occupied by a use such as a coffee shop or cafe. It is considered that a use such as a cafe/coffee shop will likely result in delivery/servicing trips per day associated with restocking food and drinks as well as customer trips. Therefore, the total emissions associated with these activities (which still exclude uber/taxis/visitors/and a small use of private car by residents) needs to be mitigated.

DAMAGE COST AND MITIGATION MEASURES

Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach. The mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied. Table 1 and 2 summarise the aspects of air quality and planning requirements for the proposed development.

The level of mitigation required to the proposed development for traffic emissions is £7,637. Once all

deductions were applied, the remaining value of mitigation due is £7,637. Flat rate deductions applied are as follow: Travel Plan (10%), Green Sustainable Measures (5%), contribution to long term LBH strategic long-term strategies (e.g. multimodal shift) (10%), totalling a reduction of £7,637. Therefore, a section 106 agreement with the LAP of £7,637 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

In addition, two Air Quality conditions are required to develop and implement a Low Emission Strategy and manage construction emissions as required by the Mayor of London. See text below.

Condition Air Quality - Low Emission Strategy

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:

1) secure compliance with the current London Plan (March 2021) and associated Planning Guidance requirements

2) the implementation of a fast electric vehicle charging bay. This is to be implemented above the minimum number of charging points required in the London Plan.

3) Produce a robust Travel Plan with a clear and effective strategy to encourage staff / users to

a) use public transport;

b) cycle / walk to work where practicable;

c) enter car share schemes;

d) purchase and drive to work zero emission vehicles.

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

Reason - As the application site is within an Air Quality Management Area, and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DME1 14 of the London Borough of Hillingdon Local Plan (part 2), the London Borough of Hillingdon Air Quality Action Plan 2019-2023, London Plan (2021) policy SI1 and T4, and paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

Conditions - Reducing Emissions from Demolition and Construction

A

No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason:

Compliance with London Plan Policy SI 1 and in accordance with Mayor of London "The Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

B

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of

the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority.

The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>."

Reason:

Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

Context

The proposed development is within an Air Quality Management Area and will affect identified Air Quality Focus Areas. Air Quality Focus Areas are defined by the GLA as areas already suffering from poor air quality where prioritisation of improvements is required. This is supported by:

Local Plan Part 2 Policy DME1 14

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

i) be at least "air quality neutral";

ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and

iii) actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

FLOODING OFFICER COMMENT:

Drainage

I have no objections to the proposed development. The proposal is to advance a pumped solution to control attenuation to a 2l/s hectare runoff rate in storm event. This is a considerable improvement on the existing unattenuated rates.

The pumped solution is, however, not ideal given the potential for failure notwithstanding that the applicant has provided suitable justification for why the pump is required given site levels and outfalls.

The following condition is required:

Prior to occupation of the site, a drainage maintenance and monitoring plan shall be agreed in writing with the Local Planning Authority. The plan shall set out how the drainage arrangements, including the pump and attenuation tanks, will be monitored for performance and efficiency on an annual basis with records retained for inspection by the Local Planning Authority. The maintenance regime shall ensure that the tanks and pumps are operating at optimum capacity and in line with the approved drainage arrangements throughout the lifetime of the development; the monitoring and recording will be in place throughout the lifetime of the development also.

To ensure the development does not increase the risk of flooding.

[Please note that there is no need for a separate drainage condition. The development must proceed in accordance with the approved details]

Basement

Comments were previously made about the scope of the basement impact assessment. The proposed basement amounts to minimal construction below surface level and therefore the risk of impact on groundwater flows to the extent where there would be an increase risk of flooding is very low.

FINANCIAL VIABILITY APPRAISAL COMMENTS (Summary):

Conclusion

Overall the appraisals show that the scheme can provide between 30% and 35%. Our appraisals

can be found at appendix 3 and 4. In the light of the marginal deficit from the 35% policy compliant mix we are of the view that the scheme can make a 35% provision of affordable housing with a policy compliant unit mix of 70% social rent and 30% shared ownership.

The cross check of comparable land evidence clearly demonstrates that sites are transacting for considerably more than the values that the residual appraisals are producing. Accordingly, we have revisited the appraisals and made adjustments to the inputs to reflect the land evidence. This land evidence reinforces the costs and values we have applied. As we indicated above, there are other ways to achieve the same objective in applying the land evidence, such as reducing the profit margin or finance costs but they would not achieve the same objective. We are confident that our appraisal inputs are robust and that the scheme can viably support a 35% provision of affordable housing.

CONTAMINATED LAND OFFICER COMMENT:

I have reviewed a copy of the geo-environmental information within the following report submitted in support of the application:

Title: Environmental Desk Study & Basement Impact Assessment Report for Land Adjacent to 3 Viveash Close, Hayes, UB3 4RY; Ref: P3056J232 V2.1; Date: 28 June 2021; Prepared by: Jomas Associates Ltd.

The report provides details of a phase 1 desk study, including an initial conceptual site model and preliminary risk assessment which identifies a moderate risk from potential pollutant linkages at the site.

The phase 2 investigations shall be designed to more fully characterise the site in terms of its suitability for the proposed change of use to residential land.

For land that is affected by contamination I recommend the following standard conditions, to be imposed if planning consent is awarded:

Proposed conditions for land affected by contamination.

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

a) A site investigation, including where relevant soil, soil gas, surface water and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

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

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

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

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

REASON To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DMEI 11: Protection of Ground Water Resources and DMEI 12: Development of Land Affected by Contamination.

2 Reason for Refusal (if objecting):

N/A

3 Observations:

Section 7 of the submitted report identifies possible key contaminants that may be present within the soils, and which shall require laboratory testing to confirm their presence, or otherwise, at site.

The chemical testing of soils shall include analyses for

- Metals: cadmium, chromium, copper, lead, mercury, nickel, zinc;
- Semi-metals and non-metals: arsenic, boron, sulphur;
- Inorganic chemicals: cyanide, nitrate, sulphate and sulphide;
- Organic chemicals: aromatic hydrocarbons, aliphatic hydrocarbons, petroleum hydrocarbons, phenol, polyaromatic hydrocarbons;
- Others: pH, Asbestos.
- VOCs

DAYLIGHT AND SUNLIGHT COMMENTS:

Summary and recommendations:

5.1 AY have completed the review of the DSO report and associated appendix documents prepared by Waldrams in connection with the proposed redevelopment of the 3 Viveash Close Site.

5.2 In overall terms we would conclude that the DSO Report is reasonably comprehensive in respect of its neighbouring properties scope and methodology adopted. The relevant specialist technical analysis is generally provided.

5.3 The review of the assessment results has concluded that AY are generally in agreement with the overall conclusions provided by Waldrams in connection with Compass Building, 233-236 Nestles Avenue, Former Nestle Factory Block D and Squirrels Estate and 4 Viveash Close.

5.4 For these properties the overall daylight and sunlight have been considered as minor adverse on the basis of the number of rooms and windows adherence to the BRE guidelines, or the Proposed Development has been shown to be generally commensurate with a mirror-image analysis.

5.5 For Former Nestle Factory Block E, majority of rooms and windows experience significant adverse daylight effects with 33% experiencing a major adverse effect under the main assessment. Whilst a mirror image analysis has been deemed a useful supplementary analysis the results and commentary with the DSO report shows there will still be a proportion of rooms and windows which

show deviations from the mirror analysis. Mirror image and without balconies deemed a useful supplementary analysis show that for the vast majority of adverse effects there are reasonable mitigation points, nevertheless there remains a proportion of windows which experience adverse effects regardless.

5.6 Overall, the effect on daylight to Former Nestle Factory Block E is considered to be moderate in consideration of the large number of rooms and windows which experience significant adverse effects, albeit this can be considered reasonable In light of the limiting design features at Block E.

5.7 With regards to internal amenity, the Proposed Development is considered to make good use of the daylight available to the Site. 89% of rooms assessed meet the BRE guideline whereas rooms below guidance are isolated to pinch point locations on lower floors where less amenity is available, or habitable spaces below balconies or in recessed locations.

5.8 In relation to sunlight amenity, 20% of windows would meet the BRE guideline. The majority of habitable areas assessed will therefore not meet the BRE guideline. Sunlight amenity may be considered low for future residents, albeit this may considered reasonable on balance of the north facing rooms included and in comparison to sunlight amenity received by schemes of a broadly similar typology..

5.9 Overshadowing within the scheme has been deemed as reasonable in light of the received sunlight during the summer month and courtyard style of the amenity area which can make sunlight access difficult.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy SA 5 allocates the area for mixed-use development. Parcel B of site allocation SA5 includes the application site, 7 and 9 Nestles Avenue, Squirells Industrial Estate and no. 4 Viveash Close. The allocation policy sets out the requirement to provide 300 residential units and the provision of appropriate community infrastructure to support the overall quantum of development, including educational use where necessary.

The application site was formerly designated as a Strategic Industrial Location. However, as part of the current Local Plan, the council released 16 hectares of industrial land, including the application site. However, a key principle of site allocation policy SA5 is that there is a mix of residential and employment-generating uses, including office (Class E), light industrial (Class B2), and storage and distribution (Class B8) uses that would be compatible with the residential elements of the scheme.

A non-residential element was included in the initial design of the scheme. However, given the provision of employment uses elsewhere within SA5, it was considered that the overall design of this development could be enhanced by removing a commercial element to allow for a two-storey entrance leading into a resident's lounge, providing space for residents to mingle and interact with one another. This change sought by the council is reflected in the revised plans.

Policy SA 5 also requires the provision of pedestrian links to Hayes town centre and key transport nodes. Before constructing the central east-to-west pedestrian access through SA5, the northern part of this site is an essential pedestrian link for those occupying the northern part of the site allocation (Parcel A) and Hayes and Harlington Station.

Comprehensive Development

Policy DMHB 11 of the Local Plan: Part 2 (2020) outlines that development will be required to ensure the design safeguards the satisfactory redevelopment of any adjoining sites with

development potential. As policy SA5 seeks to bring forward a comprehensive development across a large area, the policy explains that complementary design principles and resulting infrastructure requirements associated with the planned levels of growth should be integrated into proposals. Consequently, it must be demonstrated that the redevelopment of a parcel within the site allocation does not prejudice another. The applicant has provided an indicative masterplan showing how the proposed development would integrate with the redevelopment of the neighbouring sites at 4,7, and 9 Viveash Close. The applicant has also committed to redeveloping a larger proportion of the Squirrels Trading parcel of the site allocation by purchasing No.7 Viveash Close (otherwise referred to as Squirrels Estate).

It is noted that the GLA have provided support for the indicative masterplan within their stage 1 comments:

"The applicant's proposed approach to the masterplan appears logical given the complexities that the various site ownerships bring about. The proposals appear to allow for commercially viable future development in a manner which also allows for the retention of the green spine as a fundamental masterplan component."

The Council and the GLA consider the indicative masterplan to be acceptable and therefore complies with the principles of DMHB 11 of the LPP2.

Provision of Housing

Policy GG4 (Delivering the homes Londoners need) of the London Plan (2021) states that to create a housing market that works better for all Londoners, those involved in planning and development must:

- ensure that more homes are delivered.
- support the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable.
- create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing.
- identify and allocate a range of sites, including small sites, to deliver housing locally, supporting skilled precision-manufacturing that can increase the rate of building, and planning for all necessary supporting infrastructure from the outset.
- establish ambitious and achievable build-out rates at the planning stage, incentivising build-out milestones to help ensure that homes are built quickly and to reduce the likelihood of permissions being sought to sell land on at a higher value

Policy H1 (Housing Growth) of the Hillingdon Local Plan: Plan 1 - Strategic Policies (2012) requires that the borough meets and exceed its minimum strategic dwelling requirement in accordance with other Local Plan policies. The Borough's target was increased as part of the London Plan.

As stated above, the site allocation details dictate that the principle of developing the site for residential use is acceptable and as such accords with local and regional planning policies. In addition, the introduction of residential accommodation at this location is considered appropriate in light of the character of the site's surrounding area. No objection is therefore raised to the principle of redevelopment of the site with a residential scheme, subject to compliance with other policies in the development plan.

Unit Mix

Policy H10 of the London Plan (2021) states that schemes should generally consist of a range of unit sizes and sets out a number of factors which should be considered when determining the appropriate housing mix on a particular scheme. This includes local evidence of need. Policy DMH 2 of Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. Paragraph 4.6 outlines that there is a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties.

Family housing is defined within the glossary of the London Plan (2021) and outlines it must generally be of a size that has three or more bedrooms. It is worth noting that the Secretary of State directed changes to Policy H10, in order address the need for new family housing, to prevent families from being forced to move outside of London. These changes were incorporated into the final version of the London Plan (2021).

In terms of factors specific to a site, Policy H10 also includes a need to consider, the mix of uses in the scheme, the range of tenures in the scheme and the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity.

The proposed housing size mix of the 127 units is as follows:

41 x 1 bed, 56 x 2 bed and 30 x 3 bed units.

1-bedroom x 41 33.00 %

2-Bedroom x 56 44.0 %

3-Bedroom x 30 23.0 %

The proposal represents a range of unit sizes, which does not have an over dominance of one particular size. The absence of studio flats is supported, noting that these are the least flexible unit type. Whilst the housing size mix does not mirror the borough-wide requirement for larger affordable and private market units, it is necessary to consider site specific factors, including the close proximity to the town centre and train station, the high PTAL rating and constrained nature of the site. It is considered that, when the housing size mix policies are read as a whole, the proportions conform with the relevant development plan policies

7.02 Density of the proposed development

Policy DMHB 17 of the Hillingdon Local Plan: Part 2 (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2.

Paragraph 5.67 of the Hillingdon Local Plan: Part 2 (2020) states that Hillingdon will apply the density standards set out in the London Plan in a flexible manner, according to local circumstances. Large parts of the borough, including many areas in close proximity to town centres, are suburban in character and will lean heavily towards the applications of lower to mid range density scales. Table 5.2 represents a starting point for discussions on the issue of residential density, which should ultimately be determined by a design led approach.

Policy D3 (Optimising Site Capacity through the Design-led Approach) of the London Plan (March 2021) further requires all development to make the best use of land following a design-led approach that optimises the capacity of sites, including site allocations and

offers no density matrix figures. The policy further states that higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

The PTAL score for the site is 4, which identifies the area as having a low level of public transport accessibility. Table 5.2 indicates that sites within 4-6 rating areas are considered Central locations and should provide between 495 - 1,100 habitable rooms per hectare and between 165 - 405 units per hectare if the scheme proposes a housing type of flatted accommodation.

The area surrounding the site is mixed in character. As a former industrial site, there are several industrial sheds remaining. However, the broader site allocation is largely under redevelopment, with occupants now accommodated in many of the residential buildings within the former Nestle Factory site. As such, the character is changing from industrial to a more urban residential / mixed-use.

The proposed development would provide 365 habitable rooms between 127 new units.

The scheme, as proposed, results in a density of approximately 1,586 habitable rooms per hectare or 552 units per hectare. However, the proposed number of units is higher than the guidance within Policy DMHB 17, given that the scale, bulk and massing of the development are considered acceptable and the location of the site within the Hayes Opportunity Area. Furthermore, the density matrix should not be applied mechanistically, enabling account to be taken of other factors relevant to the local context and all other material planning policy requirements.

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

ARCHAEOLOGY

Policy HC1 of the London Plan (2021) and Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) seek to ensure that areas which are identified as being of archaeological interest are protected. The application site is not located within an area of archaeological priority or interest and notably Historic England (GLAAS) have raised no objections to the current proposals. As such the application is considered acceptable.

HERITAGE

The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should 'should have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses' and in relation to conservation areas, special attention must be paid to 'the desirability of preserving or enhancing the character or appearance of that area'.

The NPPF states that when considering the impact of the proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation and the more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Where a proposed development will lead to 'substantial harm' to or total loss of the significance of a designated heritage asset, local planning authorities should refuse

consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

London Plan Policy HC1 states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The policy further states that development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

The application site is not situated within a Conservation Area and does not contain any listed buildings. Notwithstanding this, the application site abuts the Nestles Conservation Area to the east. A TVIA has been submitted which has been reviewed by the Councils Heritage and Conservation Officer who has raised no objection to the design of the building or it's potential impact upon the adjacent Conservation Area which is a designated heritage asset.

The proposal is for a staggered building. The tallest element of the proposal is 11-storeys with a plant enclosure at roof level. The profile of the building then steps down at 1 interval, however the design of the rooftop amenity spaces reduces some of the height, mass and scale further.

In terms of its height, mass and scale, the proposed development is very similar to the recently approved Stanford House scheme and other developments which bound the site such as Block E which is located to the east of the site. Although clearly this is a building of a reasonable height which would change the industrial nature of the existing character of the area, given the wider redevelopment of the former Nestle Factory it is considered that the building would relate to the scale bulk and massing of the surrounding development which is now part of the character of the Conservation Area. As such the proposed development would not result in harm to the setting of the Conservation Area and therefore complies with Policies DMHB 1, DMHB 4, DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policy HC1 of the London Plan (2021) and paragraphs 202, 203 and 207 of the NPPF (2021).

7.04 Airport safeguarding

The National Planning Policy Framework requires that planning decisions promote public safety and take into account wider security and defence requirements by:

- a) anticipating and addressing possible malicious threats and natural hazards, especially in locations where large numbers of people are expected to congregate. Policies for relevant areas (such as town centre and regeneration frameworks), and the layout and design of developments, should be informed by the most up-to-date information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security; and
- b) recognising and supporting development required for operational defence and security purposes, and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.

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

- A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas.

Proposals that may be a hazard to aircraft safety will not be permitted.

B) In consultation with the Airport Operator, the Council will ensure that:

- i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and
- ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

Given the heights of the proposed building (10-11 stories) it has been necessary to consult with NAT's, Heathrow Airport Safeguarding and the MOD. NATS have stated that the proposal is anticipated to have a technical impact on its radar located at Heathrow Airport and require a condition relating to a Radar Mitigation Scheme (RMS) AGL, crane operation and construction, would be required if planning permission were to be granted. Heathrow Airport Safeguarding and the MOD have raised no objection subject to standard conditions pertaining to the submission of a crane management and bird hazard management plan. Subject to the agreement of the above conditions the application is considered to comply with the above policies.

7.05 Impact on the green belt

Not applicable to the consideration of this application which is not within or close to any Green Belt land.

7.07 Impact on the character & appearance of the area

Policies D1-D3 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 policies set out a range of urban design principles relating to the quality of public realm, the provision of convenient, welcoming and legible movement routes and the importance of designing out crime by, in particular, maximising the provision of active frontages and minimising inactive frontages and improving permeability and overlooking.

Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policy D8 of the London Plan (2021) requires development proposals to ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain. Paragraph D in particular, expects development proposals demonstrate an understanding of how people use the public realm, and the types, location and relationship between public spaces in an area, identifying where there are deficits for certain activities, or barriers to movement that create severance for pedestrians and cyclists.

Policy D9 of the London Plan (2021) requires that development proposals, where tall buildings are being provided, should be serviced, maintained and managed in a manner that will preserve their safety and quality, and not cause disturbance or inconvenience to surrounding public realm and that entrances, access routes, and ground floor uses should be designed and placed to allow for peak time use and to ensure there is no unacceptable overcrowding or isolation in the surrounding areas.

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 4 of the Hillingdon Local Plan : Part 2- Development Management Policies

(2020) states new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will:

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

B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.

C) Proposals will be required to support the implementation of improvement actions set out in relevant Conservation Area Appraisals and Management Plans.

Policy DMHB 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) be of a height, form, massing and footprint proportionate to its location and sensitive to adjacent buildings and the wider townscape context. Consideration should be given to its integration with the local street network, its relationship with public and private open spaces and its impact on local views.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) re-emphasises the importance of good design in new development by A) requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure; B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space; C) safeguarding the development potential of adjoining sites and D) making adequate provision for refuse and recycling storage.

Policy DMHB 12 of the Local Plan: Part Two (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The previously refused application (36678/APP/2017/1774) was dismissed for reasons relating to design and the impact this would have on the townscape and, more critically, the success of the wider plan to redevelop the land within the site allocation. This revised proposal addresses the design concerns by including a master plan demonstrating how the scheme would integrate with the redevelopment of the broader allocation.

The proposal is for a staggered building. The tallest element of the proposal is 11-storeys with a plant enclosure at the roof level. The profile of the building then steps down at one interval. However, the design of the rooftop amenity spaces reduces some of the height, mass and scale further. The initial drawings included a ground-level commercial unit on its western side. It has since been removed as officers felt the scheme would be vastly improved by introducing a double-storey entrance to the building incorporating a resident's lounge. This has improved the view of the frontage of the building at street level and created an improved active frontage which is inviting for future occupants.

Improvements have also been made to the eastern portion of the building. The ground floor now includes residential accommodation providing front doors and fenestration to help activate the ground level. This creates a much better interface where previously inactive frontages were proposed.

The southern elevation creates the potential to link up with the future redevelopment of 4 Viveash Close. However, concerns were raised regarding this potentially blank elevation, and improvements have been secured through enhanced brick detailing in the form of contrasting brick panels and stretcher courses. This will provide a more pleasing elevation from short and medium views helping to break up its monolithic appearance until a redevelopment of 4 Viveash Close is progressed. However, it is anticipated that the site to the south will likely come forward relatively soon, as highlighted in the supporting master plan.

The applicant has submitted a Townscape Visual Impact Assessment, which incorporates verified views, enabling Officers to assess the impact the development could have on the local townscape. This document has been reviewed by the council's Urban Design and Conservation Officer, who has stated that whilst there are still some concerns with the mass of the development, which appears as one large linear block to the north, the bulk, scale, mass and design of the building is a vast improvement to the previously refused scheme. In response to the Urban Design Officer's comments, revisions have been made, which reduces the number of units. Any further reduction in the number of units proposed would have implications on viability, affecting the affordable housing offer, which has taken considerable effort to agree. On balance, it was considered that the benefits of a higher affordable offer outweigh the minimal harm arising from the scale, bulk and massing towards the middle of the block, where the Urban Design Officer would like to have seen a further reduction.

Turning to defensible space, adequate distances at ground floor level have been provided for ground floor units, and more soft landscaping has been provided. In addition, the change to the layout from the previous proposal is more compatible with the surrounding context and provides more visual interest to each main elevation.

Based on the improved design and comprehensive masterplan approach to the application site and the wider Parcel B, the development proposal is considered to be acceptable in terms of its impact on the character and appearance of this regeneration area, in accordance with the Hillingdon Local Plan; the London Plan; and the NPPF.

TALL BUILDINGS

Paragraph 3.9.3 of the London Plan (2021) states that tall buildings are generally those that are substantially taller than their surroundings and cause a significant change to the skyline. It outlines that Boroughs should define what is a 'tall building' for specific localities, however this definition should not be less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey. Paragraph 5.32 of the Local Plan: Part 2 (2020) also outlines that for the purposes of Policy DMHB 10, high buildings and structures are those that are substantially taller than their surroundings, causing a significant change to the skyline. The terms tall and high building appear to be treated synonymously within these sections of the Development Plan.

As buildings within the proposal are taller than 6 storeys or 18 metres, it is necessary to

analyse whether they meet the subsequent parts of the definitions held within the Development Plan, namely if the buildings are substantially taller than their surroundings and whether they cause a significant change to the skyline.

In terms of its relationship with its surroundings, the building is located next to a busy roundabout in an immediate area which is characterised by different neighbourhoods, which vary in urban grain. The East of the site comprises of a business park, whilst the West and a portion of the North East are defined by 2 storey streets of housing. The North contains the mixed-use Old Vinyl Factory redevelopment site. Transport infrastructure such as railway lines and wide roads (Dawley Road and North Hyde Road) create a separation distance between the site and the residential neighbourhoods and the Old Vinyl Factory area to the North.

The development proposal comprises of buildings of 10 to 11 storeys, which result in similar height ratios with existing buildings within 150m of the site, that range from 2 to 11 storeys. Despite the presence of a notable proportion (approximately 50%) of two storey residential buildings within 150m of the site, it is considered that the taller existing non-residential buildings form the more prominent immediate surroundings, due to their proximity to the site and the separation created by Dawley Road and North Hyde Road in particular. The agreed design for Keith House (27189/ APP/2020/2181) will also result in the inclusion of a 9-storey residential building nearby, which will further increase the height of surrounding buildings. It is therefore not considered that the proposed buildings are substantially taller than their surroundings and cannot be considered a tall building in line with the definitions within the Development Plan.

Further analysis was undertaken into the potential for the proposal to cause a significant change to the skyline. It was determined that from mid-range views the proposal would have a strong impact on the skyline and from long-range views the impact would be moderate. Therefore, the scheme would create a significant change to the skyline. However, this change is not deemed to be unacceptable, as outlined within the Urban Design comments elsewhere in this report, which outlines that it would add variation to the skyline and not dominate the surrounding context.

As such this application it is considered that the proposal would not conflict with Section 16 of the NPPF (2021), or with Policy HC1 of the London Plan (2021) Policies D1-D3, D8, and D9 Policy HE1 of the Local Plan Part 1 (2012), and Policies DMHB10, DMHB 11 and DMHB 4 of the Local Plan: Part Two (2020).

7.08 Impact on neighbours

The NPPF includes as a core planning principle that planning should always seek to secure a high-quality design and a good standard of amenity for all existing and future occupants of land and buildings.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that:

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

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable

rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The council will also seek to ensure that the design of the new development optimises the levels of daylight and sunlight. The council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice guidance".

In refusing the previous scheme on this site, concerns were raised relating to the breach of the council's minimum distance criteria, whereby windows that serve habitable rooms within the proposed development should be positioned away from windows serving habitable rooms in existing buildings by at least 21m. The proposed site plan indicates that the revised scheme now complies with the council's 21m separation distance to the closest neighbouring residential properties.

The development has also been located 11m from the adjacent site to the south along Viveash Close (4 Viveash Close). This being greater than half the policy requirement by Hillingdon for privacy distances ensures that the proposal would not prejudice this site from coming forward. It will allow greater flexibility for this owner to design a development compatible with the overall master plan. On the western side, the proposed building wraps around to connect with a future building at No. 4 which should complete the Viveash Close street scene.

Turning to daylight and sunlight matters, the applicant has submitted a daylight and sunlight assessment undertaken by Waldrams, which has been reviewed by an independent consultant appointed by the council.

To assess good levels of daylight and sunlight, the use of the BRE's "Site Layout Planning for Daylight and Sunlight: a guide to good practice (BR209)" is supported by planning policy. This guidance was updated in June 2022. As this version of guidance had only been updated a month or so when this application was initially presented to the committee in July 2022, the daylight and sunlight assessments submitted to support this application reflect the earlier version of the guidance. While this version of the guidance has now been superseded, the information presented does provide detailed technical information examining the proposal's impact on surrounding properties.

The applicant's report assesses the potential impact the proposed development will have on neighbouring blocks and the internal light levels for the proposed units. For this section of the report, the effect on neighbouring blocks will be discussed only.

The submitted document sets out the BRE guidance and where the proposed development would comply with this guidance. Where parts of the proposed development would fail to meet the guidance, it is common to refer to a mirror image analysis and or alternative criteria, such as a balcony study whereby a test is undertaken on all windows which fail to meet the BRE guidance to ascertain whether there would still be a significant adverse impact upon the habitable room which the window serves, if balconies were to be removed.

The review on behalf of the council generally agrees with the overall conclusions provided by Waldrams in connection with Compass Building, 233-236 Nestles Avenue, Former Nestle Factory Block D and Squirrels Estate and 4 Viveash Close.

Regarding the Former Nestle Factory Block E, most rooms and windows experience significant adverse daylight effects, with 33% experiencing a major adverse effect under the main assessment. Whilst this is a considerable concern, the applicant has provided evidence to demonstrate that some form of impact upon this block is inevitable as it would be in any other urban location subject to wide-scale redevelopment. This evidence includes a mirror image analysis which indicates the level of impact is similar to the neighbouring blocks, and a balcony study which suggests that there is already an impact to the majority of the windows affected are already impacted by the balconies above the windows.

Overall, the effect on daylight to Former Nestle Factory Block E is considered moderate given a large number of rooms and windows which experience significant adverse effects. However, this is reasonable in light of the limiting design features at Block E. In response to the initial appraisal on behalf of the council, the applicant was asked to provide an assessment of the proposal, which included several storeys being removed from the edge of the new building closest to block E as such, Waldrams submitted a further assessment which included the requested modelling which showed a minimal improvement (between 1-3.5%). With this in mind, the council is required to consider whether the potential impact upon Block E outweighs the harm which would be resultant of the need to lose additional units by setting some of the uppermost floors from the closest elevation at Block E. Part of this consideration includes how viable the scheme is. Having held lengthy discussions with the applicant team, an affordable offer consistent with the council's appraisal of the submitted FVA has been submitted. As such, the council considers that the benefits of the proposed affordable housing outweigh the potential harm to Block E.

7.09 Living conditions for future occupiers

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (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.

Table 3.1 of London Plan (2021) Policy D6 requires the following:

- One storey 1-bed 1 person unit should provide a minimum of 39 square metres Gross Internal Area (GIA) with a bathroom (or 37 square metres with shower room);
- One storey 1-bed 2 person unit should provide a minimum of 50 square metres GIA;
- One storey 2-bed 3 person unit should provide a minimum of 61 square metres GIA;
- One storey 2-bed 4 person unit should provide a minimum of 70 square metres GIA;
- One storey 3-bed 4 person unit should provide a minimum of 74 square metres GIA; and

- One storey 3-bed 5 person unit should provide a minimum of 86 square metres GIA.

The above is also supported by Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020)

Based on the plans submitted, all of the proposed units meet the minimum space requirements and are provided with adequate outlook from all habitable rooms.

A Daylight Sunlight and Overshadowing Assessment was submitted in accordance with the 2011 BRE guidance in force at the time of the application. As discussed above, this guidance was superseded by new guidance issued by the BRE in June 2022.

As confirmed by the Council's Daylight and Sunlight Consultant, not all rooms achieve adequate daylight and sunlight but it is not considered that the extent of failures warrant a reason for refusal given the urban context of the site. Subject to conditions, the Council's Noise Consultant also confirms that a satisfactory noise environment can be achieved for the proposed habitable rooms.

Given the above, the proposed development complies with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policy D6 of the London Plan (2021).

PRIVATE AMENITY SPACE

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) states:

A) All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2.

B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.

C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.

D) The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

Table 5.2 states that studio and 1-bedroom flats should provide a minimum of 20 square metres of amenity space, 2-bedroom flats should provide a minimum of 25 square metres of amenity space and 3+ bedroom flats should provide a minimum of 30 square metres of amenity space.

Based on a proposal for 41 x 1 bed, 56 x 2 bed and 30 x 3 bed units, the proposed development would require approximately 3120 square metres of private amenity space.

Based on the submitted plans, the proposed development would provide the following:

- 1177.37 square metres of private amenity space via balconies;
- 564.92 is to be provided via the a residential courtyard to the south at ground level, the roof top amenity space on the 10th floor and the running track to the north of the building.

The above provisions total 1,742.29 sqm square metres of amenity space which results in a shortfall of approximately 1,378 sqm. However, it is a material consideration that in

determining the previous appeal scheme on this site, the planning inspector did not uphold the council's reason for refusal relating to the lack of policy compliant levels of amenity space. Paragraphs 13 and 14 of the inspector's decision conclude that the quality of the spaces together with the contribution agreed for local park improvements is considered to be acceptable. As a material consideration, the inspector's view on this should be carried forward to this assessment. Therefore, subject to an open space contribution which is to be secured through a s106 agreement, the development would be considered acceptable.

PLAY SPACE

Policy S4 of the London Plan (2021) states that residential development proposals should incorporate good-quality, accessible play provision for all ages. At least 10 square metres of play space should be provided per child that:

- a) provides a stimulating environment
- b) can be accessed safely from the street by children and young people independently
- c) forms an integral part of the surrounding neighbourhood
- d) incorporates trees and/or other forms of greenery
- e) is overlooked to enable passive surveillance
- f) is not segregated by tenure

This is supported by the Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a benchmark of 10m² of usable child play space to be provided per child, with under-fives play space provided on-site as a minimum, and makes clear that play space should not be segregated by tenure.

Policies DMCI 5 and DMHB 19 of the Hillingdon Local Plan: Part 2 (2020) state:

A) For all major development proposals, the Council will apply Hillingdon's child yields and the London Plan SPG; 'Providing for Children and Young Peoples Play and Informal Recreation', which specifies that 10sqm of play space should be provided for each child and an accessibility standard of 400 metres to equipped playgrounds.

B) In areas of deficiency, there will be a requirement for new provision to be made to meet the benchmark standards for accessibility to play provision.

C) The Council will resist the loss of existing play spaces unless:

- i) a replacement play space of equivalent size and functionality is provided to meet the needs of the local population. Where this is not possible, development will only be permitted in exceptional circumstances where there are over-riding planning merits to the proposal; and
- ii) it can be demonstrated robustly that they are no longer required and that their loss would not lead to a shortfall in overall play provision in the local area.

Paragraph 5.79 of the Hillingdon Local Plan: Part 2 (2020) states that the council's Open Space Strategy proposes an accessibility standard for children's playgrounds based on a 400 metre travel distance. Specifically, Wallis Gardens which is part of the Nestle Factory redevelopment is located approximately 230 metres from the site, and Pinkwell Park is located over 600 metres to the west of the site. Whilst Hillingdon contains approximately 100 equipped playgrounds within parks and other areas of open space, there are areas of deficiency in relation to the accessibility standard. One of the main areas of deficiency is located within Pinkwell ward where the application site is located.

Based on the Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation', play space requirements is divided into 3 categories;
-age 0-4; door step play/within 100m;

- age 5-11 years; play within 400m of site;
- age 12+ years; play within 800m of site.

Based on the GLA Population Yield Calculator (v3.2), it is anticipated that the following numbers would be yielded from the proposed development:

- 26.4 no. children under the age of 5 years old;
- 19.6 no. children aged 5 to 11 years old; and
- 12.4 no. children aged 12 to 17 years old.

This yields a total of 58.3 children, requiring 536.4 m² of play space where only the 0-4 age group and 5-11 age group must be provided on site or within 400 metres of the site.

Based on the plans submitted, it can be identified that approximately 405 m² would be provided between the ground floor area to the south of the building and the roof garden. This demonstrates that a policy compliant level of play space could be provided for the 0-11 year old occupants within the distance set out within the policy above. Wallis Gardens is located within 230 metres and Pinkwell Park just over 600 metres from the site and is able to serve the remaining 12-17 years age group. The Landscaping Design and Access Statement (DAS) indicates there is a small piece of soft landscaping to the north of the site boundary which could also be used for child play space. A financial contribution is therefore required towards child play space improvements beyond the site boundary. Subject to the agreement of a financial contribution, the proposal would not be considered contrary to Policy S4 of the London Plan (2021) and Policies DMCI 5 and DMHB 19 of the Hillingdon Local Plan: Part 2 (2020).

PUBLIC OPEN SPACE

Policy G4 of the London Plan (2021) states that development proposals should create areas of publicly accessible open space, particularly in areas of deficiency, where possible

Policy EM4 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will safeguard, enhance and extend the network of open spaces, informal recreational and environmental opportunities that operate as carbon sinks and that meet local community needs and facilitate active lifestyles by providing spaces within walking distance of homes. Provision should be made as close as possible to the community it will serve. There will be a presumption against any net loss of open space in the Borough. The Council will identify new opportunities for open space through an Open Space Strategy. Major developments will be expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities.

Policy DMCI 4 of the Hillingdon Local Plan: Part 2 (2020) states:

A) Proposals for major new residential development will be supported where they make provision for new open space, or enhancements to existing open space, which meets the needs of the occupiers of the development and contributes to the mitigation of identified deficiencies in the quantity, quality and accessibility of open space. Regard will be had to Hillingdon's local recommended standards of provision for all relevant typologies of open space.

B) The provision of major new pieces of open space should contribute positively to Hillingdon's existing networks of green spaces. In major town centre developments, new civic space may be required as an alternative to green open space.

C) Proposals for major new residential development that fail to make provision for new or enhanced open space, or which would result in open space that is inappropriate in type,

quality or location, will be resisted.

The development should provide 6,780 square metres of publicly accessible open space in accordance with the planning obligations SPG (2014). The proposed plans indicate that no publicly accessible open space is to be provided. If sufficient publicly accessible open space cannot be accommodated within the site, a financial contribution is required. In the context of the proposed development, it is considered appropriate that contributions are sought for the enhancement of existing public open space in Hayes. Based on the Planning Obligations Supplementary Planning Document (July 2014), the financial contribution required is £169,500 and the applicant has agreed to pay this sum.

Subject to a Section 106 agreement securing a financial contribution in accordance with the above, the proposal would accord with Policy DMCI 4 of the Hillingdon Local Plan: Part 2 (2020), Policy EM4 of the Hillingdon Local Plan: Part 1 (2012) and Policy G4 of the London Plan (2021).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is located on Viveash Close. Based on TfL's WebCAT planning tool, the site has a PTAL rating of 4 however as noted in the Highway Officer's comments in section 6.2 of this report, it is likely that the PTAL rating will be increased to 5 when the Elizabeth Line is open fully.

The following planning policies are considered:

Policy DMT 1 of the Hillingdon Local Plan: Part 2 (2020) states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 (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 6 of the Hillingdon Local Plan: Part 2 (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) (2021) 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. This is supported by Policy T4 of the London Plan (2021).

RESIDENTIAL CAR PARKING PROVISION

The proposed development would effectively be car-free apart from the 7 disabled accessible spaces. Given that the PTAL rating is likely to rise to 5 together with the site's constraints, including the requirement to devote a proportion of the land within the site towards the green super highway, a car-free development is considered acceptable.

The proposed development should be viewed in the context of Table 10.3, attached to Policy T6.1 of the London Plan (2021), which states that Outer London sites with a PTAL

rating of 4 and moving towards 5 should not exceed a maximum car parking provision of 0.5 spaces per dwelling. The site is located within an area with a PTAL rating of 4, circa 500 metres (8 min walk) from Hayes and Harlington Station with 4 bus stops within a 400-metre radius. The application site is well-connected. Furthermore, it should be noted that the previous application on this site was refused for insufficient car parking. However, the Inspector did not uphold this reason for refusal. As such, the principle of car-free development is accepted.

MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

The Active Travel Zone Assessment submitted identifies a number of areas along key routes which do not fulfil the healthy streets criteria. In connection with this, the following improvements are to be secured by a Section 106 legal agreement if recommended for approval:

- Financial contribution of £196k for improvement works to resurface the carriageway and both footways along Viveash Close including new kerb stones.
- Financial contribution of £15k towards the implementation of a cycle share scheme.

Parking Management Scheme Review

It is considered reasonable and proportionate to secure a financial contribution of £8000 towards the review of local roads; including but not limited to Viveash Close; with a view to implementing a Parking Management Scheme. If recommended for approval, this would be secured by Section 106 legal agreement.

Restriction on Parking Permits

If recommended for approval, the residents of this development will not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site.

Cycle Parking Provision

Table 10.2 of Policy T5 of the of the London Plan (2021) states that residential developments should provide the following long-stay cycle spaces:

- 1 no. space per studio or 1 person 1 bedroom dwelling
- 1.5 no. spaces per 2 person 1 bedroom dwelling
- 2 no. spaces per all other dwellings

In addition, residential developments should provide the following short-stay cycle spaces:

- 5 to 40 dwellings: 2 spaces
- thereafter: 1 space per 40 dwellings

Based on the London Plan standards a scheme of 127 units would require 235 cycle spaces. The scheme proposes 126no. spaces which falls short of the London Plan standards proposed is below this minimum standard and therefore not in accordance with policy. However, the scheme does propose a contribution towards the Santander Bike sharing scheme which would help extend the area which is covered within the scheme locally leading up to the Hayes and Harlington Station and various other key locations. This is an acceptable offset.

Whilst not strictly in accordance with policy it is evident that the proposed development

commits to a significant number of cycle parking spaces in aid of encouraging a shift towards more sustainable travel modes.

Travel Plan

If recommended for approval, a full Travel Plan is to be secured alongside a £20,000 Travel Plan bond to ensure that it is delivered.

Sustainable Travel Summary

Subject to securing the measures set out above, the level of on-site car parking is considered to be acceptable.

ACCESSIBLE PARKING

Policy T6.1 of the London Plan (2021) states:

G) Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

- 1) ensure that for 3% of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
- 2) demonstrate as part of the Parking Design and Management Plan, how an additional 7% of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

The proposed development would provide 7 no. designated disabled persons parking bays and exceeds the 3% requirement (which is equal to 4 no. spaces). The applicant has submitted a day 1, day 2 and day 3 scenario which indicates how the wider masterplan will evolve as the neighbouring sites are brought forward. The Day 3 master plan study for Viveash Close demonstrates how another 6 parking spaces could be delivered in the future as soon as existing provision is insufficient. This would take the total number of spaces up to 13 which is in line with the Councils Highway Officers comments. Subject to a planning condition securing a Parking Design and Management Plan, this is considered acceptable.

ELECTRICAL VEHICLE CHARGING POINTS

Policy T6.1 of the of the London Plan (2021) states that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. If recommended for approval, this would be secured by condition.

TRIP GENERATION

The Transport Assessment confirms that at the busiest time during the AM Peak the proposed development would generate 70 no. two-way person trips. Given the sites sustainable location and the fact the proposal is for a car free development the vast majority of these trips would be undertaken by sustainable transport modes. This volume of car traffic is considered insignificant and is not anticipated to present a risk to road safety or be detrimental to the free flow of traffic.

SERVICING AND DELIVERY

If recommended for approval, a finalised Servicing and Delivery Plan would be secured by condition.

CONSTRUCTION LOGISTICS PLAN

If recommended for approval, a finalised Construction Logistics Plan would be secured by condition.

SUMMARY

If recommended for approval, a number of planning obligations would be secured by Section 106 legal agreement and would contribute to the mitigation of impacts that may arise from the proposed use. This includes the following:

- Highways Works: Section 278 agreement to secure highway works.
- Highways Improvements: A financial contribution amounting to £196,000 shall be paid to the Council for the local highway improvements.
- Parking Management Scheme Review: A financial contribution amounting to £8,000 shall be paid to the Council for the review of local roads with a view to implementing a Parking Management Scheme.
- Parking Permit Restrictions: The residents of this development will not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site.
- Travel Plan: A full Travel Plan is to be secured alongside a £20,000 Travel Plan bond to ensure that it is delivered.
- Financial contribution towards the installation of a Santander Bike Hire docking station.

Subject to the planning obligations and conditions noted above, the proposed development would accord with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020), Policy T4 of the London Plan (2021) and the NPPF (2021).

7.11 Urban design, access and security

URBAN DESIGN

Please see Section 07.07 of the report.

ACCESS

Please see Section 07.12 of the report.

SECURITY

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- i) providing entrances in visible, safe and accessible locations;
- ii) maximising natural surveillance;
- iii) ensuring adequate defensible space is provided;
- iv) providing clear delineations between public and private spaces; and
- v) providing appropriate lighting and CCTV.

This is supported by Policy D11 of the London Plan (2021).

If recommended for approval, a secure by design condition would be attached to achieve appropriate accreditation. Subject to such a condition, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

7.12 Disabled access

Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. They should:

- 1) be designed taking into account London's diverse population;
- 2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion;
- 3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment;
- 4) be able to be entered, used and exited safely, easily and with dignity for all; and
- 5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

Policy D7 of the London Plan (2021) states:

A) To provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:

- 1) at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'
- 2) all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

It is understood that all unit layouts have been designed to meet Part M4(2) and 10% of units would meet Part M4(3) standard. This equates to 13 no. wheelchair accessible units, all of which are a mix of 1,2 and 3 bed units.

If recommended for approval, details to demonstrate that all external areas and amenity areas would be accessible to older and disabled people, including wheelchair users, would be secured by planning condition. Details of accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities, would also be secured by condition. Finally details relating to the a pick up and drop off point are to be secured by way of condition.

Subject to conditions, the proposal would accord with Policies D5 and D7 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Policy H5 of the London Plan (2021) requires a minimum of 50% affordable housing where the application is to redevelop a former industrial site. To follow the fast track route and not be required to submit a financial viability assessment, applicants must meet the following criteria:

- Meet or exceed the relevant threshold level of affordable housing on site (50%) without public subsidy
- Be consistent with the relevant tenure split (70/30 social rent/intermediate).

Policy H2 of the Local Plan: Part One (2012) requires sites with a capacity of 10 or more units, to provide an affordable housing mix to reflect the housing needs in the borough, particularly the need for larger family units.

Policy DMH 7 of the Local Plan: Part Two (2020) requires major residential developments to maximise the delivery of affordable housing on site. A minimum of 35% of all new homes should be delivered as affordable housing with a tenure split of 70% Social/Affordable Rent and 30% Intermediate.

The Financial Viability Appraisal submitted has been independently assessed by the Council's external consultants and following negotiations with the applicant, parameters have been agreed in order to allow the LPA to understand the viability of the proposed development and the associated number of affordable housing units which can be provided on-site.

Consequently, an affordable offer of 35% by unit and 37% by habitable room at a policy compliant tenure mix (70-30 social/intermediate) consisting of 31 social rent units on the ground to fifth floors and 13 intermediate tenure units on floors 6,7 and 8. An independent review of the schemes viability has determined to the satisfaction of officers that this is the maximum viable affordable housing provision that the scheme can deliver on-site with the tenure that best meets the needs of the Borough. This is notably supported by the council's Housing Team.

In addition, the proposed affordable housing would be built to the same standards as the private housing. The affordable housing would also share the same communal amenity spaces on all levels.

If recommended for approval, the affordable housing provision proposed would be secured by a Section 106 legal agreement with an Early and Late Stage Viability Review mechanism imposed to secure further affordable housing units if the viability of the scheme improves. As such, the proposed development accords with Policy H5 of the London Plan (2021), Policy H2 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMH 7 of the Hillingdon Local Plan: Part 2 (2020).

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policy G1 of the London Plan (2021) states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

Policy DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) states that all development proposals are required to comply with the following:

- i) All major development should incorporate living roofs and/or walls into the development. Suitable justification should be provided where living walls and roofs cannot be provided; and
- ii) Major development in Air Quality Management Areas must provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green

infrastructure.

Policy DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) states:

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The application is supported by a Design and Access Statement which sets out the landscaping strategy for this development and a tree survey which indicates none of the 8 trees on site are of any particular value therefore there is no objection raised to their removal.

The submitted landscaping scheme sets out three key objectives for a multi-functional landscape which aims to strengthen the green infrastructure network, create a community hub and provide multi-generational amenity space which caters for explorative and informal play and amenity spaces for human interaction.

The submission of the masterplan is welcomed as it indicates how the development would be integrated within the wider context of the site allocation and beyond. At ground level hard and soft landscaped space is to be provided. To the south of the building is communal soft landscaped areas where new trees and planting will be provided as well as some child play space. To the north of the building is a hardscaped area which provides space for the accessible parking spaces, servicing. There is also a small running track to be provided which is partly within the site boundary and this will serve as a useful link to the area to the north which is used as access into the wider Nestle site. Finally a communal garden on the tenth floor is proposed with a proportion illustrated as being covered. A planting schedule indicating the type of planting to be provided has been submitted along with details of a number of trees to be planted also. This is welcomed.

In terms of the existing trees, 4 grade U trees would be removed to facilitate the development and according to the landscaping scheme, significantly more trees would be planted thus creating a net increase of green infrastructure. A condition pertaining to tree retention of those shown to be retained within the Arboricultural Assessment is to be attached to any grant of consent. Subject to conditions the proposed landscaping scheme is considered to be acceptable.

URBAN GREENING FACTOR

Policy G5 of the London Plan (2021) states:

a. Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

b. Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments. The UGF should be based on the factors set out in Table 8.2, but tailored to local circumstances. In the interim, the Mayor recommends a target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development.

During the assessment of the application the Council's Landscaping Officer raised

concerns with the lack of evidence to support the UGF scoring of 0.44 within the DAS and planning statement. The applicant has submitted an UGF plan which illustrates how the proposal will meet the UGF and this is considered to be acceptable.

ECOLOGY

Paragraph 174 of the NPPF (2021) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

The re-development of the site would not result in any indirect ecological impacts that would be considered significant.

The report does suggest the requirement for further Bat surveys, however looking at the potential for roosting areas or areas of interest, these would be limited to the existing vegetation, which there is little of and the Grand Union Canal which is a significant distance from the site. The only point of question within the initial Bat Survey is whether the exterior of the building provides any reasonable roosting opportunities. Given that there are limited opportunities outside of the building itself and no signs of roosting have been found internally, it is very unlikely that there would be any potential for roosting on the external area of the building. As such the Council does not consider the need for additional Bat surveys to be undertaken as necessary.

Various enhancements are proposed which include, bird boxes, native trees, replacement of the buddleia and future fencing to have hedgehog gates. These enhancements are considered to be acceptable and to ensure they are delivered the ecological appraisal will be included within the approved documents conditions. As such the the proposal is considered to accord with the NPPF (2021), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

7.15 Sustainable waste management

Policy EM11 of the Local Plan: Part 1 (2012) requires all new development to address waste management at all stages of a development's life from design and construction through to the end use and activity on site, ensuring that all waste is managed towards the upper end of the waste hierarchy.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

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.

Dedicated bin stores are provided within the curtilage of the building. Waste will be trolleyed directly from the westernmost bin store to the refuse vehicle stopped adjacent to the site. Waste stored within the easternmost bin stores will be transferred to the western bin store, by building management, on the day of collection and waste collection operatives will collect these bins from the western bin store. Site management will be responsible for transferring these bins back to the eastern bin store after collection. Given the requirement for bins to be taken to a location where there can be accessed within the required distance on the day of collection, a refuse management plan will be required and this can be secured by way of an appropriately worded condition. Subject to this condition the

proposed development is considered to accord with Policy EM11 of the Local Plan: Part 1 (2012) and Policy DMHB 11, part D), of the Hillingdon Local Plan: Part 2 (2020).

7.16 Renewable energy / Sustainability

ENERGY

Policy SI 2 of the London Plan (2021) requires major developments to be net zero-carbon. Major development proposals are expected to include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for major development. Residential development should achieve 10 per cent, and non-residential development should achieve 15 per cent through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided through a cash in lieu contribution to the borough's carbon offset fund, or off-site provided that an alternative proposal is identified and delivery is certain.

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (2021).

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

The applicant has submitted an energy assessment which demonstrates that the proposed development does not meet the zero carbon energy requirements on site. The proposals only include an onsite saving of 67% from the baseline 108.5tCO₂. This leaves a shortfall of 36.1tCO₂. This equates to an offsite contribution of £102,885 based on the carbon cost of £95/tCO₂ annualised over 30 years.

The offsite contribution will be secured through a Section 106. In addition further information relating to the submission of energy performance reporting and the submission of a more detailed energy assessment which provides detailed plans for the specification of the be clean and be green solutions set out within the assessment is required.

OVERHEATING ASSESSMENT

Policy SI 4 of the London Plan (2021) states:

- A) Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.
- B) Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:
 - 1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;

- 2) minimise internal heat generation through energy efficient design;
- 3) manage the heat within the building through exposed internal thermal mass and high ceilings;
- 4) provide passive ventilation;
- 5) provide mechanical ventilation; and
- 6) provide active cooling systems.

The energy assessment contains details relating to overheating.

The energy statement makes reference to the requirement to address overheating as a material consideration and the policy which the scheme should comply with but there is not enough information to confirm whether the development would comply. It is noted that further information relating to overheating and ventilation has been requested by the GLA therefore it is appropriate to add a condition for this to be secured. Subject to such a condition, the proposal would accord with Policy SI 4 of the London Plan (2021).

7.17 Flooding or Drainage Issues

Policy SI 13 of the London Plan (2021) requires development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should also be a preference for green over grey features, in line with the drainage hierarchy.

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

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

The application site is not identified as being at risk of flooding, however due to the scale of the development an FRA and Drainage Strategy have been submitted. The council's Flooding Team have reviewed the detail of these documents and whilst the drainage solutions are not considered to be the most ideal, reasonable justification for an advance pumped solution to control attenuation to 2l/s hectare of running rate in a storm event is considered to be acceptable.

In terms of the basement the Flooding Team have stated that the basement is unlikely to result in any additional flood risk given it is a small scale basement and the site is not located within a flood risk zone.

The submitted information has been reviewed by the flooding team and is considered to be acceptable subject to a condition pertaining to the submission of a drainage monitoring and maintenance plan. Subject to such a condition, the proposed development is considered to comply with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policies SI 12 and SI 13 of the London Plan (2021).

7.18 Noise or Air Quality Issues

NOISE

Policy D13 of the London Plan (2021) places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:

- 1) avoiding significant adverse noise impacts on health and quality of life
- 2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
- 3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses
- 4) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity)
- 5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials - in preference to sole reliance on sound insulation
- 6) where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles
- 7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

This is supported by Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

Regarding the agent of change principle, it is noted that the nearest commercial units to the site are at the neighbouring site (4 Viveash Close). These are not considered to generate noise levels which will impact the site. Whilst the noise generated by the remaining commercial units needs to be factored into the assessment of this application, the site is an allocated site for residential development (with commercial elements within), and appropriate weight needs to be given to this. The applicant has submitted a noise assessment, which was reviewed by an independent consultant appointed by the LPA. The initial evaluation identified the need for more detail about noise and vibration. A further report was received and is considered acceptable, subject to conditions about submitting plant noise details and sound insulation/control measure details.

The applicant's revised noise report includes text that states that: 'to ensure that good acoustic design is integrated into the development in line with current best practice guidance (ProPG), discussions with Architects, M&E contractors, and overheating consultants have been factored into the design to ensure a robust and comprehensive scheme of acoustic interventions.

Specifically, this includes:

- Consideration of the layout of the development - due to the size constraints of the site, it was not possible to significantly change the location of the building, with a relatively quiet communal amenity area shielded from the railway being incorporated rather than moving the location of the building further from the railway line.
- The layout of internal flats, with the vast majority of flats on the railway side of the development being dual aspects to provide a quieter side.
- Determination of glazing and ventilation requirements in line with the ANC Acoustics Ventilation and Overheating guidance and internal noise level requirements of the ProPG, in consultation with the architect and M&E consultants.
- Advice provided in terms of mitigating overheating in line with the ANC Acoustics Ventilation and Overheating guidance, following consultation with the architect, M&E and

overheating consultants.'

A holistic approach to noise and overheating is important, as residents may want to keep windows closed where there are higher background noise levels (e.g., close to railway lines). This has been demonstrated through the revised noise assessment.

The central part of the objection from No.4 Viveash Close is a legal letter that focuses on the Agent of Change principle and alleges that it has not been considered within the Noise & Vibration Assessment. It is incorrect that the Agent of Change principle has not been considered as the existing noise sources identified by the applicant in their noise assessment were included in the noise survey work (including the existing plant from 4 Viveash Close). They were included in the applicant's noise model and mitigated. The Council's specialist noise consultant considers the proposed mitigation acceptable, subject to conditions.

Subject to the aforementioned conditions, the proposal would therefore accord with Policies D13 and D14 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

AIR QUALITY

Paragraph 181 of the National Planning Policy Framework (February 2019) states that planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan and Policy SI1 of the London Plan (2021) , and paragraph 170 of the National Planning Policy Framework (2021)

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors.

Policy DMEI 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all development proposals are required to comply with the following:

- i) All major development should incorporate living roofs and/or walls into the development. Suitable justification should be provided where living walls and roofs cannot be provided; and
- ii) Major development in Air Quality Management Areas must provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states:

- A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.
- B) Development proposals should, as a minimum: i) be at least "air quality neutral"; ii)

include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The application site is located within the Hillingdon Air Quality Management Area and Hayes Air Quality Focus Area. The proposed development, due to its size and location, will add to current exceedances of the nitrogen dioxide annual mean limit value within this sensitive area as a result of traffic emissions. The proposal is also not air quality neutral in terms of traffic emissions.

As advised by the Council's Air Quality Officer, the level of mitigation required for traffic emissions associated with the proposed development is £7,637. Planning conditions pertaining to an Air Quality Emission and Exposure Mitigation Plan and control of Non-Road Mobile Machinery are also required.

Subject to such planning obligations and conditions, the proposal is not considered contrary to Policy DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy SI 1 of the London Plan (2021).

7.19 Comments on Public Consultations

These have been dealt with in the body of this report.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states:

A) To ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

i) to secure the provision of affordable housing in relation to residential development schemes;

ii) where a development has infrastructure needs that are not addressed through CIL; and

iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

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

i. necessary to make the development acceptable in planning terms

ii. directly related to the development, and

iii. fairly and reasonable related in scale and kind to the development

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

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request planning obligations relating to the following:

1. A S278; Highway works needed to facilitate highway improvement works along Viveash Close
2. Air quality damage cost £7,637
3. Employment Strategy and Construction Training: Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is the Council's priority. A financial contribution will only be accepted in exceptional circumstances.
4. Canals and Rivers Trust £25,000 towards towpath surfacing, wayfinding, planting and public realm improvements
5. TFL healthy streets contribution of £85,860
6. LBH highway improvement works comprising:
 - £196,000 relating resurfacing of the footways and replacement of kerbs along Viveash Close;
 - £8,000 for the delivery of a parking management scheme; and
 - £15,000 towards the Santander Cycle scheme.
7. Travel Plan: An amended Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured.
8. Implementation of a new boundary treatment agreed between the Owner of 3 Viveash Close and the land owner of the former Nestle Site (Block E) and the removal of the closed boarded fence between the two sites, or otherwise agreed with the local planning authority
9. Provision of new street lighting along the full length of Viveash Close.
10. Restriction upon future residents preventing them from obtaining an on street parking permit within the existing adjoining Parking Management Scheme and any future expanded Scheme
11. Open space contribution £169,500
12. Health contribution of £69,098
13. Affordable Housing: Planning obligation for an on-site provision of 31 no. Social Rent units, comprising 4 no. 1-bed , 17 no 2-bed, 10 no 3-bed and 13 intermediate units which comprises of 3 no.1-bed, 6 no. 2-bed and 4 no 3-bed. This shall include an Early and Late Stage Viability Review mechanism as defined by Policy H5 of the London Plan (2021).
14. Carbon off-set contribution of £102,885
15. Financial contribution towards child play space £19,840

16. Project management and monitoring fee: A financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

COMMUNITY INFRASTRUCTURE LEVY (CIL):

The scheme would also be liable for payments under the Community Infrastructure Levy.

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 (plus indexation) per square metre (from April 2019). The London Borough of Hillingdon (LBH) is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy (Hillingdon CIL), which came into effect on 1st August 2014. The liability payable is equal to £95 (plus indexation) per square metre for residential development (Use Class C3).

The CIL liability is estimated as follows:

Hillingdon CIL: £1,561,163.46

Mayoral CIL: £708,125.82

7.21 Expediency of enforcement action

None.

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.

An Environmental Study report has been submitted and sets out the results of the surveys carried out on this Industrial Site. The report identified a number of contaminants thus monitored mitigation work will need to be carried out. The Council's Contamination Officer considers that the proposal is acceptable subject to a planning condition requiring details of a remediation strategy. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

FIRE SAFETY

Policy D12 (Fire safety) of the London Plan (2021) says that in the interests of fire safety and to ensure the safety of all building users, development proposals must achieve the highest standards of fire safety. In this regard an Outline Fire Strategy has been submitted as part of the application. It is considered that a condition should be added to any permission to secure the submission, agreement and implementation of a detailed Fire Strategy for all parts of the development in accordance with Policy D12 (Fire safety) of the London Plan (2021).

A revised Fire Safety Strategy has been submitted to demonstrate compliance with the Building Regulations (generally in the form of recommendations BS9991 and BS9999). The designs of the residential cores, such as travel distances, are compliant within the common areas in accordance with BS9991 and now provide more than one means of escape for both residential cores. Either a natural or mechanical smoke shaft system may be utilised and an automatic opening vent will be provided at the head of each staircase to provide air to the system. Elements of the structure will achieve varying levels of fire resistance dependent on the height of each core although since the cores are likely to share elements of structure depending on the structural design, the fire resistance should be the more onerous of the two. Each core will be provided with a firefighting shaft. The shaft will incorporate a firefighting stair, smoke clearance and a dry main. A firefighting lift will also be provided. Based upon the above proposals it is considered that adequate measures would be provided to meet the functional requirements of the Building Regulations.

Further information is required in relation to the products and materials to be used in the building's construction and the ongoing management of the development in terms of fire safety. The fire statement must therefore be revised to ensure it meets the requirements of London Plan Policy D12. This shall be secured by condition and discharged in conjunction with the London Fire Brigade and the Council's Building Control Team.

HEALTH

Paragraph 92 of the NPPF (2021) states that planning decisions should aim to achieve healthy, inclusive and safe places which:

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.

Paragraph 93 of the NPPF (2021) states that planning decisions should:

b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

Policy GG3 of the London Plan (2021) states that in order to improve Londoners' health and reduce health inequalities, those involved in planning and development must:

a) ensure that the wider determinants of health are addressed in an integrated and co-ordinated way, taking a systematic approach to improving the mental and physical health of all Londoners and reducing health inequalities

b) assess the potential impacts of development proposals and Development Plans on the mental and physical health and wellbeing of communities, in order to mitigate any potential negative impacts, maximise potential positive impacts, and help reduce health inequalities

c) plan for appropriate health and care infrastructure to address the needs of London's changing and growing population

Policy CI1 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations.

Paragraph 7.2 of the Hillingdon Local Plan: Part 2 (2020) also states that there is a particularly pressing need in the Borough for additional health care facilities to address higher than expected birth rates and an increase in the older population.

The floorspace occupied by affordable housing is not liable to Community Infrastructure Levy. Accordingly, the HUDU Planning Contributions Model has been used to assess the health service requirements and cost impacts of the development. A financial contribution amounting to £69,098 has been calculated and would be secured as part of the Section 106 legal agreement if recommended for approval.

INFRASTRUCTURE ASSESSMENT

Policy D2 of the London Plan (2021) states that an unallocated site that may cause planned infrastructure capacity to be exceeded might need to provide additional infrastructure proportionate to the development. This can only be identified through an infrastructure assessment during the planning application process.

An Infrastructure Impact Assessment was submitted by the applicant during the application process. In respect of the impact upon infrastructure, the proposal will generate Hillingdon and Mayoral CIL contributions to fund the provision of infrastructure. A comprehensive set of planning obligations are also to be secured by a Section 106 legal agreement if recommended for approval. Accordingly, the proposal is not considered to be contrary to Policy D2 of the London Plan (2021).

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

In conclusion, the proposed redevelopment of the vacant site to provide a residential development comprising 127 no. residential units (Use Class C3) is considered acceptable in principle.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

The proposed development would provide 31 social rent units and 13 intermediate tenure units, equating to an overall offer of 35% affordable housing, in accordance with Hillingdon Local Plan Policy DMH7. Although this does not meet the 50% affordable housing target set for former industrial sites, stated under Policy H5 of the London Plan (2021), it would positively contribute to meeting the council's affordable housing needs and is notably supported by the council's Housing Team. It is also agreed that this affordable housing offer is the maximum viable, affordable housing provision possible with the tenure that best meets the needs of the Borough. If approved, this would be secured by the Section 106 legal agreement, alongside an Early and Late Stage Viability Review.

Regarding the agent of change principle, it is noted that the nearest commercial units to the site are at the neighbouring site (4 Viveash Close). The applicant has submitted a revised noise assessment, demonstrating to the satisfaction of the council's independent noise consultant that the proposals will provide an acceptable living environment. This is subject to conditions requiring the submission of plant noise details and sound insulation/control measure details. Subject to these conditions, the proposal would accord with Policies D13 and D14 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012)

and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

The proposed part 10-storey, part-11-storey building blocks are viewed within the context of an urban/suburban area, which comprises a mix of characteristics, including buildings of a similar bulk, scale and massing. Based on the immediate surrounding context, the scale and mass of the proposed development are acceptable.

Based on a proposal for 41 x 1 bed, 56 x 2 bed and 30 x 3-bed units., the proposed development would require approximately 3120 square metres of private amenity space. The submitted plans provide the following:

- 1177.37 square metres of private amenity space via balconies;
- 564.92 will be provided via a residential courtyard to the south at ground level, the rooftop amenity space on the 10th floor and the running track to the north of the building.

The above provisions total 17,42.29 sqm of amenity space, resulting in a shortfall of approximately 1378 sqm. However, it is a material consideration that in determining the previous appeal scheme on this site, the planning inspector did not support the council's reason for refusal relating to the lack of policy-compliant levels of amenity space. Para 13 and 14 of the inspector's decision concluded that the quality of the spaces, combined with an offsite contribution for local park improvements, would be acceptable. The applicant has agreed to an offsite open space contribution, which will be secured through an s106 agreement.

The proposed development would provide 7 disabled accessible parking spaces and is therefore considered to be a car-free development. The application site has a PTAL rating of 4 and is about 600 metres (9 min walk) from Hayes and Harlington Station with 4 bus stops within a 400-metre radius. The application site is well-connected. If recommended for approval, some planning obligations would be secured by Section 106 legal agreement and would contribute to mitigating any impacts that may arise from the proposed use. This includes a travel plan, a contribution towards a Parking Management Scheme Review, parking permit restriction and Active Travel Zone improvements. Subject to securing these measures, the proposal is considered acceptable concerning its impact on the local highway network.

Taking all relevant material planning considerations into account, including the previous appeal decision, the proposed development is considered acceptable regarding its impact on neighbour amenity, access, security, highways, landscaping, ecology, refuse, energy, flooding, noise and contaminated land.

In summary, the proposed development is considered a suitable use of the site. The proposal is deemed to meet the site allocation requirements and integrate with surrounding redevelopment proposals. Although the proposed development would technically conflict with local plan private amenity space standards, the conflict is minor. It would be outweighed by the planning gain secured as part of a recommendation for approval. Material considerations, therefore, indicate that the scheme's benefits outweigh the minor policy conflict concerning private amenity space. On balance, taking these factors into account, it is recommended that the scheme is granted planning permission.

The application is therefore recommended for approval subject to recommended planning conditions, a Section 106 legal agreement and Stage 2 Mayoral referral.

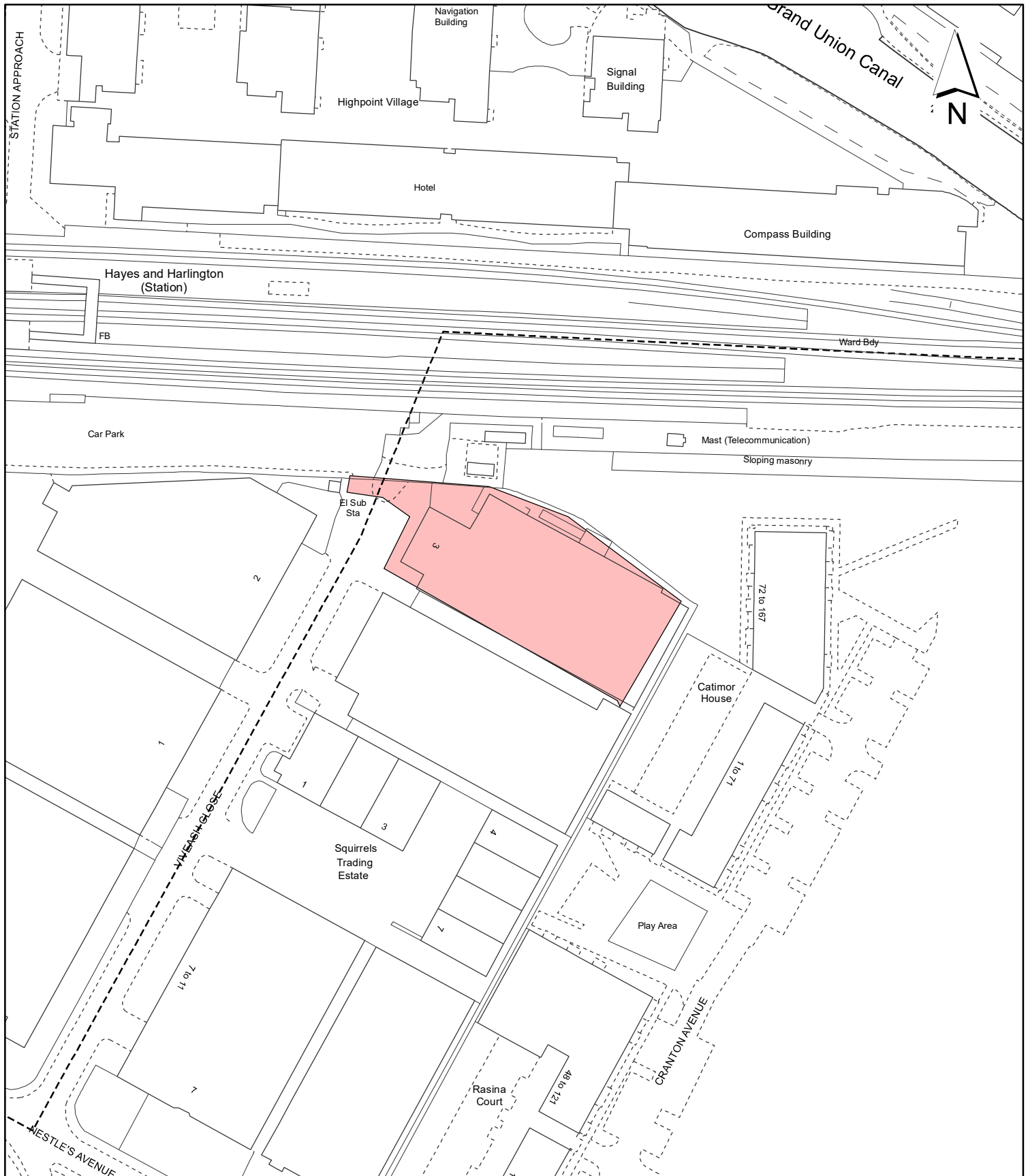
11. Reference Documents

National Planning Policy Framework (July 2021)

The London Plan (March 2021)
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)
Hillingdon Local Plan: Part 2 - Site Allocations and Designations (January 2020)
Accessible Hillingdon Supplementary Planning Document (September 2017)
Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Christopher Brady

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

3 Viveash Close

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

Planning Application Ref:

36678/APP/2021/3370

Scale:

1:1,250

Planning Committee:

Major Page 105

Date:

April 2023



HILLINGDON
 LONDON

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Report of the Interim Director of Planning, Regeneration & Public Realm

Address	HYATT PLACE 27 UXBRIDGE ROAD HAYES
Development:	Partial demolition of the existing building, followed by refurbishment, side extensions and upwards extensions, alongside erection of perimeter blocks around a podium level, to increase hotel capacity (Class C1) whilst introducing industrial uses (Class E(g)(ii) and E(g)(iii)) at ground and first floor level.
LBH Ref Nos:	2385/APP/2022/2952
Drawing Nos:	INF - HAP - ZZZ - L00 - DR - A - 0000 INF - HAP - ZZZ - B01 - DR - A - 0200 INF - HAP - ZZZ - L00 - DR - A - 0200 INF - HAP - ZZZ - L01 - DR - A - 0200 INF - HAP - ZZZ - L02 - DR - A - 0200 INF - HAP - ZZZ - L03 - DR - A - 0200 INF - HAP - ZZZ - L04 - DR - A - 0200 INF - HAP - ZZZ - L05 - DR - A - 0200 INF - HAP - ZZZ - L06 - DR - A - 0200 INF - HAP - ZZZ - L07 - DR - A - 0200 Demolition and Construction Method Statement (September 2022) 0303-BDL-XX-XX-DR-L-0805-P02 Delivery and Servicing Plan (including Waste Strategy) (September 2022) Transport Assessment (including Car Park Management Plan & Healthy Streets Assessment) (September 2022) Land Contamination Desk Study and Preliminary Risk Assessment Report Basement Impact Assessment Report (September 2022) Television and Radio Signal Survey & Reception Impact Assessment Planning Statement (September 2022) Statement of Community Involvement (August 2022) Commercial Strategy Report (August 2022) Daylight and Sunlight Report (August 2022) Flood Risk Assessment and Surface Water Management Strategy Water Cycle Strategy Hotel Needs Assessment Study (May 2022) Tree Survey Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement & Tree Protection Plan Whole Life-Cycle Carbon Assessment (August 2022) Noise Assessment (September 2022) Wind Microclimate Assessment (August 2022) Energy and Sustainability Statement (September 2022) Circular Economy Statement (August 2022) Air Quality Assessment Hotel Sequential Assessment (August 2022) Townscape and Visual Impact Assessment (September 2022) Preliminary Ecological Appraisal Utilities Statement Planning Fire Statement (14-09-22) Community Investment Programme (September 2022)

Design and Access Statement (September 2022)
 Highways Comment Response Note (November 2022)
 Highways Comment Response Note (December 2022)
 Hotel Management Strategy
 Travel Plan (Rev. A) (December 2022)
 0303-BDL-XX-XX-DR-L-0101-P04
 0303-BDL-XX-XX-DR-L-0801-P08
 0303-BDL-XX-XX-DR-L-0802-P03
 0303-BDL-XX-XX-DR-L-0803-P03
 0303-BDL-XX-XX-DR-L-0804-P03
 Outline Construction Logistics Plan (September 2022)
 INF - HAP - ZZZ - L09 - DR - A - 0201
 INF - HAP - ZZZ - L10 - DR - A - 0201
 INF - HAP - ZZZ - L11 - DR - A - 0201
 INF - HAP - ZZZ - L12 - DR - A - 0201
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 INF - HAP - ZZZ - L00 - DR - A - 1000
 INF - HAP - ZZZ - L01 - DR - A - 1000
 INF - HAP - ZZZ - L08 - DR - A - 0201
 INF - HAP - ZZZ - L02 - DR - A - 1000
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 INF - HAP - ZZZ - L07 - DR - A - 1000
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 INF - HAP - ZZZ - ZZ - DR - A - 1100
 INF - HAP - ZZZ - ZZ - DR - A - 1100
 INF - HAP - ZZZ - ZZ - DR - A - 1200

Date Plans Received: 26/09/2022 **Date(s) of Amendment(s):**

Date Application Valid: 26/09/2022

1. SUMMARY

The proposed development seeks to increase the operational capacity of the existing hotel

use through the erection of two 'C' shaped perimeter-style buildings around the edge of the site, alongside an upward extension of the existing building by two storeys, which would be retained in the centre. The proposal also seeks to introduce 1,318 sqm of industrial floor space as part of a mixed-use development.

Although C1 hotel uses are not identified as appropriate for Strategic Industrial Locations (SILs), the proposal is considered acceptable in principle because the existing hotel use operates on the site. Furthermore, extant permission exists at 15-17 Uxbridge Road immediately to the east for a C1 apart-hotel. The proposed development also makes more efficient use of the site by increasing visitor capacity and introducing industrial floorspace appropriate to its location within the SIL. These are considered positive benefits of the proposal.

In terms of scale and massing, whilst the proposal's scale would be somewhat out of scale with the surrounding buildings, the increase in height compared to the existing building would be relatively minor. The proposal would have a similar overall impact on the skyline compared to the current situation.

The reduction in site-wide parking is supported by TfL and the council's Highways Officer on the basis that sustainable travel initiatives are secured by obligation, including contributions to improve the public realm in the immediate area. The proposal would not significantly impact the amenity of any nearby residential properties.

On balance, the proposal is acceptable, making efficient use of a brownfield site, and is recommended for approval, subject to the conditions and obligations in this report.

2. RECOMMENDATION

That delegated powers be given to the Director of Planning, Regeneration and Public Realm to grant planning permission, subject to the following:

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

- (i) Details shall be submitted for a Construction and Employment Training scheme in accordance with the Council Planning Obligations SPD with the preference being for an in-kind, on-site scheme to be delivered;**
- (ii) A full Travel Plan, including a Low Emission Strategy, is to be submitted and approved in writing by the Local Planning Authority. The Plan will include targets for sustainable travel arrangements, effective measures for the ongoing monitoring of the Travel Plan, and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured;**
- (iii) To secure compliance with the submitted Hotel Management Strategy, to manage the ongoing operation of the hotel and demonstrate that the proposal operates within the C1 use class;**
- (iv) Hospitality Training, to provide apprenticeships and on-the-job training for young people interested in pursuing a career in the hospitality industry;**
- (v) Enter into a s278 agreement for works to the Highway, including the dropping and raising of kerbs (as required) and other such works as may be required to the highway to implement the development;**
- (vi) Secure compliance with the Community Investment Fund;**
- (vii) £268,698 as a financial contribution to be used by the Council to fund measures to reduce poor air quality within the borough;**

- (viii) £160,000 as a financial contribution to be used towards Active Travel Zone improvements to the local area, specifically to address walking and cycling deficiencies on the northern side of Uxbridge Road;
- (ix) A carbon offsetting sum based on an Updated Energy Strategy to be submitted to discharge Condition 4, with the offset calculation based on £95 per tonne of CO2 over a 30 year period;
- (x) £10,000 as a financial contribution to be used towards consulting and implementing an extension to the nearby parking management scheme to include the surrounding area and Springfield Road; and
- (xi) A Project Monitoring and Management Fee, equalling 5% of the total financial contributions paid under this agreement.

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

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

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning, Regeneration and Public Realm), delegated authority be given to the Director of Planning, Regeneration and Public Realm to refuse planning permission for the following reason:

'The applicant has failed to secure the necessary legal obligations associated with the proposed development and provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of Construction and Employment Training, Travel Planning, Hotel Management, Hospitality Training, Highways Works, Air Quality, Active Travel, Carbon Offsetting, Traffic Impacts, and Project Monitoring). The scheme therefore conflicts with Policy DF1 of the London Plan (2021), Policy DMCI 7 of the Hillingdon Local Plan Part 2 (2020) and the Planning Obligations Supplementary Planning Document (2014).'

E) That if the application is approved, the following conditions be imposed:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby approved shall not be carried out except in complete accordance with the details shown on the submitted plans and shall be retained as such, numbers:

- INF - HAP - ZZZ - L00 - DR - A - 00001
- INF - HAP - ZZZ - B01 - DR - A - 10001
- INF - HAP - ZZZ - L00 - DR - A - 10002

INF - HAP - ZZZ - L01 - DR - A - 10003
INF - HAP - ZZZ - L02 - DR - A - 10004
INF - HAP - ZZZ - L03 - DR - A - 10005
INF - HAP - ZZZ - L04 - DR - A - 10006
INF - HAP - ZZZ - L05 - DR - A - 10007
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INF - HAP - ZZZ - L10 - DR - A - 10012
INF - HAP - ZZZ - L11 - DR - A - 10013
INF - HAP - ZZZ - L12 - DR - A - 10014
INF - HAP - ZZZ - L13 - DR - A - 10015
INF - HAP - ZZZ - L14 - DR - A - 10016
INF - HAP - ZZZ - ZZ - DR - A - 11001
INF - HAP - ZZZ - ZZ - DR - A - 11002
INF - HAP - ZZZ - ZZ - DR - A - 11003
INF - HAP - ZZZ - ZZ - DR - A - 11004
INF - HAP - ZZZ - ZZ - DR - A - 11005
INF - HAP - ZZZ - ZZ - DR - A - 12001

And the submitted documents, titled:

Transport Assessment (including Car Park Management Plan & Healthy Streets Assessment) (September 2022),
Land Contamination Desk Study and Preliminary Risk Assessment Report,
Basement Impact Assessment Report (September 2022),
Television and Radio Signal Survey & Reception Impact Assessment,
Planning Statement (September 2022),
Statement of Community Involvement (August 2022),
Commercial Strategy Report (August 2022),
Daylight and Sunlight Report (August 2022),
Flood Risk Assessment and Surface Water Management Strategy,
Water Cycle Strategy,
Hotel Needs Assessment Study (May 2022),
Tree Survey,
Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement & Tree Protection Plan,
Whole Life-Cycle Carbon Assessment (August 2022),
Noise Assessment (September 2022),
Wind Microclimate Assessment (August 2022),
Circular Economy Statement (August 2022),
Air Quality Assessment,
Hotel Sequential Assessment (August 2022),
Townscape and Visual Impact Assessment (September 2022),
Preliminary Ecological Appraisal,
Utilities Statement,
Planning Fire Statement (14-09-22),
Community Investment Programme (September 2022),
Design and Access Statement (September 2022),
Highways Comment Response Note (December 2022),
Hotel Management Strategy,

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 OM19 Construction Management Plan

Prior to the commencement of the development hereby approved (including demolition), a Demolition and Construction Logistics Plan (DLP/CLP) and a Demolition and Construction Management Plan (DMP/CMP) shall be submitted to, and approved in writing by, the Local Planning Authority (in consultation with RAF Northolt), to minimise impacts to the local highway network, and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'.

The DLP/CLP and DMP/CMP shall include details of (but shall not necessarily be limited to):

- (i) a programme of works, including hours of construction;
- (ii) the measures for traffic management and encouragement of sustainable modes of transport for workers, including prohibition of construction vehicles parking on the local highway network within the vicinity of the application site;
- (iii) the haulage routes and details of a vehicle booking system including use of a banksman (if applicable), ensuring construction deliveries are received outside peak hours;
- (iv) any closures of public routes and diversions, demonstrating how time spent closed to the public has been minimised;
- (v) the provision of secured restricted access as the sole means of entry to site for cyclists along with a secured turnstile entrance for pedestrians;
- (vi) a site plan identifying the location of the site entrance, exit, visibility zones, wheel washing, hard standing, hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
- (vii) the loading, unloading and storage of equipment, plant, fuel, oil, materials and chemicals;
- (viii) details of cranes and other tall construction equipment (including the details of obstacle lighting);
- (ix) the means to prevent deposition of mud on the highway and chemical and/or fuel run-off from into nearby watercourse(s);
- (x) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites.
- (xi) the likely noise levels to be generated from plant and construction works and the precautions set out to eliminate or reduce noise levels where the operational risk levels illustrated within The Control of Noise at Work Regulations 2005 could be exceeded;
- (xii) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
- (xiii) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance

"Control of Dust and Emissions During Construction and Demolition" and must be registered at <http://nrmm.london/>;
(xiv) an asbestos survey and management plan; and
(xv) the arrangement for monitoring and responding to complaints relating to demolition and construction.

and, for the avoidance of doubt:

- (i) all Heavy Goods Vehicles associated with the development shall comply with the Direct Vision Standard, with a rating of 3 stars (or more).
- (ii) all deliveries to the site, particularly Heavy Goods Vehicles, shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC;

The development hereby approved shall be implemented in accordance with the approved DLP/CLP and DMP/CMP.

REASON

To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, and DMEI 14 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies D14, SI 1, T4, and T7 of the London Plan (2021). Also, to ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (2020).

4 SUS1 Energy Strategy

Prior to commencement of the development hereby approved (excluding demolition), a Detailed Energy Assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (April 2020 or as amended). The assessment shall clearly identify the baseline energy demand and associated carbon emissions in accordance with the prevailing building regulation requirements. The assessment shall then clearly define the 'be lean', 'be clean' and 'be green' measures to demonstrate that the development will meet as far as practicable the zero carbon standards of the London Plan and the minimum standards for onsite energy efficiency. Where the measures do not collectively contribute to a zero carbon saving (noting a minimum requirement of 35% saving onsite) to the agreement of the Local Planning Authority, the report shall set out:-

- (a) the 'onsite saving' and
- (b) the 'shortfall'; to be presented in tCO₂/annum.

The 'shortfall' shall then be subject to an offsite contribution in accordance with the London Plan Policy SI2.

In addition, the energy assessment shall also demonstrate a reduction in emissions across the existing building that is to be retained. The assessment shall set out the current energy baseline ('existing building baseline') for the building to be retained, the impact of the refurbishment (including the new facade) and measures that will be incorporated to reduce the emissions as much as reasonably practicable from the

'existing building baseline' position.

The Energy Assessment shall also provide details of the 'be seen' recording and reporting measures to be agreed in writing by the Local Planning Authority. The 'be seen' measures must comply with the requirements of London Plan Policy SI2 and demonstrate that the 'onsite saving' is being achieved in perpetuity.

The development must proceed and be operated in accordance with the approved details.

REASON

In order to deliver the maximum on-site carbon savings in accordance with Policies SI 2 and SI 3 of the London Plan (2021).

5 A35 Bird Hazard Management Plan

Prior to the commencement of the development hereby approved (excluding demolition), a Bird Hazard Management Plan (BHMP) shall be submitted to, and approved in writing by, the Local Planning Authority, in consultation with RAF Northolt. The BHMP shall include details of the management of flat roofs and include measures to avoid access to the underside of the solar arrays and framework by hazardous birds, to prevent the creation of an attractive environment for hazardous birds, such as feral pigeons and large gulls.

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

REASON

To minimise the potential of the works approved to provide a habitat desirable to hazardous large and/or flocking birds which could pose a considerable hazard to aviation safety, exacerbated by the proximity of RAF Northolt, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (2020).

6 A20 Wheelchair Accessible Requirements

Prior to the commencement of the development hereby approved (excluding demolition), details shall be submitted which show that either:

(a) 10% of the new bedrooms shall be wheelchair accessible (in accordance with Figure 52, incorporating either Figure 30 or 33 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice); or

(b) 15% of the new bedrooms shall be accessible rooms (in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice).

REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policies D5 and E10 of the London Plan (2021).

7 COM15 Sustainable Water Management

Prior to the commencement of the development hereby approved (excluding demolition), an Updated Sustainable Urban Drainage Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

The Drainage Strategy shall, as a minimum, include further details of:

- Maintenance, including the maintenance owner

- Proof of consent from Thames Water to allow a connection to the Thames Water sewer
- Peak Flow Control (the proposed runoff rate for the 1 in 1 year event should be lower than the greenfield rate for the 1 in 1 year event)

REASON

To ensure compliance with Policy SI 12 of the London Plan (2021).

8 COM30 Contaminated Land

(i) Prior to the commencement of the development hereby approved (excluding demolition), a scheme to deal with unacceptable concentrations of contamination, including any identified asbestos materials, within the soil shall be submitted to and approved in writing by the Local Planning Authority (LPA). The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A site investigation, including soil, soil gas, surface water and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified person/s. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

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

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

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

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

All works which form part of any required remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Development Management Policies (2020).

9 H14 Cycle Storage

Prior to any above ground works for the development hereby approved (excluding demolition), further details of the cycle storage shall be submitted to, and approved in writing by the Local Planning Authority. The details shall show a minimum of 32 long-stay spaces, 8 short-stay spaces and 3 cargo cycle spaces for the industrial units and 22 long-stay and 10 short-stay cycle spaces for the hotel.

The details shall further demonstrate how the cycle spaces accord with the London Cycling Design Standards (LCDS), and in particular, shall show that at least 20% of spaces are provided as Sheffield stands at a standard spacing (1.2m preferred, 1.0m minimum), and that at least 5% of cycle parking spaces are suitable to accommodate larger and adapted cycles (with a minimum of 1.8m spacing between stands).

Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved details, with the facilities being permanently retained for use by cyclists.

REASON

To encourage an uptake in cycling in accordance with Policy T5 of the London Plan (2021).

10 COM26 Ecology and UGF

Prior to any above ground works for the development hereby approved (excluding demolition), a Biodiversity Enhancement and Management Plan (BEMP) shall be submitted to, and approved in writing by, the local planning authority. The BEMP shall demonstrate how the development hereby approved shall seek to maximise the delivery of on-site biodiversity improvements, including through the delivery of new trees, flower-rich perennial planting, mature shrubs, green roofs and walls, and bird or bat boxes.

In addition, the proposal shall achieve an Urban Greening Factor (UGF) of at least 0.39, as shown on Drawing No. 0303-BDL-XX-XX-DR-L-0805-P02.

The development shall thereafter be implemented in accordance with the approved BEMP.

REASON

In order to encourage a wide diversity of wildlife on site in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies G5 and G6 of the London Plan (2021).

11 DIS2 Fire Strategy

A) Prior to any above ground works for the development hereby approved (excluding demolition), the principles of a Fire Statement shall be submitted to, and approved in writing by, the Local Planning Authority. The statement shall detail how the development will function in terms of:

- (i) the building's construction: methods, products and materials used, including manufacturers' details
- (ii) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
- (iii) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans

- (iv) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
- (v) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
- (vi) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

B) Prior to occupation of the development hereby approved, the final comprehensive Fire Statement shall be submitted to and approved in writing by the Local Planning Authority. This should be accompanied by the Building Control Decision Notice or equivalent. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure the safety of all building users in accordance with Policy D12 of the London Plan (2021).

12 H8 Parking Design and Management Plan

Prior to any above ground works for the development hereby approved (excluding demolition), a Parking Design and Management Plan shall be submitted to, and approved in writing by the Local Planning Authority. It shall include the following:

- (i) The arrangements for all on-site parking, including a booking system, and to include provisions for managing, monitoring, enforcement and review. All on-site parking spaces shall be solely for use by the development hereby approved (e.g. staff, visitors, guests) and shall not be used for any other purpose or leased/sub-let.
- (ii) Details of 18 parking bays and 14 wheelchair accessible parking pays; to be permanently retained within the car parking area.
- (iii) Details of 20% active electric vehicle charging points (and 80% passive) for the hotel spaces.
- (iv) Details of active electric vehicle charging points for all operational spaces.
- (v) Details of pedestrian / cyclist priority routes and wayfinding across the site.

The vehicle parking provision and its management, as outlined in the approved Parking Design and Management Plan, shall be fully implemented as approved prior to the first occupation of the development, and so maintained in good working order, and the parking spaces shall not be used for any other purpose for the lifetime of the development.

REASON

To ensure the appropriate operation of the car parking spaces in accordance with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies T5 and T6 of the London Plan (2021).

13 COM9 Landscaping

Prior to any above ground works for the development hereby approved (excluding demolition), a scheme of landscaping shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme shall include:

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

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Means of enclosure/boundary treatments
 - 2.c Hard Surfacing Materials
 - 2.d External Lighting
 - 2.e Other structures (such as play equipment and furniture)

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

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

5. Schedule for Implementation

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies DMHB 11, DMHB 14, DMEI 1 and DMT 6 of the Hillingdon Local Plan Part 2 (2020) and Policies G5 and SI 7 of the London Plan (2021).

14 COM7 Materials

Prior to any above ground works for the development hereby approved (excluding demolition), details of all materials and external surfaces, including fenestration, balconies, boundary treatments and balustrades, shall be submitted to, and approved in writing by, the Local Planning Authority.

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

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

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

15 DIS1 Minibus Shuttle Service Management Plan

Prior to the first use of the development hereby approved, a Minibus Shuttle Service Management Plan (MSSMP) shall be submitted to, and approved in writing by, the local

planning authority. The MSSMP shall, as a minimum, set out the number and type of minibuses to serve the site, hours of operation, destinations served, parking arrangements, pick-up/drop off facilities, booking arrangements, payment, and details of accessibility for disabled people.

REASON

In accordance with Policy T7 of the London Plan (2021).

16 COM25 Delivery and Servicing Plan

Prior to the first use of the development hereby approved, a Delivery and Servicing Plan, including tracked vehicle movements where necessary, shall be submitted to, and approved in writing by, the Local Planning Authority to demonstrate how the industrial units and the hotel will operate, both independently and together. Deliveries should be received outside of peak hours and in the evening or night time.

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

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy T7 of the London Plan (2021) and Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020).

17 COM12 Restriction of Industrial Floorspace

The 'industrial' floorspace hereby approved at ground and mezzanine level, as shown on Drawing Nos. INF - HAP - ZZZ - L00 - DR - A - 10002 and INF - HAP - ZZZ - L01 - DR - A - 10003, shall be used as light industrial or research and development floorspace only, falling within the E(g)(ii) or E(g)(iii) use classes, as set out in the Town and Country Planning (Use Classes) Order (1987) (as amended).

REASON

To ensure the development brings forward an increase in industrial capacity and to prevent inappropriate uses within a SIL, in accordance with Policies E4, E5 and E7 of the London Plan (2021).

18 A12 Coaches

The development hereby approved shall not be served by coaches, and shall not allow coaches to enter the site.

REASON

To ensure the proposal does not impede the free flow of traffic or worsen pedestrian safety in accordance with Policy T7 of the London Plan (2021), as there does not appear to be sufficient room within the site for coaches to safely enter, turn around, and leave in forward gear.

19 COM31 Secured by Design

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

REASON

To ensure the development provides a safe and secure environment in accordance with

Policy DMHB 15 of the Hillingdon Local Plan: Development Management Policies (2020) and Policy D11 of the London Plan (2021).

INFORMATIVES

1 I52 **Compulsory Informative (1)**

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

2 I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMAV 1	Safe Operation of Airports
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 1	Employment Uses in Designated Sites
DME 4	Visitor Attractions
DME 5	Hotels and Visitor Accommodation
DME 6	Accessible Hotels and Visitor Accommodation
DMEI 10	Water Management, Efficiency and Quality
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 10	High Buildings and Structures
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 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP E10	(2021) Visitor infrastructure
LPP E2	(2021) Providing suitable business space

LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G5	(2021) Urban greening
LPP GG2	(2021) Making the best use of land
LPP GG5	(2021) Growing a good economy
LPP SD1	(2021) Opportunity Areas
LPP SD6	(2021) Town centres and high streets
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SD8	(2021) Town centre network
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.2	(2021) Office parking
LPP T6.4	(2021) Hotel and leisure use parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction

3 I14A Compliance with Legislation Administered by EPU

Your attention is drawn to the attached note 'Environmental Control on Construction Sites'

4 I3 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 558170).

5 I6 Property Rights/Rights of Light

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

6 I70 LBH worked applicant in a positive & proactive (Granting)

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

7 I73 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2019. 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 cil@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

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

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

8

The London Fire Brigade advise that the applicant should ensure that the plans conform to Part B of Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority.

Regard should also be had to Guidance note 29 on Fire Brigade Access similar to that in B5 of the Building Regulations. Particular attention should be made to paragraph 16, Water Mains and Hydrants, by the applicant.

If there are any deviations from the guidance in ADB) vol 1 and 2: B5 Access and facilities for the fire service in relation to water provisions, then this information needs to be provided to the Water Office (water@london-fire.gov.uk) to discuss the proposed provision.

If there are any deviations to Brigade access and facilities, then this information needs to be provided to Fire Safety Regulation (FSR-AdminSupport@london-fire.gov.uk) to review the proposed provision.

Once we have received this information then the LFB can provide a response on the consultation. Advice in regard to hydrants can be provided upon receipt of an appropriate site plan showing premises layout, access to it, and water supply infrastructure if

available.

9

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line via <https://gbr01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.thameswater.co.uk%2F&data=05%7C01%7CPlanningEConsult%40Hillingdon.Gov.UK%7C57c0ec7383d49de023d08dab7f71351%7Caaacb679c38148fbb320f9d581ee948f%7C0%7C0%7C638024569051600737%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoi%2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=A7W1Tv6lhyLapHEP8vbvW2tjF9g6dnPhKcM7aCfwho%3D&reserved=0>. Please refer to the Wholesale; Business customers; Groundwater discharges section.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a square-shaped plot of approximately 0.6 hectares, containing a 12-storey building in use as a hotel, falling within the C1 use class, and the surrounding land which is primarily used for surface-level external parking to serve the hotel.

The surrounding area has a very mixed character, with predominantly residential uses on the opposite side of Uxbridge Road to the north and industrial uses to the south, whilst Uxbridge Road includes a wide mix of retail, restaurant, takeaways and other town centre uses along its length, usually as part of small parades, such as can be found at the junction of Brookside Road and Uxbridge Road to the north of the application site.

The site falls within the Springfield Road Strategic Industrial Location (SIL) (part of the wider Hayes Industrial Area), which extends from the Paddington Arm of the Grand Union Canal in the east to the Green Belt adjacent to the A312 in the west, and from Uxbridge Road in the north to Beaconsfield Road in the south. The site also falls within the Heathrow Opportunity Area, which, whilst not well-defined, is considered to extend northwards from Heathrow to Uxbridge Road in this part of the borough.

3.2 Proposed Scheme

The proposed development seeks to significantly expand the scale of the existing hotel use through the erection of two 'C' shaped perimeter-style buildings around the edge of the site, alongside an upward extension of the existing building by two storeys, which would be retained in the centre. The two perimeter buildings would be 8-storeys facing Uxbridge Road, with the western building stepping down in scale to 7 and then 6 storeys facing Springfield Road to the west, whilst the south-eastern block of the eastern perimeter building would be 6-storeys, but otherwise this eastern building would maintain its eight-storey height along its east flank. The perimeter buildings would be connected to the central building and each other through raised walkways at each level, whilst a courtyard

podium would be provided at second floor level to the west of the retained central building.

As a result of these additions, the hotel capacity would increase from 170 to 435 rooms, an increase of 265, whilst the proposal also includes the provision of 1,318 sqm of light industrial floorspace, falling within the E(g)(iii) use class, to be provided at ground floor and mezzanine level beneath the podium courtyard, comprising 15 units.

Parking across the site would decrease from 70 to 39 spaces, with 32 safeguarded for use by the hotel, 6 safeguarded for use by the industrial units, and 1 dedicated 'Zipvan' bay, and with the sole point of vehicular access and egress located in the south-west corner facing Springfield Road.

3.3 Relevant Planning History

2385/APP/2005/3477 Hayes Gate House 27 Uxbridge Road Hayes

CHANGE OF USE OF HAYES GATE HOUSE FROM OFFICE TO HOTEL AND CONFERENCE FACILITIES, ALTERATIONS TO HAYES GATE HOUSE BUILDING, ERECTION OF A FREESTANDING THREE STOREY MEDIA CENTRE, ANCILLARY CAR PARKING AND LANDSCAPING.

Decision: 12-06-2008 Approved

2385/APP/2011/1143 Hayes Gate House, 27 Uxbridge Road Hayes

Application for a new planning permission to replace an extant planning permission in order to extend the time limit for implementation ref: 2385/APP/2005/3477 dated 16/6/2008- Change of use of Hayes gate house from office to hotel and conference facilities, alterations to Hayes Gate House building, erection of a freestanding three storey media centre, ancillary car parking and landscaping.

Decision: 14-06-2012 Approved

2385/APP/2013/2523 Hayes Gate House, 27 Uxbridge Road Hayes

Change of Use of existing office (B1) building to create 170 bedroom hotel (C1) use with ancillary car parking and landscaping.

Decision: 20-11-2013 Approved

2385/APP/2022/714 Hyatt Place 27 Uxbridge Road Hayes

Use of site as a Class C1 Boarding House (Application for a Certificate of Lawful Development for a Proposed Use or Development)

Decision: 28-04-2022 Approved

Comment on Relevant Planning History

As the planning history indicates, the building was initially built and used as an office, however was granted approval to be used as a hotel in June 2008, and subsequently re-approved in June 2012 and February 2014. This existing C1 use was confirmed as lawful in April 2022 through the submission of a certificate of lawfulness.

4. Planning Policies and Standards

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

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

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
The London Plan (2021)
The West London Waste Plan (2015)

The National Planning Policy Framework (NPPF) (2021), Planning Practice Guidance, as well as relevant supplementary planning documents and guidance are all material consideration in planning decisions.

The proposed development has been assessed against development plan policies and relevant material considerations.

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.E1 (2012) Managing the Supply of Employment Land
PT1.E3 (2012) Strategy for Heathrow Opportunity Area
PT1.E6 (2012) Small and Medium-Sized Enterprises (SME)
PT1.EM11 (2012) Sustainable Waste Management
PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

DMAV 1 Safe Operation of Airports
DMCI 7 Planning Obligations and Community Infrastructure Levy
DME 1 Employment Uses in Designated Sites
DME 4 Visitor Attractions
DME 5 Hotels and Visitor Accommodation
DME 6 Accessible Hotels and Visitor Accommodation
DMEI 10 Water Management, Efficiency and Quality
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 10	High Buildings and Structures
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 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP E10	(2021) Visitor infrastructure
LPP E2	(2021) Providing suitable business space
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E5	(2021) Strategic Industrial Locations (SIL)
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G5	(2021) Urban greening
LPP GG2	(2021) Making the best use of land
LPP GG5	(2021) Growing a good economy
LPP SD1	(2021) Opportunity Areas
LPP SD6	(2021) Town centres and high streets
LPP SD7	(2021) Town centres: development principles and Development Plan Documents
LPP SD8	(2021) Town centre network
LPP SI1	(2021) Improving air quality
LPP SI2	(2021) Flood risk management
LPP SI3	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport

LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.2	(2021) Office parking
LPP T6.4	(2021) Hotel and leisure use parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **24th November 2022**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

FIRE BRIGADE (10-11-22): The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises. The Applicant is advised to ensure the plans conform to Part B of Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority. LFB have no further observations to make.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (15-10-22): Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

The application site is not in an Archaeological Priority Area and there are few records in the vicinity which indicate low archaeological potential.

No further assessment or conditions are therefore necessary.

GREATER LONDON AUTHORITY (STAGE 1 SUMMARY) (05-12-22): The proposals result in the re-introduction of SIL conforming uses at the site through the inclusion of 1,318 sq.m. of light industrial floorspace alongside an extension to the existing hotel creating an additional 265 bedrooms. The proposed intensification of a sensitive (hotel) use within a SIL would not comply with Policy E7.

However, it is accepted that the lawful use of the site is for a hotel which alongside the introduction of SIL conforming uses, would not compromise the integrity of the remainder of the SIL in line with Policy E7 and D13 and so would be acceptable (paragraphs 15-24).

Further consideration of visual, functional, environmental, and cumulative impacts is required before compliance with Policy D9 (Part C) can be verified (paragraphs 25-44).

Contributions towards Healthy Streets improvements, implementation of a CPZ, and improving the active travel environment should be secured in line with Policy T4. A Parking Management Plan, EVCPs, Travel Plan, Delivery and Servicing Plan and Construction Logistics Plan should all be

appropriately secured (paragraphs 45-53).

Additional information and justification is required regarding the energy strategy, whole life carbon and circular economy, urban greening, flood risk and drainage, air quality before compliance with the London Plan can be confirmed (paragraphs 54-65).

HEATHROW AIRPORT SAFEGUARDING (18-10-22): We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

NATIONAL AIR TRAFFIC SERVICE (07-10-22): The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

MOD - RAF NORTHOLT SAFEGUARDING (26-10-22): The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the Ministry of Defence (MOD) as a consultee in UK planning and energy consenting systems to ensure that development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites or training resources such as the Military Low Flying System.

The applicant is seeking full approval for the demolition of ground floor entrance, parking structure and north-east and south-west wings of the existing building, and refurbishment and extension of existing hotel to include additional accommodation at roof level and full height extension on the north elevation, together with walkways connecting to new buildings of between 6 and 8 storeys, to create additional hotel floor space (Use Class C1) and light industrial floorspace (Use Class E(g)), along with ancillary facilities, parking and landscaping.

RAF Northolt is an operational airfield that provides a home to several units including 32 Squadron who operate both fixed wing and rotary aircraft. The development proposed has the potential to attract and support bird species deemed hazardous to aircraft safety.

The application site occupies the statutory safeguarding zone surrounding RAF Northolt. In particular, the aerodrome height and birdstrike safeguarding zones surrounding RAF Northolt and is approximately 4.4km from the centre of the airfield.

The Aerodrome Height Safeguarding Zone defines zones around aerodromes to regulate the height of structures to prevent the obstruction of the critical air space encompassing the aerodrome in which the principal take-off, landing and circuiting procedures are contained.

Having reviewed the proposals, I can confirm the MOD has no concerns with regards to the height of the proposed development.

Within the Birdstrike Safeguarding Zone, the principal concern of the MOD is that the creation of new habitats may attract and support populations of large and, or flocking birds close to the aerodrome.

The proposals include flat and green/biodiverse roofs with solar arrays installed. Green/biodiverse roofs have the potential to be attractive to nesting large gulls as they mimic more natural cliff top nesting sites. The proposed solar arrays have the potential to allow feral pigeons to nest within the framework, as well as providing shelter within the lea of the panels for nesting large gulls therefore a robust Bird Hazard Management Plan (BHMP) will be required to prevent the use of the roof spaces by hazardous birds.

To address the potential of the development to provide a desirable habitat for hazardous birds, the

MOD require that a condition is attached to any permission which requires the submission of a Bird Hazard Management Plan.

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

The MOD would request that a condition be included in any planning permission granted to ensure that the MOD is notified of when and where cranes will be erected.

In summary, subject to the above conditions being implemented as part of any planning permission granted, the MOD maintains no safeguarding objection to this application.

TRANSPORT FOR LONDON (09-12-22): In line with Policy T2, all developments are expected to deliver improvements that support the 10 Healthy Streets indicators. The Healthy Streets approach seeks to improve air quality, reduce congestion, and make attractive places to live, work and do business. There are ten Healthy Street indicators which put people and their health at the heart of decision making and aim to result in a more inclusive city where people choose to walk, cycle and use public transport.

An Active Travel Zone Assessment (ATZ) and Healthy Streets assessment has been carried out in line with London Plan Policy T2. Four routes to key destinations have been identified including public transport access points, shops and services, leisure, and local community facilities. The three key routes are as following:

- Southall Station
- Hayes and Harlington Station
- Hayes and Harlington Station via Minet Country Park

The routes/destinations have been agreed within Hillingdon Council. Given the transitory nature of the land uses (being hotel and small business incubator) in this case, the limited number of destinations is sufficient.

In line with TfL guidance, an Active Travel Zone (ATZ) assessment has been submitted. Noting the shift nature of the hotel use and the rural nature of one of the ATZ routes, a night-time assessment of the alternative routing should be completed to ensure suitability for staff who work in shift patterns. This assessment should inform further discussions with the relevant highway authority about appropriate mitigation.

As highlighted above, located along Uxbridge Road is a segregated cycle way. An assessment of the quality of this cycle route should be undertaken. The proposed development should seek to connect to, and where necessary improve, this cycling network to support a strategic modal shift, in line with Policy T1 and Policy T5. In addition, the two new pedestrian access points on the northern boundary should be designed to complement the existing segregated cycle lane and be mindful of potential conflict of movement.

Within the site, pedestrian priority and wayfinding should be set out clearly through the rear carpark/loading area to ensure guest, employee, and visitor safety. It must be ensured that the walking and cycling routes within the site boundary are suitable, safe and attractive at all times, particularly noting the shift nature of the proposed development. From the information submitted, it does not appear that the development is providing a clear and safe space for pedestrian movement within the loading area, and this should be addressed.

It is noted that new landscaping, planting, enlarged footways and seating will be implemented along Springfield and Uxbridge Roads. Improvements to the active travel environment/public realm should be secured in line with London Plan policy T4.

TfL welcomes commitment to cycle hire contribution which should be secured through the appropriate legal mechanism. It is expected that streetscape improvements will either fall within the scope of a Section 278 agreement or be secured through a Section 106 agreement.

In line with the Mayor's Vision Zero ambition, which aims to remove all deaths and serious injuries from London's transport network by 2041, the applicant has reviewed accident statistics in proximity to the site. On the three routes selected it was found that there were eleven clusters were identified where 2 or more serious collisions occurred near to each other. A fatal collision occurred between a goods vehicle and a cyclist along South Road. The assessment found that most appropriate means of reducing the potential for collisions to occur would be to segregate vehicular and non-motorised vehicle traffic or significantly decrease vehicular traffic generally. A contribution towards the further establishment of segregated cycle ways should be secured.

The access arrangements indicated on plan entails the retention of the existing Hotel vehicular access point on Springfield Road. This does not raise any specific concerns, although site manoeuvring will not be suitable for coaches. A condition should be applied to prevent coaches from servicing the site. If the proposed access arrangement changes TfL will need to be formally reconsulted.

High-quality cycle parking forms a key part of achieving mode shift in accordance with London Plan policy T1 and the quantity and quality of cycle parking should reviewed and monitored as part of travel plan measures. As currently presented the cycle parking provided meets the quality of cycle parking anticipated by the London Cycle Design Standards (LCDS).

The cycle parking provision for all proposed land uses at this is site will be in line with the minimum standards identified in Policy T5. In addition, to the general cycle parking, three cargo bike spaces will be provided, which is welcomed. TfL supports that over eighty percent of the spaces will be "Sheffield" type, in excess of London Cycle Design Standards (LCDS) standards. It is strongly recommended that the proposed cycle parking should adhere to this guidance and managed via a Parking Management Plan. Details of cycle parking should also be secured by condition.

There are 70 existing car parking spaces on site. A total of 32 car parking spaces are proposed to be retained, which take the form of 18 standard parking spaces and 14 disabled person parking spaces. Given the site is within the Hayes Opportunity area, 19 car parking spaces is the maximum permitted car parking permitted under London Plan policy. Whilst the level of car parking is within maximum London Plan policy T6 levels, due to the package of measures put forward by the applicant, a further reduction/removal of car parking would be supported. Any spaces should also meet 20% active Electric Vehicle Charging Points and 80% passive provision required in accordance with LP Policy T6.2.

To reduce potential car parking overspill, the applicant has committed to a financial contribution towards a Controlled Parking Zone to encompass Springfield Road which should be secured via the appropriate legal mechanism.

If the proposal for car parking remains, this should be pre-booked and charged at an appropriate rate to discourage usage. The Travel Plan/Car Park Management Plan should monitor usage, include mechanisms to restrict usage, and include details on how to repurpose spaces which are not used.

There will be a covered area to enable the setting down and picking up of hotel guests by car. In addition, a minibus parking space will be provided. Six van parking spaces, 1 accessible car parking

spaces and 1 commercial vehicle 'car club' van space will be provided for the light industrial element. The applicant is encouraged to introduce active electric vehicle charging provision at all spaces in order to future-proof spaces.

Trip generation information has been provided and the approach is acceptable. There will be up to 54 additional vehicle movements proposed across peak times. Although the net impact on the strategic transport network can be accommodated; these numbers highlight the need for the aforementioned active travel improvements and TfL strongly recommends that the Council secures such works as part of any permission.

A multi-modal trip generation assessment including TRICS data has been provided as part of the application.

It will be necessary to enhance active travel provision and implement travel planning measures to achieve mode shift to public transport and active modes in accordance with the Mayor's strategic mode shift target identified within Policy T1.

The Travel Plan should include modal targets which are in line with the Mayor's strategic mode shift identified in Policy T1.

A Framework Travel Plan is provided which sets targets for a mode shift for hotel travel (guests and employees) away from car use. Additional measures/scope are needed to include the commercial element of this proposal. The targets contained within this plan should align with the Mayor's strategic mode shift target, with measures focus on increasing modes of sustainable and active travel. The Travel Plan should be secured via the appropriate legal mechanism in accordance with Policy T4.

The travel plan should be updated to list additional cycling measures including surveys to address any increased demand in cycle storage facilities required and to provide cycle repair facilities. The full Travel Plan should be secured, monitored, enforced, reviewed, and funded via planning obligation.

A Servicing and Delivery Plan has been submitted with this proposal and confirms that all activity is to take place on site, which is in line with Policy T7. It should be ensured that all delivery and servicing activity can be undertaken in line with the Mayor's Vision Zero and Healthy Streets approach. TfL will expect a full delivery and servicing plan (DSP) to be secured through condition, in line with Policy T7. The plan will need to detail how the delivery and servicing will be managed and should consider the use of cargo bikes (or other sustainable freight options) to minimise van/truck movements.

A full construction logistics plan (CLP) should be secured through condition, in line with Policy T7. TfL will need assurances that the construction of the proposed development will not impact on the safety and function of the adjoining highway network, in particular that of bus stops in proximity to the site and their associated operations. Safe and clear pedestrian and cycle routes should be secured to access the operating Hotel premises. The Construction Logistics Plan should be updated to include swept path analysis for construction vehicles to ensure any reverse manoeuvring is minimised. A final version of the CLP should be secured through condition in line with Policy T7 and contain detail on the measures that will be implemented to minimise the impact on the surrounding transport network and demonstrate how construction will be carried out in accordance with the Mayor's Vision Zero and Healthy Streets principles.

THAMES WATER (27-10-22): Waste Comments - As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or

equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line. Please refer to the Wholesale; Business customers; Groundwater discharges section.

We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk. Application forms should be completed on line, Please refer to the Wholesale; Business customers; Groundwater discharges section.

Water Comments

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

Supplementary Comments

Wastewater: As per pre-development enquiry, Proposed site: Existing hotel with 181 rooms to be reconstructed with total 427 rooms. Proposed foul water: To discharge by gravity to 300mm foul sewer in Springfield Road, manhole 3702. Proposed surface water (3100m² impermeable area): To discharge by gravity to 375mm surface sewer in Uxbridge Road, manhole 4704 (restricted to 2.4l/s for all storms up to and including 1:100+40%CC). Regarding proposed sump pump in basement, the applicant should design the basement to minimise the potential need for a sump to only in rare events, such as internal water pipe leaks and failures. The public sewer system is not designed to accept groundwater flows and permanent groundwater flows (outside of dewatering etc. necessary during construction) are not permitted. Where existing connections are proposed, we recommend a drainage survey to check for (illegal) misconnected drainage and that the existing private drainage is fit for purpose. Misconnections are where wastewater is discharged into surface water drainage or surface water is discharged into a foul sewer. In line with London Plan 9.5.11, "Development proposals should therefore take action to minimise the potential for misconnections." Misconnections can result in either surface water pollution or consumption of capacity in the foul sewer.

Internal Consultees

ACCESS OFFICER (18-10-22): This application for a new lifestyle hotel and workplace for local manufacturing has been the subject of extensive pre-application discussions which have included expressing the requirement to achieve the highest standards of accessibility and inclusive design.

This proposal is subject to compliance with London Plan policy D5, D12, E10 and T6. The application as submitted provides very little detail on how the principals of Accessibility and Inclusive Design have been incorporated into the final design. Although, it is acknowledged that the facility is fundamentally accessible the final points of access must be clarified and also secured by way of suitable planning conditions.

The proposal appears to include 23 accessible bedrooms with only 14 parking spaces provided. A parking space should be allocated to every accessible bedroom, or an alternative measure detailed in the Travel Plan.

AIR QUALITY OFFICER (11-04-23): The proposed development is located within the LBH Air Quality Management Area and Ossie Garvin Focus Area Focus Area, bringing additional traffic emissions which will add to current likely exceedances and contribute to poor local air quality. As per the London Plan, developments need to be neutral as minimum and LBH requires new developments located in Focus Areas to be air quality positive, contributing to the reduction of emissions in these sensitive areas.

LBH requires new developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, policy DMEI 14 of the emerging London Borough of Hillingdon Local Plan (part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) needs to be Air Quality positive and further action is required to reduce total emissions produced by its operation.

Therefore, the total emissions associated with these activities need to be mitigated. Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.

The mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied. Table 1 and 2 summarise the aspects of air quality and planning requirements for the proposed development.

The total level of mitigation required to the proposed development for traffic emissions is £488,542. Once all deductions were applied, the remaining value of mitigation due is £268,698.

Flat rate deductions applied are as follow: Travel Plan (15%), Green Sustainable Measures (5%), contribution to long term LBH strategic long-term strategies (e.g. multimodal shift) (25%), totalling a reduction of £219,844.

Therefore, a section 106 agreement with the LAP of £268,698 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

BIODIVERSITY OFFICER (31-01-23): I have no objections to the ecology assessment and general approach subject to a condition seeking an ecological enhancement plan (standard condition).

CONTAMINATED LAND OFFICER (07-11-22): I have reviewed a copy of the following report which was submitted in support of the abovementioned application. The desk study report provides the

required details including an initial Conceptual Site Model and Preliminary Risk Assessment. The report identifies various potential pollutant linkages may be present at the site. A site investigation is recommended, and the works should be implemented in accordance with details within the report.

I therefore recommend a condition to be imposed if planning consent is awarded.

ECONOMIC DEVELOPMENT (29-11-22): The application to transform the current 170 bed-room Hyatt hotel facility into a 435-bedroom hotel and 1885 sqm industrial incubator facility cannot from an Economic Development perspective be supported.

This view could be seen as an unusual stance from an economic development perspective as officers tend to be supportive of economic investment on the scale outlined in the application, but the stance reflects the concerns over the practicality of the scheme on this site and this location.

The current Hyatt hotel is a landmark hotel on the Uxbridge Road and serves a range of different client groups, including local commercial concerns, relatives and friends visiting nearby residents and travellers for Heathrow.

The proposal to increase the capacity by 265 rooms should not be an issue from an Economic development perspective, but the limited facilities and amenities the expanded hotel offers make it difficult to believe that this is a serious proposition.

The concerns over the credibility of the proposition are heightened when the lack of parking for a development of this scale in this location is factored in.

An expanded hotel of this scale looking to provide facilities for the commercial sector or serving Heathrow would be expected to have significant restaurant, bars and events hosting and meeting facilities. The proposal to include a small cooking facility with a small induction hob and microwave would seem an unusual for a hotel looking to serve the commercial sector.

The soon to be completed West London Film studio facility and the forthcoming Colt data centre facility will create significant additional commercial demand, however nothing in the application suggests that this proposal will provide facilities that will be attractive to the local commercial sector.

Whilst the applicant highlights the opportunity to the expanded hotel the new film studio facility will offer, it is difficult to envisage how the expanded hotel facility will be of use to the film studios with the limited vehicle facility that accompanies the expanded hotel facility.

With the level of equipment, those working in film and TV production support sector normally require and the early starts on site, film crews tend to need significant parking facilities. Even if the equipment required by those working in film production is left in the film studios, realistically they would need to have secure parking at the film studios or nearby.

Both the existing studios and new extension have limited parking facilities, therefore it is not an option for the studios to provide parking. The proposed reliance on public transport and cycle provision is unlikely to make the expanded hotel attractive to the film production sector as is suggested in the application.

Offering just 14 accessible and 18 general parking spaces, from an economic development perspective it is difficult to envisage a 435 bedroom hotel in this location appealing to the commercial / employment sector. For the expanded hotel facility to operate as the application suggests all the commercial parking would in effect need to be 'off site' or in nearby residential streets.

The proposal to have just one loading bay space for a hotel of this scale is also questionable and it is

entirely predictable that deliveries to the hotel will overlap and any overlapping in terms of deliveries will undoubtedly add to the operational challenges that the hotel will face given the already limited parking provision.

The application suggests that minibuses will be used to link the hotel with Heathrow and Hayes and Harlington station and there is a proposal to run a service every 10-12 minutes. Whilst this is an interesting proposal, how realistic and financially viable the proposition is, is questionable.

The Hyatt brand is internationally recognised and associated with a quality product. Opening in 2016 The Hyatt Plaza has only been operational for a relatively short time but has become a local landmark as well as an asset to local businesses.

The proposed hotel is looking to operate as an independent and not aligned to a national chain. Whilst this in itself might not be an issue, it is certainly unusual for a hotel of this size not to be part of a branded and recognisable chain. There are no other 'independent' or nonaligned hotels this size within Hillingdon.

A proposal to deliver small flexible employment facilities would normally be supported from an Economic development perspective. However, it is the practical operational issues that make it difficult to envisage this proposal in this location being a viable proposition.

The plans show a range of employment uses on the ground floor and the supporting information highlights the range of different enterprises that could conceivably use the facilities if the development was built. These range from jewellery and craft type activities to food manufacturing and the term industrial incubator and the scale of the units hints at larger scale activity. Whether the range a mix of uses would work is difficult to gauge.

As with the hotel the lack of parking and servicing space raises the question as to whether the proposed facility is viable. The plans show a range of flexible space and fifteen separate work spaces but the parking allocation is for just seven vans, which includes one accessible and one Zip van parking space.

It is questionable given the scale and size of the workspace on offer and the opportunities for manufacturing and food production as suggested in the application as examples of businesses that could be housed, whether the infrastructure to support fifteen workshops is adequate.

The very limited parking provision would not support visitors or casual purchasers of services from dropping by but could bring additional unwanted traffic into the area if people chose to visit the site.

The application goes to considerable lengths to demonstrate that there is a shortfall of small-scale flexible employment space in the area, particularly when compared to the larger logistics and employment sites in the vicinity of Springfield Road. Whilst the provision of small employment space in the borough is an issue - it does not make incorporating an industrial incubator unit into a hotel in this location as the solution.

It is further noted that the application suggests that 75% of the businesses that are anticipated to use the proposed facility will be local businesses. The application however fails to demonstrate where or what form the local demand is that will take up 75% of the space. It is also questionable that even if the majority of workspace was taken up by local businesses, whether nearly all users of the facility would travel to the site by public transport, which given the lack of parking facilities would be the only option.

ENERGY OFFICER (31-01-23): The energy assessment is at a strategic and theoretical stage but is broadly sufficient. However a concern is the lack of attention to the existing building which will

have a new facade and refurbishment at ground and roof level. The Council would expect the applicant to demonstrate a greater degree of improvements to the existing building, and this would be secured by way of condition and through a legal agreement.

FLOOD AND DRAINAGE OFFICER (24-10-22): This application has not sufficiently demonstrated the use of the London Plan's drainage hierarchy and is proposing the following key items:

- Type of development: Major - Refurbishment and extension of an existing hotel building. No change of use.
- Flood risk: Low
- Types of conveyance / attenuation features: Blue and green roof systems with flows conveyed to attenuation tanks. Permeable paving with geo-cellular storage below.
- Runoff rate restriction (l/s): 2.4.
- Runoff attenuation volume (m3): 547.78
- Maintenance plan: Maintenance tasks have been provided for green roofs, permeable paving and attenuation tanks.

We object to the application for the following reasons:

- The SuDS features are to discharge into a surface water sewer. Consent has not been given by TW at the time of submission. The applicant is required to provide proof of consent for connection to the existing TW surface water sewer.
- More information is required about peak flow control. The proposed runoff rate for the 1 in 1 year event needs to be agreed with the LLFA, as it is currently higher than the greenfield rate for the 1 in 1 year event.
- The drainage strategy includes the maintenance tasks and frequencies for each drainage component proposed, but does not provide adequate information on the proposed maintenance owner.

To address the above, please can the applicant submit information which:

- Demonstrates that TW have provided consent for the proposed connection to the existing TW surface water sewer.
- Shows that the proposed runoff rate for the 1 in 1 year event adheres to the greenfield runoff rate, or that approval has been provided for the proposed rate by the LLFA.
- Confirms specific details for the maintenance owner of the proposed SuDS features.

HIGHWAYS OFFICER (24-11-22): An application has been received seeking planning permission to partially demolish and then extend an existing hotel to provide a new larger hotel together with use class E commercial, business, and services space. The site is situated on the corner of the A4020 Uxbridge Road and Springfield Road. Springfield Road serves numerous commercial uses as well as providing access to Hayes and Yeading FC football ground, Minet Country Park, the Guru Nanak Sikh Academy and the Nanaksar Primary School. The Guru Nanak Sikh Academy has a school role of more than 1,500 pupils aged between 4 and 18 years. The Nanaksar Primary has a role of 60 pupils aged 4 to 11 years - Springfield Road is well-used route to a school. The Metropolitan Police have made the Council aware that "joy-riding" and "car meets" is a problem along Springfield Road, in response the Council has installed traffic calming measures to deter this activity.

Parking along Springfield is a mix of single yellow, double yellow lines and unrestricted parking. On-street parking is further limited by many vehicle crossovers providing access to the commercial uses.

The site currently comprises an existing hotel building, formally known as Hyatt Place, accommodating 170no. bedrooms served by 70no. on-site car parking spaces. The proposal seeks

to extend the hotel to create an additional 265no. bedrooms providing 435no. in total. In addition, the proposal will provide 929sq.m (NIA) of use class E commercial, business, and services workspace.

The proposal would provide 32no. hotel car parking spaces of which 14no. would be accessible/disabled spaces. The commercial use would offer 5no. van car parking spaces, 1no. accessible/disabled space and 1no. car club space.

The site has a PTAL ranking of 2 bordering 3 indicating that access to public transport is moderate compared to London as a whole, this suggests hotel guests and people working at the hotel/commercial use would to some degree be reliant on the private car for trip making to and from the site.

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 T6.4 Hotel and leisure uses requires that the parking standards hotels in locations of PTAL 2 are assessed on a "case-by-case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels".

The parking standard at the existing hotel is 0.4no. spaces per room, applying the same standard to the proposal would give 174no. parking spaces ($435 \times 0.4 = 174$).

The forecast number of car trips generated has been derived from the number of car parking spaces to be provided, 14no. accessible, 18no. standard giving 32no in total. The applicant then reports that if all car parking spaces were occupied then 7.4% of guests would have arrived by car ($100/435 \times 32 = 7.4\%$). The figure of 7.4% is then halved "to reflect that whilst people who travel to stay at the hotel by car would not use the car for all journeys, and as such a mode share of 3.7% is assumed".

In simple terms it is claimed that the number of car trips the development would generate and mode split is dependent upon the number of car parking space provided at the final destination. In practice the decision to make a trip by car is dependent upon a combination of many other factors primarily cost and journey time, as well as specific requirements such as the need to carry luggage. The Highway Authority is mindful that a hotel of this size in a location with just moderate access to public transport could be expected to generate a significant number of private car trips which with limited parking on-plot would result in parking being displaced on-street. Based on the existing standard of parking provision, 0.4 spaces per room, there could be parking demand for up to 174no. vehicles, the proposal would provide just 32no. spaces, a shortfall of 142no. based on the existing standard. The proposal would effectively be car-free.

The Highway Authority has no objection to a car-free development per se, but it must be supported by a convincing Travel Plan that presents a range of measures that makes public transport and active travel to the hotel as attractive and convenient as making the same trip by private car. The Travel Plan that has been submitted alongside the planning application has been assessed and found to be lacking in several respects. Throughout the Travel Plan there are general statements about the measures that will be adopted to facilitate travel to the development by means other than the private car. However, there is no detail regarding what or how measures would be delivered, what would be the expected outcome, how would this be monitored and what actions would be taken should the initiative fail to deliver. No evidence is provided to give the Highway Authority confidence that the Travel Plan will deliver public transport use and active travel to and from the site for the lifetime of the development.

There are many aspects in which the Travel Plan fails, the following are just a few examples. The Travel Plan states that the Travel Plan coordinator will make themselves known to all employees but

there is no mention of doing the same for guests. This is a significant omission as it is the guests that will be greater in number and most likely to drive given, it is anticipated that they will have travelled a greater distance and be unfamiliar with the local area and transport opportunities.

The Travel Plan states that where on-street parking by a guest is found to occur then this could be used to terminate the associated contract. In practice this is unlikely to occur - would a family arriving by car and found to be parking on-street really be turned away if they are staying just one night?

Parking for the businesses that occupy the light industrial uses would be allocated on a "first come-first served basis", this would incentivise people to drive hoping a space would be available upon arrival.

The applicant mentions that there would be a dedicated mini-bus to chauffeur guests and employees between the site and location destinations, however there is no mention of this mini-bus in the Travel Plan Action Plan.

There are highway objections to this proposal as there would be insufficient supply of car parking on-plot with no genuine measures offered to reduce the demand to travel by private car. The development would result in people driving around looking for somewhere to park and errant/injudicious parking that presents a risk to road safety, this would be contrary to the published London Plan 2021 Policy T4 Assessing and mitigating transport impact which requires that "development proposals should not increase road danger".

HIGHWAYS OFFICER (05-04-23): These additional highway comments are in response to the receipt of a revised framework Travel Plan December 2022 and the applicants Highway Comments Response Note December 2022. To recap, the proposal is for a 435no. bedroom hotel that would provide just 18no. standard and 14no. disabled car parking spaces, it would in effect be car-free. This raises concerns that in the absence of parking being available on-plot and limited genuine travel choice being offered, staff and guests would resort to driving and most likely park on-street possibly errant and injudiciously resulting in parking stress that would impinge upon the free flow of traffic leading and an increased road safety risk. As such the proposal would be contrary to the published London Plan 2021 Policy T4 which requires that development proposals 'do not increase road danger'.

The Highway Authority has previously objected to the proposal as it would provide insufficient car parking on-plot but moreover it offered no genuine alternative to trip making by the private car. In response to these comments a revised framework Travel Plan December 2022 has been provided, this has been reviewed and the Highway Authority are able to make the following comments.

The revised framework Travel Plan now contains a commitment to provide two dedicated minibuses to shuttle hotel guests and employees between the site and key public transport nodes. If the proposal is recommended for approval the Highway Authority would require a planning condition requiring the applicant to submit a Minibus Shuttle Service Management Plan for approval. This document should set out the number and type of minibuses, hours of operation, destinations served, parking, pick-up/drop off facilities, booking arrangements, payment, accessibility for disabled people and all that other information the applicant anticipates the Highway Authority would need to be satisfied the Service would provide a real alternative to trip making to and from the proposal site by private car.

The Travel Plan sub-objective 2 makes a commitment to making all 'guests and employees aware of the limited car parking available, the Highway Authority considers this is key to the successful operation of the proposal in transport terms. If the proposal is recommended for approval the Highway Authority would require a condition obliging the applicant to submit a full Travel Plan for

approval, this full Travel Plan should clearly set out how guests would be clearly informed that the proposal offers only very limited car parking.

The framework Travel Plan also make mention of Personalised Journey Planning service. The Highway Authority considers this an effective intervention and how this would be delivered should also be clearly set out in the full Travel Plan.

As surety that the full Travel Plan would be delivered, and targets achieved the Highway Authority would require that the application pays a £20,000 bond secured via a 1990 Town and Country Planning Act s.106 legal agreement. If Travel Plan is not implemented or targets not met, the Highway Authority would use this bond to delivery the Travel Plan itself, if the Travel Plan is successful then the Bond would be returned after an agreed period.

The Highway Authority is mindful that despite the above Travel Plan interventions that the proposal may still displace parking on-street resultant in parking stress. To address this issue should it arise, the Highway Authority require that the applicant pays a £10,000 bond to the Council via a 1990 Town and Country Planning Act s.106 legal agreement to fund the introduction of parking restrictions. If parking problems do not materialise then the bond would be returned after an agreed period. This is something the applicant commits to doing in the Highways Comment Response Note December 2022.

The Highway Authority ask for a planning condition requiring the applicant to provide active electric vehicle charge points at 20% of car parking spaces with all the remainder having passive provision.

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

As mentioned above, the Highway Authority is mindful that this would effectively be a car-free development. Without attractive and genuine alternative to trip making by the private car it is reasonable to assume that staff and guests would consider they have no option but to resort to driving to the proposal and in the absence of car parking being provided on-plot this would result in drivers parking errant and injudiciously on the surrounding streets. This would be contrary to the published London Plan 2021 Policy T4.

To protect against this situation arising, the Highway Authority require a developer contribution of £160,000 to be used to deliver pedestrian and/or cyclist facilities at the junction of Springfield Road/Uxbridge Road, such improvements would help to facilitate better access to the wider active travel network and by providing real travel choice it would reduce reliance on the private car for trip making to and from the site.

Subject to the above conditions there are no highway objections to this proposal.

DAYLIGHT / SUNLIGHT CONSULTANTS (07-12-22): The following properties have been assessed for daylight:

- 60-122 Uxbridge Road
- 124-126 Uxbridge Road
- 128-130 Uxbridge Road
- 132-134 Uxbridge Road
- 136-138 Uxbridge Road
- 140-142 Uxbridge Road
- 144-146 Uxbridge Road

- 148-150 Uxbridge Road
- 152-154 Uxbridge Road
- 156 Uxbridge Road
- 15-17 Uxbridge Road (future development)

The VSC results show that all windows at 60-122 and 156 Uxbridge Road meet target values.

There are a number of windows that fall short of target values at (the block) 124-154 Uxbridge Road and (yet developed) 15-17 Uxbridge Road.

Dealing firstly with (the block) 124-154 Uxbridge Road. All windows at 152-154 and 148-150 Uxbridge Road meet the target values.

Of the windows (21) to the remaining properties (124-146) on Uxbridge Road, all windows fall short of the target value. Two of these windows (W1/61 & W1/62 at 144-146) are marginal, with a reduction of 20.32 & 20.84%.

The remaining 19 windows saw reductions of between 21% and 26%.

No skyline analysis has also been undertaken. All rooms to 156, 152-154, 132-134, 124-126 & 60-122 pass the NSL test. Two further properties have rooms that fall marginally short, these being R1/72 21% reduction (148-150) and R1/22 20.2% reduction (128-130).

All of the remaining 9 rooms (from 95 tested) fall short of the target values. The reductions range from 24-27% (3 rooms at 144-146) and 32-37% (3 rooms at 140-142 and 3 rooms at 136-138).

Moving to (yet developed) 15-17 Uxbridge Road.

This will be the Apart Hotel and it has been assumed this building will be developed and occupied, before the redevelopment of Hyatt Place. Daylight analysis has been undertaken here.

Of the 144 windows tested, 132 meet target values, with 12 windows falling short. All 12 windows are located on the west elevation which looks onto Hyatt Place. There are 2 windows per floor from 1st to 6th floors, with two windows serving 1 studio on each floor.

Average daylight factor analysis has been undertaken, and the rooms do not fare much better.

The BRE guidance recognises that if neighbouring building are built close to the boundary, it will be difficult to achieve compliance.

Sunlight analysis has been undertaken and all windows tested meet the target values.

There are no amenity areas that will be affected by the development in terms of overshadowing.

Within the proposed scheme, of the 14 amenity areas analysed, 8 of these will receive 2 hours or more of sun over 50% of the area on 21st March. All of these areas are located at rooftop level. There are two rooftop areas that fall short of the target values, one area marginally, receiving sunlight to 49.3% of the area. These two areas are surrounded by high walls that would restrict sunlight, especially when this low to the horizon in March.

The remaining 4 amenity areas are at ground and low level, these are surrounded by high elevations on all sides. These areas will receive no sunlight on 21st March, because of the building heights and position of the sun. Further analysis has been undertaken on 21st June, where these areas fare better, some areas to the north will receive over 2 hours of sun.

NOISE OFFICER (07-10-22): Sufficient information has been provided by the Applicant to make a recommendation with respect to noise including a noise assessment report. It is recommended that no objection is made on noise grounds without condition. This takes into consideration the use of the rooms as transient as opposed to permanent accommodation for guests.

PLANNING POLICY OFFICER (28-10-22): As with all applications, it is important to understand whether the planning description is consistent with the overall submission, including the drawings that may be approved as part of the final decision notice.

The proposal includes a combination of existing units (170) that form part of the existing hotel and a series of additional new units. Officers have reviewed the floorplans and calculated that the total proposed mixed of units:

Type of room	Number of rooms	%
Central Small	15	3%
Existing Large	20	5%
Existing Medium	150	34%
Small	23	5%
Medium	76	17%
Standard	128	29%
Accessible	23	5%
Total:	435	

When the existing units are removed, the mix of new units is:

Type of room	Number of rooms	%
Central Small (15-17m ²)	15	6%
Small (18-25m ²)	23	9%
Medium (27m ²)	76	29%
Standard (34m ²)	128	48%
Accessible (34m ²)	23	9%
Total:	265	

The proposal therefore includes a high proportion of larger units. Page 82 of the Design and Access Statement outlines what the typical room layouts for each of these types of room is. It is noted that the majority of the new rooms (57%) are for larger sized units (34m²), which are only 3m² below the minimum space size for a self-contained studio (C3). Page 82 also indicates the introduction of 'suites', which includes an additional room from the typical bedroom and bathroom. The parameters of the room therefore increase the possibility of them being occupied on a more permanent basis.

It is also noted that these new standard and accessible rooms both have their own access points from the unit out of the building via both stairs and adjoining lifts. The standard and accessible rooms on the western side of the building have direct access out of the building on to Springfield Road. The standard and accessible rooms on the eastern side of the building have direct access to the car park, which in turn has a route to the Uxbridge Road via a side gate or through the vehicle access point off Springfield Road. This compares to the smaller existing rooms that would utilise the lifts in the hotel lobby.

The layouts also indicate space for cooking equipment within the unit. This is confirmed in the Fire Statement, which outlines that the open plan bedrooms will incorporate an on-suite and a small cooking facility including a small induction hob and microwave. The Fire Statement indicates that the building is to be constructed in line with Regulation 7(2), despite the planning description not referring to the inclusion of any dwellings. This, in part, is due for a desire to have 'greater flexibility in the use of the building, future proofing the design with additional safety.'

Other technical documents also allude to the building potentially being used as dwellings. The Noise Assessment refers to the proposal being reviewed against guidance for new residential development, including the ventilation requirements for dwellings. The assessment also describes the units as 'apartments' at various points. The Transport Assessment also lists nearby local amenities for users of the development (Table 5.1) as a dentist and doctors surgery. It is not clear how a temporary user of the hotel would be able to access particularly the latter of these services. It is also noted within the Planning Statement (Paragraph 5.4) that there is an assumption that users of the hotel may be staying for several months.

The existing ground and first floor plans also show the existing quantum of hotel administration and support facilities for the existing 170-bedroom hotel. This includes multiple staff offices, general manager offices, storerooms, dining and changing facilities for staff. It is also noted that there are back of house facilities on every floor. Whilst there are lots of public facilities (e.g. restaurant, gym, swimming pool etc.), the proposed significant increase in rooms (265) has been accompanied by a reduction in the quantum of hotel administration and support facilities. There is only a small management office and laundry area at ground floor, with one unannotated back of house area retained within the existing hotel on each floor. There is no new back of house to support the uplift of rooms within the new eastern or western sections.

The information above would indicate that there is a high possibility of users of these units being able to occupy them for extended periods of time, including beyond the 90-day rule. This is a pan-London issue that is becoming more prevalent. A draft LPG on Large-scale Purpose-built Shared Living was consulted on in January 2022 and proposes a move towards maximum space standards to reduce the likelihood of these being used as self-contained homes.

If the new units were to be defined as C3 bedrooms, this would have notable implications for their acceptability, including the following:

- An affordable housing requirement.
- An increase charge under the Community Infrastructure Levy (CIL).
- Alternative planning obligations (e.g. public open space contribution).
- Non-conformity with housing mix policies in the Development Plan.
- Non-conformity with design standards (e.g. private amenity space, number of cores, outlook, space standards).
- Different tests and assessments in relation to car parking, trip generation, cycle parking, waste management etc.

Notwithstanding the above, I have provided the following comments on the premise of 265 new hotel bedrooms. Paragraph 87 of the National Planning Policy Framework (2021) outlines that a sequential test should be applied to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Hotels are listed as a main town centre use within the Glossary.

Policy E10 of the London Plan (2021) outlines that in outer London, serviced accommodation should be promoted in town centres and within Opportunity Areas (in accordance with the sequential test as set out in Policy SD7 Town centres: development principles and Development Plan Documents) where they are well-connected by public transport, particularly to central London. Whilst the site is located just within the Heathrow Opportunity Area (See London Plan Figure 2.10), the policy is clear that a sequential approach should still be taken. Policy E2 of the Local Plan: Part 1 (2012) outlines that the Council will accommodate a minimum of 3,800 additional hotel bedrooms, and new hotels and visitor facilities will be encouraged in Uxbridge, Hayes, on sites outside of designated employment land on the Heathrow perimeter and in other sustainable locations.

Paragraph 6.10.2 refers to the GLA Economics Working Paper 88 (2017) and estimates that London

will need a net increase in 58,000 bedrooms of serviced accommodation between 2015 - 2041, which is an average of 2,230 bedrooms per annum. It should be noted that these estimates are both pre COVID-Pandemic and based on a central scenario that includes the Heathrow Airport Northwest Runway expansion. It is therefore assumed that this overall estimate may now be overstated in light of current events, although they remain the most recent adopted figures. On a borough level, Hillingdon has the 3rd highest projected net demand at 4,947 rooms or 8.5% of the total share. As of 2015, almost one third of the serviced accommodation rooms in outer London were located in Hillingdon, predominantly around Heathrow Airport.

The proposal includes a significant uplift in the number of hotel bedrooms and hotel floorspace on the site. The uplift is of such an extent that it could reasonably be accommodated on a new site within or on the edge of a town centre location, as required by national, regional and local policy. The applicant has submitted a sequential test which seeks to demonstrate that there are no available sites in sequentially preferable locations. Whilst I would disagree with some assumptions and elements of the assessment, it does not provide any new evidence to fundamentally contradict the above. The Council does not hold any information to suggest that an increase in hotel rooms of the magnitude envisaged through the Development Plan could be accommodated in the town centres of Hayes, Uxbridge or nearby town centres outside of the London Borough of Hillingdon. Whilst the Council is aware and supportive of existing and proposed hotels within its town centres, they are not of a scale to accommodate the level of demand outlined within the Development Plan.

The Development Plan (Policy DME 5 and Policy E10) also outlines that hotels should be located in sustainable locations which are well-connected by public transport. The site is located in PTAL 3 and has bus access towards nearby town centres. Access to Heathrow Airport and central London is possible via Elizabeth Line stations at Hayes & Harlington and Southall, although this would be a less attractive journey for some. Noting the existing use on the site, it is not considered that an objection could be upheld on this basis.

Whilst the site is designated as part of a Strategic Industrial Location (SIL), there is no evidence that it has been utilised recently for any of the SIL compliant uses listed within Policy E4 of the London Plan (2021). It has been utilised in recent years as a hotel, having been converted from a large office block. Furthermore, the proposal would include the introduction of new light industrial or research and development floorspace, which is supported through Policy E4 of the London Plan (2021). Therefore, no objection is raised to the principle of additional hotel bedrooms (C1) and light industrial or research and development floorspace (E(g)(i) (ii)) in this location.

The proposal outlines that it would include a modest amount of new industrial floorspace at the ground floor. It does not outline what the proposed use class would be. The site is located within a Strategic Industrial Location (SIL) and therefore there is support within the development plan for E(g)(ii) and E(g)(iii) floorspace. This will need to be conditioned to restrict this floorspace from other uses within Use Class E, noting that these other uses will include main town centre uses that are not appropriate in these locations.

There are still concerns about the overall useability of this floorspace. There are only 7 car parking spaces for 16 units. There is also only one small shared loading bay for all of the units to share. However, I would not consider this to be a reason in itself for refusal.

URBAN DESIGN/CONSERVATION OFFICER (20-03-22): There are significant problems developing the site as proposed with the retention of the existing Hyatt Hotel building at the centre of the site. The proposed perimeter block and the retained tower block have an extremely uncomfortable juxtaposition resulting in a poorly conceived cramped form of development delivering amenity issues. Revisions are needed to ensure the proposed building sits more comfortably within the townscape with a positive interface with adjacent buildings.

To gauge appropriate level of development 'plot coverage' should be calculated in accordance with the National Model Design Codes Part 2 page 30. As previously commented at pre-application stage, it is considered the proposals represent over development of the site. The implications of this are discussed in further sections of the report.

The site is designated as a Strategic Industrial Location (SIL) with an existing hotel use established through the extant consent. These uses can include industrial type activities that create toxic smoke/air pollutants and noise disturbance and operate on a 24 hour basis.

The proposals combine light industrial, and hotel uses within the site on the ground and first floor. It is stated within the submission that a clear internal separation will be employed. While the creation of a mixed-use development is supported it needs to be demonstrated that any toxic smoke/air pollutants disturbance produced by light industrial users will not adversely affect the hotel users. It is noted that noise attenuation to minimise external noise spill and prevent transfer to hotel above has been employed.

Further revisions are needed to ensure all the units receive direct daylight and the hotel stair cores within the part of the building dedicated to light industry are relocated.

The shared communal space for both uses has limited amenity value due to the height of the surrounding buildings and size of the space of 16 x 6m. This is discussed further in the next section of the comments.

The proposals retain the existing building centrally located within the site with a slight increase in height. New built form is proposed edging the site to deliver a perimeter block. The central block divides the perimeter block creating inherent over densification and building separation issues between the existing central block and the new built form elements. These include;

- An eastern courtyard of 13.5m wide reducing to 11m with the external walkway. This space is edged with the existing tower of 13 storey opposite a building of seven storeys.
- A western courtyard of between 19 - 23m reducing to 17-21m with the external walkway. This space is edged with the existing tower of 13 storey opposite a building of six storeys.

The nationally accepted separation distance is 21m window to window for two 2 storey buildings facing each other. This distance should be increased with additional storeys. The separation distance combined with the heights of the buildings either side courtyard spaces result in amenity issues. This include;

- Overshadowing of the courtyard space as demonstrated in daylight/sunlight report.
- Overbearing building surrounding the courtyards. These spaces are visually dominated by the railing to the walkways surrounding the space.

Additionally, the space between the buildings will potentially create;

- Daylight/sunlight issues for the proposed hotel rooms. The daylight/sunlight report has failed to assess the proposed building, and it has been demonstrated there will be impacts on the neighbouring properties.
- Noise issues within the courtyard spaces. While it is acknowledged a noise report has been produced to assess the noise issues for the north and west elevations, the noise report has not assessed the acoustics within the courtyard areas.

Accordingly, the scheme fails to comply an appropriate separation distance which delivers amenity issues of dark overshadowed courtyard spaces which are visually dominated with the railing for the walkways, with potential daylight/sunlight and noise issues. This approach fails to comply with Policy

D3 of the London Plan which states that development proposals should:

- deliver appropriate outlook, privacy and amenity
- provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity
- help prevent or mitigate the impacts of noise and poor air quality
- achieve indoor and outdoor environments that are comfortable and inviting for people to use

The site layout to create a perimeter block is deployed in normal circumstances where buildings face outwards onto the surrounding streets, this creates a clear distinction between public front and private backs of the buildings. This site is only surrounded on two sides with roads. This results in the eastern hotel elevation frontage facing directly into the side elevation of 15-17 Uxbridge Road and rear frontage facing a light industrial site side building elevation and car park. This confused place based form of building fronts addressing building flanks failing to comply with good urban design principles and prejudices the redevelopment of the site to the south. The current arrangement needs further consideration particularly as the daylight/sunlight report records impacts on the neighbouring consented scheme. More information is requested on the use of the access road along the eastern side of the site and the proposed boundary treatment.

Lastly, the staggered building arrangement which gives greater articulation/variation in architectural expression proposed to reduce the massing in street views delivers a varied public realm width along the building front. The building line should be more consistent which is appropriate to the context and sufficient to allow large trees along the whole frontage. It is considered that the tower extension protrudes too far beyond the building line.

The internal layout locates two cycle stores within the buildings along the Uxbridge Road frontage. This frontage should deliver an active frontage with servicing elements such as cycle stores located along the secondary elevations or to the rear of the building.

The proposed redevelopment/extensions to the existing tower of 12 storey would result in an increase to 14 storeys (including plant) to the existing hotel building. The new buildings/extensions heights would range between 6-8 storeys tapering from 8 storey along Uxbridge Road to 6 to the rear.

The prevailing height north of Uxbridge Road is 2 storey residential properties with mostly large single storey industrial building south of Uxbridge Road. This existing building is a marker building within the townscape. The adjacent site will deliver an additional marker building.

It is considered that the shoulder/Uxbridge Road frontage buildings either side of the tower at 8-storeys are too close in height to the tower and should be lowered to ensure the tower remains a marker building within the townscape. This approach would fit more comfortably with the context along Uxbridge Road which has a broadly three storey prevailing height. Although it is acknowledged that more recent developments along this primary route are between 4 and 6 storeys, usually with a top storey set back.

Reducing the Uxbridge frontage buildings would reduce the visual impact of the overly 'blocky' massing of the proposed buildings around the tower. This visual impact can be seen in View 6, View 8 and views from Minet Park shown within the Townscape and Visual Impact Assessment.

The proposals should be revised to lower the two 'C' shaped blocks around the tower and taper more appropriately to the scale of the industrial buildings to the south. This approach would have the additional bonus of reducing the amenity issues within the courtyards.

It is noted that the proposals sought to break the overall mass down through a push and pull

technique to increase the definition of the individual blocks. The technique should be further employed to:

- pull the north east corner further into the site to create an improved interface with the adjacent site and;
- reduce the prominence of the northwest corner which juts too far forward on the corner.

It should be noted that the depth of the adjacent 15-17 Uxbridge Road tower allows it to read as a finger block within the townscape.

The proposal for increased height on the central block to match the consented scheme next door and the two-storey tall base along Uxbridge Road and Springfield Road is supported.

The architectural expression delivers consistent application of framing to achieve vertical emphasis with secondary horizontal grid to deliver a unifying architecture articulation. This approach is supported as it delivers facades with a generous depth which creates visual interest. Clarification is sought on the reveal depths.

The simple, robust palette of pigmented concrete for the main body of the building with areas of glazing is accepted.

Careful consideration needs to be applied to the walkway balustrading as this dominates the internal elevations.

The landscape proposals for the courtyards and vertical greening components are supported, however the long-term viability of planting in these spaces due to the light levels is questioned. Additionally, the small trees and shrubs are not considered to be of an appropriate scale in relation to the surrounding buildings.

Lastly, the naturalistic tree planting along Springfield Road should be more appropriate to the urban context rather than the park context particularly as the wavy footpaths between trees are likely to create desire line trampling of the planting.

URBAN DESIGN/CONSERVATION OFFICER (04-04-23): In my previous comments, I was concerned that there would be daylight/sunlight and noise issues for the Hotel users. I acknowledge the daylight/sunlight and noise standards that apply to residential use do not apply to Hotel use.

Accordingly, my concerns regarding these issues can only be considered if this application was seeking change of use of the Hotel.

Further, it is understood that the applicant has worked proactively to resolve issues raised by both the GLA and Hillingdon Urban Designers to deliver the latest iteration of the proposals. While my view remains as expressed in the comments, I acknowledge that the approach shown in this application was previously agreed with the Hillingdon and GLA Urban Designer.

WASTE STRATEGY OFFICER (10-11-22): Please ensure that there is sufficient capacity for all of the waste that will be generated in the hotel and commercial use units. The council highly recommend an even split of recycling and refuse in the bin store and also capacity for food waste recycling. Please ensure that there is sufficient space in the bin store for movement of operatives and containers and that the door has sufficient space either side for transporting the containers.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraph 81 of the NPPF sets out that planning decisions should help create the conditions in which businesses can invest, expand and adapt and significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

In this regard, Policy GG2 of the London Plan (Making the best use of land) states that to create successful sustainable mixed-use places, those involved in planning and development must enable the development of brownfield land, particularly on sites within and on the edge of town centres, as well as utilising small sites wherever possible and sites which are well connected by existing or planned public transport. Additionally, Policy GG5 of the London Plan (Growing a good economy) sets out that boroughs should plan for sufficient employment and industrial space in the right locations to support economic development and regeneration, as well as ensuring that physical and social infrastructure is provided to support London's growth.

Policy E10 of the London Plan (Visitor infrastructure) seeks to enhance and extend the supply and quality of visitor accommodation within town centres and Opportunity Areas across London, but particularly in parts of outer London which are well-connected by public transport, taking into account the needs of business as well as leisure visitors. At a borough level, Policy E2 of the Hillingdon Local Plan: Part 1 (Location of Employment Growth) outlines that the Council will accommodate a minimum of 3,800 additional hotel bedrooms, and new hotels and visitor facilities will be encouraged in Uxbridge, Hayes, on sites outside of designated employment land on the Heathrow perimeter and in other sustainable locations.

Moreover, noting that the tourism sector accounts for above average employment within the borough, the supporting text to Policy DME 4 of the Hillingdon Local Plan: Part 2 (Visitor Attractions) explains how tourism is an important part of Hillingdon's local economy, with key sectors being the business and conference market, transit trade (visitors stopping in Hillingdon en-route to another destination) and the leisure market. Additionally, Policy DME 5 of the Hillingdon Local Plan: Part 2 (Hotels and Visitor Accommodation) sets out that a range of visitor accommodation, conference and related uses in accessible and sustainable locations will be supported, provided that proposals are designed to a high standard, do not lead to a significant loss of residential amenity and provide wheelchair accessible accommodation.

However, whilst the above policies provide a general backing for new employment floorspace and promote a healthy visitor accommodation sector, it is clear that new employment-generating developments should be planned in the "right" locations, which for hotel developments is generally town centres (and Opportunity Areas subject to a sequential test). This is explained through Policies SD6, SD7 and SD8 of the London Plan, which relate to developments affecting the town centre network, which have at their heart the 'town centre first' principles.

Policy SD6 of the London Plan (Town centres and high streets) states that the vitality and viability of London's varied town centres should be promoted and enhanced by encouraging strong, resilient, accessible and inclusive hubs with a diverse range of uses that meet the needs of Londoners, including main town centre uses. Main town centre uses cover quite a broad remit, however relevant to this application include hotels and conference facilities. Policy SD6 further sets out that tourist infrastructure, attractions and hotels in town centre locations, especially in outer London, should be enhanced and promoted.

Policy SD7 of the London Plan (Town centres: development principles and Development Plan Documents) requires boroughs to adopt the 'town centres first' approach to applications for main town centre uses outside of designated town centres, which means boroughs should discourage most non-residential, out-of-centre developments. Out-of-centre developments can be particularly detrimental to town centres, undermining their economic performance, local character, and the accessibility they provide to a broad range of services, whilst also encouraging an increase in private vehicle trips away from the established amalgamation of shops and services, and away from areas of higher levels of public transport.

Where an application for a main town centre use is submitted in an out-of-centre location, in accordance with Paragraph 87 of the NPPF, a sequential test must be submitted to demonstrate that, first, there are no suitable town centre sites which are available, or are expected to become available within a reasonable period, and second, that there are no suitable edge-of-centre sites which are available, or are expected to become available within a reasonable period.

The 'town centre first' approach of the London Plan is enshrined at a borough level through Policy DMTC 1 of the Hillingdon Local Plan: Part 2 (Town Centre Developments) which sets out that 'main town centre uses' will be supported within town centre boundaries, however proposals for 'main town centre' uses in 'out of centre' locations will be resisted and the applicant must demonstrate that there are no more suitable sites and that the proposal will not harm the vitality and viability of the established town centres

Taking London and Hillingdon Local Plan Policies into account together, a sequential test is required to demonstrate there are no sequentially preferable sites within or on the edge of town centres which could accommodate the development as the proposal constitutes an out-of-centre development for a main town centre use, albeit recognising that the site does fall within the Heathrow Opportunity Area's indicative boundaries. This position is recognised by the applicant, who has submitted a Sequential Assessment (dated August 2022) alongside their application.

In addition to its location outside of a town centre (albeit within an Opportunity Area), the application site also falls within the boundaries of the Springfield Road SIL, which is an area of land and premises designed to meet current and future demands for industrial functions, making provision for the varied operational requirements of light and general industry (use classes E(g)(iii) and B2), storage and logistics (use class B8) and other uses which would be inappropriate outside of an industrial setting. Policy E4 of the London Plan (Land for industry, logistics and services to support London's economic function) states in this regard that the retention, enhancement and provision of additional industrial capacity should be particularly prioritised in locations that are accessible to the strategic road network or have potential for the transport of goods by rail or water transport and proposals which seek to provide capacity for micro, small and medium-sized enterprises should be encouraged.

Additionally, Policy E5 of the London Plan (Strategic Industrial Locations) sets out that SILs should be managed proactively through a plan-led process to sustain them as London's largest concentrations of industrial and logistics capacity for uses that support the functioning of London's economy. As such, proposals in SILs should be supported where the uses proposed fall within the industrial-type activities set out under Policy E4. Moreover, proposals within or adjacent to SILs should not compromise the integrity or effectiveness of these locations in accommodating industrial-type activities and their ability to operate on a

24-hour basis.

Policy E7 of the London Plan (Industrial intensification, co-location and substitution) sets out that the intensification of uses in Use Classes E(g)(iii), B2 and B8 (occupying all categories of industrial land) should be proactively encouraged through the introduction of small units, the development of multi-storey schemes, the addition of basements and the more efficient use of land through higher plot ratios. Intensification can be used to support the delivery of residential and other uses, such as social infrastructure, or to contribute to town centre renewal. It should be noted in this regard that Policy E7 makes clear that co-locating residential and industrial uses may be appropriate in LSISs (but will not normally be appropriate within SILs), and should normally be plan-led.

Where mixed-use developments are proposed for sites within, or on the edge of SILs, the industrial and related activities on-site and in surrounding parts of the SIL must not be compromised in terms of their long-term efficient function, access, service arrangements and times of operation, noting that many industrial businesses have 7-day/24-hour access and operational requirements. Additionally, the proposed accommodation must include mitigation to ensure compliance with the relevant standards for safety and security, vibrations and noise (having regard to the agent of change principles), potential contaminated land and air quality.

The supporting text to Policy E7 outlines that all boroughs are encouraged to explore the potential to intensify industrial activities on industrial land to deliver additional capacity and to consider whether some types of industrial activities (particularly light industrial) could be co-located or mixed with residential and other uses, however, does advise that SILs should be reserved for industrial (and industrial-related) functions only.

At a borough level, Policy E1 of the Hillingdon Local Plan: Part 1 (Managing the Supply of Employment Land) sets out that the Council will accommodate growth by protecting Strategic Industrial Locations (SILs), Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL) including the designation of almost 14 hectares of new employment land. The managed release of some employment land will be allowed in areas identified as appropriate through the development plan process. In addition, Policy E2 of the Hillingdon Local Plan: Part 1 (Location of Employment Growth) sets out that the Council will accommodate 9,000 new jobs during the plan period, with most of this employment growth directed towards suitable sites in the Heathrow Opportunity Area, SILs, LSEs, LSISs, Uxbridge Town Centre and Hayes Town Centre with a particular focus around transport nodes.

Policy DME 1 of the Hillingdon Local Plan: Part 2 (Employment Uses on Designated Employment Sites) outlines that of the four SILs within the borough, three are designated as Preferred Industrial locations (PILs) and one is designated as an Industrial Business Park (IBP). The Springfield Road SIL is subcategorised as a PIL, which is suitable for general industrial, storage and distribution and other industrial related uses (i.e. mainly Use Classes E(g)(iii), B2 and B8), and Policy DME 1 clearly states that the Council will support employment proposals in SILs for these uses.

Taking the above policy considerations together, the principle of development has two main aspects; the expansion of an existing hotel within an Opportunity Area but outside of a town centre, and the introduction and co-location of industrial uses within a SIL as part of the hotel-led application.

Turning first to the proposed expansion of the hotel, which, as noted above, is already present on site as an operational hotel with 170 rooms following the change of use from an office building, approved in 2014. The site falls within a SIL, and therefore the existing hotel is an inappropriate use for this location, as SILs should generally be reserved for industrial and industrial-related functions only. However, as the lawful use of the site is for a hotel it would not be reasonable to prevent an existing facility from expanding, having regard to Policies GG2 and GG5 of the London Plan which encourage the redevelopment of brownfield sites in well-connected locations to support economic development and regeneration. As such, whilst the C1 use remains an inappropriate use for this site, the significant uplift in hotel floorspace could be considered acceptable in principle, subject to passing the Sequential Assessment required by the NPPF, the London Plan and the Hillingdon Local Plan (as discussed in greater detail below), as this would be in line with the general thrust of development plan policies to enable businesses to expand and promote investment in the borough.

The Sequential Assessment has been reviewed by the Council's Planning Policy Officer, who considers that despite some disputed assumptions and elements of the submitted assessment, the overall conclusions are considered acceptable, and that no sequentially preferable sites can be identified. In this regard, it is noted that because of the borough's unique siting, close to the major transport hub at Heathrow Airport and with easy access to the strategic road network into and out of London, the borough of Hillingdon experiences very high demand for hotel accommodation, and it is unlikely that all of this demand can be accommodated within town centres alone and therefore some edge-of or out-of-centre hotel developments would probably be required to meet expected growth targets.

The site further falls within the indicative boundaries of the Heathrow Opportunity Area, which broadly extends northwards from Heathrow Airport to Uxbridge Road (which forms the northern boundary of this site) and has an indicative capacity of 13,000 additional homes and 11,000 additional jobs. Opportunity Areas are identified as locations with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity. In this regard, Policy SD1 of the London Plan (Opportunity Areas) sets out that developments which create employment opportunities and improve housing choice for Londoners within Opportunity Areas, alongside the provision of infrastructure, should be supported to sustain growth and create mixed communities, and further promotes the intensification and more efficient use of SILs within Opportunity Areas

On this basis, it is considered that the proposed expansion of the hotel is acceptable in land-use terms, having regard to the existing C1 use across the whole site.

In addition to the substantial increase in hotel floorspace, the proposal also seeks to introduce 1,318 sqm of light industrial floorspace, falling within the E(g)(iii) use class, to be provided at ground floor and mezzanine level beneath the podium courtyard, comprising 15 units. A condition restricting the use of this floorspace to either E(g)(ii) (research and development) or E(g)(iii) is therefore recommended. Whilst this level of industrial floorspace is relatively small in the context of the proposed hotel use on the site, the introduction of industrial floorspace, especially with units geared towards catering for small and medium enterprises (or start-ups), is wholly supported and represents a positive addition to the overall proposal. Given the site's location within a SIL, the introduction of SIL-compliant uses would improve the overall capacity and viability of the wider SIL, creating opportunities for employment and reinforcing the SIL's role as the main reservoir of industrial functions and land.

The provision of industrial floorspace would further be in line with the general thrust of the co-location and intensification policies within the London Plan, albeit Policy E7 does specify that co-location should usually be reserved for Locally Significant Industrial Sites (LSISs), rather than SILs, as non-industrial uses are generally inappropriate for a heavy industrial setting. In this respect, however, it is recognised that the site sits at the northern edge of the SIL, with a number of existing residential uses nearby, and that a hotel has been operational on the site since 2016, and therefore it can be assumed to some extent that the typical issues associated with locating sleeping accommodation near to industrial uses (e.g. noise and lack of nearby amenities) would not raise significant concerns for a larger building within the same use class from the same site, and therefore the proposed expansion is unlikely to negatively affect either the continued operation of the surrounding SIL uses or lead to noise complaints from future users of the development. It is further noted the GLA support the proposed uses across the site, including the introduction of industrial uses, and therefore a refusal on this minor conflict with Policy E7 would not be warranted.

It is further of relevance that this part of the SIL, facing Uxbridge Road, is likely to experience a fairly significant change in character in the coming years, having regard to the recently approved permission next door to the east at 15-17 Uxbridge Road (Ref: 69827/APP/2021/1565) for a 13-storey apart-hotel with 174 rooms (falling within the C1 use class). An apart-hotel offers serviced accommodation in the same way as a standard hotel, but offers more self-contained accommodation usually including kitchen facilities to enable longer stays than is typical of a standard hotel.

In respect of the proposed development on this site, the operation of the new hotel will function, in many ways, like the adjacent apart-hotel scheme, with on-site amenities in the form of a restaurant, bar, lounge, gym and spa at first floor level and an external swimming pool at podium level within the courtyard. The submission also sets out that some future guests would probably stay for extended periods of time, beyond 90 days in a calendar year, and the Planning Policy Officer's comments raise concerns that the site could be used, in operation, as a use more akin to a C3 (residential) use, or potentially as Purpose-Built Shared Living accommodation (PBSL), which is a more flexible version of traditional C3 housing. The presence of cooking facilities within individual rooms, the size of some of the larger rooms themselves and the access/egress arrangements for guests using the building further indicate that it could be possible to use the site for a residential or PBSL use, with on-site amenities converted to shared facilities and the courtyards functioning as external amenity space.

However, planning case law and recent appeal decisions indicate that local planning authorities should not refuse permission if, following implementation of the permission, they consider that a site could be used for an alternative use to the use being applied for, if it could also be operationally used in the way put forward by the applicant, and that to refuse permission on this basis alone would constitute unreasonable behaviour. This is because a local planning authority can control the operation of the hotel through the use of conditions and planning obligations, if considered necessary to ensure that the operational use of the development remains within the C1 use class. Additionally, if, in the view of the local planning authority, the site is either operating in contravention of the conditions and obligations associated with the permission, or the hotel is operating within any use class other than C1, the local planning authority can take enforcement action to ensure the site functions as applied for and approved.

In this instance, to address some of the concerns raised and to ensure that the proposed

development continues to function as a hotel, a draft Hotel Management Strategy has been agreed which places limits on the type of kitchen facilities (kitchenette fittings in the bedrooms shall be limited to a two-ring hob) and access arrangements (all guests shall have to use the main lobby) and further prohibits the use of Assured Hold Tenancies (ASTs). This Hotel Management Strategy would be secured as an obligation through a legal agreement, and additional conditions restricting the means of access and confirming the appropriate uses across the site are recommended.

Overall, whilst there are some minor conflicts with planning policy, and the concerns regarding the proposed use are recognised, it is considered that the proposal as whole is acceptable in principle and generally complies with the intentions of the London Plan and Hillingdon Local Plan in respect of creating employment opportunities and promoting local investment, and would bring forward a number of land-use benefits by making much more effective use of a brownfield site.

7.02 Density of the proposed development

Residential density is not relevant to an application for the proposed C1 and E(g)(iii) uses.

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

No designated or non-designated heritage assets would be affected by the proposal.

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Development Management Policies (Safe Operation of Airports) sets out that the council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the relevant airport operator on proposals in the relevant safeguarded areas. In this instance, the requirement to consult on airport safeguarding is for any proposal exceeding 15 metres, 45 metres and 45.7 metres for Heathrow, NATS, and the Ministry of Defence (RAF Northolt) respectively.

Across most of the site, building heights would be below the height of the pre-existing building, however as the proposal would also increase the height of the pre-existing building and exceeds the consultation requirement, Heathrow, RAF Northolt, and NATS have been consulted. Heathrow Airport and NATS both confirmed they have no objection to the proposal on safeguarding grounds. The response from the MoD (RAF Northolt) confirmed they also had no objection, subject to a condition being included requiring the submission of a Bird Hazard Management Plan and to be notified of the use of cranes for construction purposes, and these conditions have been imposed.

7.05 Impact on the green belt

The proposed development lies outside the Green Belt, and is located on the northern edge of a SIL, within a fairly built-up area, albeit the surrounding buildings are generally of a much lower scale than the existing (and proposed) hotel.

The proposal would be clearly visible from within the Green Belt between the SIL and the A312 to the west, which extends from Yeading Brook in the south to Uxbridge Road in the north, however the proposed development would not affect the Green Belt's permanent openness, as openness relates to the absence of built form on the land itself and not views from within the Green Belt.

7.07 Impact on the character & appearance of the area

Policy D3 of the London Plan states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site whilst 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, including existing and planned supporting infrastructure capacity. Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 of the London Plan. In areas of comparatively low densities, incremental densification should be actively encouraged to achieve a change in densities in the most appropriate way.

As such, proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape with due regard to building types, forms, proportions and the street hierarchy. Proposals should encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings that are aligned with peoples' movement patterns and desire lines in the area, be street-based with clearly defined public and private environments, and facilitate efficient servicing and maintenance of buildings and the public realm that minimise negative impacts on the environment, public realm and vulnerable road users.

The proposal should also be considered against Policy D9 of the London Plan (Tall buildings), which sets out that the definition of a tall building is defined at a local level, depending on the characteristics of the surrounding area, but in any case, should not include developments of less than 6 storeys or 18 metres above ground level, and are generally those that are substantially taller than their surroundings or cause a significant change to the skyline. Where a tall building is proposed, the visual, functional and environmental impacts of the proposal should be carefully considered, including the cumulative impacts with other existing, planned or consented developments in the vicinity. The supporting text to Policy D9 sets out that the higher the building, the greater the level of scrutiny that is required of its design, because of the greater potential impacts.

Policy D9 further states that whether part of a group or stand-alone, tall buildings should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding. Architectural quality and materials should be of an exemplary standard to ensure that the appearance and architectural integrity of the building is maintained through its lifespan. Where the edges of the site are adjacent to buildings of significantly lower height or parks and other open spaces there should be an appropriate transition in scale between the tall building and its surrounding context to protect amenity or privacy. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and that there are clear public benefits that outweigh that harm.

Policy D9 should further be considered in the context of Policy DMHB 10 of the Hillingdon Local Plan: Development Management Policies (High Buildings and Structures) which states that any proposal for a tall building must respond to its local context, and notes that tall buildings can be used to create or emphasise a point of civic or visual significance. Within the borough, tall buildings should generally be located within Uxbridge or Hayes Town Centres, as outside these two centres, the character of the borough is mainly low rise and suburban in nature, and tall buildings are generally inappropriate within suburban settings. Policy DMHB 10 further states that tall buildings should be located in areas of higher public transport accessibility and be proportionate in terms of their overall height, form, massing and footprint, with particular consideration given to their integration with the local street network, nearby public spaces and their impact on local views.

In addition, Policy BE1 of the Hillingdon Local Plan: Part 2 (Built Environment) sets out that,

in order to create successful and sustainable neighbourhoods, new development (including new buildings, alterations and extensions) should be of a high quality design which enhances the local distinctiveness of the area and contributes to a sense of place. As such, proposals should be designed to be appropriate to the context of Hillingdon's buildings, townscapes, landscapes and views, and make a positive contribution to the local area in terms of layout, form, scale and materials.

As set out above, the surrounding area has a very mixed character, with Uxbridge Road acting as a partition between the predominantly residential uses to the north and the commercial and industrial uses to the south. This is visible in the architecture and scale of the buildings on the opposite sides of Uxbridge Road, with two and three storey red brick or rendered houses characterising the residential areas to the north and large shed-style warehouse buildings characterising the areas to the south. In this respect, as a tall building, the existing Hyatt Place building is somewhat of an anomaly in the streetscape because of its scale and materiality, and because of this, it is one of the most visible buildings in this part of the borough, especially when approaching the site from the east or west along Uxbridge Road.

The proposal would result in a substantial uplift in floorspace, with the resultant development comprising 19,054 sqm of hotel floorspace and 1,318 sqm of light industrial floorspace, compared to an existing GIA of 9885 sqm (i.e. the development would create an additional 10,487 sqm). Unsurprisingly, to accommodate such a large increase in floorspace, a significant amount of the site would be developed on, with the proposal covering nearly the entire site, excluding the parking areas to the south and east, and introducing two perimeter-style 'C' shaped blocks to the east and west of the existing central building, which itself would be increased by two storeys.

It is considered that this proposed layout makes efficient use of the site, recognising that the scheme introduces industrial uses onto a site within a SIL alongside the increase in hotel accommodation and that the large footprint is integral to allowing space for these industrial units within the site. The layout further allows sufficient room for deliveries and servicing to the rear, accessed from Springfield Road, and overall appears a sensible approach to optimise redevelopment of the site.

Alongside the increase in footprint, the proposal would further result in a substantial increase in scale across the site, with two 8-storey perimeter blocks flanking a central 14-storey tower. As an existing tall building which is increasing in height (alongside the erection of the perimeter blocks), the proposal should be assessed against the requirements of Policy D9 of the London Plan and Policy DMHB 10 of the Hillingdon Local Plan. Taken together, Policy D9 and Policy DMHB 10 set out that within the borough, tall buildings should generally be located within Uxbridge or Hayes Town Centres, as outside these two centres, the character of the borough is mainly low rise and suburban in nature.

This is recognised in the GLA's Stage 1 comments, and it is acknowledged that the proposal would conflict with the locational requirements of Policy D9 and DMHB 10, and, if the existing site was cleared and the permission at 15-17 Uxbridge Road did not exist, it is likely that the introduction of a building ranging from 8 to 14 storeys would be considered unacceptable. However, both the scale of the existing building and the consented permission at 15-17 Uxbridge Road to the east are material considerations and it is recognised that there is scope to create a small cluster of tall buildings in this location because of the pre-existing tall building on-site. Moreover, the submitted views analysis within the Town and Visual Impact Assessment demonstrates that whilst the proposal

would be a much more visible structure because of the increase in scale, the overall impact to the skyline would be fairly limited because the existing building is already the dominant structure in most of the existing views.

It is further recognised that the detailed architectural features and the overall materiality of the proposal would be of a high quality, with a clearly defined base, middle and top. This helps to reduce the sense of bulk and provide a sense of human scale. The breaks between the blocks further helps to reduce the scale of the proposal, allowing glimpses from the street into the centre of the site, providing some sense of visual permeability.

Overall, the architectural quality of the proposal is considered to be acceptable and the proposal is considered to generally comply with the intentions of the London Plan and Hillingdon Local Plan in respect of design.

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Development Management Policies and Policy BE1 of the Hillingdon Local Plan: Strategic Policies both seek to ensure that new development does not adversely impact on the residential amenity of neighbouring properties.

Furthermore, the Mayor's Housing SPG sets out that proposals should limit the harm to neighbouring properties, whilst recognising that to comply with policies seeking the optimal use of land, some development proposals may be allowed even where harm has been identified.

IMPACTS ON NATURAL LIGHT AND OUTLOOK

Policy DMHB 11 sets out that proposals must carefully consider their layout and massing in order to ensure that new development does not result in a significantly increased sense of enclosure or loss of outlook. When assessing impacts related to the loss of natural light, the Mayor's Housing SPG advises that avoiding harm to habitable rooms is the priority, which are usually defined as any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bathrooms or toilet facilities, service rooms, corridors, laundries, hallways, utility rooms or similar spaces are excluded from this definition of habitable rooms.

A standardised method of assessment for calculating the level of impact to neighbouring buildings is prescribed within the BRE's guide to good practice, titled 'Site Layout Planning for Daylight and Sunlight' (June 2022). This guidance document discusses various methods of assessing a proposals impact on access to natural light, and sets out a number of thresholds which, if exceeded, would probably have a noticeable impact on natural light to neighbouring properties.

Broadly, BRE guidance recommends that an assessment considers the likely significant effects to daylight for neighbouring buildings in terms of Vertical Sky Component (VSC) whilst an assessment of sunlight should also be undertaken in relation to neighbouring buildings in terms of Average Probable Sunlight Hours (APSH) alongside an assessment of overshadowing.

VSC is a measure of the amount of sky visible from the midpoint of a window, where the area of visible sky is expressed as a percentage of an unobstructed hemisphere of sky. This percentage therefore represents the amount of daylight available for that particular window, and BRE guidance recommends that a VSC of 27% should be maintained,

however, this is not always achievable in dense urban environments. In addition to the amount of sky visible, Relative VSC (rVSC) is a measure of the reduction of visible daylight, and BRE guidance recommends that a development proposal would have a negligible impact if the reduction in rVSC is between 0 - 20%, would have minor significance if the reduction is between 21 - 30%, would have moderate significance if the reduction is between 31 - 40% and would have substantial significance if the reduction is above 40%.

APSH is a metric to measure sunlight and is based on the total number of hours in the year that the sun is expected to shine on unobstructed ground (allowing for average levels of cloudiness for the location in question, based on sunshine probability data). The sunlight reaching a window is then quantified as a percentage of this unobstructed annual total. If a room can receive more than 25% of annual probable sunlight hours (APSH), including at least 5% of APSH in the winter months between 21st September and 21st March, then it should still receive enough sunlight, and, if the overall annual loss of APSH is 4% or less, the loss of sunlight is small. If the target APSH values are not met and are less than 0.8 times their former value, either over the whole year or just in the winter months and the overall annual loss is greater than 4% of APSH, then the occupants of the existing building will notice the loss of sunlight

To assess impacts on sunlight, the BRE guidance suggests that all main living rooms of dwellings should be tested if they have a window facing within 90° of due south, whilst kitchens and bedrooms only need to be tested if they provide significant living spaces.

In support of the application, a Daylight and Sunlight Report (August 2022) has been submitted and reviewed by Lambert Smith Hampton on behalf of the Council. The review by Lambert Smith Hampton sets out that the proposed methodology is acceptable and the results are accurate. The Daylight and Sunlight Report assesses the residential units on the northern side of Uxbridge Road (starting at 60, up to 156), as well as the impact on the consented development adjacent at 15-17 Uxbridge Road for an apart-hotel.

The results show that the proposal would not have a noticeable impact on Nos. 60 to 150 and No. 156 Uxbridge Road in terms of access to natural light. For the 30 affected windows at Nos. 124-146 Uxbridge Road, which all form part of the short parade of shops directly north of the site and their residential flats above, all fall short of the target values, and the proposal would therefore lead to some loss of daylight access for these properties. It is noted, however, that where the windows fall short of the target VSC value (i.e. a reduction of more than 20%), the majority of reductions would still be relatively small (between 20% and 27%), which is recognised as being of minor significance, and is considered an acceptable impact in this instance, although 3 rooms at Nos. 140-142 and 3 rooms at Nos. 136-138 see slightly higher reductions at 32-37%.

Overall, whilst some impacts to residential properties nearby would be noticeable, this would not warrant a reason for refusal as any redevelopment which makes efficient use of the site in a built up area is likely to result in some daylight or sunlight impacts, and overall, the impacts are relatively minor.

The proposal has assessed the impact of the development on the consented apart-hotel scheme at 15-17 Uxbridge Road to the east of the site. Of the 144 windows tested, 132 meet target values, with 12 windows falling short. All 12 windows are located on the west elevation which looks out onto the application site and there are 2 windows per floor from the 1st to 6th floors, with two windows serving 1 studio on each floor. Apart-hotels (as a C1 use) do not benefit from the same levels of protection as residential uses and therefore

whilst there would be a significant impact to 6 bedrooms within the adjacent development, this is considered to have a fairly neutral impact in the planning balance.

IMPACTS ON PRIVACY

The supporting text to Policy DMHB 11 sets out that sufficient privacy for existing residents will be protected by resisting proposals which would introduce an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. To maintain existing levels of privacy, a minimum separation distance of 21 metres between facing habitable room windows will normally be required, and in some locations, for example where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary.

As a proposed C1 use, the proposal is unlikely to lead to a significant loss of privacy to nearby dwellings because of the transient nature of guests. In any event, there are relatively few dwellings nearby which could be affected, all of which are sited on the northern side of Uxbridge Road, which itself is relatively wide (with four lanes of traffic and a central verge). Some level of mutual overlooking over roads is normal and would not warrant a reason for refusal even if the proposal were for a C3 (residential use).

On this basis, it is considered that the proposal would not have a significant impact on the privacy of nearby residents.

7.09 Living conditions for future occupiers

As opposed to a proposed C3 (residential) use, there are no prescribed standards for living conditions for C1 (hotel) uses, given the transient nature of guests and because individual rooms are not intended for long-term or permanent habitation. Moreover, hotels are commercial operations which rely on guests enjoying their time and/or finding value for money, and the type of accommodation offered by C1 uses varies widely across London and often depends on guests' personal preferences. As such, beyond providing restrictions to ensure the hotel operates within the C1 use class (as outlined in the draft Hotel Management Strategy), it would not be reasonable to comment on the quality of the rooms offered or impose restrictions on how the hotel would function, as this falls outside the remit of the planning system.

Nevertheless, it is noted that all rooms would receive some level of natural light, the room sizes are generous and include basic cooking facilities, and there are a number of on-site amenities for future guests to enjoy. On this basis, future guests would be afforded a good level of accommodation, however this is neutral in the planning balance.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

TRANSPORT IMPACTS

Policy T1 of the London Plan (Strategic approach to transport) seeks to ensure that development proposals facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. This should be read alongside Policy T2 of the London Plan (Healthy Streets), which requires proposals to demonstrate how they will reduce the dominance of vehicles on London's streets, whether stationary or moving, be permeable by foot and cycle, and connect to local walking and cycling networks as well as public transport.

Moreover, Policy T4 of the London Plan (Assessing and mitigating transport impacts) sets out that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. When required, transport assessments or statements should be submitted with proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Policy T4 further explains that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

As part of the submission, a Transport Assessment (September 2022) has been reviewed by the Council and TfL, and it is considered that the approach to assessing trip generation is acceptable, making use of TRICS data where applicable. It is predicted that there would be up to 54 additional vehicle movements at peak times, which could likely be accommodated within the Strategic Network without having a significant impact, however might be felt at a local level on the nearby roads.

As discussed in greater detail below, due to the size of the proposal and the limited on-site parking, a number of measures will be required as mitigation for the potential transport impacts, however it is considered that the proposal as a whole could be managed to ensure that transport impacts are low.

CAR PARKING PROVISION

Policy T6 of the London Plan (Car Parking) states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free developments have no general parking but should still provide disabled persons parking. The maximum standards for car parking outlined in the London Plan take account of PTAL as well as London Plan spatial designations and use classes, and the supporting text further outlines that developments in town centres generally have good access to a range of services within walking distance, and so car-free lifestyles are a realistic option for many people residing there.

Policy T6 makes clear that an absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets, whilst further stating that the redevelopment of sites should reflect the current approach to parking and not be re-provided at previous levels where this exceeds the maximum parking standards.

The maximum car parking standards, disabled persons parking, and the provision of electric or other Ultra-Low Emission vehicles are set out in Policy T6.1 to Policy T6.5 of the London Plan, and relevant to hotels is Policy T6.4 (Hotel and leisure uses parking) and T6.5 (Non-residential disabled persons parking). There are no specific London Plan car parking standards for light industrial uses, however Policy T6.2 (Office Parking) encourages proposed B2 (general industrial) and B8 (storage and distribution) uses to have regard to parking standards for offices, taking into account the generally lower employment densities of industrial uses compared to offices, and is therefore a sensible benchmark to use.

Policy T6.4 sets out that in locations of PTAL 0-3 (such as this site), schemes should be assessed on a case-by-case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, with the aim to improve public transport reliability and reduce congestion and traffic levels. Policy T6.5 (Non-residential disabled persons parking) also sets out that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay. Disabled persons parking bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated and designated bays should be marked up as disabled persons parking bays from the outset.

Policy DMT6 of the Hillingdon Local Plan Part 2 also requires that parking standards at hotels are assessed on an individual basis, however taxi pick up and set down spaces must be provided as must one coach parking space per 50 rooms. Policy DMT6 also does not specify car parking standards for light industrial uses, however does set out standards for B2 and B8 uses, which again, can be used as a benchmark.

For the proposed 1,318 sqm of industrial floorspace within an Opportunity Area, the maximum number of car parking spaces allowed would be 2 (based on 1 space for every 600 sqm), based on London Plan office standards. Applying the industrial standards of the Hillingdon Local Plan would be very similar at a maximum provision of 3 spaces (based on 1 space for every 500 sqm). The proposal includes 7 parking spaces safeguarded for use by the industrial units, including the 'Zipvan' bay which would be reserved for use by the businesses on site. This provision is above the maximum standards of the London Plan and Hillingdon Local Plan, however given that the industrial floorspace is proposed to be subdivided into 15 smaller units, to predominantly serve SMEs, and noting that E(g)(iii) uses do not have specific standards themselves and the above 'maximum' level is based on either office uses within opportunity areas (London Plan) or B2 and B8 uses (Hillingdon Local Plan), it is considered that 7 spaces (inclusive of a 'Zipvan' bay) would be acceptable to serve the proposed industrial units. In this respect, neither TfL nor the Council's Highways Officer have provided specific comments on the parking spaces for the industrial units, other than to request that appropriate electric vehicle charging provision be secured for these operational bays, which would be secured by way of condition.

As noted above, parking provision for hotels should be assessed on a case-by-case basis having regard to the specific operational requirements of the hotel and PTAL, whilst promoting sustainable travel measures to reduce reliance on private car trips. The proposed development would have a Gross Internal Area (GIA) of 19,054 sqm of hotel floorspace, a very significant net uplift of 9,169 sqm, and would see a site-wide reduction in parking spaces from 70 to 39, with 32 safeguarded for use by the hotel. Of these 32 spaces, 18 would be standard bays and 14 would be wheelchair accessible.

Comments received from TfL indicate that the maximum number of parking spaces allowed by the London Plan would be 19, however it is not clear how this number has been arrived at, and in any event, their comments acknowledge that the provision of 18 standard spaces would be lower than the maximum and is therefore acceptable. Comments from the Council's Highways Officer initially raised an objection to the scheme, on the basis that 32 spaces, of which 14 would be for blue badge holders only, would be insufficient to cater for 435 hotel rooms, leading to significant levels of overspill parking, in an area known to experience very high levels of congestion (especially at school beginning and closing times due to the presence of large educational establishments in the local area). In this respect, the surrounding roads do not have parking controls and future users of the hotel would be able to park on the surrounding roads, including the residential roads to the north of

Uxbridge Road, if they brought a car to the site and didn't use the on-site parking. The Highways Officer's comments further explained that whilst there is scope for a car-lite or car-free hotel redevelopment, the proposal would need to be supported by a suite of measures to ensure that future users are actively discouraged from bringing cars to and from the hotel, appropriate walking and cycling facilities are in place in the local area, and there are genuine alternatives to trip making by private car.

Following discussions between the applicant and the local planning authority, a revised Travel Plan (December 2022) (Rev. A) has been submitted and reviewed by the council. The revised Travel Plan includes a commitment to provide two dedicated minibuses to shuttle hotel guests and employees between the site and key public transport nodes, the provision of a 'Zipvan' bay and sets out targets for a modal shift away from car use for the hotel use. However, despite the improvements to the Travel Plan (full details of which would be secured as an obligation), the proposal could still displace a significant amount of parking onto the surrounding streets, and it is therefore considered necessary to seek a financial contribution to fund consulting on and implementing a parking management scheme for the area, which would, if implemented, effectively prevent any overspill parking onto the surrounding roads, because future users of the hotel or the industrial floorspace would not be entitled to a parking permit if the parking management scheme was introduced. This contribution would be secured as an obligation.

This approach would be in line with Policy T6 of the London Plan which makes clear that an absence of local on-street parking controls should not be a barrier to new development and boroughs should look to implement these controls wherever necessary. This position is confirmed by comments received from TfL and the updated comments received from the Council's Highways Officer.

On this basis, whilst the proposal would result in a significant uplift in floorspace and a significant reduction of on-site parking, the proposal is considered acceptable in respect of parking provision, subject to the recommended conditions and obligations.

CYCLING

Policy T5 of the London Plan (Cycling) sets out that proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located.

Developments should provide cycle parking at least in accordance with the minimum standards, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards and proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

For proposed light industrial uses, 1 long-stay space for every 250 sqm and 1 short-stay space for every 1,000 sqm would be required. As such, based on the provision of 1,318 sqm of light industrial floorspace, 5 long-stay and 3 short-stay cycle spaces would be required. The proposal includes 32 long-stay spaces, 8 short-stay spaces and 3 cargo cycle spaces for the industrial units, which significantly exceeds the minimum

requirements, and is acceptable. The provision of space for cargo bikes is especially welcomed.

For hotel uses, 1 long-stay space for every 20 bedrooms and 1 short-stay space for every 50 bedrooms would be required. As such, based on the provision of a 435-bedroom hotel, 22 long-stay and 9 short-stay cycle spaces would be required. The proposal includes 22 long-stay and 10 short-stay cycle spaces for the hotel, and this is marginally above the minimum requirements, and is also considered acceptable.

PUBLIC REALM AND ACTIVE TRAVEL IMPROVEMENTS

The submitted Transport Assessment includes an Active Travel Zone Assessment, to identify any areas of deficiency in the walking and cycling environment, and in particular any areas which are likely to be used by future guests, especially noting the very low on-site parking levels. This has been reviewed by the Council and TfL, and it is noted that TfL requested an update to include a night-time assessment. Whilst this update has not been carried out, an area of deficiency identified by the Council's Highways Officer very close to the site and in clear need of improvements (for pedestrian safety and to encourage active travel), and a financial contribution of £160,000 would be secured as an obligation to fund these works.

On this basis, alongside the contribution for the creation of a parking management scheme to prevent overspill parking and a Travel Plan to encourage sustainable modes of travel, it is considered the proposal has the ability to improve the surrounding pedestrian and cycling environment, thereby encouraging active travel for future guests.

7.11 Urban design, access and security

Policy D11 of the London Plan (Safety, security and resilience to emergency) sets out that boroughs should work with the Metropolitan Police Service's 'Design Out Crime' Officers to identify the community safety needs and necessary infrastructure to maintain a safe and secure environment and reduce the fear of crime. Proposals should seek to maximise building resilience and minimise potential physical risks, and should include measures to design out crime that deter terrorism, assist in the detection of terrorist activity and help mitigate its effects. These measures should be considered at the start of the design process to ensure they are inclusive and aesthetically integrated into the development and the wider area. Measures to design out crime, including counter terrorism measures, should be integral to proposals, taking into account the principles contained in guidance such as the Secured by Design Scheme published by the Police.

Policy BE1 of the Hillingdon Local Plan: Strategic Policies (Built Environment) encourages the creation of safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson, having regard to Secure by Design standards.

As such, a condition requiring the proposed development to achieve secured by design accreditation in consultation with the Metropolitan Police, is included within the officer's recommendation, to ensure the proposal meets the requirements of Policy D11 of the London Plan and Policy BE1 of the Hillingdon Local Plan. On this basis, the proposal is considered acceptable in this regard.

7.12 Disabled access

Policy D5 of the London Plan (Inclusive design) sets out that proposals should achieve the highest standards of accessible and inclusive design by providing high quality people focused spaces that are designed to facilitate social interaction and inclusion, be

convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment, and be able to be entered, used and exited safely, easily and with dignity for all. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building, and proposals should ensure they are compliant with Policy D12 of the Plan (Fire safety) and place fire resilience central to the proposal's design.

Policy E10 of the London Plan further states that either 10% of new bedrooms shall be wheelchair accessible (in accordance with Figure 52, incorporating either Figure 30 or 33 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice) or 15% shall be accessible rooms (in accordance with the requirements of 19.2.1.2 of British Standard BS8300-2:2018 Design of an accessible and inclusive built environment. Buildings. Code of practice).

Having regard to comments received from the Council's Access Officer, it is acknowledged that the proposed development is fundamentally accessible, however further details and compliance with Policy E10 shall be secured by way of condition.

7.13 Provision of affordable & special needs housing

Not relevant to this application for the proposed C1 and E(g)(iii) uses.

7.14 Trees, landscaping and Ecology

Policy G5 of the London Plan (Urban Greening) states that major developments should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. The Mayor recommends that boroughs seek an Urban Greening Factor (UGF) target score of 0.3 for developments that are predominately commercial. In broad terms, the UGF is an assessment of the amount, type and value of natural environment provided on site as a proportion of the overall site area. The assessment assigns each landscape type (e.g. Semi-natural vegetation, intensive green roof to depth of 150mm, extensive green roof to depth of 80mm, amenity grassland, etc) with a 'factor' (1, 0.8, 0.7 and 0.4 respectively for the landscapes listed above). These factors are a simplified measure of various benefits provided by soils, vegetation and water based on their potential for rainwater infiltration as a proxy to provide a range of benefits such as improved health, climate change adaptation and biodiversity conservation.

In addition, Policy DMHB 14 of the Hillingdon Local Plan: Part 2: (Trees and Landscaping) sets out that all developments will be expected to retain or enhance biodiversity through the protection of existing landscaping, trees and other natural features of merit, and proposals are required to provide a scheme of hard and soft landscaping to demonstrate this. Moreover, the council will seek to protect existing tree and landscape features and enhance open spaces with new areas of vegetation cover (including the linking of existing fragmented areas) for the benefit of wildlife and a healthier lifestyle.

Furthermore, Policy EM7 of the Hillingdon Local Plan: Part 1 (Biodiversity and Geological Conservation) seeks to protect biodiversity features from inappropriate development and encourages the provision of biodiversity improvements from all developments, including green roofs and walls where feasible.

In support of the application, a UGF Plan (Drawing No. 0303-BDL-XX-XX-DR-L-0805-P02) has been submitted, which outlines that the proposal is expected to achieve a UGF score of 0.39, which exceeds the target score of 0.3 and will be secured by condition.

Additionally, the Ecological Appraisal has been reviewed by the Council's Ecology Officer, who has no objections to the assessment of the site and recommends that the proposed biodiversity enhancements are secured by way of condition.

In this respect, the application site is considered to have broadly low ecological value due to the absence of notable areas of habitat, other than habitats found widely in the surrounding landscape, such as ornamental planting and hardstanding. Moreover, opportunities for biodiversity enhancements include the installation of bat and bird boxes, bug houses, and tree and shrub planting, alongside the creation of a biodiverse green roof

7.15 Sustainable waste management

Policy SI 7 (Reducing waste and supporting the circular economy) and Policy D6 (Housing quality and standards) of the London Plan require developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food.

Policy EM11 of the Hillingdon Local Plan: Strategic Policies (Sustainable Waste Management) states that the council will aim to reduce the amount of waste produced in the borough. To achieve this, the council will require all new developments to address waste management at all stages of a development's life from design and construction through to the end use and activity on site.

In support of the application, a Delivery and Servicing Plan (September 2022) has been submitted, which includes a Waste Strategy. Waste collection will be managed by a private contractor, and the hotel and light industrial loading bays would be used by refuse collection vehicles. Suitable refuse storage bins will be provided for general waste, organic waste and recyclable material, and would be secure and separated from members of the public.

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (Minimising greenhouse gas emissions) states that major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the energy hierarchy, placing an additional requirement to monitor emissions beyond implementation to determine the effectiveness of the mitigation. Policy SI 2 also sets targets for carbon dioxide emission reductions in buildings. These are expressed as minimum improvements over the Target Emission Rate (TER) outlined in national building regulations. The current target for residential and non-residential buildings is zero carbon beyond the current Building Regulations Part L 2013.

Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy and how a minimum on-site reduction of at least 35% beyond Building Regulations will be achieved. Residential development should achieve 10%, and non-residential development should achieve 15% through energy efficiency measures alone. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either through a cash in lieu contribution to the borough's carbon offset fund or off-site, provided that an alternative proposal is identified and delivery is certain.

Moreover, major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations (i.e. unregulated emissions).

The Energy and Sustainability Statement (September 2022) has been reviewed by the Council's Energy Officer, and it is considered that whilst the statement is at a strategic and theoretical stage, it appears to be broadly sufficient. However, a concern is the lack of attention to the existing building which will have a new facade and refurbishment at ground and roof level, and the Council would expect the applicant to demonstrate a greater degree of improvements to the existing building, and this would be secured by way of condition and through a legal agreement.

7.17 Flooding or Drainage Issues

Policy SI 12 of the London Plan (Flood risk management) sets out that flood risk across London should be managed in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities and developers where relevant. Proposals should further ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses. Development proposals adjacent to flood defences will be required to protect the integrity of flood defences and allow access for future maintenance and upgrading.

In addition, Policy SI 13 of the London Plan (Sustainable drainage) sets out that proposal should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

In support of the application, a Flood Risk Assessment and Surface Water Management Strategy has been submitted, which has been reviewed by the council's lead Flood Risk Officer. Their comments indicate that whilst generally acceptable, some additional details are required, including demonstrating that Thames Water consent has been gained (who have been consulted and are not objecting), whilst also confirming the maintenance owner, and confirming the runoff rate for the 1 in 1 year event. These further details, and overall compliance with Policy SI 12 and SI 13 of the London Plan, can be secured by way of condition.

7.18 Noise or Air Quality Issues

Policy D14 of the London Plan (Noise) states that new noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses. Additionally, Policy D13 of the London Plan (Agent of Change) sets out that proposals should mitigate and minimise the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses, improving and enhancing the acoustic environment and promoting appropriate soundscapes.

The Council's Noise Officer has reviewed the scheme and sets out, on the basis that the proposal is for a hotel (i.e. not a residential use) and therefore future occupiers would be transient in nature, that the proposal is acceptable.

The proposal would be air quality neutral, and a contribution is required to make the scheme air quality positive in accordance with Policy SI 1 of the London Plan (Improving air quality) and Policy EM8 of the Hillingdon Local Plan: Part 2 (Land, Water, Air and Noise). This would be secured as a planning obligation, to be used to fund measures to improve local air quality.

7.19 Comments on Public Consultations

Letters dated 07-10-22 were sent to 117 nearby properties, a site notice was displayed outside the site on 07-11-22, and a press notice was displayed in a local newspaper on 03-

11-22.

No responses have been received from local residents.

Three responses were received from local business/charities in support of the proposal.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Development Management Policies (Planning Obligations and Community Infrastructure Levy) sets out that planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it, to ensure that development is sustainable in accordance with the NPPF (2021). Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL) and through planning obligations.

Specifically, planning obligations are used to secure the provision of affordable housing in relation to residential development schemes, and where a development has infrastructure needs that are not addressed through CIL to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal. Applications which fail to include appropriate planning obligations to make the proposal acceptable will be refused. Planning obligations run with the land, are legally binding and enforceable.

The Community Infrastructure Levy Regulations, the NPPF and Planning Practice Guidance have put three tests on the use of planning obligations into law. In this regard, planning obligations must meet the following tests to be lawful:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonable related in scale and kind to the development.

The following Heads of Terms are proposed, to be secured through a section 106 agreement to either ensure policy compliance or to address deficiencies in the scheme which could not be addressed through amendments to the plans:

- Details shall be submitted for a Construction and Employment Training scheme in accordance with the Council Planning Obligations SPD with the preference being for an in-kind, on-site scheme to be delivered;
- A full Travel Plan, including a Low Emission Strategy, is to be submitted and approved in writing by the Local Planning Authority. The Plan will include targets for sustainable travel arrangements, effective measures for the ongoing monitoring of the Travel Plan, and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured;
- To secure compliance with the submitted Hotel Management Strategy, to manage the ongoing operation of the hotel and demonstrate that the proposal operates within the C1 use class;
- Hospitality Training, to provide apprenticeships and on-the-job training for young people interested in pursuing a career in the hospitality industry;
- Secure compliance with the Community Investment Programme;
- Enter into a s278 agreement for works to the Highway, including the dropping and raising of kerbs (as required) and other such works as may be required to the highway to implement the development;
- £268,698 as a financial contribution to be used by the Council to fund measures to reduce poor air quality within the borough;

- £160,000 as a financial contribution to be used towards Active Travel Zone improvements to the local area, specifically to address walking and cycling deficiencies on the northern side of Uxbridge Road;
- A carbon offsetting sum based on an Updated Energy Strategy to be submitted to discharge Condition 4, with the offset calculation based on £95 per tonne of CO2 over a 30 year period;
- £10,000 as a financial contribution to be used towards consulting and implementing an extension to the nearby parking management scheme to include the surrounding area and Springfield Road; and
- A Project Monitoring and Management Fee, equalling 5% of the total financial contributions paid under this agreement.

All financial contributions payable under the s106 agreement shall be paid prior to commencement.

7.21 Expediency of enforcement action

N/A.

7.22 Other Issues

CONTAMINATION

Policy EM8 of the Hillingdon Local Plan: Part 1 (Land, Water, Air and Noise) states that the council expects proposals for development on contaminated land to provide mitigation strategies that will reduce the impacts on surrounding land uses. Major development proposals will be expected to demonstrate a sustainable approach to remediation that includes techniques to reduce the need to landfill. This should be read alongside Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (Development of Land Affected by Contamination), which requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. Policy DMEI 12 further states that where necessary, conditions will be imposed on planning permissions for development affected by contamination to ensure all the necessary remedial works are implemented.

In support of the application, a Land Contamination Desk Study and Preliminary Risk Assessment Report has been submitted, which has been reviewed by the Council's Land Contamination Officer.

The desk study report provides the required details to be confident of granting approval, including an initial Conceptual Site Model and Preliminary Risk Assessment. The report further identifies various potential pollutant linkages which may be present at the site, and as such, in accordance with Policies EM8 and DMEI 12 of the Hillingdon Local Plan, a site investigation is recommended, and the works should be implemented in accordance with the details within the report. This would be secured by way of condition.

FIRE SAFETY

In the interests of fire safety and to ensure the safety of all building users, Policy D12 of the London Plan states that all proposals must achieve the highest standards of fire safety and ensure that they identify suitably positioned unobstructed outside spaces for fire appliances to be positioned on, provide suitable access and equipment for firefighting which is appropriate for the size and use of the development, and provides spaces which are appropriate for use as an evacuation assembly point.

Buildings should be designed to incorporate appropriate features which reduce the risk to

life and the risk of serious injury in the event of a fire by being constructed in an appropriate way to minimise the risk of fire spread. This should include appropriate fire alarm systems, passive and active fire safety measures, suitable and convenient means of escape and an associated robust evacuation strategy which can be periodically updated and published, and which all occupants can have confidence in. These measures should be set out in a Fire Strategy, prepared by a suitably qualified fire engineer.

In support of the application, a Fire Statement has been submitted, which outlines the basics of fire safety measures, with the knowledge that further details would be secured at detailed design stage. The submission of these additional details would be secured by condition.

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 is considered to be acceptable in principle, making efficient use of a brownfield site to introduce industrial uses into a SIL whilst enhancing an existing hotel use. Moreover, the scale and design of the scheme are considered to be broadly acceptable, and the proposal would not have a significant impact on the amenity of any nearby residential properties.

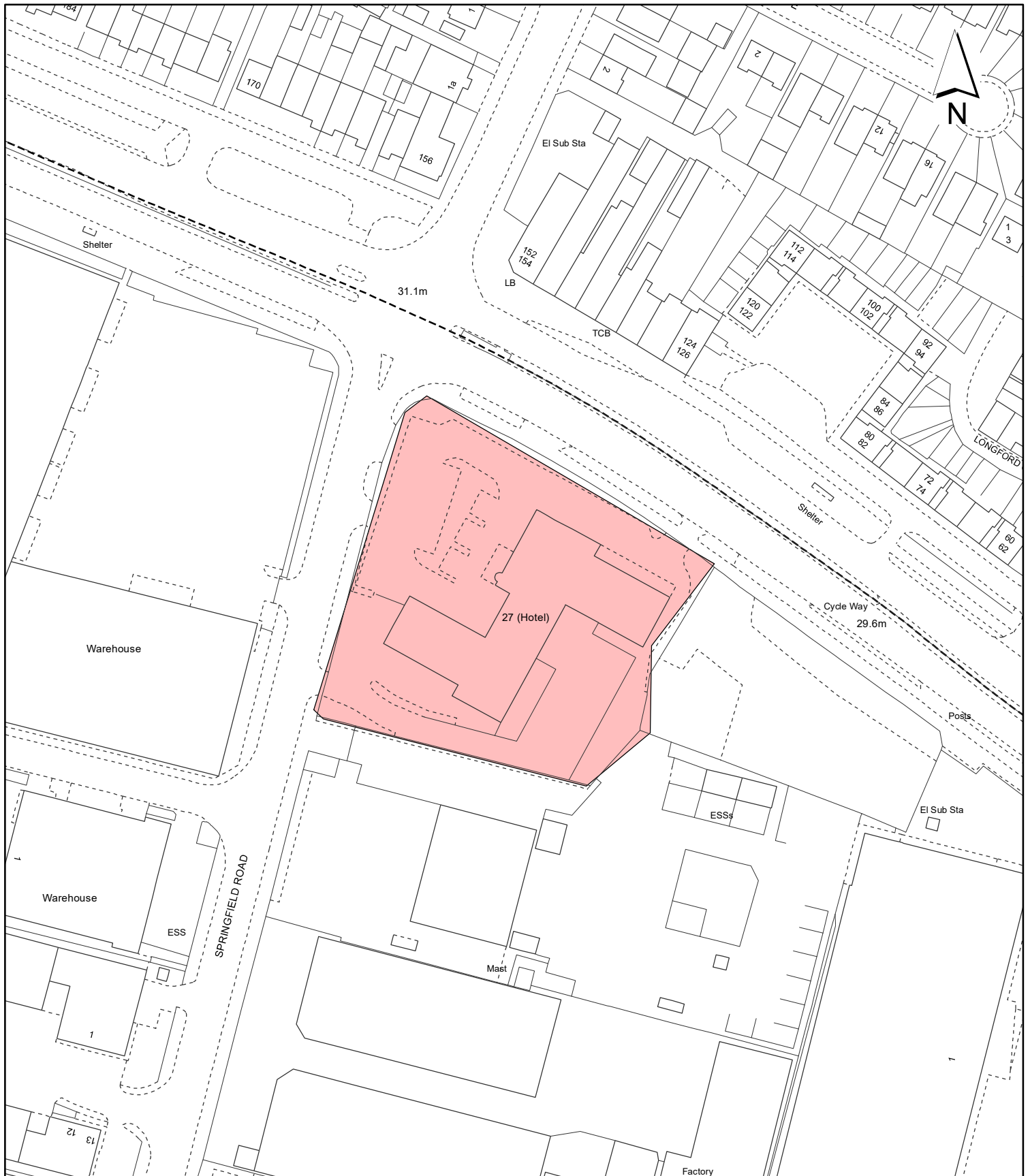
Overall, the proposal, on balance, is recommended for approval, subject to the conditions and obligations set out in this report.

11. Reference Documents

London Plan (2021)
Hillingdon Local Plan: Strategic Policies (2012)
Hillingdon Local Plan: Development Management Policies (2020)
National Planning Policy Framework (NPPF) (2021)

Contact Officer: Andrew Thornley

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

Hyatt Place

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

Planning Application Ref:

2385/APP/2022/2952

Scale:

1:1,250

Planning Committee:

Major Page 169

Date:

April 2023



HILLINGDON
 LONDON

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Plans for Major Applications Planning Committee

Tuesday 25th April 2023



HILLINGDON
LONDON

www.hillingdon.gov.uk

Report of the Interim Director of Planning, Regeneration & Public Realm

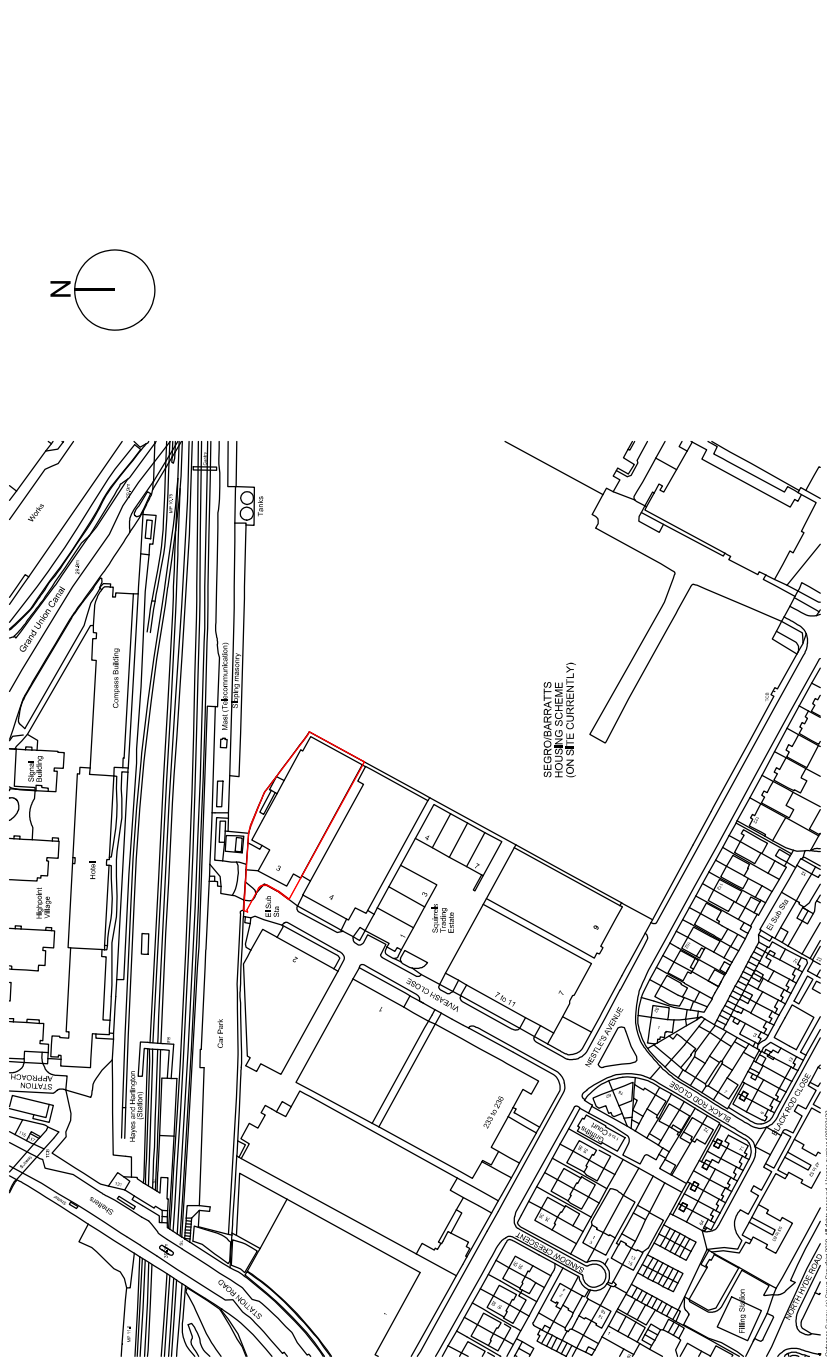
Address 3 VIVEASH CLOSE HAYES

Development: Redevelopment of the site to erect a part 10 storey and part 11 storey residential led development comprising 127 flats and residents lounge with associated access (including Public Access Improvements) and landscaping works following demolition of existing light industrial building (Amended plans submitted 17/03/2023)

LBH Ref Nos: 36678/APP/2021/3370

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KEY
 Site Boundary



Rev	Description	Date	Drawn/Checked
01	FOR PLANNING		
Client Mackenzie (South West) Homes Ltd			
Project 3 Viveash Close			

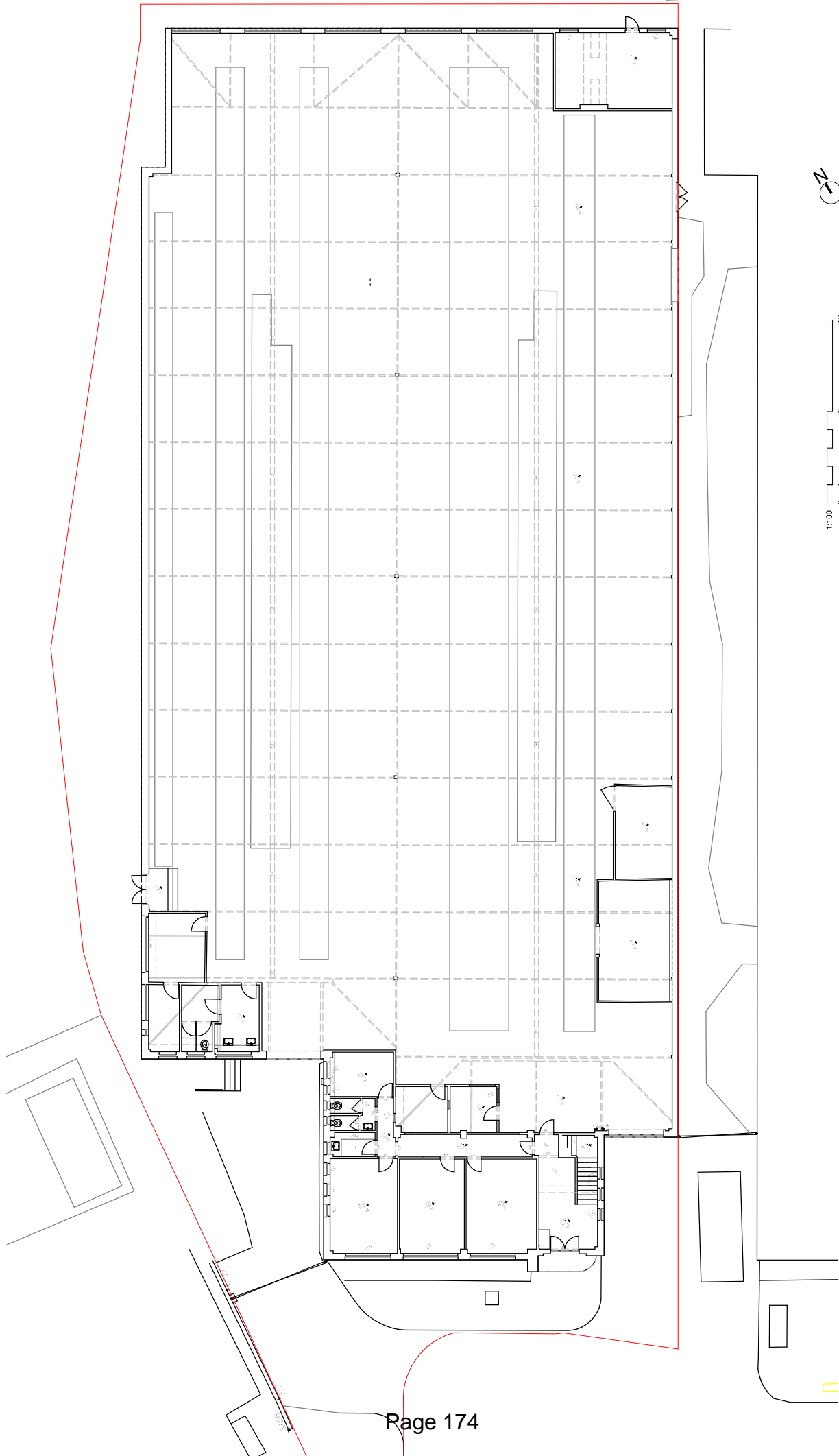
Drawing EXISTING LOCATION PLAN			
Scale	Drawn	Date	Checked
1:1250@A1	NC	09/09/21	DJ
Project no.	Doc	Revision	
15419	EX-PL-(02)-100	01	

tatehindle
 Tatehindle Limited
 1000 Tipton Road
 Smethwick
 London E6 7A BHP
 www.tatehindle.co.uk



Note:

Additional floor to admin area at west of the building.



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Rev	Description	Date	Checked
00	First Issue	17/08/21	DJ
01	Planning Issue	27/08/21	JK

Project
3 Viveash Close

Scale
1:100

Project no
15419

Client
Mackenzie (South West) Homes Ltd

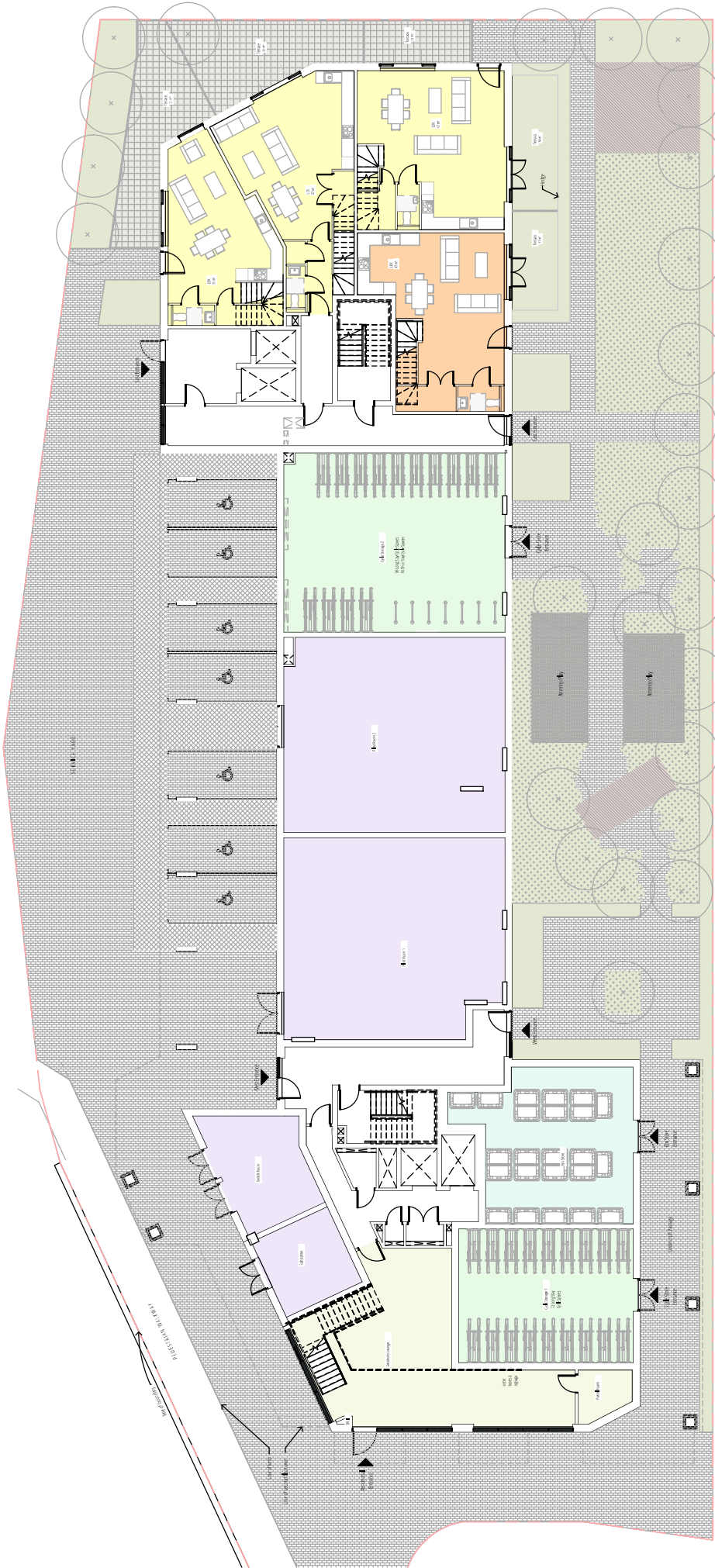
Drawn	Checked	Date
NC	DJ	08/11/21

FOR PLANNING

EX - PL-(03) - 100

tatehindle

Tatehindle Limited
 Simonside
 London EC2A 4BP
 T: 020 7390 8500
 mail@tatehindle.co.uk
 www.tatehindle.co.uk

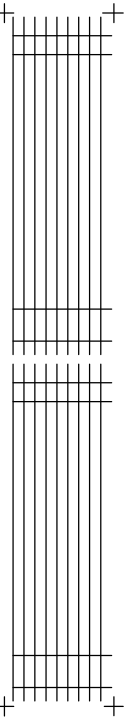
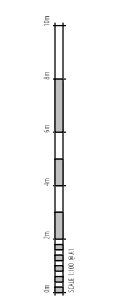
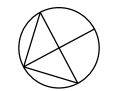


Ground Floor Accommodation Schedule

Floor No.	Type	Gk
00-01	2-Bed Duplex	95.33 m ²
00-02	2-Bed Duplex	95.97 m ²
00-03	2-Bed Duplex	104.64 m ²
00-04	3-Bed Duplex	124.62 m ²

Occupancy Key

[Yellow]	2-Bed
[Orange]	3-Bed
[Purple]	2-Bed
[Green]	2-Bed
[Light Green]	2-Bed
[Dark Green]	2-Bed
[Grey]	Residential Entrance



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Occupancy Key

- 182P
- 182P M(A)3
- 285P
- 285P M(A)1
- 384P
- 385P

Ref No.	Type	GH
0241	182P	53.6 m ²
0242	182P	52.5 m ²
0243	182P	51.6 m ²
0244	182P M(A)3	68.3 m ²
0245	285P M(A)3	84.2 m ²
0246	182P	51.7 m ²
0247	385P	65.6 m ²
0248	385P	88.5 m ²
0249	384P	70.2 m ²
0240	385P	88.4 m ²
0241	384P	70.4 m ²
0242	384P	75.8 m ²
0243	182P	54.8 m ²
0244	385P	94.6 m ²

PROJECIONAR
Wardens Hill, Ullaghan
Belfast
Proposed Street Floor Plan
PROJECTIONS DATE: 20/02/2023
20/02/2023

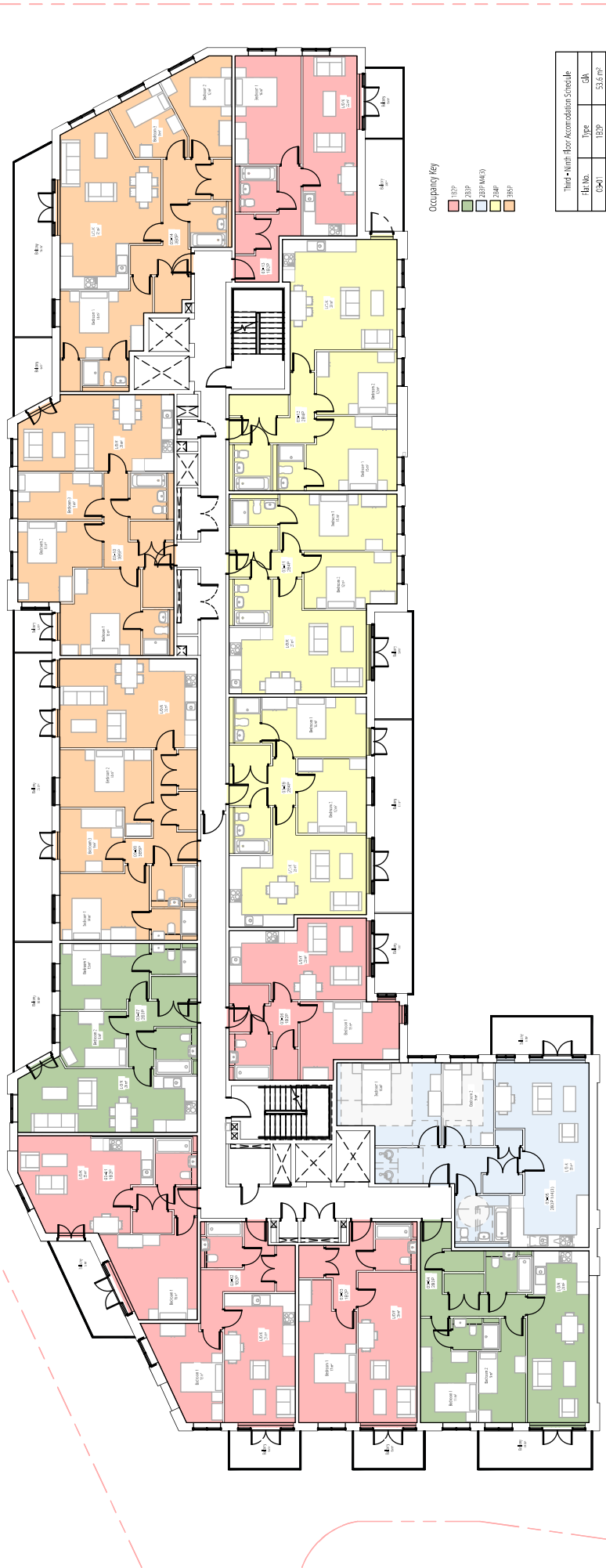
FOR APPROVAL

ISSUED FOR:
20/02/2023
DATE:
27/02/2023
BY: CS
CHECKED:
DATE:
BY: SB

Scale: 1:1000

NOTES:

1. THIS PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE WITHOUT NOTICE.
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
3. ALL ROOMS ARE TO BE FINISHED TO THE STANDARD OF A HIGH QUALITY RESIDENTIAL DEVELOPMENT.
4. ALL ROOMS ARE TO BE FINISHED TO THE STANDARD OF A HIGH QUALITY RESIDENTIAL DEVELOPMENT.
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10. ALL ROOMS ARE TO BE FINISHED TO THE STANDARD OF A HIGH QUALITY RESIDENTIAL DEVELOPMENT.



Occupancy key



Three-Storey Accommodation Schedule		
Flat No.	Type	GFA
05-31	1B2P	53.6 m ²
05-42	1B2P	50.5 m ²
05-43	1B2P	51.6 m ²
05-44	2B2P	63.3 m ²
05-45	2B2P M(4.3)	84.2 m ²
05-46	1B2P	51.7 m ²
05-47	2B2P	65.6 m ²
05-48	3B5P	88.5 m ²
05-49	3B5P	70.3 m ²
05-50	3B5P	86.2 m ²
05-11	2B4P	70.4 m ²
05-12	2B4P	75.6 m ²
05-13	1B2P	54.8 m ²
05-14	3B5P	94.6 m ²

PROJECIT
 Winstons Limited, Wellington
 Proposed Three-Storey Residential
 PROJECT NUMBER: 11800
 DATE: 27/03/2023
 DRAWN BY: CS
 CHECKED BY: SB

PROJECIT
 Winstons Limited, Wellington
 Proposed Three-Storey Residential
 PROJECT NUMBER: 11800
 DATE: 27/03/2023
 DRAWN BY: CS
 CHECKED BY: SB

1:100
 0m 20m 40m 60m 80m 100m
 SCALE: 1:100

1:100
 0m 20m 40m 60m 80m 100m
 SCALE: 1:100

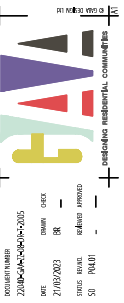
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Occupancy Key

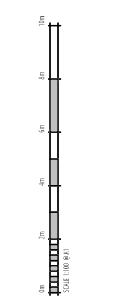
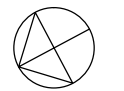
- 80P
- 85P
- 85P M4(3)
- 86P
- 86P
- 86P

Eighth Floor Accommodation Schedule		
Room No.	Type	Gh
08-01	365P	100.8 m ²
08-02	365P	65.5 m ²
08-03	182P	51.5 m ²
08-04	365P	63.5 m ²
08-05	283P M4(3)	84.2 m ²
08-06	182P	51.7 m ²
08-07	365P	88.2 m ²
08-08	365P	70.3 m ²
08-09	365P	86.2 m ²
08-10	365P	70.2 m ²
08-11	365P	75.1 m ²
08-12	182P	51.2 m ²
08-13	365P	94.6 m ²



PROJECT NAME: 23060404-08-08-2025
 DATE: 27/02/2023
 DRAWN BY: R
 CHECKED BY: R
 SCALE: 1:100
 SHEET NO: P04.01

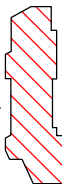
PROJECT NAME: Westfield Warrington
 PROJECT NO: WARRINGTON
 PROJECT NAME: WARRINGTON
 PROJECT NO: WARRINGTON
 SCALE: 1:100
 SHEET NO: P04.01



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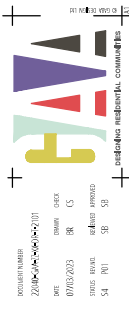
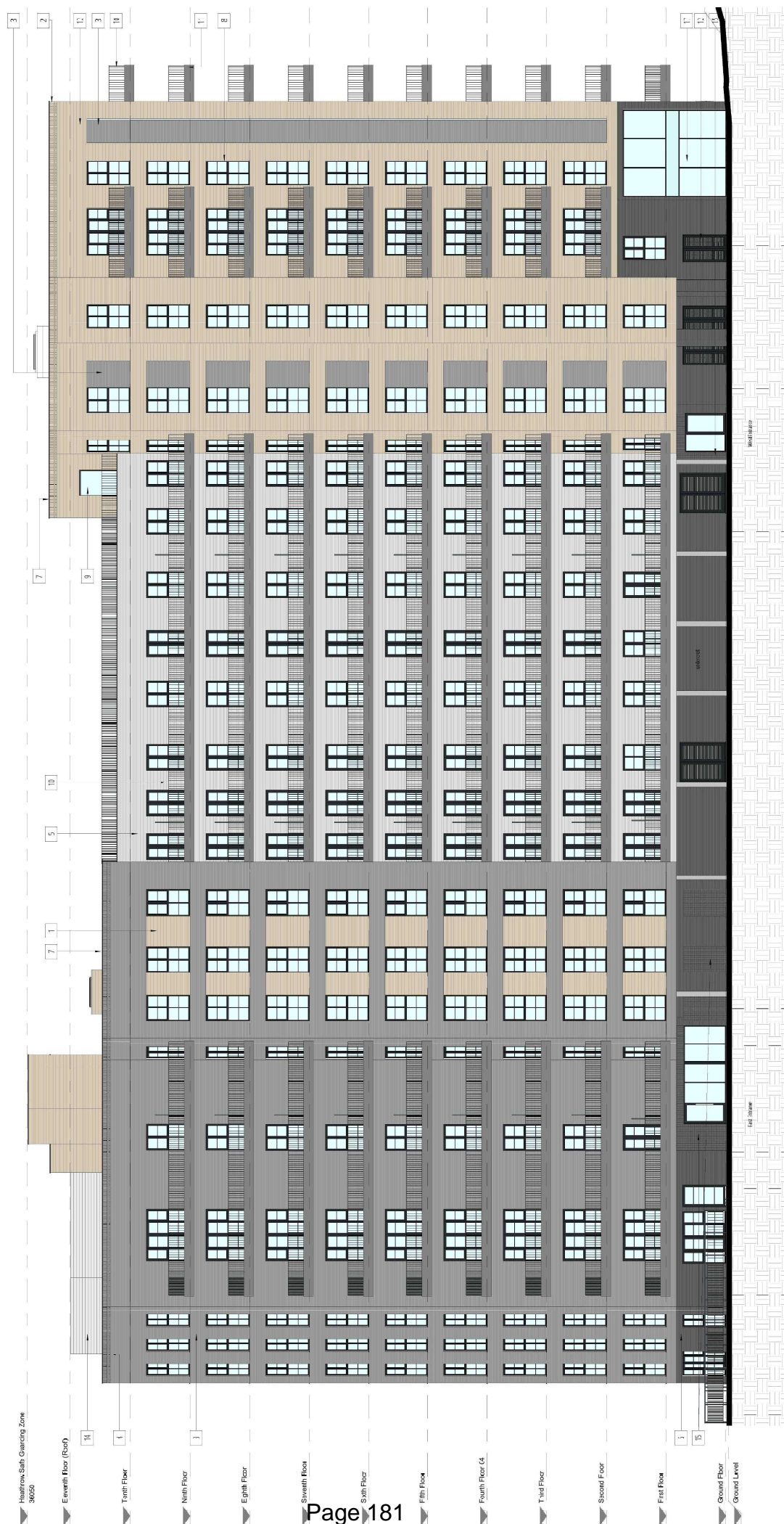
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North East Elevation



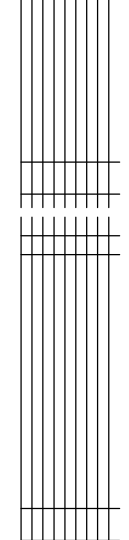
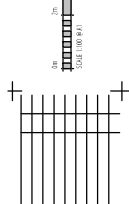
Key Plan

MATERIAL PALETTE	
1	Light Grey Brick
2	Dark Grey Brick
3	Light Grey Brick
4	Dark Grey Brick
5	Light Grey Brick
6	Dark Grey Brick
7	Light Grey Brick
8	Dark Grey Brick
9	Light Grey Brick
10	Dark Grey Brick
11	Light Grey Brick
12	Dark Grey Brick
13	Light Grey Brick
14	Dark Grey Brick
15	Light Grey Brick
16	Dark Grey Brick
17	Light Grey Brick
18	Dark Grey Brick

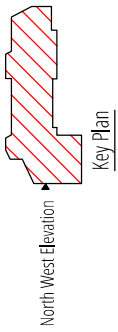


PROYECTO: **Wentworth - Uffington**
 ARCHITECT: **Wentworth**
 CLIENT: **North East Region**
 PROJECT NUMBER: **23040** As indicated for Scope Approval

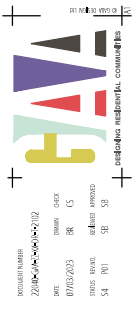
PROYECTO: **Wentworth - Uffington**
 ARCHITECT: **Wentworth**
 CLIENT: **North East Region**
 PROJECT NUMBER: **23040** As indicated for Scope Approval



NOTES:
 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LOCAL AUTHORITY'S REQUIREMENTS AND THE BUILDING REGULATIONS.
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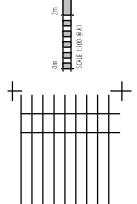
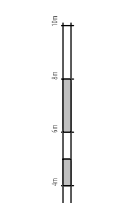


MATERIAL PALETTE	
1	LIGHT BUFF BRICK
2	RED BRICK
3	RED BRICK - PROJECTING SQUARE COURSE DETAIL
4	RED BRICK - PROJECTING SQUARE COURSE DETAIL
5	LIGHT WHITE GYP BRICK
6	WOOD CLADDING
7	WOOD CLADDING (S&B) 70/30
8	PPG COULE COLORED WINDOW PANEL UNIT
9	PPG COULE COLORED WINDOW PANEL WINDOW
10	PPG COULE COLORED WINDOW PANEL WINDOW
11	PPG COULE COLORED WINDOW PANEL WINDOW
12	PPG COULE COLORED WINDOW PANEL WINDOW
13	PPG METAL GARDEP
14	PPG METAL GARDEP
15	PPG METAL GARDEP
16	PPG COULE COLORED WINDOW PANEL WINDOW
17	DOUBLE GLAZED WINDOW
18	PPG METAL GARDEP

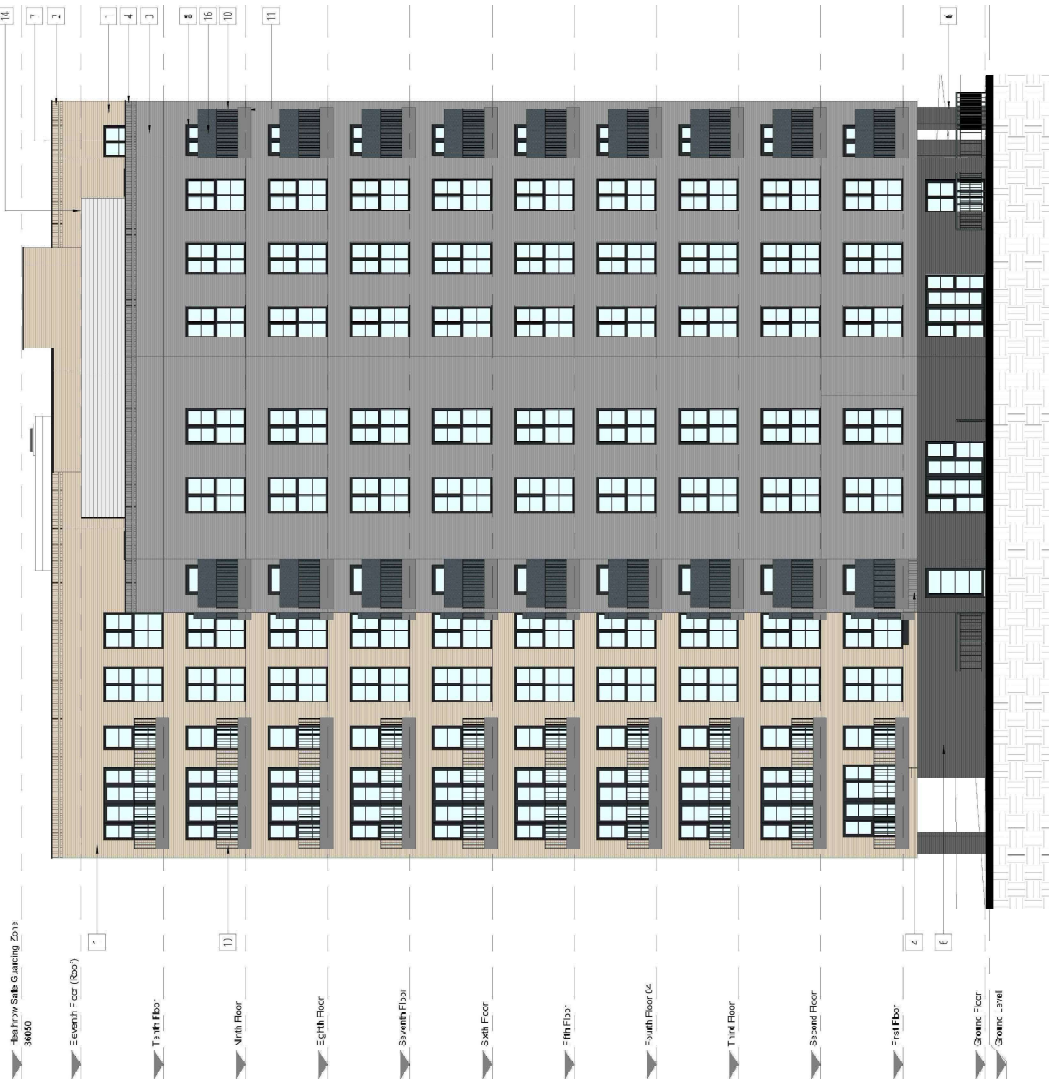
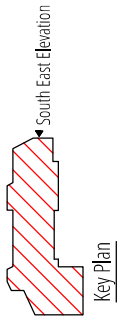


PROYECTO: **WORLD CLASS URBAN**
 UBICACION: **Caracas, Venezuela**
 CLIENTE: **Caracas Urban**
 FECHA: **07/03/2023**
 ESCALA: **1:100**
 AUTORES: **SA, PDI, SB, SB**

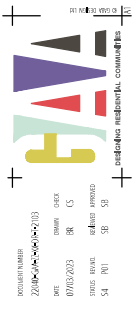
PROYECTO: **WORLD CLASS URBAN**
 UBICACION: **Caracas, Venezuela**
 CLIENTE: **Caracas Urban**
 FECHA: **07/03/2023**
 ESCALA: **1:100**
 AUTORES: **SA, PDI, SB, SB**



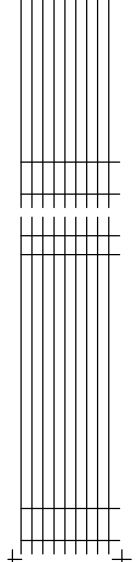
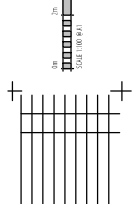
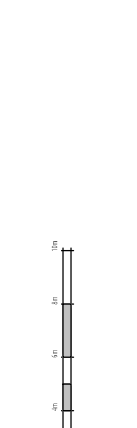
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MATERIAL PALETTE	
1	LIGHT BUFF BRICK
2	RED BRICK
3	RED BRICK - PROJECTING SOLID COURSE DETAIL
4	RED BRICK - PROJECTING SOLID COURSE DETAIL
5	LIGHT WHITE GYP BRICK
6	WOOD CLADDING
7	WOOD CLADDING (SAL 70%)
8	PPG COATED GLASS SPANDREL PANEL WINDOW
9	PPG COATED GLASS SPANDREL PANEL WINDOW
10	PPG COATED GLASS SPANDREL PANEL WINDOW
11	PPG COATED GLASS SPANDREL PANEL WINDOW
12	PPG COATED GLASS SPANDREL PANEL WINDOW
13	PPG METAL GRATE
14	PPG METAL GRATE
15	PPG METAL GRATE
16	PPG METAL GRATE
17	PPG METAL GRATE
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19	PPG METAL GRATE
20	PPG METAL GRATE
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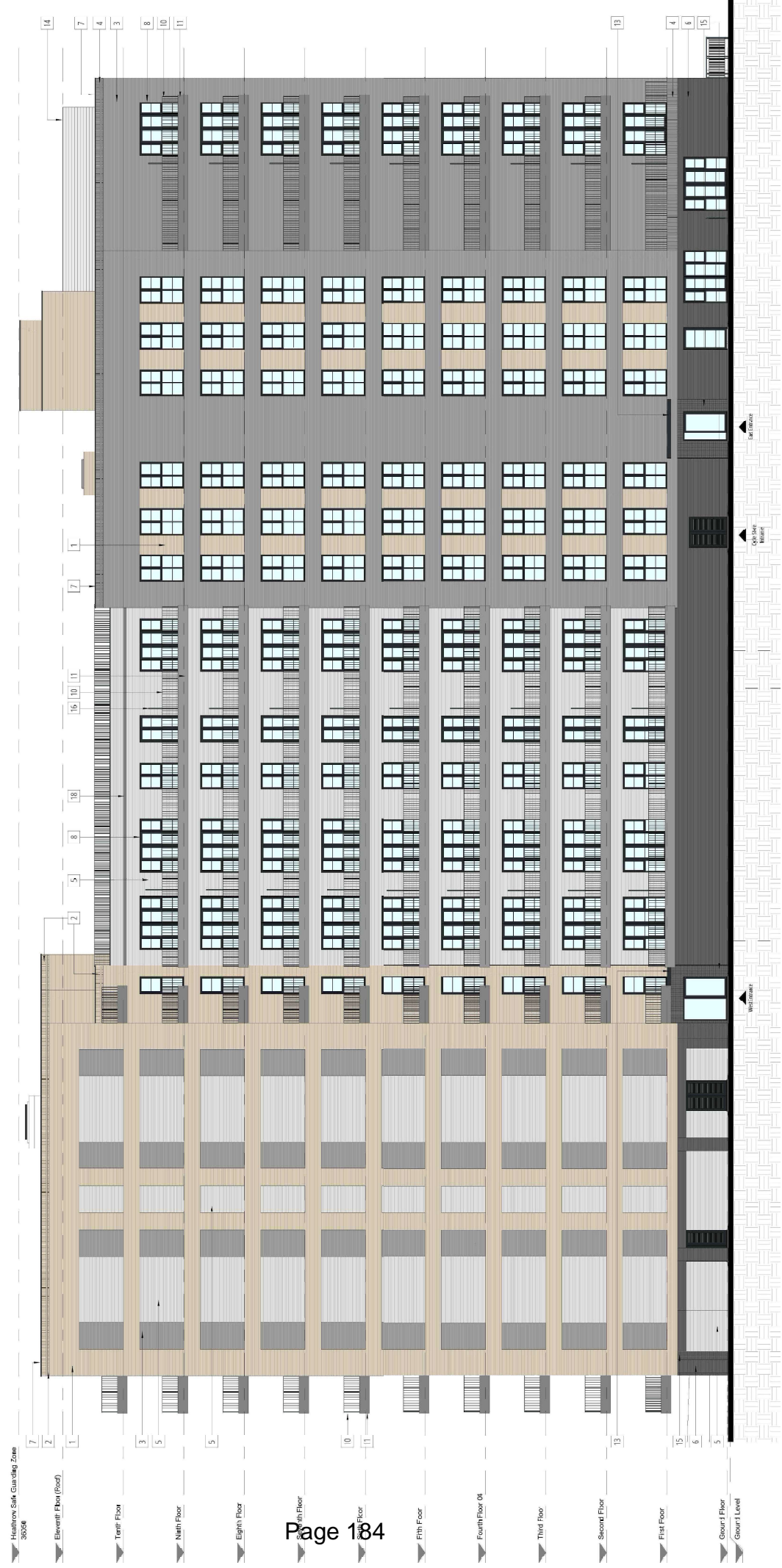
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 DATE: 07/13/2023
 DRAWING NO: SA-001
 SCALE: AS SHOWN
 PROJECT LOCATION: 2200 Peachtree Street NE, Atlanta, GA 30309
 ARCHITECT: FFA Architecture
 PROJECT MANAGER: [Name]
 DESIGNER: [Name]
 CHECKER: [Name]
 DATE: 07/13/2023



NOTES:
 1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE INTERNATIONAL RESIDENTIAL CODE (IRC).
 2. ALL MATERIALS SHALL BE APPROVED BY THE ARCHITECT PRIOR TO INSTALLATION.
 3. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
 4. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED BUDGET.
 5. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED QUALITY STANDARDS.
 6. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED SAFETY STANDARDS.
 7. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED ENVIRONMENTAL STANDARDS.
 8. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED SOCIAL STANDARDS.
 9. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED ECONOMIC STANDARDS.
 10. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED CULTURAL STANDARDS.
 11. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED HISTORICAL STANDARDS.
 12. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED ARCHITECTURAL STANDARDS.
 13. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED ENGINEERING STANDARDS.
 14. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED CONSTRUCTION STANDARDS.
 15. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED MAINTENANCE STANDARDS.
 16. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED OPERATIONAL STANDARDS.
 17. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED PERFORMANCE STANDARDS.
 18. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED COMPLIANCE STANDARDS.
 19. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED BEST PRACTICES STANDARDS.
 20. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED STATE OF THE ART STANDARDS.

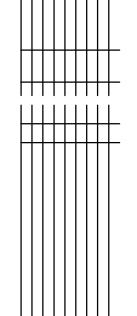
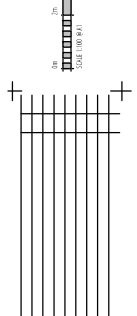
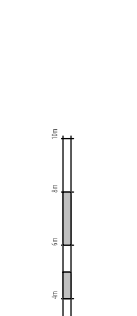
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3	Light Grey Brick
4	Dark Grey Brick
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6	Dark Grey Brick
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8	Dark Grey Brick
9	Light Grey Brick
10	Dark Grey Brick
11	Light Grey Brick
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15	Light Grey Brick
16	Dark Grey Brick
17	Light Grey Brick
18	Dark Grey Brick

South West Elevation

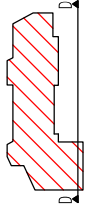


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 DATE: 27/03/2023
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NUMBER: 22000
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 FOR: [Project Name]

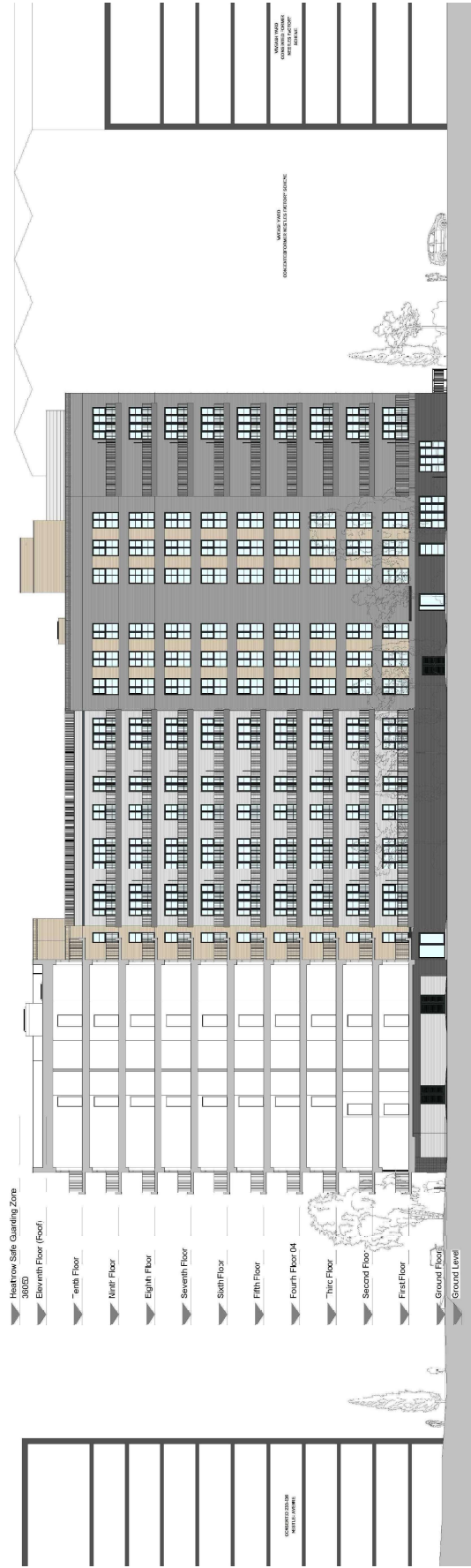
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 ARCHITECT: [Name]
 STRUCTURAL ENGINEER: [Name]
 MECHANICAL ENGINEER: [Name]
 ELECTRICAL ENGINEER: [Name]
 PLUMBING ENGINEER: [Name]
 CIVIL ENGINEER: [Name]



NOTES:
 1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.
 2. ALL FINISHES ARE TO BE AS SHOWN IN THE MATERIAL SCHEDULE.
 3. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS.
 4. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL ELECTRICAL REGULATIONS.
 5. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL MECHANICAL REGULATIONS.
 6. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL PLUMBING REGULATIONS.
 7. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL CIVIL REGULATIONS.
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 17. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL CIVIL REGULATIONS.
 18. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL STRUCTURAL REGULATIONS.
 19. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL MECHANICAL REGULATIONS.
 20. ALL WORK IS TO BE IN ACCORDANCE WITH THE NATIONAL ELECTRICAL REGULATIONS.



Key Plan



PROJECT NAME: Heathrow Safe Guarding Zone

PROPOSER: Heathrow Safe Guarding Zone

DATE: 27/03/2023

SCALE: 1:100

PROJECT NUMBER: 20040

FOR: Heathrow Safe Guarding Zone

PROJECT NUMBER: 20040

DATE: 27/03/2023

SCALE: 1:100

PROJECT NUMBER: 20040

FOR: Heathrow Safe Guarding Zone

HEATHROW SAFE GUARDING ZONE

36050 ELEVATOR FLOOR (FOOT)

TENTH FLOOR

NINTH FLOOR

EIGHTH FLOOR

SEVENTH FLOOR

SIXTH FLOOR

FIFTH FLOOR

FOURTH FLOOR 04

THIRD FLOOR

SECOND FLOOR

FIRST FLOOR

GROUND FLOOR

GROUND LEVEL

0m 2m 4m 6m 8m 10m 12m 14m 16m 18m 20m

HEATHROW SAFE GUARDING ZONE

36050 ELEVATOR FLOOR (FOOT)

TENTH FLOOR

NINTH FLOOR

EIGHTH FLOOR

SEVENTH FLOOR

SIXTH FLOOR

FIFTH FLOOR

FOURTH FLOOR 04

THIRD FLOOR

SECOND FLOOR

FIRST FLOOR

GROUND FLOOR

GROUND LEVEL

0m 2m 4m 6m 8m 10m 12m 14m 16m 18m 20m

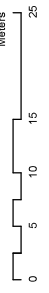


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Rev	Description	Date	Checked
02	Issued for Planning	17/10/22	DJ

Application Boundary Line
 Neighbouring Ownership Boundary Line

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 London E1 6HU
 Tel: 020 7322 4800
 Fax: 020 7322 4801
 email: enquiries@tatehindle.co.uk
 www.tatehindle.co.uk



Project	Squirrels Estate	Drawing	Masterplan - Proposed Site Plan
Client	Mackenzie (South West) Homes	Project No.	15489
Status	For Planning	Scale	As indicated @ A1
		Drawn	JK
		Checked	North
		Revision	02
		Dwg	A-PL(03) - 012

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Client
Mackenzie Homes

NO.	DATE	DESCRIPTION
1	14/05/2021	FOR PLANNING
2	22/06/2021	REV

EXTERIOR ARCHITECTURE
LONDON
Unit 17-1, The Leather Market, 17-19 Weston Street, London, SE1 3ER
MANCHESTER
Studio 107, The Royal Exchange, St Ann's Square, Manchester, M2 7DH
EMAIL: office@exteriorarchitecture.com
WEB: www.exteriorarchitecture.com

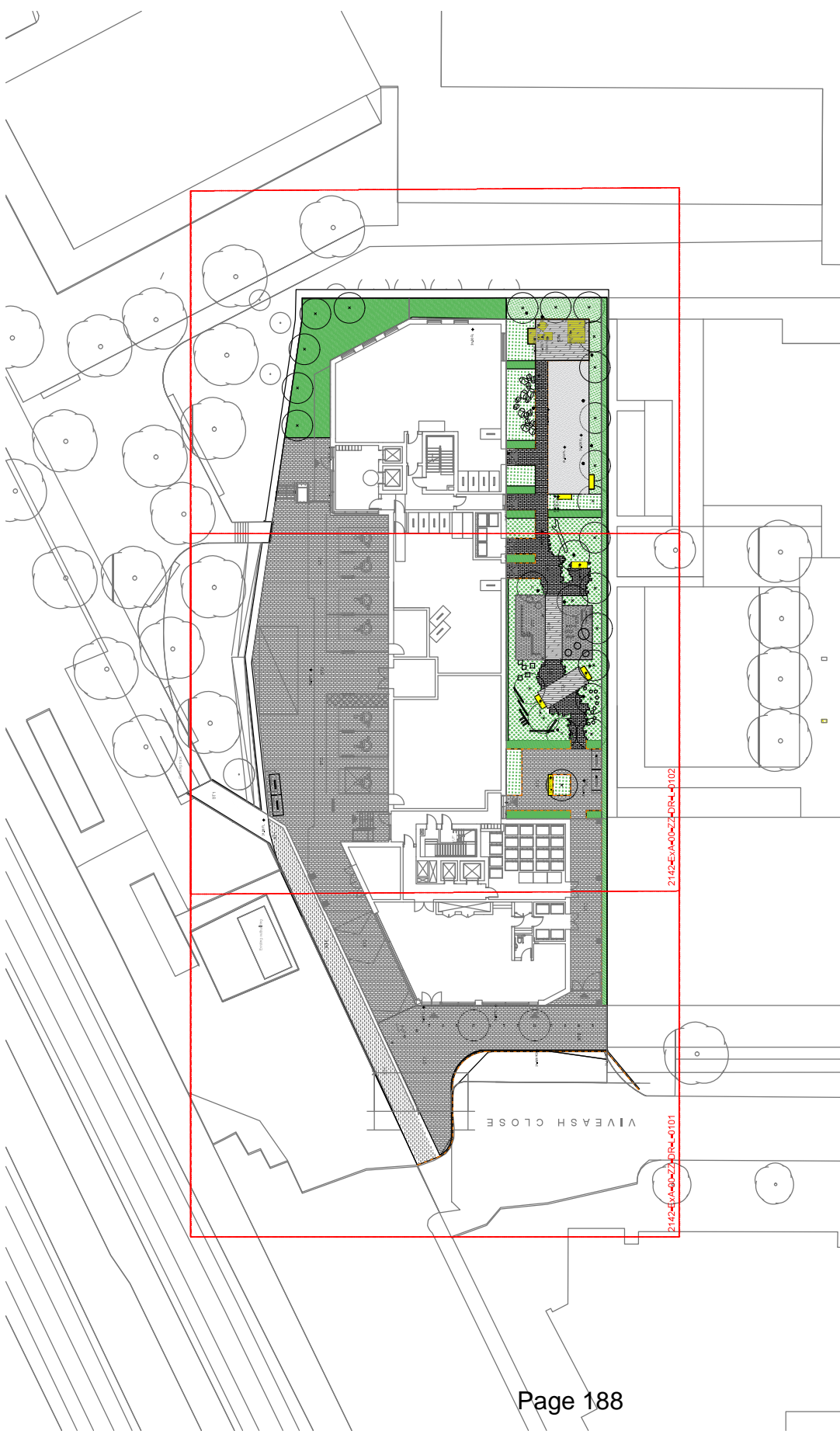
Project title
3 VIVEASH CLOSE

Drawing title
LANDSCAPE GENERAL ARRANGEMENT - KEY PLAN

Issued By
London
1:200 @ A1
Scale
31/08/2021
Date

Drawn
Checked
Approved
SM

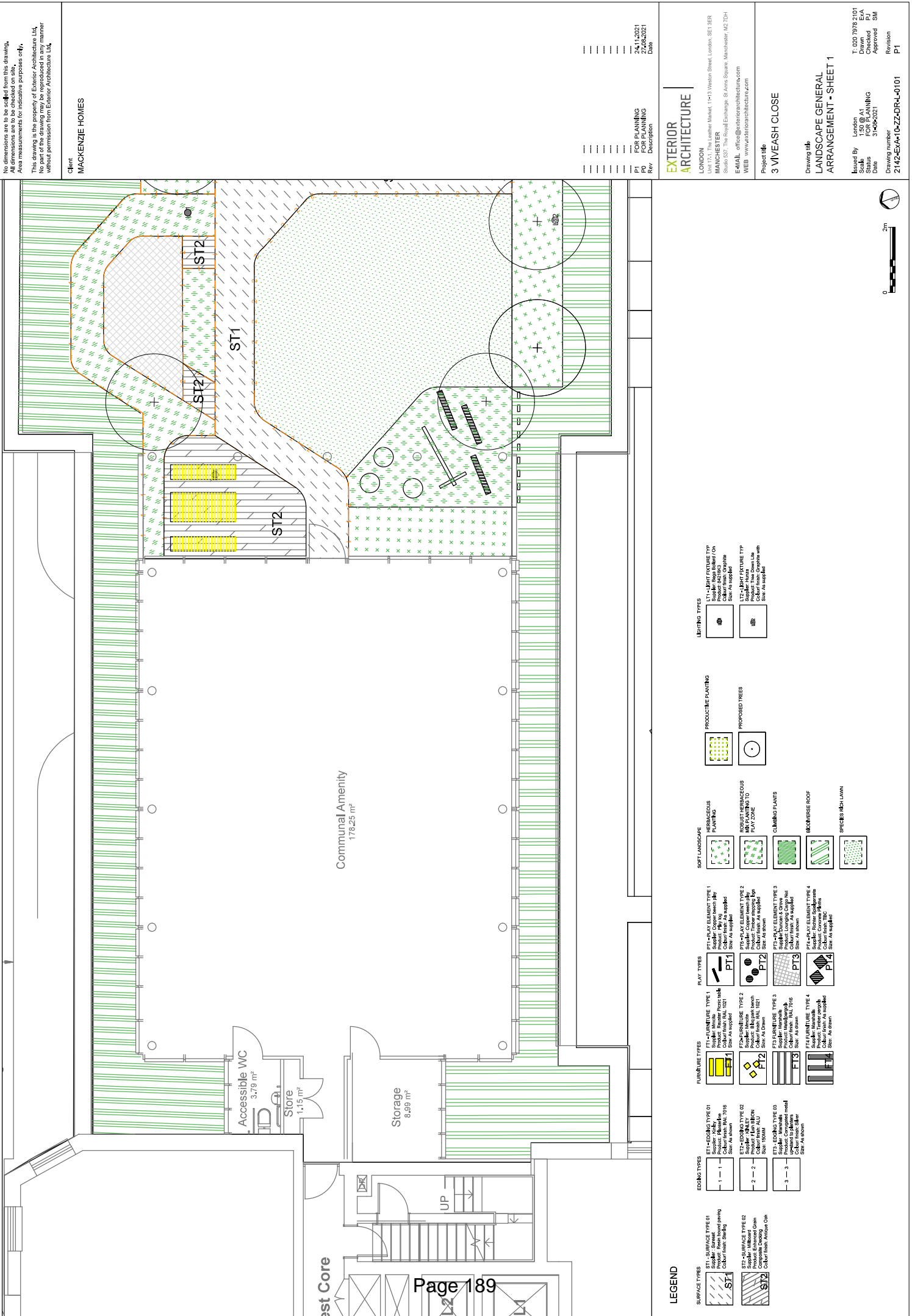
Revision
P1



LEGEND

SURFACE TYPES	GRAVEL TYPES	PAVING TYPES	SOFT LANDSCAPE	CLIMBER PLANTS	PLANT TYPES	WOODLAND TYPES	WATER & WETLAND
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Client
MACKENZIE HOMES

DATE	27/04/2021
REV	27/04/2021
FOR	FOR PLANNING
DESCRIPTION	



EXTERIOR ARCHITECTURE
LONDON
Unit 12.1, The Leather Market, 1-13 Weston Street, London, SE1 3ER
MANCHESTER
Studio 337, The Royal Exchange, St Ann's Square, Manchester, M2 7DH
EMAIL: office@exteriorarchitecture.com
WEB: www.exteriorarchitecture.com

Project title
3 VIVEASH CLOSE
Drawing title
LANDSCAPE GENERAL ARRANGEMENT - SHEET 1
Issued By
London
1:50 @ A1
Scale
31/08/2021
Date
Drawing number
2142EA410ZZDR4-0101
Revision
P1

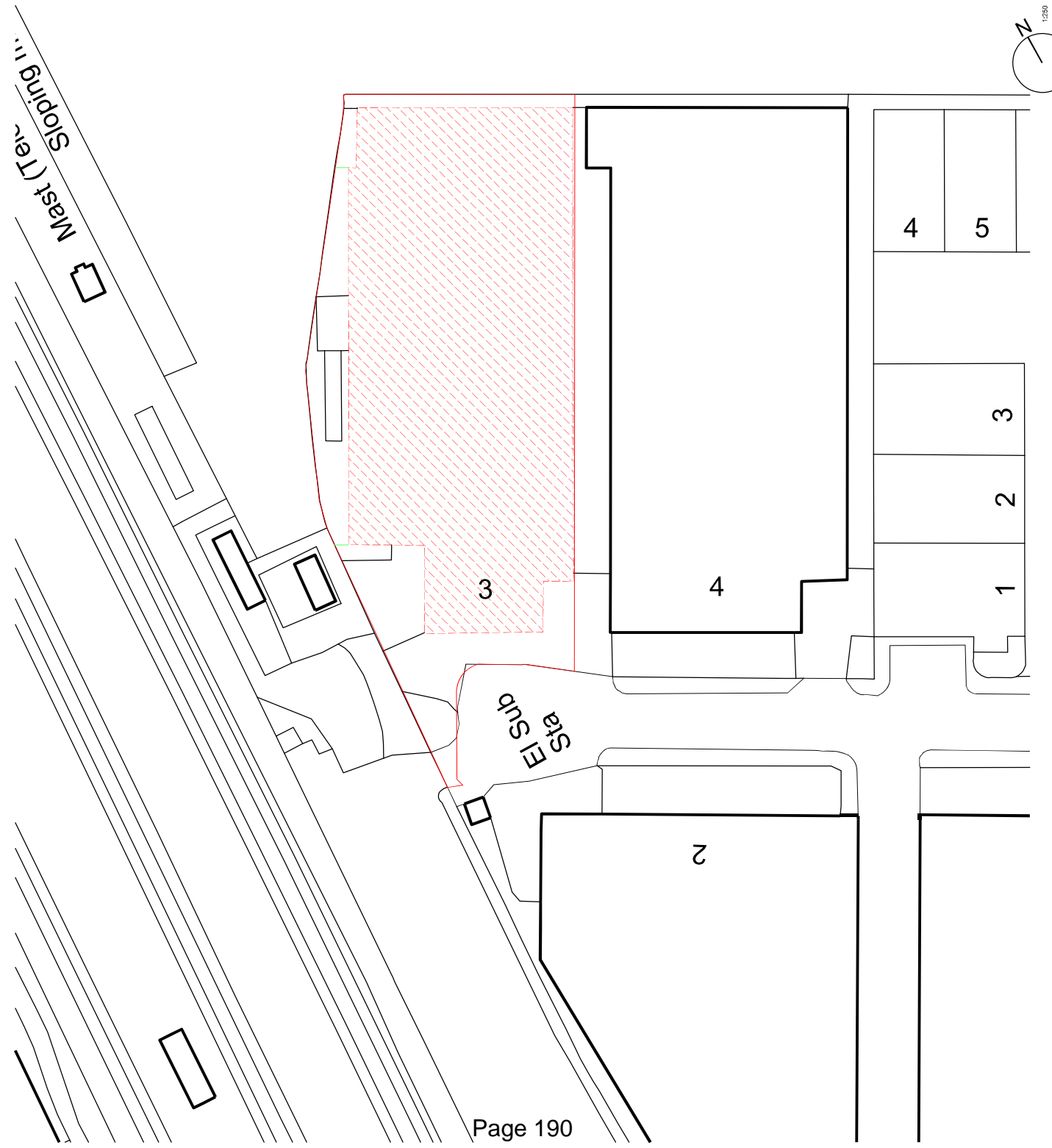
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	ST2 - SURFACE TYPE 02 Product: Mosaic Colour finish: Mosaic
	ST3 - SURFACE TYPE 03 Product: Compagium metal Colour finish: Silver Size: As shown
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	ET2 - EDGING TYPE 02 Product: Mosaic Colour finish: Mosaic Size: 100mm
	ET3 - EDGING TYPE 03 Product: Compagium metal Colour finish: Silver Size: As shown
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	FT2 - FURNITURE TYPE 2 Product: Mosaic Colour finish: Mosaic Size: As shown
	FT3 - FURNITURE TYPE 3 Product: Mosaic Colour finish: Mosaic Size: As shown
	FT4 - FURNITURE TYPE 4 Product: Mosaic Colour finish: Mosaic Size: As shown
	PT1 - PLAY ELEMENT TYPE 1 Product: Raster Colour finish: Raster Size: As supplied
	PT2 - PLAY ELEMENT TYPE 2 Product: Mosaic Colour finish: Mosaic Size: As shown
	PT3 - PLAY ELEMENT TYPE 3 Product: Mosaic Colour finish: Mosaic Size: As shown
	PT4 - PLAY ELEMENT TYPE 4 Product: Mosaic Colour finish: Mosaic Size: As supplied
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	ROBUST HERBACEOUS PLANTING TO PLAY ZONE Product: Mosaic Colour finish: Mosaic Size: As shown
	CLIMBING PLANTS Product: Mosaic Colour finish: Mosaic Size: As shown
	MOONBERRY ROOF Product: Mosaic Colour finish: Mosaic Size: As shown
	SPECIES Rich LAWN Product: Mosaic Colour finish: Mosaic Size: As shown
	LIT1 - LIGHT FIXTURE TYPE 1 Product: Raster Colour finish: Raster Size: As supplied
	LIT2 - LIGHT FIXTURE TYPE 2 Product: Mosaic Colour finish: Mosaic Size: As supplied

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Key

-  Site Boundary
-  Demolition

NOTE:
 Building to be completely demolished to ground and any-sub ground obstructions removed. Site made safe and secure before any construction work begins



01	Planning Issue	27/08/21	NC	DJ
00	Final Issue	17/08/21	NC	DJ
Rev	Description	Date	Drawn/Checked	

FOR PLANNING

Client: Mackenzie (South West) Homes Ltd

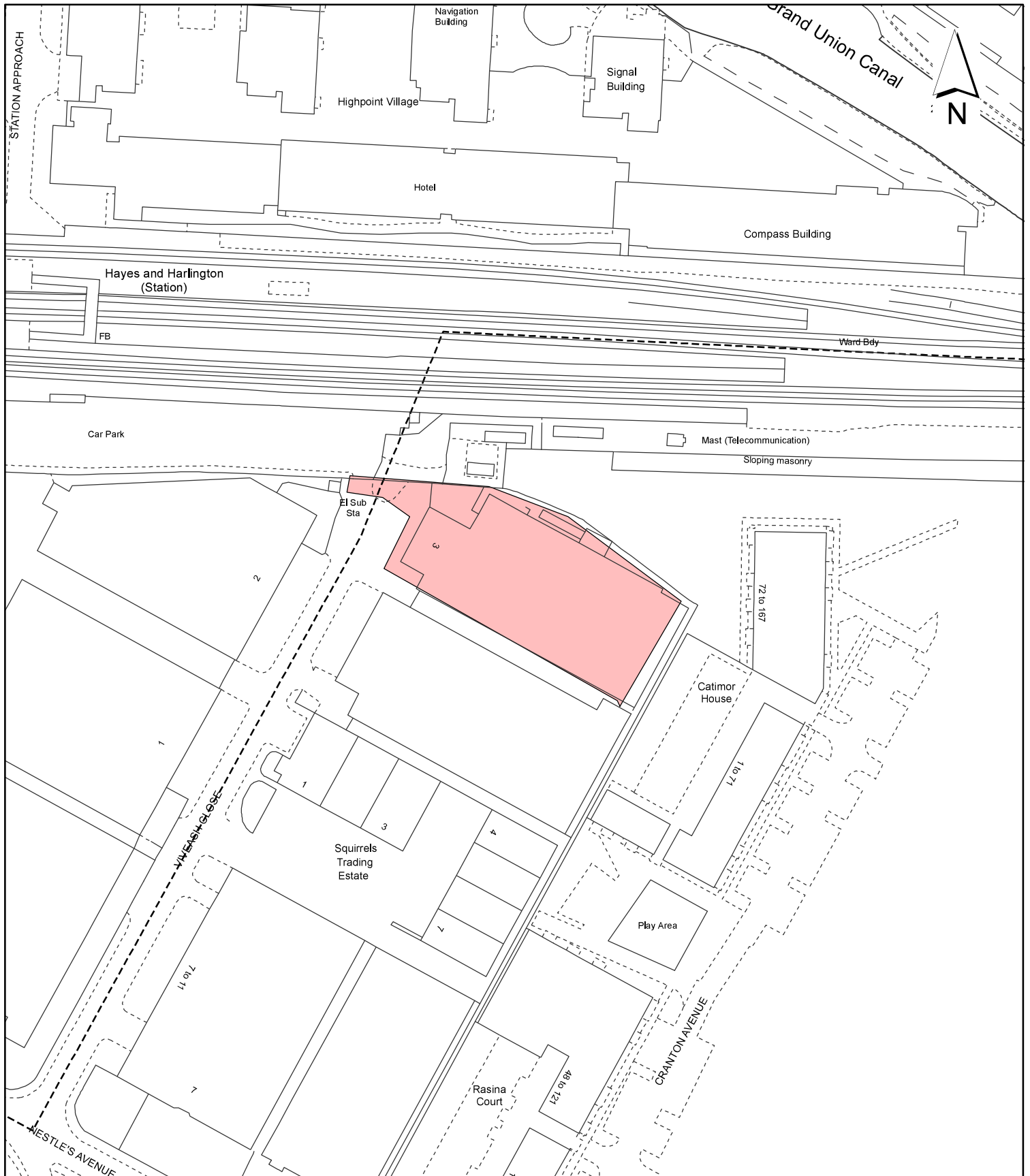
Project: 3 Viveash Close

DEMOLITION PLAN

Scale:	Drawn:	Date:	Checked:
1:250@A1	NC	09/08/21	DJ
Project no.:	Doc:	Revision	
15419	DEM-PL-(03)-100	01	

tatehindle

TateHindle Limited
 1000 The Green
 Smalldale
 London EC2A 4BP
 tatehindle@tatehindle.co.uk
 www.tatehindle.co.uk



Notes:

 Site boundary

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Site Address:

3 Viveash Close

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

Planning Application Ref:

36678/APP/2021/3370

Scale:

1:1,250

Planning Committee:

Major Page 191

Date:

April 2023



HILLINGDON
 LONDON

Report of the Interim Director of Planning, Regeneration & Public Realm

Address HYATT PLACE 27 UXBRIDGE ROAD HAYES

Development: Partial demolition of the existing building, followed by refurbishment, side extensions and upwards extensions, alongside erection of perimeter blocks around a podium level, to increase hotel capacity (Class C1) whilst introducing industrial uses (Class E(g)(ii) and E(g)(iii)) at ground and first floor level.

LBH Ref Nos: 2385/APP/2022/2952

General Notes:

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- All work shall be done in accordance with the current version of the relevant standards and specifications.
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- Key:**
- Site Boundary
 - Plot
 - Existing Sub-Way

Key Plan

PLANNING	DATE	BY	DATE	BY



Title:

Infinite

Project Name:

Infinite Hayes

Project Address:

27 Unbridge Rd

Hayes, UB4 0JN

Design Stage:

Planning

Drawing Title:

Site Location Plan

Scale:

1:1250 A1

1:2500 A3

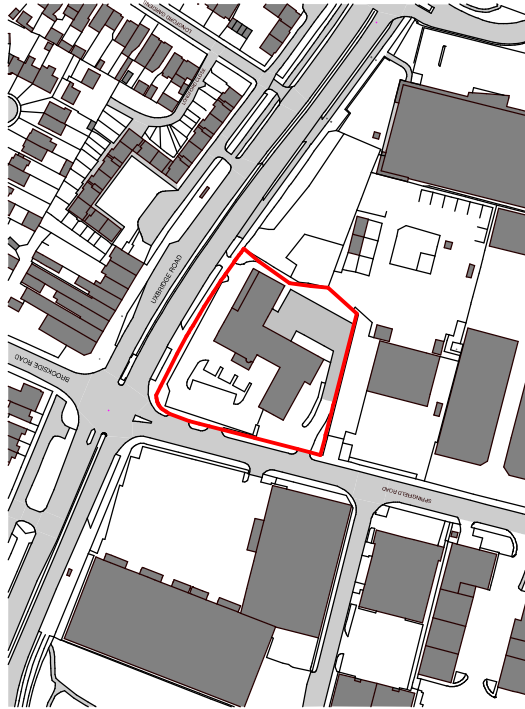
JPB

CW

SG

0001

IN - HRP - ZZZ - L02 - CF - A - 0001





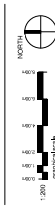
7477 White Lane Street, London, NJ 07036
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 info@apzio.com
 www.apzio.com

General Notes:

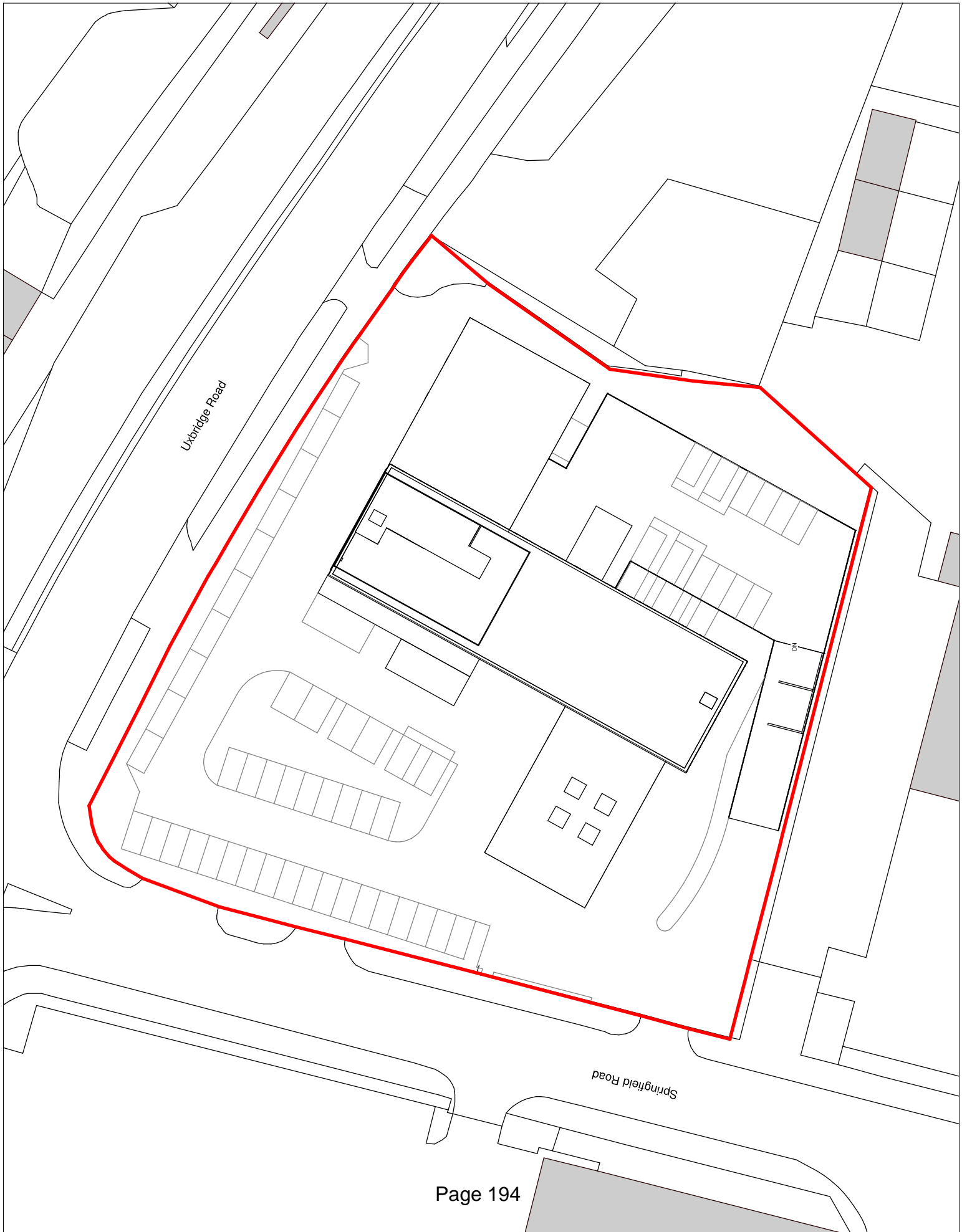
- Do not modify all this drawing.
- All work shall be done in accordance with the applicable codes and regulations.
- All work shall be done in accordance with the applicable codes and regulations.
- All work shall be done in accordance with the applicable codes and regulations.
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- All work shall be done in accordance with the applicable codes and regulations.
- All work shall be done in accordance with the applicable codes and regulations.
- All work shall be done in accordance with the applicable codes and regulations.

Key:
 Site Boundary
 Existing Concrete Slab Area

DATE	ISSUE	BY	REASON



Title:	Infinite
Project Name:	Infinite Hayes
Project Address:	27 Uxbridge Rd Hayes, UB4 0JN
Design Stage:	Planning
Drawing Title:	Block Plan
Scale:	Sheet Size: A1 Date: 13/09/22 1:200
Drawn:	A1 1:400
Checked:	AS
Approved:	SG
Drawn:	JPB CW
Checked:	CW
Approved:	SG
Revision:	Submittal Code
Drawing No.:	INF-HAP-ZZ-ZZ-DR-A-0002

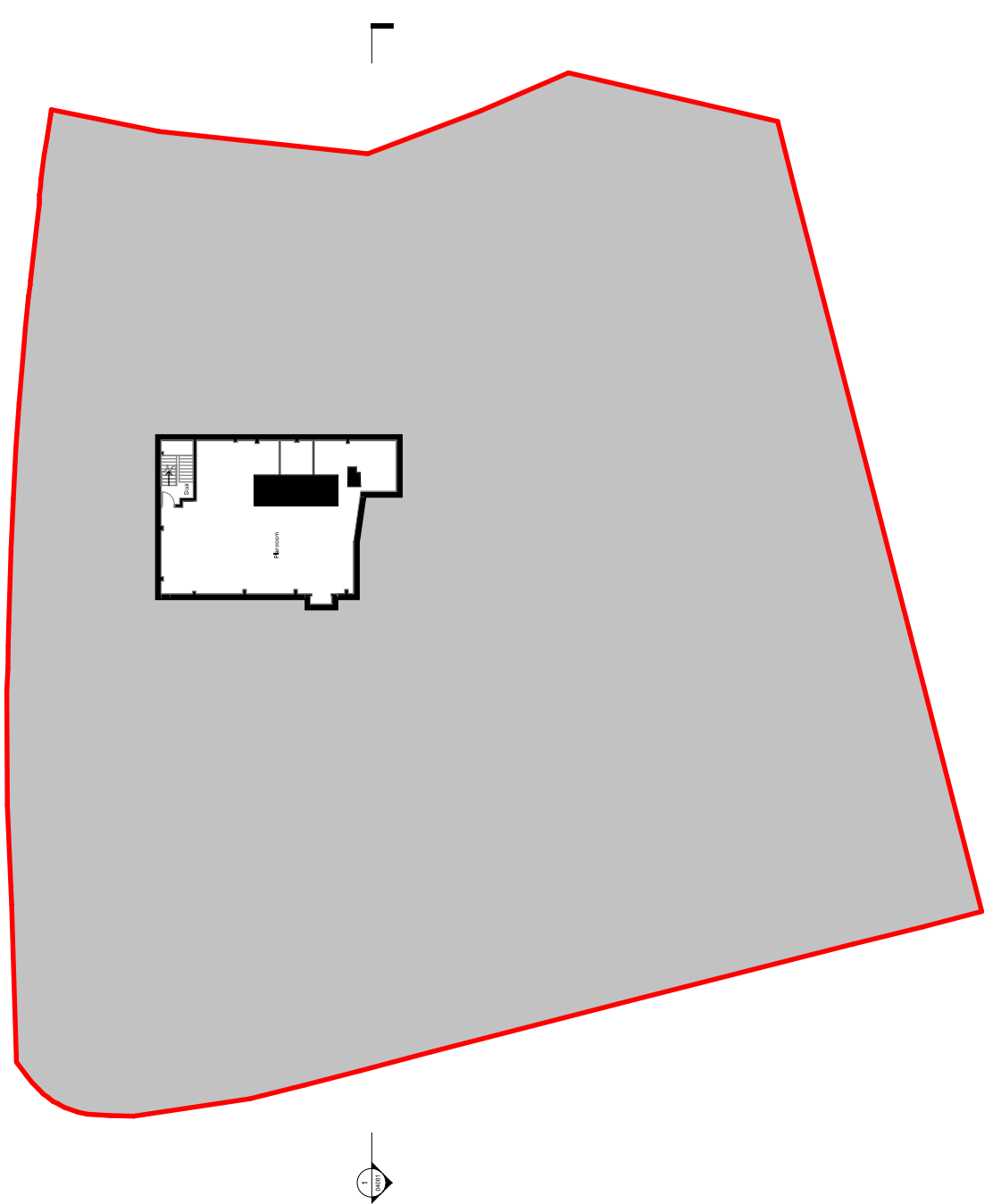




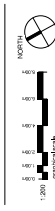
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 info@aprotechinc.com
 www.aprotechinc.com

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- All work shall be done in accordance with the latest edition of the International Fire Code (IFC) and all applicable local codes.
- All work shall be done in accordance with the latest edition of the International Energy Conservation Code (IECC) and all applicable local codes.
- All work shall be done in accordance with the latest edition of the International Plumbing Code (IPC) and all applicable local codes.
- All work shall be done in accordance with the latest edition of the International Electrical Code (IEC) and all applicable local codes.
- All work shall be done in accordance with the latest edition of the International Fire and Building Code (IFBC) and all applicable local codes.
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- All work shall be done in accordance with the latest edition of the International Fire and Building Code (IFBC) and all applicable local codes.



DATE	ISSUE	BY	DESCRIPTION



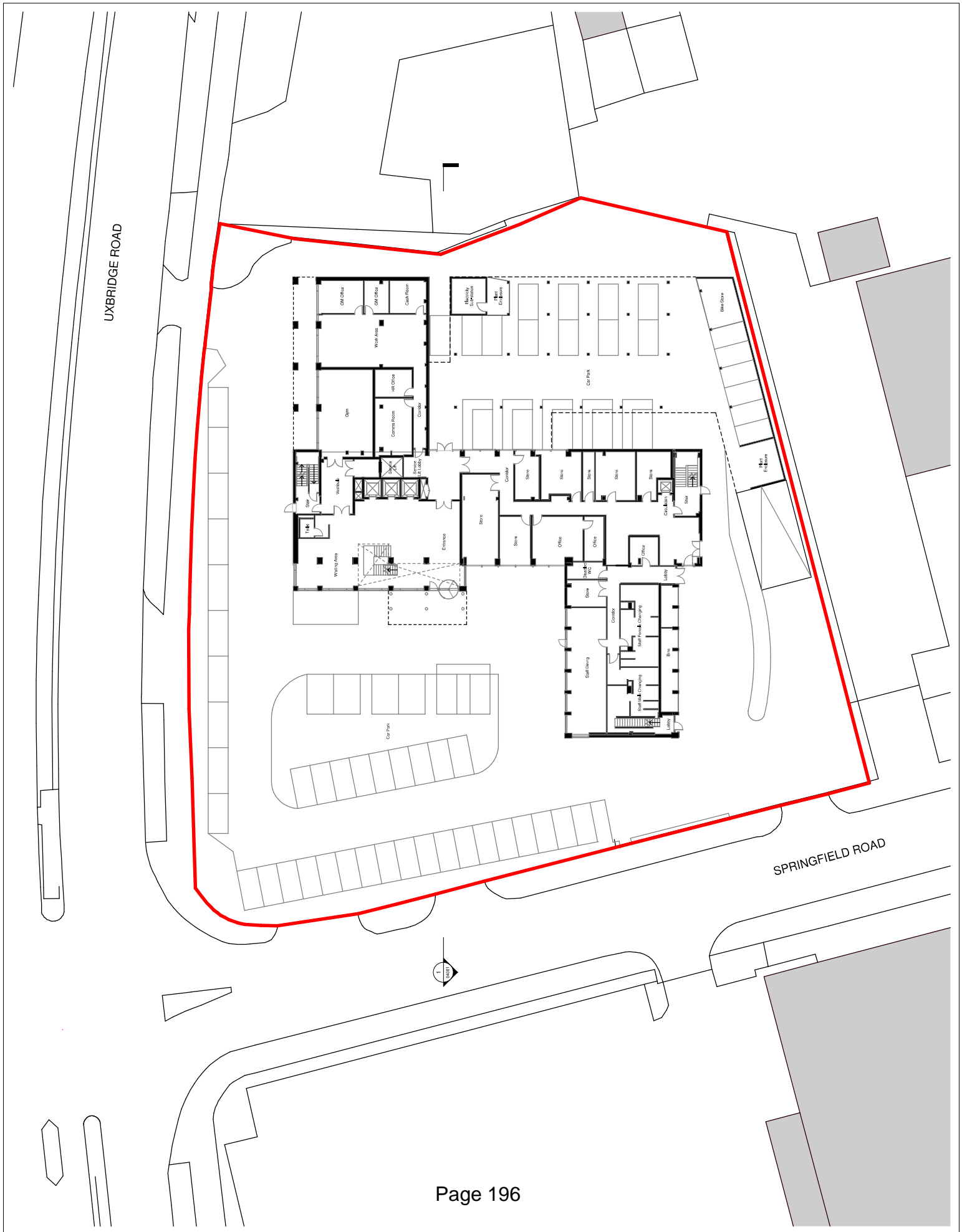
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Project Name	Infinite
Project Address	Infinite Hayes 27 Unbridge Rd Hayes, NJ 08840
Design Stage	Planning
Drawing Title	Existing Basement Floor Plan
Scale	
Sheet Size	A1
Date	13/09/22
Scale	1:400
Drawn	AS
Checked	CW
Approved	SG
Drawn	JPB
Checked	CW
Approved	SG
Revision	Submittal Code
Drawing No.	INF-HAP-ZZZ-B01-DR-A-0001

General Notes:

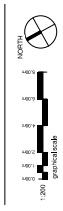
- Do not modify all this drawing.
- All work shall be done in accordance with the current edition of the International Building Code (IBC) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the National Fire Protection Association (NFPA) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Institute of Architects (AIA) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Civil Engineers (ASCE) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Mechanical Engineers (ASME) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Landscape Architects (ASLA) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Engineers (ASPE) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Surveyors (ASSOCIATION) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Traffic Engineers (ASCTE) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Environmental Engineers and Technicians (ASEET) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Geographers (ASPG) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Planners (ASPP) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Photographers (ASPPH) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Journalists (ASPJ) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Writers (ASPW) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Editors (ASPE) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Designers (ASPD) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Artists (ASPA) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Musicians (ASPM) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Actors (ASPA) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Dancers (ASPD) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Writers (ASPW) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Editors (ASPE) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Designers (ASPD) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Artists (ASPA) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Musicians (ASPM) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Actors (ASPA) and all applicable local, state and federal codes.
- All work shall be done in accordance with the requirements of the American Society of Professional Dancers (ASPD) and all applicable local, state and federal codes.

UXBRIDGE ROAD

SPRINGFIELD ROAD



NO.	DATE	BY	REVISION



Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Unbridge Rd, Hayes, NJ 07033

Design Stage: Planning

Drawing Title: Existing Ground Floor Plan

Scale	Sheet Size	Date
1:200	A1	13/09/22
1:400	A3	

Drawn	Checked	Approved
JPB	CW	SG

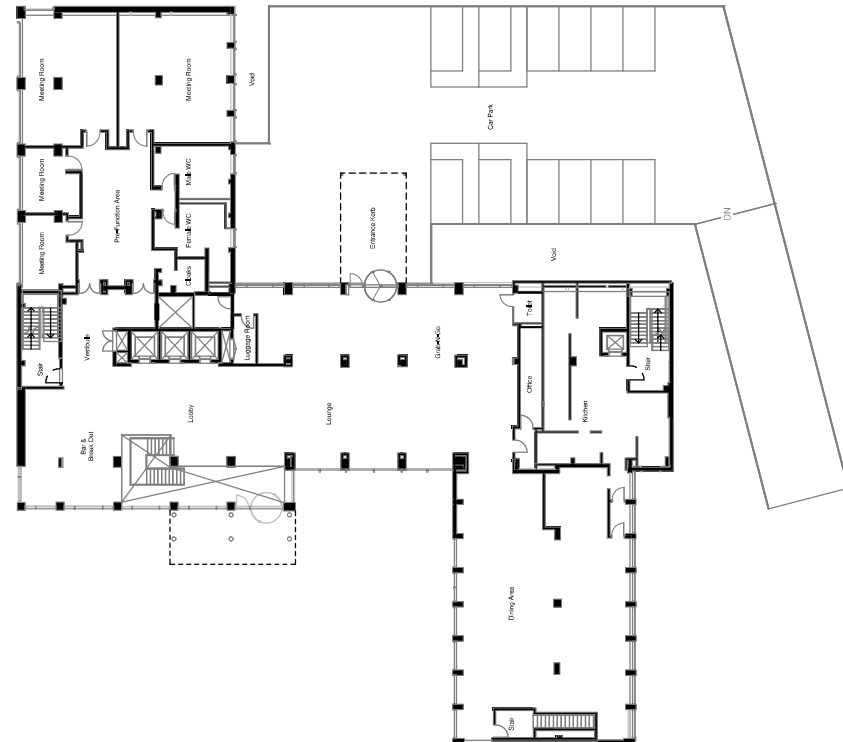
Revision: **Submittal Code:**

Drawing No.: INF-HAY-ZZZ-L00-CF-A-C0202

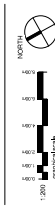


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 - The Architect is not responsible for the design of any mechanical, electrical, plumbing, or fire protection systems, or for the design of any other specialty systems, unless specifically noted on the drawings.
 - The Architect is not responsible for the design of any foundation, geotechnical, or structural systems, unless specifically noted on the drawings.
 - All work shall be done in accordance with the current edition of the International Building Code (IBC) and all applicable local codes.
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 - The Architect is not responsible for the design of any foundation, geotechnical, or structural systems, unless specifically noted on the drawings.



NO.	DATE	BY	REVISION



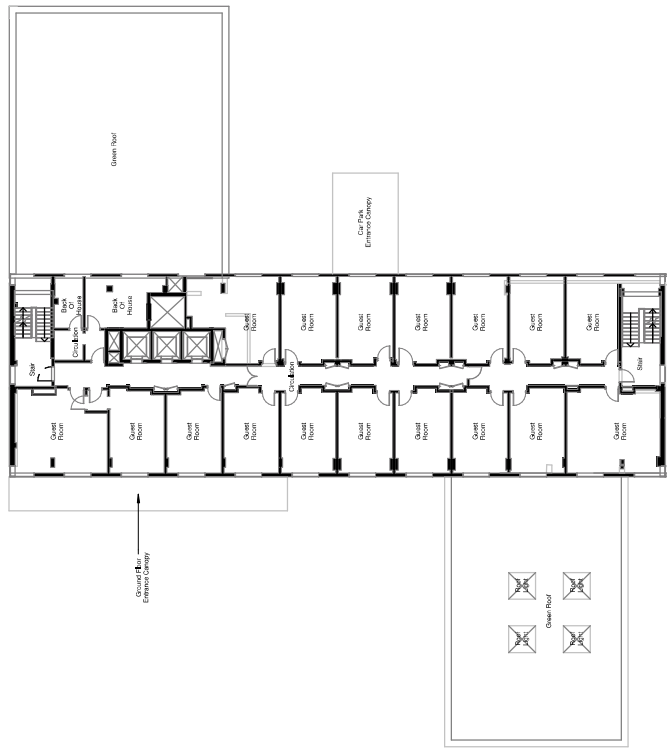
Client	
Infinite	
Project Name	
Infinite Hayes	
Project Address	
27 Unbridge Rd Hayes, NJ 07036	
Design Stage	
Planning	
Drawing Title	
Existing First Floor Plan	
Scale	Date
1:200 A1	13/09/22
1:400 A3	
Drawn	Checked
JPB	CW
Revision	Submittal Code
	SG
Drawing No.	
NF - HRP - ZZZ - L01 - CF - A - 02003	



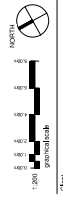
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- All work shall be done in accordance with the current edition of the International Fire Code (IFC) and all applicable local codes.
- All work shall be done in accordance with the current edition of the International Energy Conservation Code (IECC) and all applicable local codes.
- All work shall be done in accordance with the current edition of the International Plumbing Code (IPC) and all applicable local codes.
- All work shall be done in accordance with the current edition of the International Electrical Code (IEC) and all applicable local codes.
- All work shall be done in accordance with the current edition of the International Fire and Safety Code (IFSC) and all applicable local codes.
- All work shall be done in accordance with the current edition of the International Building Code (IBC) and all applicable local codes.
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- All work shall be done in accordance with the current edition of the International Plumbing Code (IPC) and all applicable local codes.
- All work shall be done in accordance with the current edition of the International Electrical Code (IEC) and all applicable local codes.
- All work shall be done in accordance with the current edition of the International Fire and Safety Code (IFSC) and all applicable local codes.



DATE	BY	TYPE	DESCRIPTION



Title:
 Infinite

Project Name:
 Infinite Hayes

Project Address:
 27 Unbridge Rd
 Hayes, UB4 0JN

Design Stage:
 Planning

Drawing Title:
 Existing Second Floor Plan

Scale	Sheet Size	Date
1:200	A1	13/09/22
1:400	A3	

Drawn	Checked	Approved
JPB	CW	SG

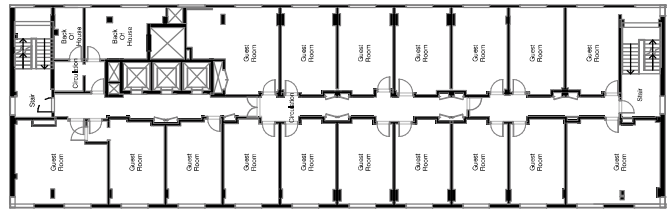
Revision	Quantity	Code

Drawing No.:
 NF - HAY - ZZZ - L02 - CF - A - 0204



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 - The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.
 - All work shall be done in accordance with the requirements of any applicable local, state and federal codes.
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 - All work shall be done in accordance with the requirements of any applicable local, state and federal codes.



DATE	BY	FOR	DESCRIPTION



Client:
 Infinite

Project Name:
 Infinite Hayes

Project Address:
 27 Unbridge Rd
 Hayes, NJ 07414

Design Stage:
 Planning

Drawing Title:
 Existing Third Floor Plan

Scale: Sheet Size: A1 Date: 13/09/22
 1 : 200 A1
 1 : 400 A3

Drawn: JPB
Checked: CW
Approved: SG

Revision: Submittal Code

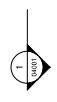
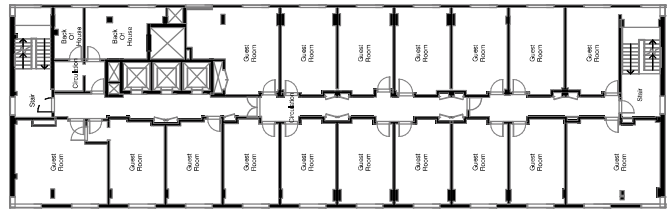
Drawing No.:
 NF - HAY - ZZZ - L03 - CF - A - 02016



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- All work shall be done in accordance with the requirements of any applicable local, state, and federal regulations.
- The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.

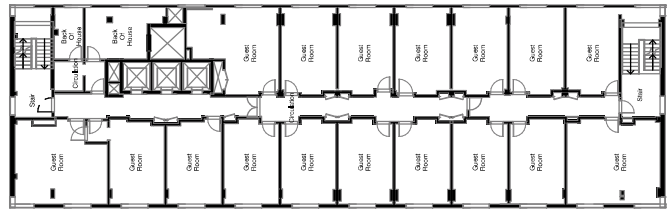


DATE	BY	NO.	DESCRIPTION

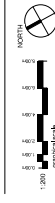


Client	
Infinite	
Project Name	
Infinite Hayes	
Project Address	
27 Unbridge Rd Hayes, NJ 07033	
Design Stage	
Planning	
Drawing Title	
Existing Fourth Floor Plan	
Scale	Sheet Size
1 : 200	A1
Date	13/09/22
Drawn	1 : 400
AS	AS
Checked	Approved
JPB	CW
Revision	Submittal Code
	SG
Drawing No.	
NF - HRP - ZZZ - L04 - CF - A - 02016	

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 - All work shall be in accordance with the current edition of the International Building Code and the current edition of the International Plumbing Code.
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NO.	DATE	BY	TYPE	DESCRIPTION
				Key Plan



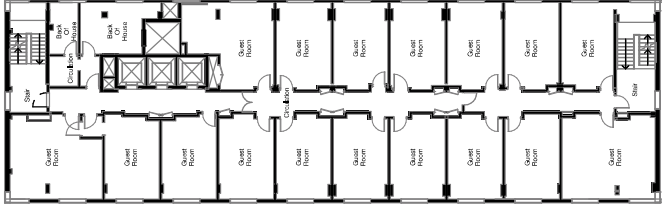
Client: **Infinite**
Project Name: **Infinite Hayes**
Project Address: **27 Unbridge Rd
Hayes, 08401 NJ**
Design Stage: **Planning**
Drawing Title: **Existing Fifth Floor Plan**

Scale	Sheet Size	Date
1:200	A1	13/09/22
1:400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision	Quantity Code

Drawing No: **INF-HAY-5ZZ-L05-L05-CF-A-0207**



DATE	BY	FOR	DESCRIPTION

Key Plan

Title: **Existing Sixth Floor Plan**
 Project Name: **Infinite**
 Project Address: **Infinite Hayes**
27 Unbridge Rd
Hayes, U04 0JN
 Design Stage: **Planning**
 Drawing Title: **Existing Sixth Floor Plan**

Scale	Sheet Size	Date
1 : 200	A1	13/09/22
1 : 400	A3	
Drawn	JPB	CW
Checked		SG
Approved		

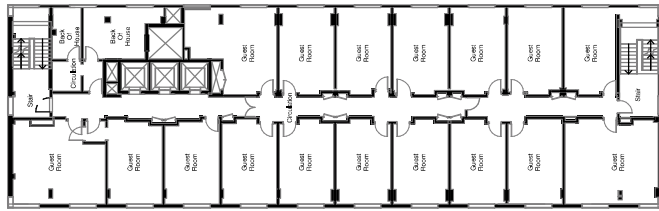
Revision: **CF - A - 02018**
 Drawing No.: **INF - HRP - ZZZ - LUS - LUS - CF - A - 02018**



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- All work shall be done in accordance with the current fire code.
- All work shall be done in accordance with the current health and safety code.
- All work shall be done in accordance with the current accessibility code.
- All work shall be done in accordance with the current energy code.
- All work shall be done in accordance with the current plumbing code.
- All work shall be done in accordance with the current electrical code.
- All work shall be done in accordance with the current mechanical code.
- All work shall be done in accordance with the current fire alarm code.
- All work shall be done in accordance with the current life safety code.
- All work shall be done in accordance with the current security code.
- All work shall be done in accordance with the current telecommunications code.
- All work shall be done in accordance with the current utility code.
- All work shall be done in accordance with the current transportation code.
- All work shall be done in accordance with the current water code.
- All work shall be done in accordance with the current wastewater code.
- All work shall be done in accordance with the current stormwater code.
- All work shall be done in accordance with the current air quality code.
- All work shall be done in accordance with the current noise code.
- All work shall be done in accordance with the current vibration code.
- All work shall be done in accordance with the current radiation code.
- All work shall be done in accordance with the current electromagnetic interference code.
- All work shall be done in accordance with the current information technology code.
- All work shall be done in accordance with the current data code.
- All work shall be done in accordance with the current telecommunications code.
- All work shall be done in accordance with the current utility code.
- All work shall be done in accordance with the current transportation code.
- All work shall be done in accordance with the current water code.
- All work shall be done in accordance with the current wastewater code.
- All work shall be done in accordance with the current stormwater code.
- All work shall be done in accordance with the current air quality code.
- All work shall be done in accordance with the current noise code.
- All work shall be done in accordance with the current vibration code.
- All work shall be done in accordance with the current radiation code.
- All work shall be done in accordance with the current electromagnetic interference code.
- All work shall be done in accordance with the current information technology code.
- All work shall be done in accordance with the current data code.



DATE	ISSUE	BY	REVISION

Key Plan



Client:

Infinite

Project Name:

Infinite Hayes

Project Address:

27 Unbridge Rd
Hayes, UB4 0JN

Design Stage:

Planning

Drawing Title:

Existing Seventh Floor Plan

Scale	Sheet Size	Date
1:200	A1	13/09/22
1:400	A3	

Drawn	Checked	Approved
JPB	CW	SG

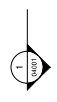
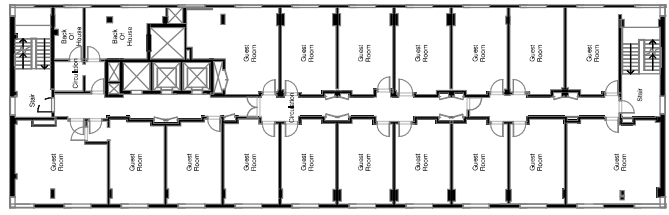
Revision	Submittal Code

Drawing No.
INF-HAY-ZZZ-L07-L07-CF-A-02019



7477 White Lane Street, London, NJ 07033
 +1 (609) 597-2333
 info@aprotechinc.com
 www.aprotechinc.com

- General Notes:**
- Do not modify all this drawing.
 - All work shall be done in accordance with the current edition of the International Building Code (IBC) and all applicable local codes.
 - All work shall be done in accordance with the requirements of any applicable local, state, and federal codes.
 - The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.
 - All work shall be done in accordance with the current edition of the International Building Code (IBC) and all applicable local codes.
 - All work shall be done in accordance with the requirements of any applicable local, state, and federal codes.
 - The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.
 - All work shall be done in accordance with the current edition of the International Building Code (IBC) and all applicable local codes.
 - All work shall be done in accordance with the requirements of any applicable local, state, and federal codes.
 - The contractor shall be responsible for obtaining all necessary permits and approvals from the appropriate authorities.



DATE	ISSUE	BY	REVISION



Client: Infinite
Project Name: Infinite Hayes
Project Address: 27 Unbridge Rd
 Hayes, NJ 07033
Design Stage: Planning
Drawing Title: Existing Eighth Floor Plan

Scale	Sheet Size	Date
1:200	A1	13/09/22
1:400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision	Submittal Code

Drawing No.: NF-HAY-ZZZ-L08-L08-CF-A-02010

General Notes:

 • Do not modify all dimensions.

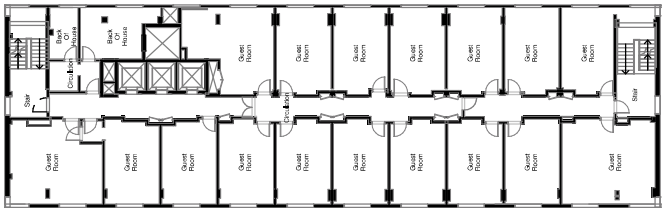
 • All dimensions are in feet and inches.

 • All work shall be in accordance with the requirements of any applicable codes, standards and specifications.

 • All work shall be in accordance with the requirements of any applicable codes, standards and specifications.

 • All work shall be in accordance with the requirements of any applicable codes, standards and specifications.

 • All work shall be in accordance with the requirements of any applicable codes, standards and specifications.



DATE	BY	REVISION



Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Unbridge Rd

 Hayes, 084 02N

Design Stage: Planning

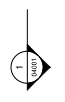
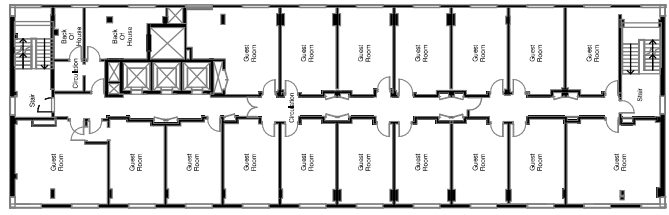
Drawing Title: Existing Ninth Floor Plan

Scale	Sheet Size	Date
1 : 200	A1	13/09/22
1 : 400	A3	
1 : 800	A4	
Drawn	Checked	Approved
JPB	CW	SG
Revision	Quantity	Code

Drawing No.: NF - HAY - ZZZ - L09 - CF - A - 02011

General Note:

- Do not modify all this drawing.
- All work shall be done in accordance with the current edition of the International Building Code.
- All work shall be done in accordance with the current edition of the International Mechanical Code.
- All work shall be done in accordance with the current edition of the International Fire Code.
- All work shall be done in accordance with the current edition of the International Energy Conservation Code.
- All work shall be done in accordance with the current edition of the International Plumbing Code.
- All work shall be done in accordance with the current edition of the International Electrical Code.
- All work shall be done in accordance with the current edition of the International Fire and Safety Code.
- All work shall be done in accordance with the current edition of the International Fire and Safety Code.
- All work shall be done in accordance with the current edition of the International Fire and Safety Code.



DATE	BY	TYPE	DESCRIPTION



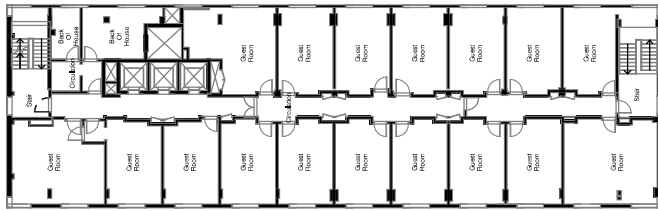
Client:
 Infinite
Project Name:
 Infinite Hayes
Project Address:
 27 Unbridge Rd
 Hayes, NJ 07036
Design Stage:
 Planning
Drawing Title:
 Existing Tenth Floor Plan

Scale	Sheet Size	Date
1:200	A1	13/09/22
1:400	A3	

Drawn	Checked	Approved
JPB	CW	SG

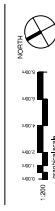
Revision	Submittal Code

Drawing No.:
 NF-HR-ZZZ-L10-CF-A-02012



DATE	BY	NO.	DESCRIPTION

Key Plan



Title
 Existing Ekverth Floor Plan

Project Name
 Infinite Hayes

Project Address
 27 Unbridge Rd
 Hayes, UB4 0JN

Design Stage
 Planning

Drawing Title
 Existing Ekverth Floor Plan

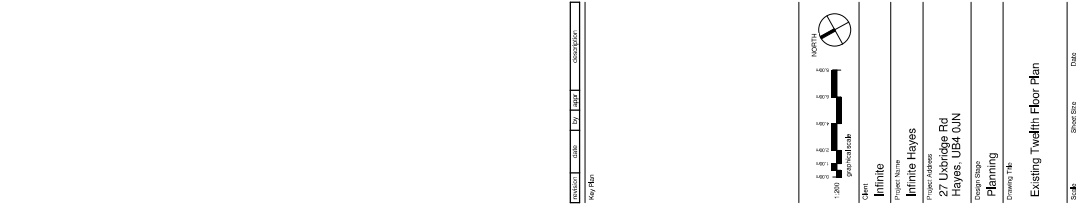
Date	Sheet Size	Date
1:200	A1	13/09/22
1:400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision: Submittal Code: Drawing No. NF - HAY - ZZ - L11 - OF - A - 02013

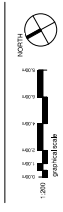


- General Notes:**
- Do not modify any dimensions.
 - All dimensions shall be to the centerline of the element unless otherwise noted.
 - All dimensions shall be to the centerline of the element unless otherwise noted.
 - All dimensions shall be to the centerline of the element unless otherwise noted.
 - All dimensions shall be to the centerline of the element unless otherwise noted.
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 - All dimensions shall be to the centerline of the element unless otherwise noted.
 - All dimensions shall be to the centerline of the element unless otherwise noted.



DATE	BY	TYPE	DESCRIPTION

Key Plan



Client
 Infinite

Project Name
 Infinite Hayes

Project Address
 27 Unbridge Rd
 Hayes, USA 024

Design Stage
 Planning

Drawing Title
 Existing Twelfth Floor Plan

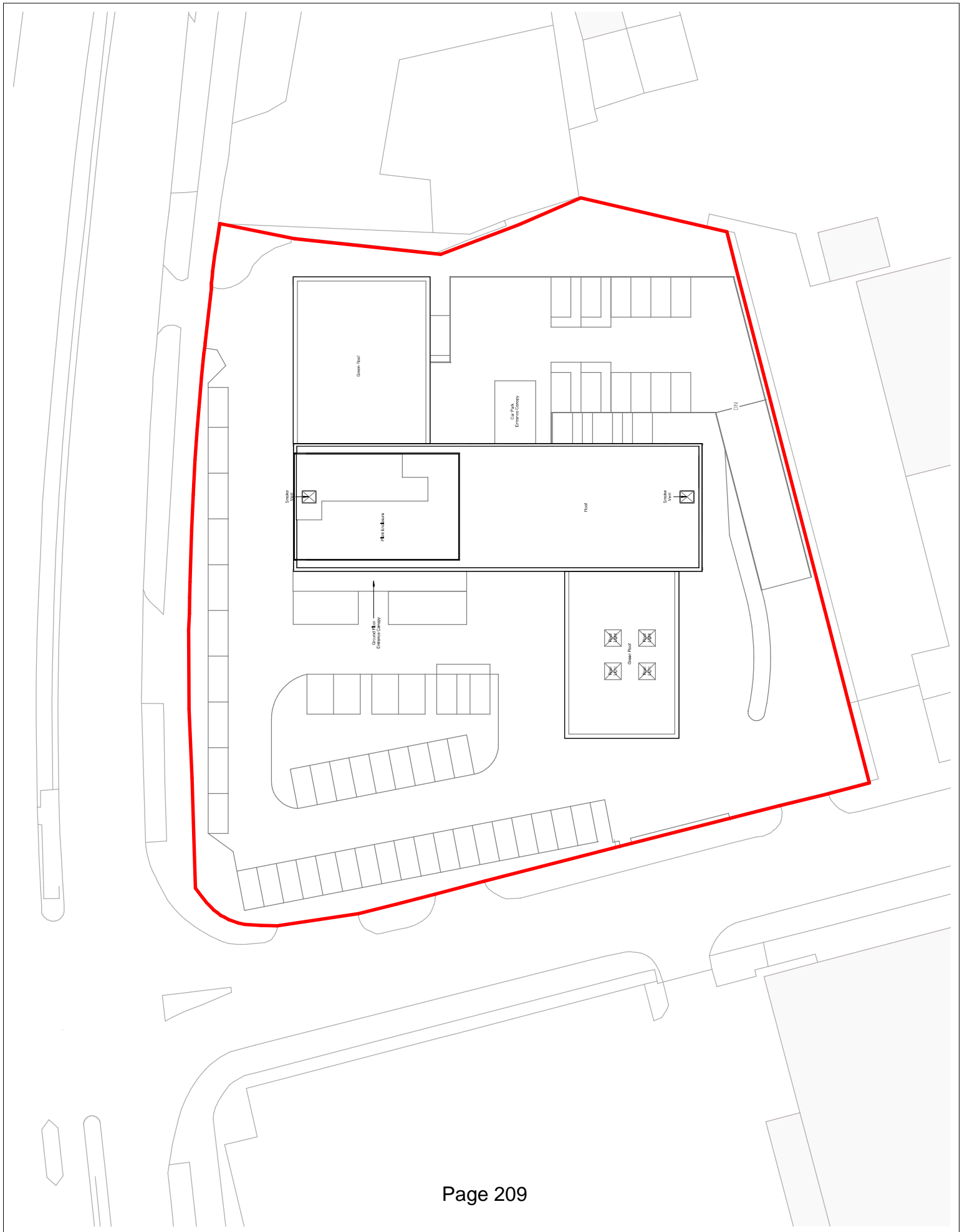
SHEET	SHEET SIZE	DATE
1:200	A1	13/09/22
1:400	A3	

DESIGN	CHECKED	APPROVED
JPB	CW	SG

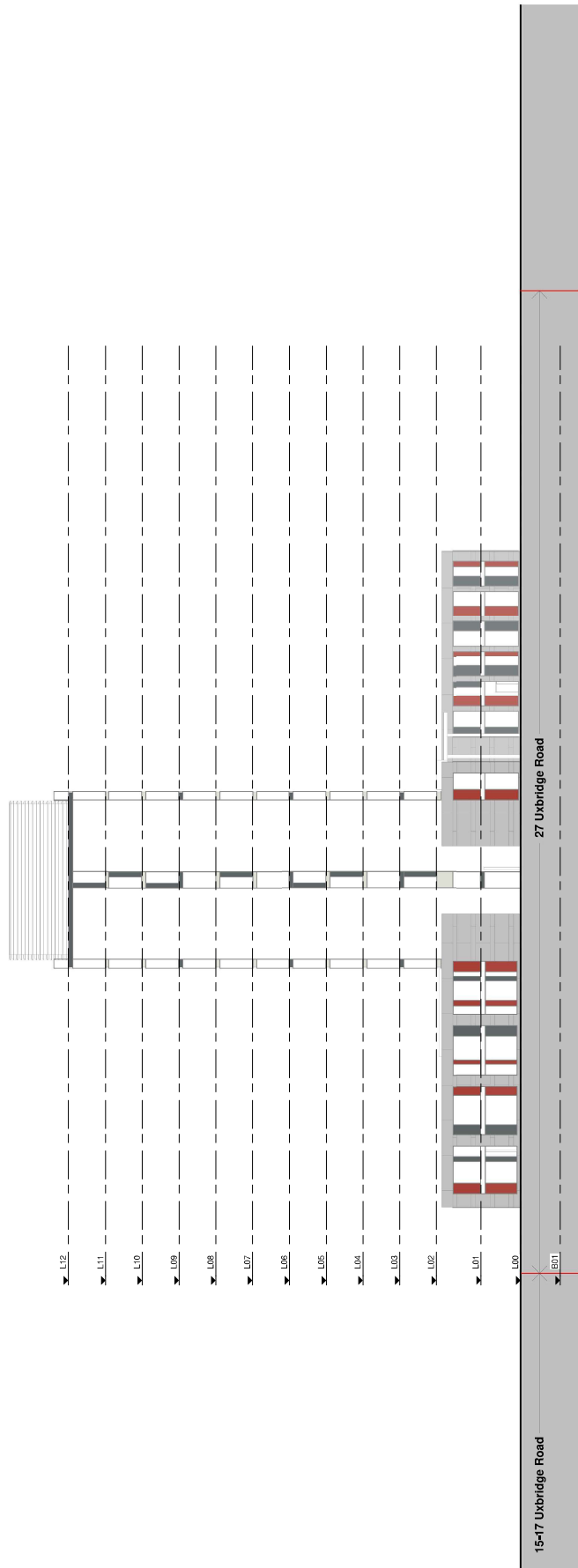
Revision

NO.	DESCRIPTION	DATE

Drawing No: **IN - HAY - ZZZ - L12 - OF - A - 02014**

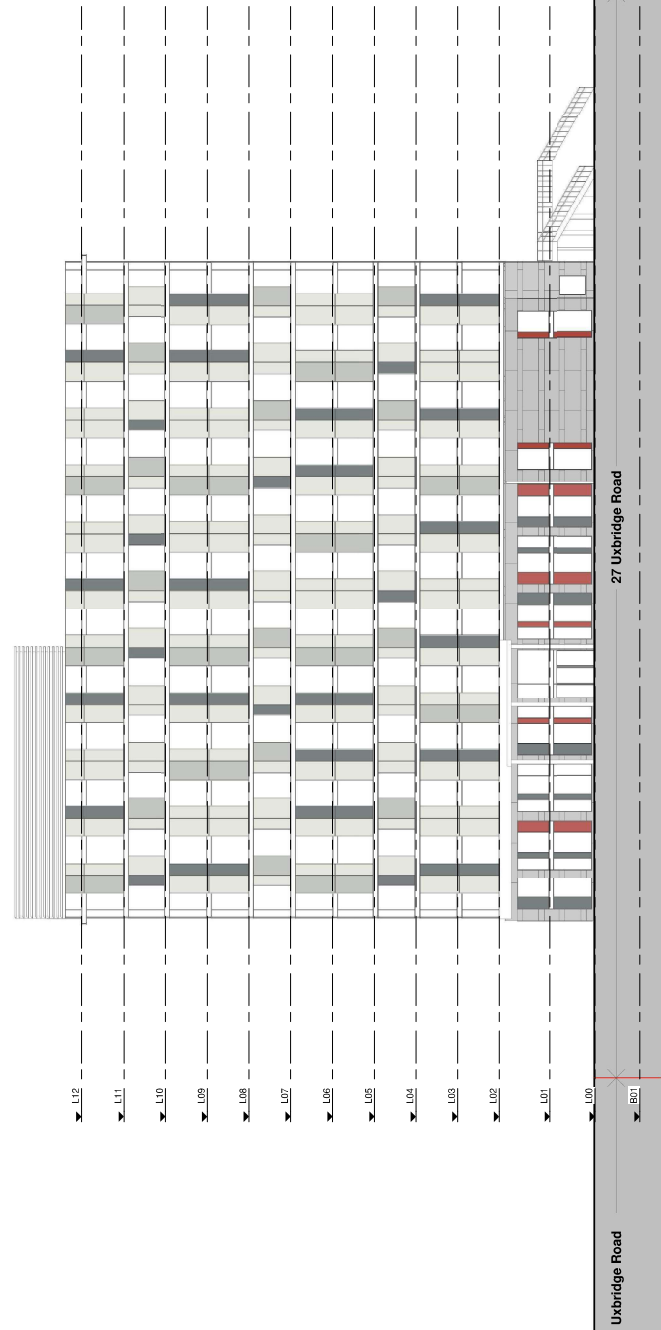


- General Notes:**
- Do not modify all this drawing.
 - All work shall be done in accordance with the requirements of any applicable codes and regulations.
 - Dimensions and elevations shall be as shown on this drawing.
 - Architectural and Engineering work shall be done in accordance with applicable codes and regulations.
 - All proposed work shall be done in accordance with applicable codes and regulations.
 - Existing conditions shall be as shown on this drawing.
 - This drawing is for informational purposes only.
 - This drawing is not to be used for construction purposes.
 - This drawing is not to be used for any other purpose.
 - This drawing is not to be used for any other purpose.



15-17 Uxbridge Road

27 Uxbridge Road



Uxbridge Road

27 Uxbridge Road

Springfield Road

NO.	DATE	BY	REVISION



Title	
Project Name	Infinite
Project Address	Infinite Hayes 27 Uxbridge Rd Hayes, UB4 0JN
Design Stage	Planning
Drawing Title	Existing North and West Elevations
Scale	
Sheet Size	A1
Date	13/09/22
Scale	1:400 A3
Drawn	JPB
Checked	CW
Approved	SG
Revision	Submittal Code
Drawing No.	INF-HAP-ZZ-ZZ-DR-A-03001



7477 White Lane Street, London, NI 9PZ
+44 (0) 287 099 2333
info@apatioarchitecture.com
www.apatioarchitecture.com

General Notes:

- Do not override all this drawing.
- All work shall be carried out in accordance with the current Building Regulations.
- All work shall be carried out in accordance with the current Environmental Protection Act 1990.
- All work shall be carried out in accordance with the current Planning Act 2008.
- All work shall be carried out in accordance with the current Electricity Act 1989.
- All work shall be carried out in accordance with the current Gas Act 1986.
- All work shall be carried out in accordance with the current Fire Act 1992.
- All work shall be carried out in accordance with the current Health and Safety Act 1974.
- All work shall be carried out in accordance with the current Data Protection Act 1998.
- All work shall be carried out in accordance with the current Freedom of Information Act 2000.
- All work shall be carried out in accordance with the current Equality Act 2010.
- All work shall be carried out in accordance with the current Disability Discrimination Act 1995.
- All work shall be carried out in accordance with the current Access to Neighbourhood Act 2019.
- All work shall be carried out in accordance with the current Anti-social Behaviour, Crime and Policing Act 2014.
- All work shall be carried out in accordance with the current Housing Act 2004.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 1954.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 1988.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 1996.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2003.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2009.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2010.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2011.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2012.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2013.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2014.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2015.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2016.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2017.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2018.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2019.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2020.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2021.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2022.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2023.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2024.
- All work shall be carried out in accordance with the current Landlord and Tenant Act 2025.

Key Plan
UNCLASSIFIED | DATE | BY | LAST | REVISION

Scale: 1:200
Graphic scale bar showing 0, 100, 200, 300, 400, 500, 600, 700, 800, 900, 1000 units.

Title
Project Name
Project Address
Project Postcode
Design Stage
Drawing Title

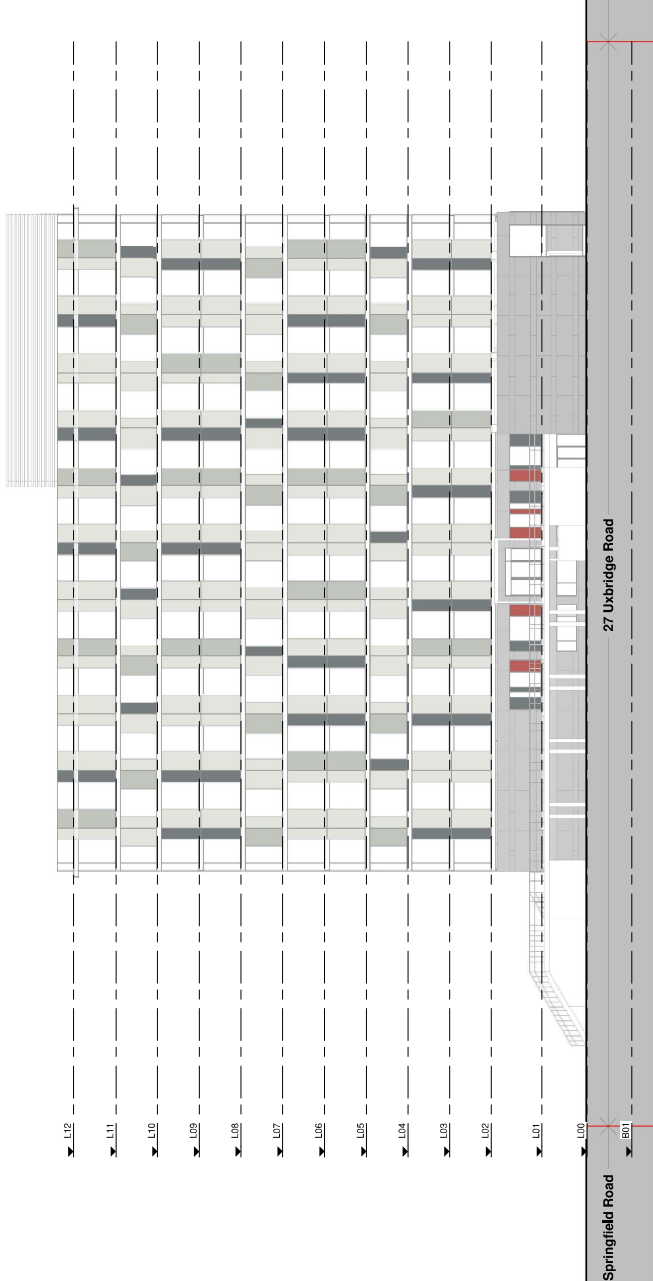
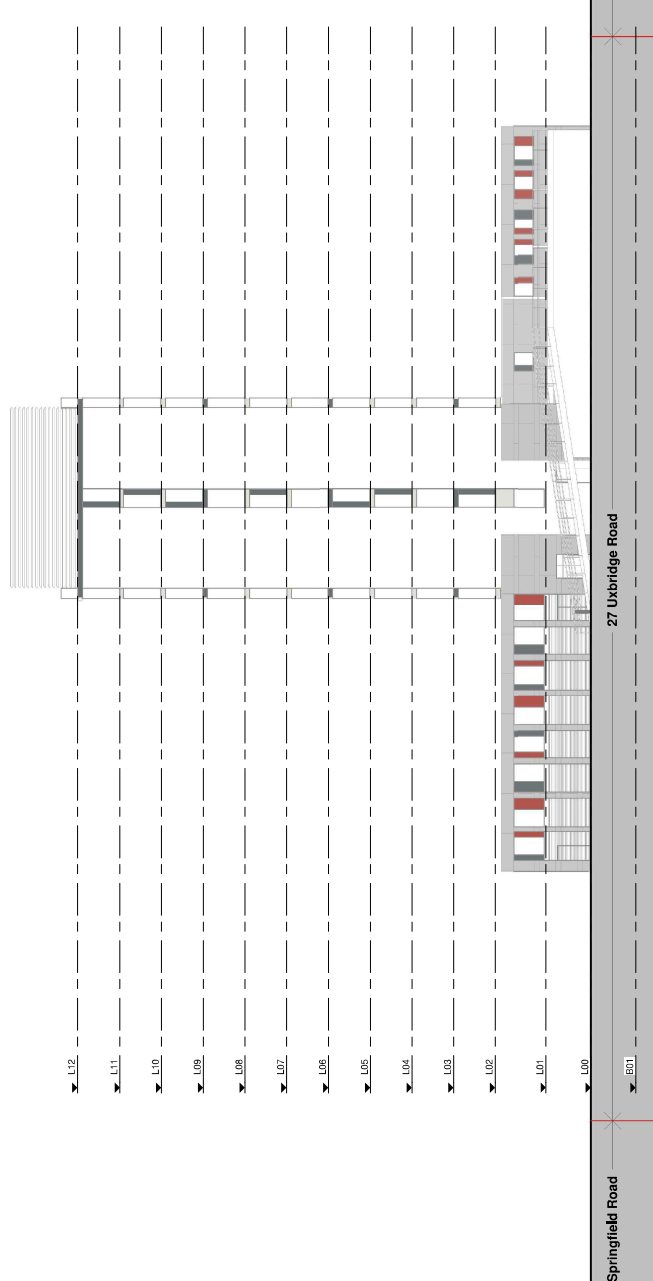
Project Name: Infinite Hayes
Project Address: 27 Uxbridge Rd
Project Postcode: Hayes, UB4 0JN

Design Stage: Planning
Drawing Title: Existing South and East Elevations

Scale: Sheet Size
Drawing No: A1
Date: 13/09/22

Drawn: A3
Checked: CW
Approved: SG
Revision: Sustainably Code

Drawing No: INF-HAP-ZZ-ZZ-DR-A-03/002
Date: 13/09/22

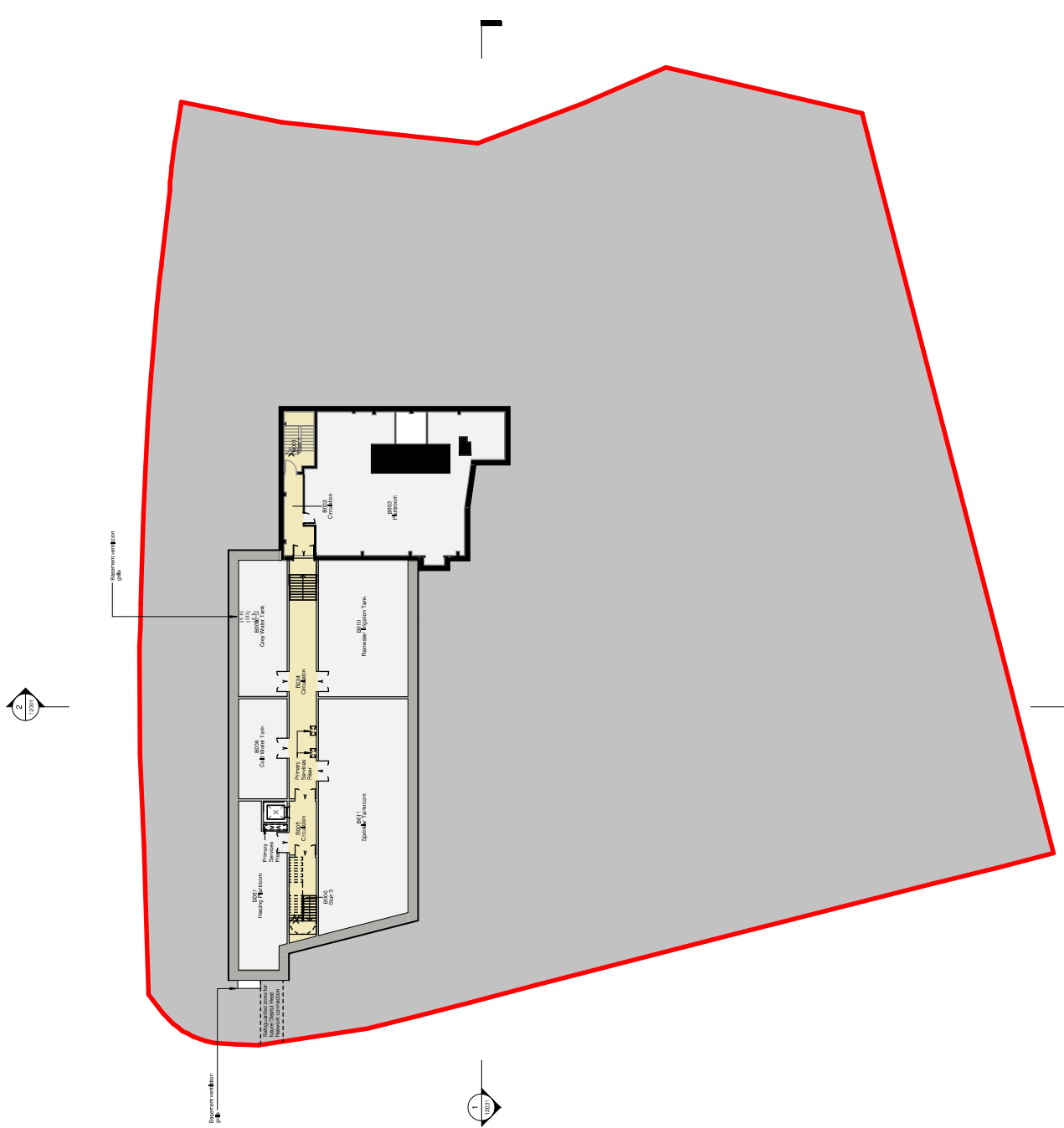


General Notes:

- Do not void or alter the drawings.
- All work shall be done in accordance with the current edition of any applicable codes, standards and regulations. It is the responsibility of the Architect to ensure that the design complies with all applicable codes, standards and regulations.
- The drawings are based on the information provided by the client. The Architect assumes no liability for any errors or omissions in the information provided.
- Approved building materials shall be used unless otherwise noted.
- Approved building materials shall be used unless otherwise noted.
- Approved building materials shall be used unless otherwise noted.
- Approved building materials shall be used unless otherwise noted.

- Key:**
- Excavation
 - Alloy
 - Crack/Brown
 - Faded/Discolor
 - Concrete/Brick
 - Room - Accessible
 - Room - Habitat
 - Room - Standard
 - Room - Core
 - Room - Utility Medium
 - Room - Utility Large
 - Room - Central Core
 - Room - Client
- Existing accommodation to be retained

Client	Infinite	
Project Name	Infinite Hayes	
Project Address	27 Unbridge Rd Hayes, 084 03N	
Design Stage	Planning	
Drawing Title	Proposed Basement Floor Plan	
Scale	Sheet Size	Date
1:200	A1	13/09/22
1:400	A3	
1:800	A5	
1:1600	A7	
1:3200	A9	
1:6400	A11	
1:12800	A13	
1:25600	A15	
1:51200	A17	
1:102400	A19	
1:204800	A21	
1:409600	A23	
1:819200	A25	
1:1638400	A27	
1:3276800	A29	
1:6553600	A31	
1:13107200	A33	
1:26214400	A35	
1:52428800	A37	
1:104857600	A39	
1:209715200	A41	
1:419430400	A43	
1:838860800	A45	
1:1677721600	A47	
1:3355443200	A49	
1:6710886400	A51	
1:13421772800	A53	
1:26843545600	A55	
1:53687091200	A57	
1:107374182400	A59	
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1:1717986918400	A67	
1:3435973836800	A69	
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General Notes:

- Do not modify this drawing.
- All dimensions shown are in feet and inches.
- All construction shall be in accordance with the requirements of any applicable codes and regulations.
- All materials shall be in accordance with the requirements of any applicable codes and regulations.
- All work shall be in accordance with the requirements of any applicable codes and regulations.
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- All work shall be in accordance with the requirements of any applicable codes and regulations.

Key:

Blue	Existing
Yellow	Alter
Pink	Construction
Light Blue	Existing Access
Light Green	Existing Medium
Light Orange	Existing Large
Light Purple	Existing Small
Light Brown	Existing Corridor
Light Grey	Existing Stair
Light Blue-Grey	Existing Elevator
Light Green-Grey	Existing Lobby
Light Orange-Grey	Existing Vestibule
Light Purple-Grey	Existing Entry
Light Brown-Grey	Existing Corridor
Light Grey-Grey	Existing Stair
Light Blue-Grey	Existing Elevator
Light Green-Grey	Existing Lobby
Light Orange-Grey	Existing Vestibule
Light Purple-Grey	Existing Entry

Notes:

1. Refer to the existing drawings for details.
2. Refer to the existing drawings for details.
3. Refer to the existing drawings for details.
4. Refer to the existing drawings for details.
5. Refer to the existing drawings for details.
6. Refer to the existing drawings for details.
7. Refer to the existing drawings for details.
8. Refer to the existing drawings for details.
9. Refer to the existing drawings for details.
10. Refer to the existing drawings for details.

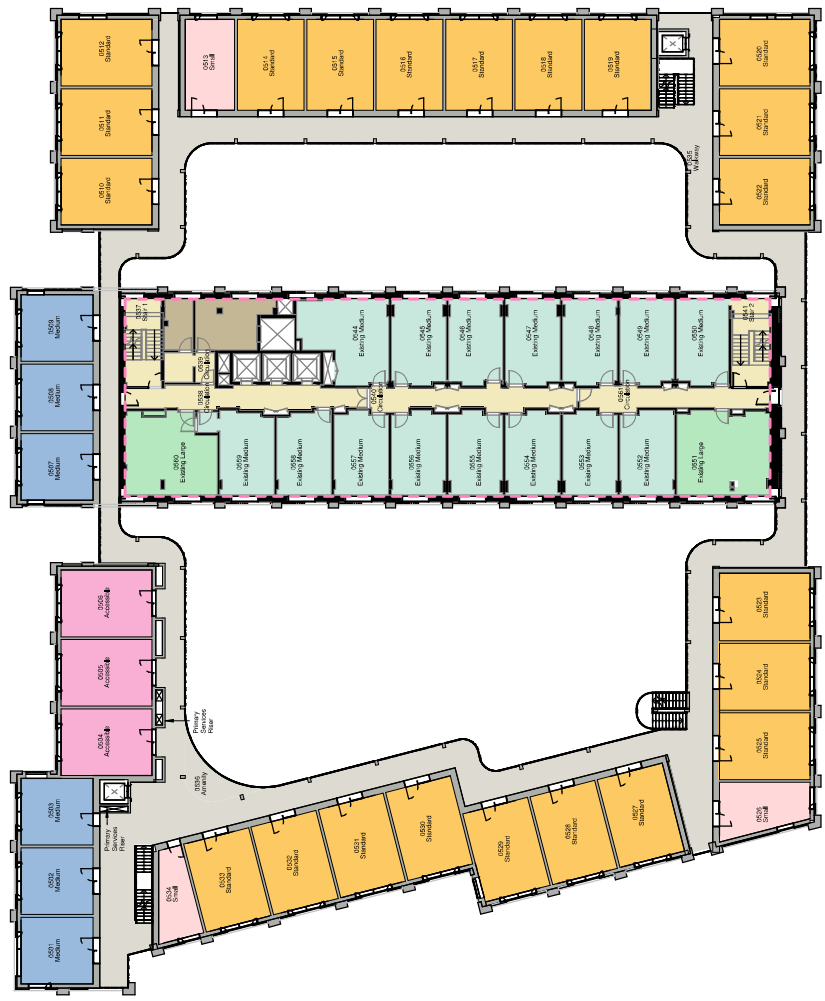
REVISION	DATE	BY	REASON

Project Name: **Infinite**
 Project Address: **Infinite Hayes**
 27 Unbridge Rd
 Hayes, UB4 0JN
 Design Stage: **Planning**
 Drawing Title: **Proposed Fifth Floor Plan**

Scale	Sheet Size	Date
1:200	A1	13/09/22
1:400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision:
 Submittal Code:



General Notes:

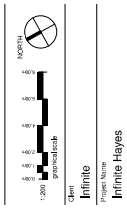
- Do not modify all this drawing.
- All work shall be in accordance with the applicable codes and regulations.
- All work shall be in accordance with the applicable codes and regulations.
- All work shall be in accordance with the applicable codes and regulations.
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- All work shall be in accordance with the applicable codes and regulations.
- All work shall be in accordance with the applicable codes and regulations.

- Key:**
- Existing
 - Alter
 - Remove
 - Construct
 - Existing/Alter
 - Existing/Remove
 - Existing/Construct
 - Remove/Alter
 - Remove/Remove
 - Remove/Construct
 - Alter/Alter
 - Alter/Remove
 - Alter/Construct
 - Construct/Alter
 - Construct/Remove
 - Construct/Construct
 - Other

This drawing is a preliminary drawing. It is intended to show the general layout and location of the proposed work. It is not intended to be used for construction. All dimensions and locations are approximate. The contractor shall verify all dimensions and locations before construction. The contractor shall be responsible for obtaining all necessary permits and approvals. The contractor shall be responsible for all work shown on this drawing. The contractor shall be responsible for all work shown on this drawing.

NO.	DATE	BY	REVISION

Project Name: Infinite
 Project Address: Infinite Hayes
 27 Unbridge Rd
 Hayes, NJ 07033
 Design Stage: Planning
 Drawing Title: Proposed Sixth Floor Plan



NO.	DATE	BY	REVISION

NO.	DATE	BY	REVISION



Key:

- Existing
- Proposed
- Allevy
- Construction
- Existing Assembly
- Proposed Assembly
- Proposed Rest
- Proposed Accessible
- Proposed Medium
- Proposed Standard
- Proposed Small
- Proposed Medium
- Proposed Large
- Proposed Corridor
- Proposed Lobby
- Proposed Stair
- Proposed Elevator
- Proposed Utility
- Proposed Mechanical
- Proposed Electrical
- Proposed Plumbing
- Proposed Fire
- Proposed Security
- Proposed Other

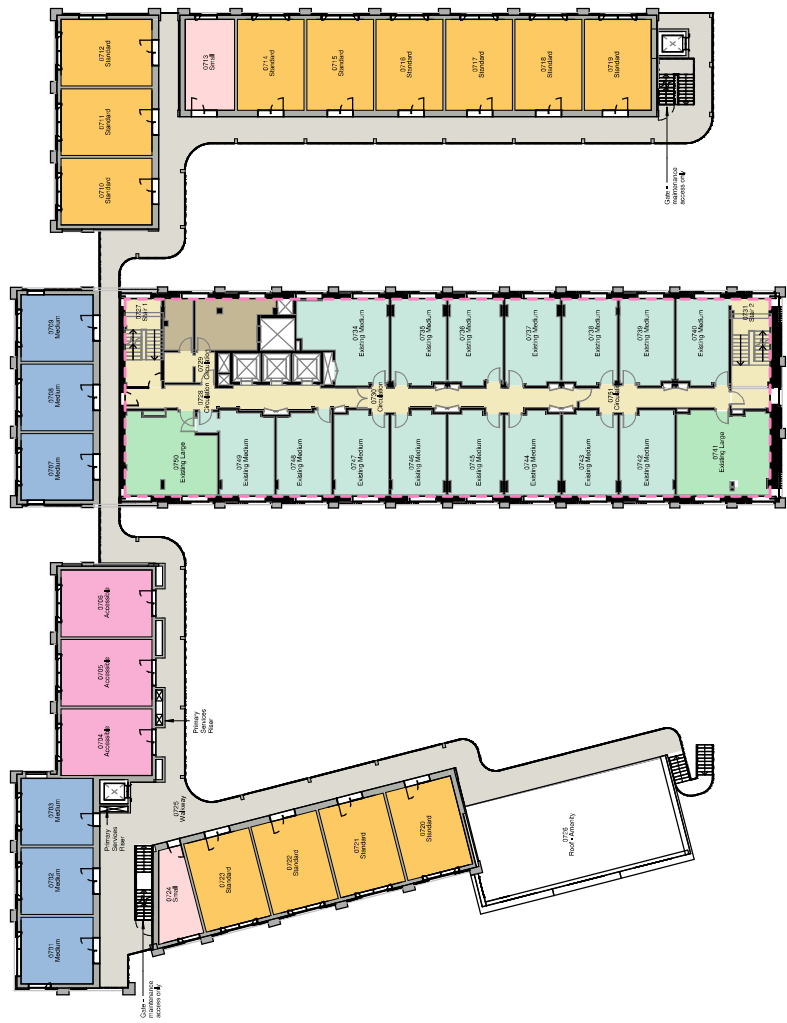
NO.	DATE	BY	DESCRIPTION



Title: Infinite
Project Name: Infinite Hayes
Project Address: 27 Unbridge Rd
 Hayes, NJ 07032
Design Stage: Planning
Drawing Title: Proposed Seventh Floor Plan

Scale: Sheet Size: A1 Date: 13/09/22
 1:200 A1
 1:400 A3
Drawn: JPB
Checked: CW
Approved: SG
Revision: Submittal Code

Drawing No.: NF - HRP - ZZZ - L07 - 07 - A - 10009





7477 White Lane Street, London, N1 9PF
 +44 (0) 207 592 2333
 info@aprotechinc.com
 www.aprotechinc.com

- General Notes:**
- Do not work off this drawing.
 - All work shall be carried out in accordance with the relevant standards of any applicable legislation and regulations.
 - Any proposed changes to this drawing shall be referred to the Architect/Engineer for approval.
 - Approved drawings are the only valid drawings for construction purposes.
 - All proposed work shall be carried out in accordance with the relevant standards of any applicable legislation and regulations.
 - All proposed work shall be carried out in accordance with the relevant standards of any applicable legislation and regulations.
 - All proposed work shall be carried out in accordance with the relevant standards of any applicable legislation and regulations.
 - All proposed work shall be carried out in accordance with the relevant standards of any applicable legislation and regulations.
 - All proposed work shall be carried out in accordance with the relevant standards of any applicable legislation and regulations.

Key:

[Yellow Circle]	Excavate
[Blue Circle]	Alleviate
[Orange Circle]	Crack/Brown
[Green Circle]	External Canopy
[Purple Circle]	W/ Rains
[Light Blue Circle]	Sound/Panel
[Pink Circle]	Room - Acoustic
[Red Circle]	Room - Modern
[Light Green Circle]	Room - Standard
[Light Blue Circle]	Room - Small
[Light Green Circle]	Room - Ceiling Medium
[Light Green Circle]	Room - Ceiling Large
[Light Green Circle]	Room - Ceiling Small
[Light Green Circle]	Room - Ceiling
[Light Green Circle]	Existing accommodation to be retained



Client: Infinite

Project Name: Infinite Hayes

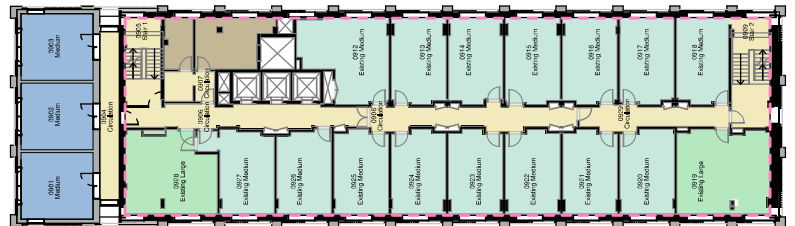
Project Address: 27 Unbridge Rd
Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Ninth Floor Plan

Title:	Sheet No:	Date:
1: 200	A1	13/09/22
1: 400	A3	
Drawn:	Checked:	Approved:
JPB	CW	SG
Revision:	Submittal Code:	

Drawing No.: NF - HAY - ZZZ - U09 - CF - A - 0011



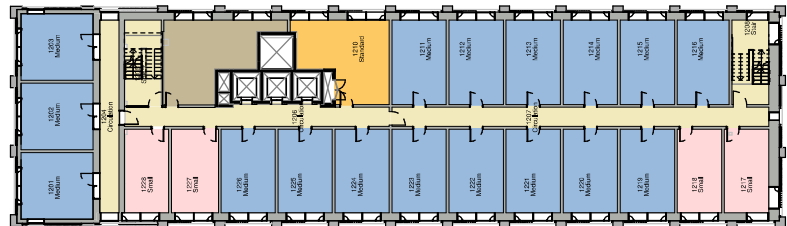
General Notes:

- Do not modify all this drawing.
- All other works shall be carried out in accordance with the contract documents and specifications.
- All work shall be carried out in accordance with the contract documents and specifications.
- Any work shall be carried out in accordance with the contract documents and specifications.
- Any work shall be carried out in accordance with the contract documents and specifications.
- Any work shall be carried out in accordance with the contract documents and specifications.
- Any work shall be carried out in accordance with the contract documents and specifications.

Key:

[Blue Circle]	Fire Water
[Yellow Circle]	Altenry
[Green Circle]	Crack/Bow
[Light Green Circle]	External Cladding
[Grey Circle]	W.R. Membrane
[Light Blue Circle]	Soundproof
[Pink Circle]	Room - Accorade
[Light Blue Circle]	Room - Medium
[Light Blue Circle]	Room - Standard
[Light Blue Circle]	Room - Small
[Light Blue Circle]	Room - Quality Medium
[Light Blue Circle]	Room - Quality Large
[Light Blue Circle]	Room - Central Hall
[Light Blue Circle]	Plant Room - Client

Existing accommodation to be retained



Key Plan

DATE	BY	APP	DESCRIPTION



Client
Infinite

Project Name
Infinite Hayes

Project Address
27 Unbridge Rd
Hayes, UB8 3JN

Design Stage
Planning

Drawing Title
Proposed Twelfth Floor Plan

Scale	Sheet Size	Date
1 : 200	A1	13/09/22
1 : 400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision	Subsidiary Code

Drawing No.
NF - HRP - ZZZ - L12 - CF - A - 001/4

- General Notes:**
- Do not modify all this drawing.
 - All work shall be done in accordance with the current edition of the International Building Code and all applicable codes and regulations.
 - Any changes to this drawing must be approved by the Architect and Engineer in writing.
 - Contractors shall verify all field conditions and report any discrepancies to the Architect immediately.
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Key:

- Finishes
- Alcove
- Closet/Bay
- Entry/Assembly
- W/Entry
- Staircase/Elect
- Room - Accor. Deck
- Room - Medium
- Room - Standard
- Room - Corridor
- Room - Custody Medium
- Room - Corridor/Entr
- Room - Corridor/Entr

Existing accommodation to be maintained

1:200 1:400 1:800 1:1600 1:3200
 0' 40' 80' 120' 160'

Graphic Scale

Client:
 Infinite

Project Name:
 Infinite Hayes

Project Address:
 27 Unbridge Rd
 Hayes, NJ 07638

Design Stage:
 Planning

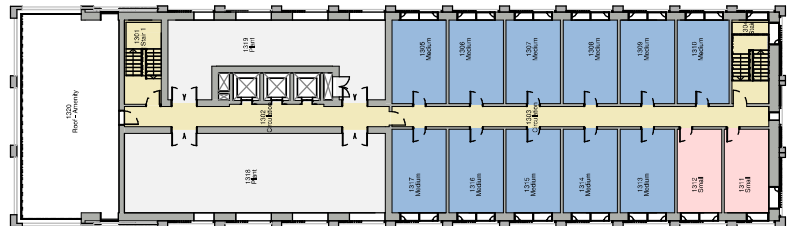
Drawing Title:
 Proposed Thirteenth Floor Plan

Title Block:

Date	Drawn	Check	Appr'd
13/09/22	A1	A3	SG

Revision:
 JPB CW SG
 Submittal Code

Drawing No.:
 INF - HAY - ZZZ - L13 - CR - A - 10015



General Note:

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- Any changes to this drawing shall be made by the Architect and Engineer only.
- All work shall be in accordance with the requirements of all applicable laws, codes and regulations to be applicable to the location of the work.
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- Architect and Engineer are not responsible for the accuracy of the information provided by others.

- Key:**
- Blank: Blank
 - Concrete: Concrete
 - Proposed Concrete: Proposed Concrete
 - Existing Concrete: Existing Concrete
 - Polished Concrete: Polished Concrete
 - Perforated Concrete: Perforated Concrete
 - Mass Finish: Mass Finish
 - Generic: Generic

Scale: 1" = 4'-0"

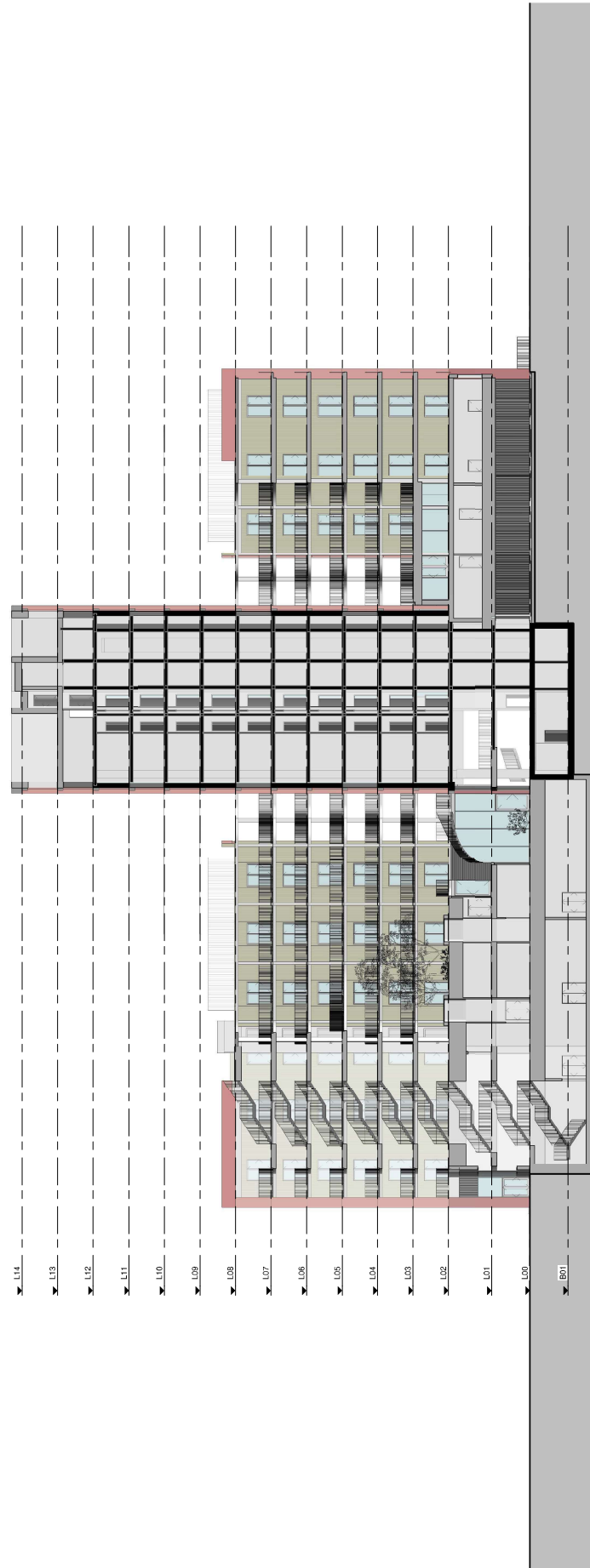


Client: Ininite
Project Name: Ininite Hayes
Project Address: 27 Unbridge Rd
Hayes, 084 0JN
Design Stage: Planning
Drawing Title: Proposed Inner North and West Elevations
Drawing No.: INF-HAP-ZZ-ZZ-DR-A-1003

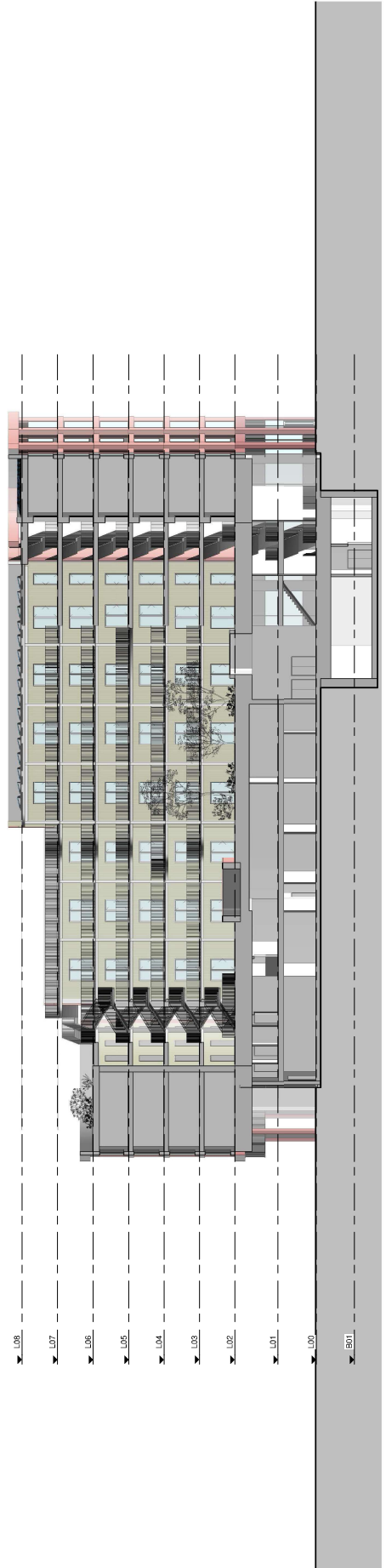
Scale	Sheet Size	Date
1:200	A1	13/09/22
1:400	A3	

Drawn	Checked	Approved
JPB	CW	SG

Revision: Submittal Code



E ELE-N_GA_Inner_Proposed_1-200
1:200



F ELE-W_GA_Inner_Proposed_1-200
1:200

- General Notes:**
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 - All drawings shall be prepared in accordance with the current edition of any applicable codes.
 - All dimensions shall be in millimeters unless otherwise specified.
 - Dimensions shall be taken to the centerline of the member unless otherwise specified.
 - Dimensions shall be taken to the face of the member unless otherwise specified.
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 - Dimensions shall be taken to the face of the member unless otherwise specified.
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 - Dimensions shall be taken to the face of the member unless otherwise specified.

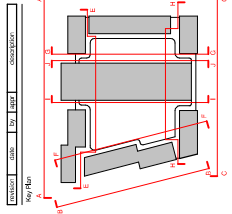
- Key:**
- Blank: Blank
 - Concrete: Concrete
 - Reinforced Concrete: Reinforced Concrete
 - Formed Concrete: Formed Concrete
 - Polystyrene Concrete: Polystyrene Concrete
 - Polystyrene Concrete: Polystyrene Concrete
 - Mass Masonry: Mass Masonry
 - Generic: Generic



ELE-E-GA_Inner_Proposed_1-200
 1 : 200
 Page 230



ELE-S-GA_Inner_Proposed_1-200
 1 : 200



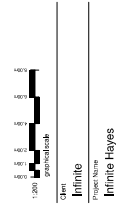
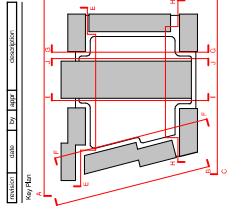
Drawn	Checked	Approved	Revision	Submittal Code
JPB	CW	SG		

Drawing Title: Proposed Inner South and East Elevations
 Project Name: Infinite
 Project Address: Infinite Hayes, 27 Unbridge Rd, Hayes, ON A1G 0JN
 Design Stage: Planning
 Drawing No.: INF-HAP-ZZ-ZZ-DR-A-1004
 Date: 13/09/22
 Scale: 1:200
 Sheet Size: A1
 Drawing No.: INF-HAP-ZZ-ZZ-DR-A-1004

- General Notes:**
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 - Architect and Engineer are responsible for the design and construction of the project.
 - Architect and Engineer are not responsible for the construction of the project.
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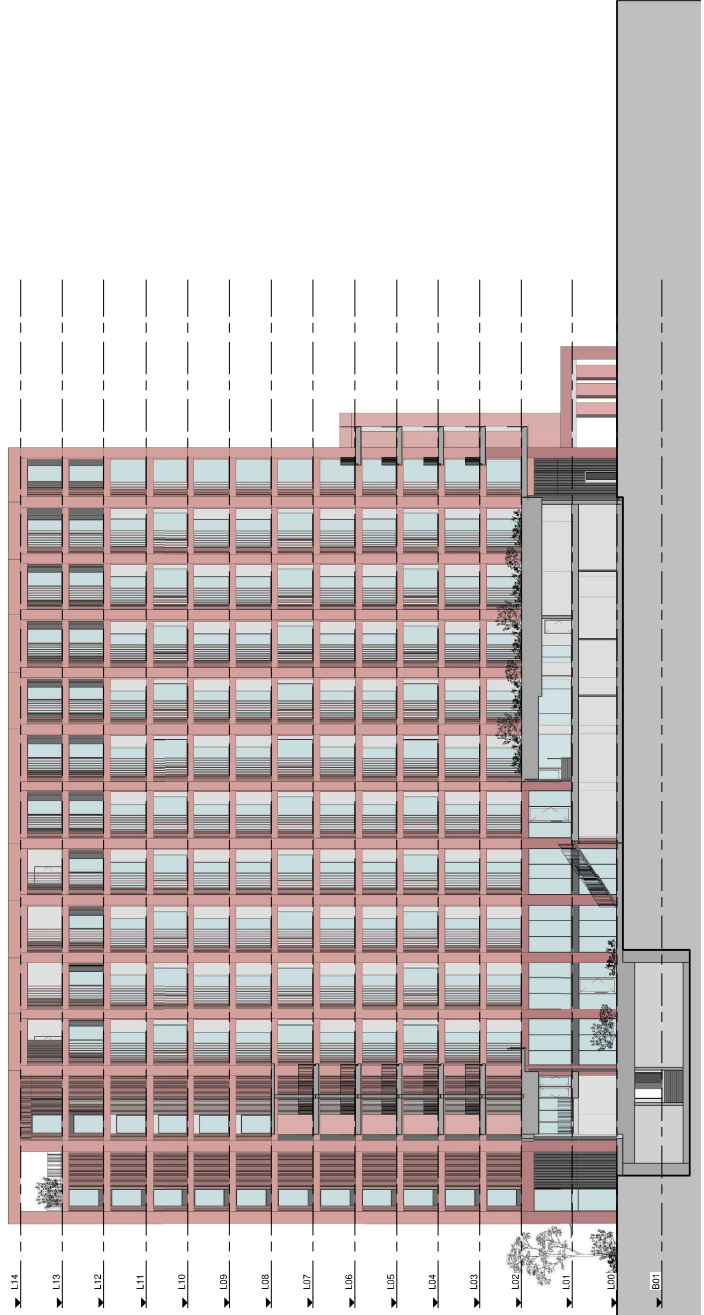
- Key:**
- Blank
 - Concrete (red hatched)
 - Proposed Concrete
 - Existing Concrete
 - Perforated Concrete
 - Perforated Concrete (stippled)
 - Masonry
 - Generic Squares

PERFORATED CONCRETE
 Perforated concrete is a type of concrete that has been designed with a series of small holes or perforations. This allows for air and light to pass through the material, reducing the weight and improving the energy efficiency of the structure.



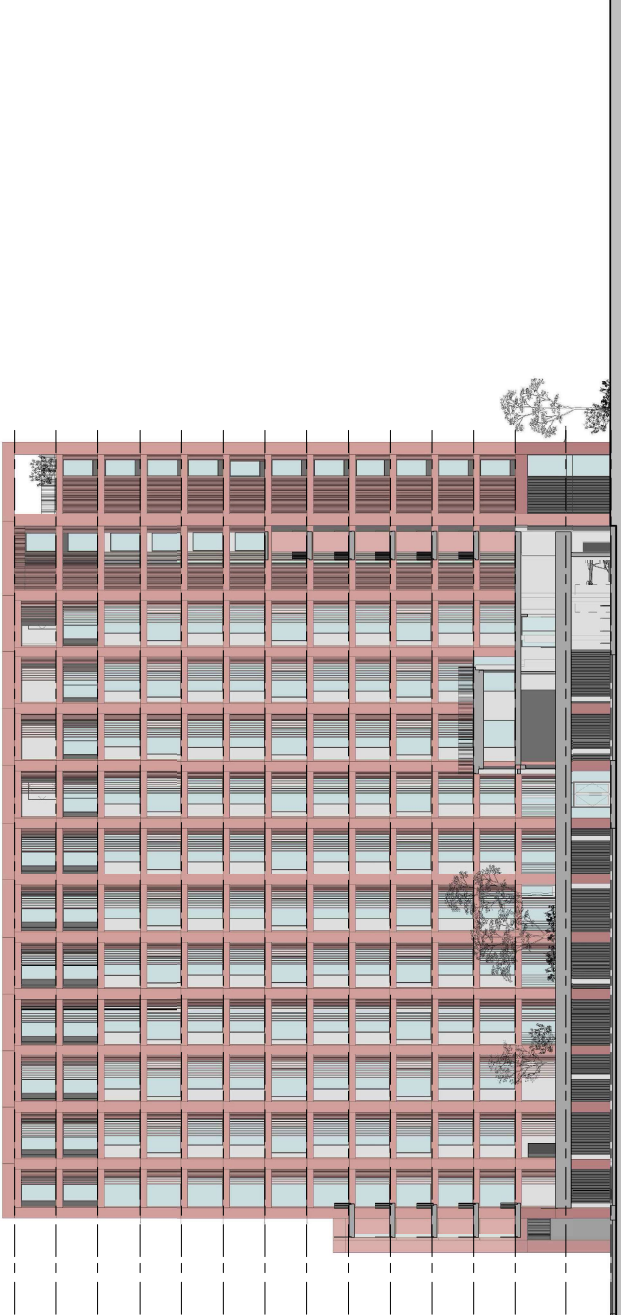
Client	Infinite
Project Name	Infinite Hayes
Project Address	27 Unbridge Rd Hayes, 084 03N
Design Stage	Planning
Drawing Title	Proposed Central East and West Elevations

Scale	Sheet Size	Date
1:200	A1	13/09/22
1:400	A3	
Checked	Approved	
JPB	CW	SG
Revision	Submittal Code	



L14
 L13
 L12
 L11
 L10
 L09
 L08
 L07
 L06
 L05
 L04
 L03
 L02
 L01
 L00
 B01

I ELE-W_GA_Central_Proposed_1-200
1:200



L14
 L13
 L12
 L11
 L10
 L09
 L08
 L07
 L06
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 L04
 L03
 L02
 L01
 L00
 B01

J ELE-E_GA_Central_Proposed_1-200
1:200

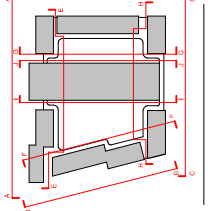
General Notes:

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- 3. All work shall be in accordance with the current edition of the International Building Code (IBC) and all applicable codes and regulations.
- 4. All work shall be in accordance with the current edition of the International Building Code (IBC) and all applicable codes and regulations.
- 5. All work shall be in accordance with the current edition of the International Building Code (IBC) and all applicable codes and regulations.
- 6. All work shall be in accordance with the current edition of the International Building Code (IBC) and all applicable codes and regulations.
- 7. All work shall be in accordance with the current edition of the International Building Code (IBC) and all applicable codes and regulations.
- 8. All work shall be in accordance with the current edition of the International Building Code (IBC) and all applicable codes and regulations.
- 9. All work shall be in accordance with the current edition of the International Building Code (IBC) and all applicable codes and regulations.
- 10. All work shall be in accordance with the current edition of the International Building Code (IBC) and all applicable codes and regulations.

Key:

- Blank: Blank
- Blue hatched: Concrete (cast in place)
- Red hatched: Proposed Concrete
- Green hatched: Existing Concrete
- Yellow hatched: Existing Masonry
- Black hatched: Existing Masonry
- Black hatched: Existing Masonry
- Black hatched: Existing Masonry
- Black hatched: Existing Masonry
- Black hatched: Existing Masonry
- Black hatched: Existing Masonry

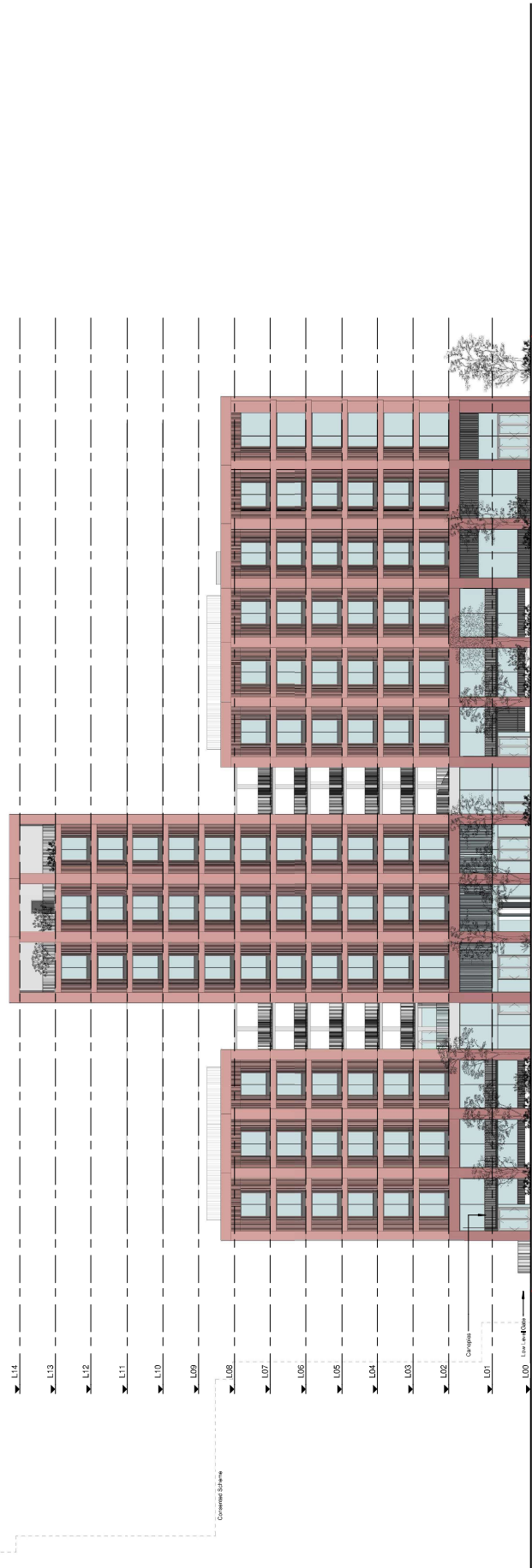
NO.	DATE	BY	USER	DESCRIPTION



Title:

Infinite
 Infinite Hayes
 27 Uxbridge Rd
 Hayes, NJ 08401
 Planning
 Drawing Title: Proposed Outer North and West Elevations

NO.	DATE	BY	USER	DESCRIPTION
1	13/09/22	A1	AS	1:400
2	1:400	AS	AS	1:400
3	1:400	AS	AS	1:400
4	1:400	AS	AS	1:400
5	1:400	AS	AS	1:400
6	1:400	AS	AS	1:400
7	1:400	AS	AS	1:400
8	1:400	AS	AS	1:400
9	1:400	AS	AS	1:400
10	1:400	AS	AS	1:400



15-17 Uxbridge Road
 27 Uxbridge Road
 ELEV-N_GA_Outer_Proposed_1-200
 1:200

A ELEV-N_GA_Outer_Proposed_1-200
 1:200



Uxbridge Road
 27 Uxbridge Road
 ELEV-W_GA_Outer_Proposed_1-200
 1:200

B ELEV-W_GA_Outer_Proposed_1-200
 1:200

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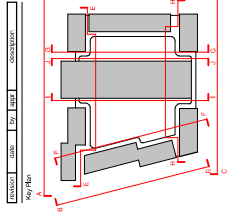
- Key:**
- Blank: Blank
 - Concrete: Concrete
 - Proposed Concrete: Proposed Concrete
 - Existing Concrete: Existing Concrete
 - Perforated Concrete: Perforated Concrete
 - Polished Concrete: Polished Concrete
 - Metal: Metal
 - Generic: Generic

1. This drawing is for informational purposes only. It is not to be used for construction without the written consent of the Architect.

2. The Architect is not responsible for the accuracy of the information provided by third parties.

3. The Architect is not responsible for the accuracy of the information provided by third parties.

4. The Architect is not responsible for the accuracy of the information provided by third parties.



Client: Infinite

Project Name: Infinite Hayes

Project Address: 27 Uxbridge Rd
Hayes, UB4 0JN

Design Stage: Planning

Drawing Title: Proposed Outer South and East Elevations

Scale:	Sheet Size:	Date:
1:200	A1	13/09/22
1:400	A3	
Drawn:	Checked:	Approved:
JPB	CW	SG
Revision:		Submit Code:
Drawing No. INF-HAP-ZZ-ZZ-DR-A-11002		



Springfield Road

27 Uxbridge Road

15-17 Uxbridge Road

ELE-S_GA_Outer_Proposed_1-200

1:200



Springfield Road

27 Uxbridge Road

Uxbridge Road

ELE-E_GA_Outer_Proposed_1-200

1:200



Key

- 1 Pedestrian Entrances
- 2 Vehicular Entrances to service yard and parking area
- 3 Naturalistic tree groupings and planting beds to respond to the character of Miner Country Park
- 4 Formal Tree and Shrub planting along Lixbridge Road
- 5 Cycle parking for visitors
- 6 West Courtyard Garden
- Level 01
- social spaces
- opportunity to showcase works from maker units below
- 7 East Courtyard Garden
- Level 01
- 8 Pool and Hot Tubs
- Raised above surrounding podium level
- Retractable cover
- 9 Vertical Greening
- Climbing plants supported by wire Trellis system
- Maximum height 2.5m
- Minimum panel length 0.5m depth x 0.5m width x length of green wall system
- Automatic Irrigation System
- 10 Roof Terrace, Accessible to residents.
- social spaces characterised by raised planters with integrated seating
- 11 Bioclar Roof
- Photovoltaic panels with sedum understorey planting

Notes:
Refer to the following drawings for further information:
 0303-BD1-XX-XX-DR-L-0802 Illustrative Landscape Plan, Ground Floor
 0303-BD1-XX-XX-DR-L-0803 Illustrative Hard Landscape Plan
 0303-BD1-XX-XX-DR-L-0804 Illustrative Soft Landscape Plan
 0303-BD1-XX-XX-DR-L-0805 Urban Greening Factor
 0303-BD1-XX-XX-DR-L-0701 Illustrative Landscape Section

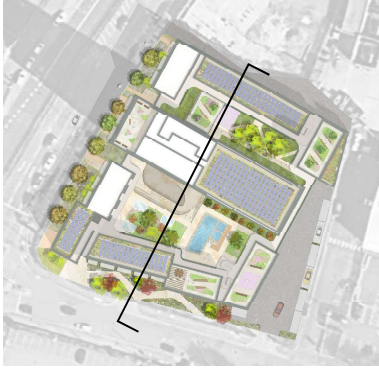




Key

- 1 **Pedestrian Paths to Building Entrances**
 - High Quality Pre-Cast Concrete Surface
 - Pedestrian loading
- 2 **Pedestrian Paths**
 - Resin Bound Gravel
 - Pedestrian loading
- 3 **Parking and Service Yard**
 - Macadam surface
 - Vehicular loading
- 4 **Accessible Parking Bay**
 - 3m
- 5 **Standard Parking Bays**
 - 6m
- 6 **Visitor Cycle parking**
 - Sheffield Style stands
- 7 **Naturalistic tree groupings and planting beds**
 - Resonates to the character of Nine Elms Country Park.
 - Ground level
 - Combination of clearstem and multistem tree
 - Primarily native species
- 8 **Formal Tree and Shrub planting**
 - along Lixbridge Road
 - Ground level
 - Large deciduous tree species e.g. London Plane.





Section Location
Scale 1:1000 @ A1



Refer to inset below

Section AA
Scale 1:200 @ A1



Section AA Inset
Scale 1:100 @ A1



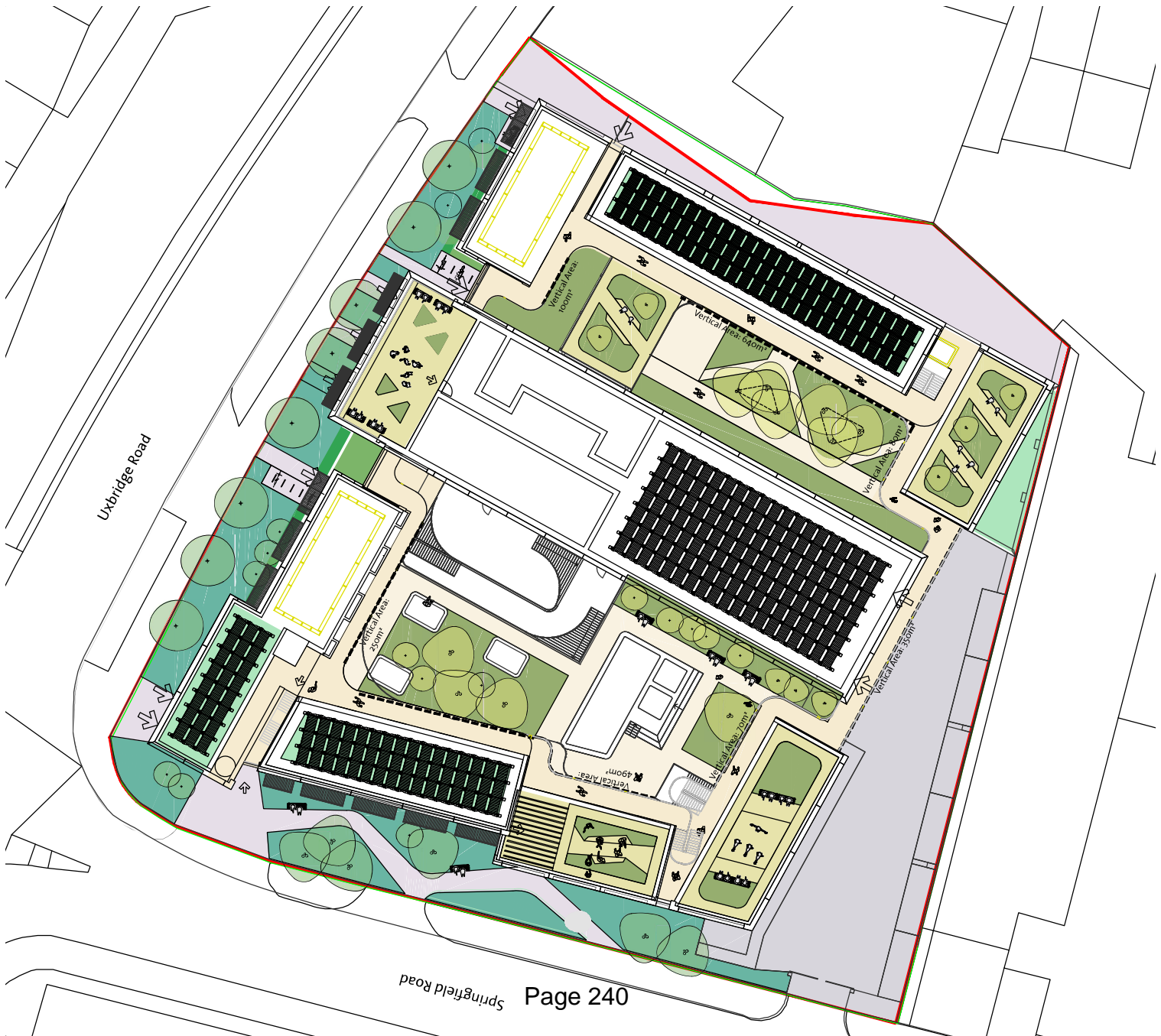
Key

- 1** **Naturalistic tree groupings and planting beds**
- Responding to the character of Miner Country Park.
- Multi-stemmed trees.
- Combination of clearstem and multi-stem tree
- Primarily native species
- 2** **West Courtyard Garden**
- Level 02
- Raised planting beds with 0.6 to 1m depth growing medium.
- Multi-stem small tree/large shrubs species
- Perennial understory planting
- Automatic irrigation system
- 3** **East Courtyard Garden**
- Level 01
- Raised planting beds with 0.6 to 1m depth growing medium.
- Multi-stem small tree/large shrubs species
- Shade tolerant perennial understory planting
- Automatic irrigation system
- 4** **Vertical Greening**
- Climbing plants supported by wire Trellis system
- 1.5m high x 1.5m wide x 1.5m depth x 0.5m width x length of green wall system
- Automatic irrigation System
- 5** **Biosolar Roof**
- Level 08
- Photovoltaic panels with sedum understory planting

Key

- 1 **Naturalistic tree groupings and planting beds**
- Responding to the character of Minet Country Park.
- Combination of clearstem and multistem tree
- Primarily native species
- 2 **Formal Tree and Shrub planting**
along Landridge Road
- Large deciduous tree species e.g. London Plane.
- 3 **West Courtyard Garden**
- Level 02
- Raised planting beds with 0.6 to 1m depth growing medium.
- Multistem small tree/large shrub species
- Climbing plants supported by wire trellis system
- Automatic irrigation system
- 4 **East Courtyard Garden**
- Level 01
- Raised planting beds with 0.6 to 1m depth growing medium.
- Multistem small tree/large shrub species
- Shade tolerant perennial understorey planting
- Automatic irrigation system
- 5 **Vertical Greening**
- Climbing plants supported by wire trellis system
- Growing from linear planters min 0.5m depth x 0.5m width x length of green wall system
- Automatic irrigation system
- 6 **Green Roof**
- Level 01
- Sedum species
- Min 60mm depth growing substrate
- 7 **Amenity Terrace**
- Raised planting beds with 0.6 to 1m depth growing medium.
- Multistem small tree/large shrub species
- Shade tolerant perennial understorey planting
- Automatic irrigation system
- 8 **Roof Terraces. Accessible to residents.**
- Level 06 & 07
- Raised planting beds with 0.6 to 1m depth growing medium.
- Multistem large shrub species
- Perennial understorey planting
- Automatic irrigation system
- 9 **Biosolar Roof**
- Level 08
- Photovoltaic panels with sedum understorey planting
- 10 **Roof Terraces. Accessible to residents.**
- Level 09
- Raised planting beds with 0.6 to 1m depth growing medium.
- Multistem large shrub species
- Perennial understorey planting
- Automatic irrigation system
- 11 **Biosolar Roof**
- Level 10
- Photovoltaic panels with sedum understorey planting

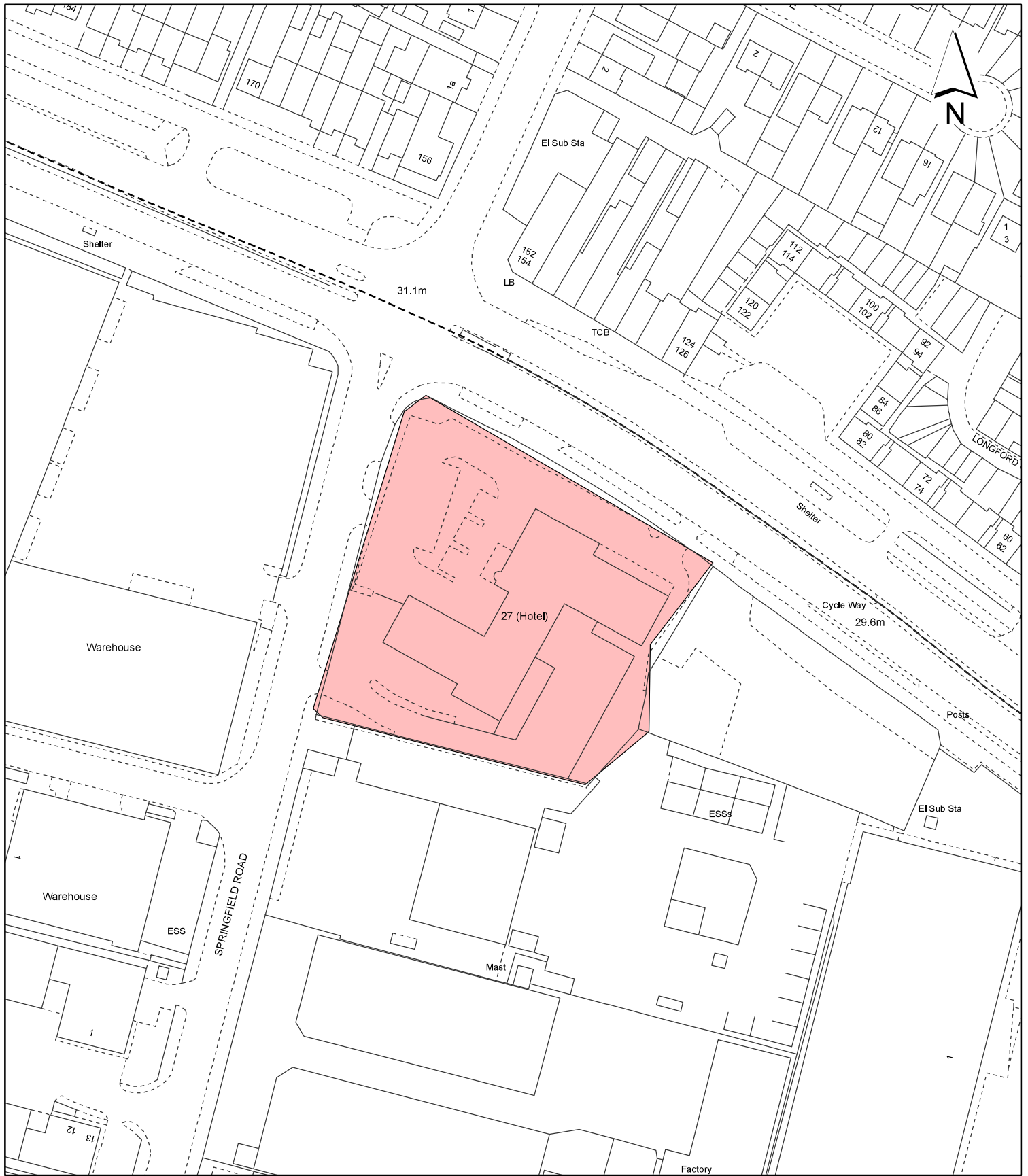




Surface Cover Type	Factor	m ²	sub total
Intensive green roof or vegetation over structure. Vegetated sections only. Substrate minimum settled depth of 150mm – see livingroofs.org for descriptions	0.8	608	486.4
Standard trees planted in natural soils or in connected tree pits with a minimum soil volume equivalent to at least two thirds of the projected canopy area of the mature tree	0.8	301	240.8
Extensive green roof with substrate of minimum settled depth of 80mm (or 60mm beneath vegetation blanket) – meets the requirements of CRO Code (2014).	0.7	386	270.2
Flower-rich perennial planting – see Centre for Designed Ecology for case-studies	0.7	537	375.9
Hedges	0.5	32	19.2
Standard trees planted in pits with soil volumes less than two thirds of the projected canopy area of the mature tree	0.6	232	139.2
Green wall – modular system or climbers rooted in soil	0.6	990	594
Groundcover planting	0.5	153	76.5
Permeable paving – see CIRIA for overview.	0.1	-	0
Sealed surfaces (e.g. concrete, asphalt, waterproofing, stone)	-	-	0
Total			2202.2
Site Area			5602
Urban Greening Factor Score			0.393

Note:
 1. Green wall area has been calculated as 50% coverage of area shown in architectural markups due to chequerboard effect.





Notes:

 Site boundary

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Site Address:

Hyatt Place

LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

Planning Application Ref:

2385/APP/2022/2952

Scale:

1:1,250

Planning Committee:

Major Page 241

Date:

April 2023



HILLINGDON
 LONDON

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