



HILLINGDON
LONDON



Hillingdon Planning Committee

To all Members of the Committee:

Adam Bennett
Roy Chamdal
Darran Davies
Elizabeth Garelick
Henry Higgins
Gursharan Mand
Jagjit Singh

Date: WEDNESDAY, 1
NOVEMBER 2023

Time: 7.00 PM

Venue: COMMITTEE ROOM 5
CIVIC CENTRE
UXBRIDGE

**Meeting
Details:** Members of the Public and
Press are welcome to attend
Watch a live broadcast of this
meeting on the Council's
YouTube channel:
[Hillingdon London](https://www.youtube.com/channel/UC...)

Published: Tuesday 24 October 2023

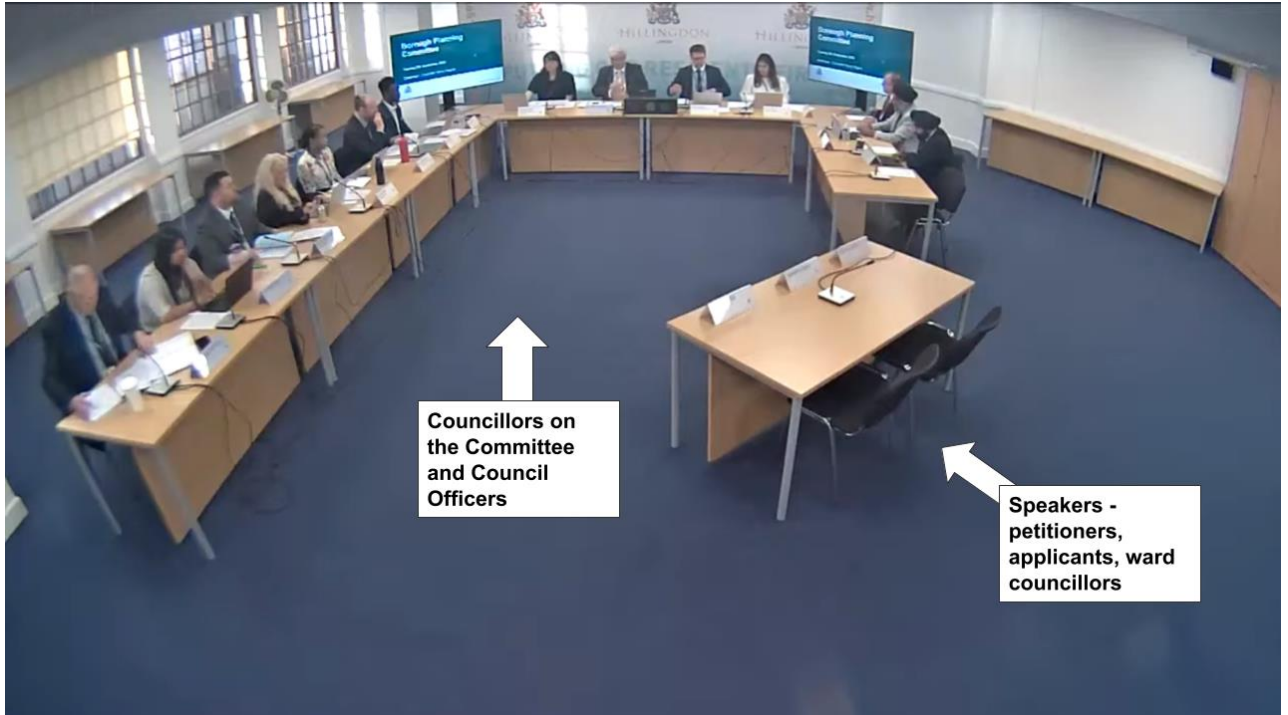
Contact: Steve Clarke
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Putting our residents first

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

A brief guide to the Planning Committee

About the Committee



Committee Members and Officers – The Planning Committee is made up of experienced Councillors who meet in public every month to make decisions on key planning applications. Advising them are Council Officers, primarily from the Planning Department, Democratic Services and Legal Services.

Other speakers – If a valid petition is received which refers the planning application to the Committee, the lead petitioner will be invited to attend and speak for up to 5 minutes. If the petition opposes the application, the applicant/agent may also address the meeting for up to 5 minutes also. This ensures both sides have their say. The Chairman may vary speaking times if there are multiple petitions on the same matter. Local Ward Councillors for the area where the application is may also speak for up to 3 minutes.

Broadcasting – the Planning Committee meetings are broadcast live on the Council's YouTube channel: [Hillingdon London](https://www.youtube.com/channel/UC...). This means anyone speaking at the meeting will be filmed and have their statements made public and recorded.

How the meeting works - an agenda, like this one, is prepared for each meeting, which comprises the officer reports on each application with a recommendation, e.g. approval / refusal. The agenda is published on the Council's website a week before the meeting. Matters with valid petitions will normally be taken at the beginning of the meeting. The procedure will be as follows:-

1. The Chairman will introduce the Committee and deal with administrative business at the start of the meeting.
2. The Chairman will then announce the reports on the planning application, usually in the order they are listed on this agenda.
3. The Planning Officer will introduce each report; with a presentation of plans and photographs on the large LED TV screens.
4. If there is a petition(s), the lead petitioner will speak, followed by the agent/applicant followed by any Ward Councillors;
5. The Committee may ask questions of the petition organiser or of the agent/applicant and Ward Councillor;
6. The Committee then discuss the application and may seek clarification from officers;
7. After considering all the information and representations received, 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

- 1 Election of Chairman
- 2 Election of Vice-Chairman
- 3 Apologies for Absence
- 4 Declarations of Interest in matters before this meeting
- 5 To receive the minutes of the Major Applications Planning Committee dated 14 September 2023 1 - 6
- 6 To receive the minutes of Borough Planning Committee meeting dated 05 October 2023 7 - 14
- 7 To receive the minutes of Major Applications Planning Committee meeting dated 11 October 2023 15 - 18
- 8 Matters that have been notified in advance or urgent
- 9 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

Applications with speaking rights

10	2F Beacon Close, Uxbridge - 78099/APP/2023/1735	19 - 46 178 - 183
	<p>Alterations to the existing house including the conversion of garage to habitable use and raising of garage roof height and erection of an attached 3-bedroom dwelling on land adjacent.</p> <p>Recommendation: Approval Ward: Uxbridge</p>	
11	Rooftop at Point West 1040 Uxbridge Road - 24/APP/2023/2114	47 – 66 184 - 190
	<p>Installation of four new microwave transmission dishes on braced support poles fixed to the face of the building and one new 150mm wide cable tray, alongside the removal of three existing microwave transmission dishes on freestanding support frames.</p> <p>Recommendation: Approval Ward: Belmore</p>	

Applications without speaking rights

12	Merck Sharpe Dohme (Msd) Site Off Breakspear Road South - 72870/APP/2022/3126	67 - 142 191 - 218
	<p>Retention and demolition of existing buildings, construction of new buildings, all within Use Class B8 with ancillary uses, alongside hardstanding, widening of the vehicular access off Breakspear Road South, associated car and cycle parking, enhanced landscaping and ancillary works.</p> <p>Recommendations: Approval + Section 106 Ward: Ickenham & South Harefield</p>	
13	579-583 Uxbridge Rd - 72470/APP/2023/747	143 - 176 219 - 229
	<p>An application submitted under Section 73 of the Town and Country Planning Act 1990 to vary Condition 2 (Approved Drawings) and 3 (General Compliance with Supporting Documentation) of planning permission reference 72470/APP/2016/4648, dated 02-10-2019, for the demolition of 3 dwellinghouses and redevelopment of the site to provide residential accommodation within 2 new buildings with associated access, parking, landscaping and amenity space. The amendment sought is to increase the number of dwellings by two, amendments to the vehicle and cycle parking provision.</p> <p>Recommendations: Approval + Section 106 Ward: Wood End</p>	

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Minutes



Major Applications Planning Committee

14 September 2023

Meeting held at Committee Room 5 - Civic Centre

	<p>Committee Members Present: Councillors Adam Bennett (Vice-Chairman in the Chair), Darran Davies, Roy Chamdal, Philip Corthorne, Jas Dhot, Elizabeth Garelick, and Tony Gill</p> <p>Officers Present: Ed Laughton – Strategic Applications and PPA Manager Richard Phillips – Principal Planning Officer Richard Michalski – Highways Engineer Sehar Arshad – Senior Planning Lawyer Jimmy Walsh – Planning Lawyer Ryan Dell – Democratic Services Officer</p>
29.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Steve Tuckwell MP with Councillor Darran Davies substituting.</p>
30.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>No declarations were made during this item.</p> <p>However, during item 6, Councillor Philip Corthorne declared a non-pecuniary interest due to a relationship with a supermarket chain, and remained present for the remainder of discussions and participated in the vote.</p>
31.	<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 26 July 2023 be agreed as an accurate record.</p>
32.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>

33.	<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>
34.	<p>PETS AT HOME, ELYSTAN BUSINESS CENTRE, SPRINGFIELD ROAD. <i>(Agenda Item 6)</i></p> <p>Variation of Condition 7 (Restriction on Sale of Goods) of planning permission ref. 2621/APP/2010/2407, dated 20-12- 2010: Application for the variation of Condition 7 (to allow for the sale of pets and pet products (including food for non-human consumption)) of planning permission ref: 2621/APP/2010/1283 dated 14/09/2010: Sub-division of existing building to create 4 units, external alterations and associated works (including reconfiguration of car park.) to allow food and convenience goods (for consumption off the premises) to be sold from Unit C1 (formerly known as Unit C3).</p> <p>Officers introduced the application. It was noted that the site boundary within the report was incorrect and was verbally revised to include the area to the south, and an access road. It was also noted that a third Heads of Term would be added, in relation to a 5% project management fee, which had been agreed by the applicant.</p> <p>Members asked about the shopping trolley park and noted that trolleys were occasionally left in the middle of the car park, and not within the trolley park. Members asked how this could be managed. Officers noted that there was an existing condition which could be strengthened.</p> <p>Members also asked about parking management and suggested that a new food store would likely cause increased strain on the availability of parking. Officers clarified that the transport assessment showed that even in worst case scenarios, i.e., at peak times, there would still be spare capacity. The suggestion of time restrictions in the car park was noted. However, officers advised that the car park served a number of different outlets.</p> <p>The Chairman asked about any nearby parking management schemes. Officers confirmed that the local area was well controlled - capacity was finite and there was heavily restricted on-street parking in the area. It was further noted that the current site had a shared car park, and was acknowledged that people often parked to visit more than one store. The Council did monitor parking situations in general, and parking far away was inconvenient for shoppers.</p> <p>The Chairman noted that it was not unusual to have to wait for parking at peak times in other car parks, and that accordingly Members had to be fair and consistent in their assessment of this shared car park.</p> <p>Officers noted that the retail park contained a gym, whose users may park for longer time periods. The Chairman commented that surely the applicant or landowner would consider parking restrictions should the need become apparent.</p> <p>Members referenced the 'sequential assessment' contained within the report, and asked if this was conducted by the applicant or with the applicant. Officers clarified that this was conducted by the applicant and reviewed by officers. Officers had requested amendments and so more tests had been carried could. It was noted that it would be</p>

unreasonable to expect the new occupants to split into two separate stores.

Members also highlighted the need for the application, and officers noted that need was not a material planning consideration.

Members questioned the impact of the application. Officers noted a nearby Sainsburys and a Lidl in Hayes. The impact on these stores was considered insignificant.

Members noted the nearby football club, Hayes & Yeading United, and asked whether there had been consideration given to spectators using this site to park, especially if peak times for parking were between 12:00 and 15:00. The Chairman noted that if parking had been an issue with the previous store, the landowner would likely have acted already. Officers further noted that sometimes supermarkets would put up signs to advise of enforcement of a car park, which often was not actually enforced. The Chairman reiterated that if problems were to appear, the applicant or landowner would likely increase enforcement to resolve the issue.

Members noted the close vicinity to the junction of Springfield Road with Uxbridge Road. If cars were queueing, this could cause a traffic jam onto the Uxbridge Road, and possibly weekend car park management would be necessary. Officers noted that the site was quite sizeable and could contain some waiting vehicles. Further overflow would be unusual, primarily because the store itself was not the largest. Highways were content that traffic overflow was not a cause for concern. It was noted that the area would be monitored.

Members further noted that the report referred to 'modest turnover' which would not adversely impact in public and private sector investment within existing centres or their overall vicinity and viability. Members asked for clarity of what 'modest' meant in reference to the current application. Officers noted that the unit was not of vast size and was small in comparison to a major supermarket.

Members also asked about the impact on other local supermarkets/ Cash & Carry's. Officers noted that all nearby stores had been considered.

Members referenced the nearby school, and noted that often, parents would use the car park while waiting to pick up their children at around 15:00. It was further noted that existing stores often attracted white van drivers, who often took up one and a half parking spaces. Officers highlighted that the submitted transport statement had identified 11:30-11:45 on a Saturday morning as maximum occupancy time of the car park, and even at this time, had concluded that there was still spare capacity in the car park. Whether this assessment had been carried out during school holidays was unclear. Officers advised against a planning condition on parking. An informative could be added to monitor the car park with action to be taken if appropriate.

Members raised the possibility of conducting a complete review of parking and delegating powers to the Chairman to review with officers. Officers noted that if the retail units within the vicinity were to experience issues with parking, action would be taken on enforcement of the car park. Officers further noted that adjoining roads were self-regulating as they were not convenient to park on and were restrictive. Customers also would not want to walk too far. The Chairman noted the existence of a number of empty retail outlets within the Borough, and that it was good to see a retailer willing to take this currently vacant premises on.

Officers clarified there would be an amendment to the conditions to include

management of shopping trolleys. There would also be an added informative in relation to parking.

Officer's recommendations were moved, seconded and, when put to a vote, unanimously agreed, with the additional informative and strengthened condition.

RESOLVED: That the application be approved, subject to the additional informative and strengthened condition.

35. **THE CHIMES, HIGH STREET, UXBRIDGE** (*Agenda Item 7*)

Application to modify the Section 106 agreement associated with planning permission ref. 42966AH/96/1862 granted 11-11-1997 relating to the Chimes Shopping Centre, High Street, Uxbridge (for the introduction of Class E Commercial, Business and Service use and associated revocation of Class A1 Retail use).

Officers introduced the application. Officers noted that the Section 106 Class A did not allow for negotiation, therefore any changes that Members may make to the details would be subject to challenge. This was not a planning application, but a deed of variation to an existing legal agreement.

The Use Classes Order categorised different types of property and land into use classes. Change between uses within the same class did not constitute development and therefore did not require planning permission. The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) identified some permitted development rights allowing the change of use from one use class to another, subject to conditions.

The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 altered the established use classes. Under the use class order changes, many of the former classes vanished altogether. In their place, a number of different business types – including many of those previously labelled as A1, A2, A3, B1, B2, D1 and D2 – were brought together under the new Use Class E.

Currently, the Section 106 attached to The Chimes stated that not less than 80% of the retail floor space must be Class A1. The change for The Chimes would be not less than 80% must be Class E.

What the applicants were attempting to do was to align the Section 106 with the national position on the new classes. The 80% restriction on Class E would be retained and the 20% restriction on alternative uses would be retained.

In The Chimes, there were now numerous vacant units comprising 32% of the lettable floor space, and the former Debenhams store comprised 18% of this void and had been vacant for over two years.

There were some permitted development rights for Class E uses. Class E could change to Class C3 – residential, without requiring planning permission. There was a restriction on this that the total floor space of the existing building be no greater than 1,500 square metres, which The Chimes was in excess of. Class E could also change to a state-funded school, although there was low risk if this at The Chimes site.

There was one correction, which was that the report stated that the owner will submit to

	<p>the Council, every two years, information in respect of each unit of occupancy. The Chimes had now confirmed that they did not agree to this requirement. This was something that the Council could choose to monitor. There were two comments in support of the proposal and one objection received. The Planning Policy Manager's comments were: "There is no, in principle, rationale for restricting the occupiers of the Chimes more than any other former use class A1 units within the Town Centre. Indeed, to argue an alternative position would be contrary to recent National policy".</p> <p>The Chairman noted the statistic that one third of the retail space was currently vacant, and it was noted that this item was a deed of variation. Legal officers clarified that this was an application which could be appealed to the Planning Inspectorate.</p> <p>Members noted that it would have previously been unnecessary to define what was needed in local shopping centres as they were full. However now times were hard, it was important to ensure that shopping centres were occupied and able to thrive as they support the local community. Members further noted that this was about protecting our high streets.</p> <p>Officers' recommendations were moved, seconded and, when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
	<p>The meeting, which commenced at 7.00 pm, closed at 8.00 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Ryan Dell - Democratic Services at Email: democratic@hillington.gov.uk. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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

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Minutes

BOROUGH PLANNING COMMITTEE

5 October 2023

Meeting held at Committee Room 5 - Civic Centre



HILLINGDON
LONDON

	<p>Committee Members Present: Councillors Henry Higgins (Chairman) Wayne Bridges Farhad Choubedar Ekta Gohil Gursharan Mand Raju Sansarpuri Jagjit Singh</p> <p>LBH Officers Present: Sehar Arshad, Legal Advisor Christos Chrysanthou, Planning Officer Katie Crosbie, Area Planning Service Manager Ana Griffiths, Transport Officer Roz Johnson, Head of Development Management and Building Control Liz Penny, Democratic Services Officer Max Smith, Planning Team Leader Jimmy Walsh, Legal Advisor</p>
34.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Darran Davies with Councillor Wayne Bridges substituting.</p>
35.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
36.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>It was noted that, in the minutes of the meeting dated 5 September 2023, Cllr Jagjit Singh had been named twice in the attendance list. Democratic Services would rectify this error.</p> <p>RESOLVED: That the minutes of the meeting dated 5 September 2023 be agreed, subject to the removal of one of the references to Cllr Jagjit Singh in the attendance list.</p>
37.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>None.</p>

38.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART I WILL BE CONSIDERED IN PUBLIC AND THE ITEMS MARKED PART II WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items of business were marked Part I and would be considered in public.</p>
39.	<p>CHILDREN'S HOME, CHARVILLE LANE, HAYES - 26544/APP/2023/2303 (<i>Agenda Item 6</i>)</p> <p>Redevelopment of an existing Children's Home to provide a new build residential institution development (Use Class C2). Erection of 3 no. 2 storey buildings, providing accommodation for 12 young people and 6 household staff and an educational building; hard and soft landscaping, communal and private garden areas and a Multi-Use Games Area.</p> <p>Planning officers introduced the application and highlighted the information in the addendum. Members were informed that the application site was situated in an area which was at high risk of flooding. The existing Children's Home currently provided accommodation for 13 children and 14 staff. The plan was to demolish the existing building and replace it with terraced houses to house a total of 18 people. It was anticipated that the redevelopment would not impact negatively on neighbours. 20 parking spaces were to be provided including two disabled parking spaces. No objections had been raised by the Highways Team and it was felt that the new development would harmonise with the current street scene. Protected trees would be maintained. The application was recommended for approval subject to the conditions in the report and the information in the addendum.</p> <p>A petition in objection to the proposal had been received and the lead petitioner addressed the Committee on behalf of the petitioners. Key points raised included:</p> <ul style="list-style-type: none"> • the current Children's Centre was a single storey building and it was to be replaced by 3 x large houses; • half of the rooms were to house unaccompanied children under the age of 18; • the proposed changes constituted a material change and would result in overdevelopment of the site; • the new development would include 6 kitchens and 6 living rooms which was an intensification of the existing use; • residents of Heatherwood Drive, which was situated very close to the application site, would be subjected to increased levels of noise, traffic and pollution – some residents were elderly and vulnerable; • the dust created during construction would present a risk to health, especially for those residents who had breathing difficulties; • increased traffic would add to congestion in Charville Lane; and • residents were worried about their own safety as some of the children were reported to have behavioural problems. <p>The applicant and the agent were in attendance to answer questions from the Committee but there were none.</p> <p>Charville Ward Councillors were in attendance and addressed the Committee in support of residents. The following concerns were raised:</p>

- the application would result in increased levels of noise and traffic and additional pressure on parking. Traffic in Charville Lane was already problematic and cars often parked close to the junction with Bury Avenue;
- further changes to the proposed development could be forthcoming at a later stage;
- the scale of the proposal was excessive;
- the MUGA pitch should be unlit and conditioned for use by residents exclusively;
- the Travel Plan needed to be strengthened to ensure parking on site was sufficient;
- refuse arrangements appeared inadequate;
- the Construction Management Plan should include preventative measures to protect neighbours from dust; and
- additional tree planting was requested.

In response to the concerns raised by petitioners and Ward Councillors, officers advised the Committee that the proposal did not represent an intensification of use as the new development would continue to operate as a children's care home and would house less residents than the current one. Officers believed the new development would be a better form of accommodation which would provide sufficient private amenity space for the young people and the staff.

In terms of noise, it was anticipated that the level of noise would remain unchanged and would be commensurate with the existing. Dust pollution concerns were addressed in the Construction Management Plan and refuse arrangements at the site were deemed to be adequate but would be revisited. Parking matters had been assessed by the Transport and Highways Team and no concerns raised. If required, the MUGA pitch could be conditioned to ensure it was unlit and was for the use of residents only.

In response to questions from Members, it was confirmed that the Children's Home would only house children under the age of 18.

Members acknowledged that it was a sensitive topic and thanked officers for their thorough report. The Committee agreed that the project was needed and acknowledged that it was already heavily conditioned in the officer's report. The inclusion of a condition in relation to the MUGA pitch was supported – this would ensure the pitch would be for the use of residents only; it was not felt that a time restriction on its use was required as weather and light would dictate this.

Members supported the inclusion of an additional condition to ensure the use of planting to mitigate carbon dioxide emissions.

The officer's recommendation was moved, seconded and, when put to a vote, unanimously agreed subject to the addition of the two agreed conditions in relation to the use of the MUGA pitch and planting.

RESOLVED:

- 1. That the application be approved subject to the addendum and the conditions in the officer's report;**
- 2. That delegated authority be granted to planning officers to draft an additional condition to require planting to mitigate carbon dioxide emissions; and**

	<p>3. That delegated authority be granted to planning officers to draft an additional condition restricting the use of the MUGA pitch to residents only.</p>
40.	<p>28 JACKS LANE, HAREFIELD - 76265/APP/2023/1128 (<i>Agenda Item 7</i>)</p> <p>Alterations of garage roof, erection of a three storey side extension with balcony and balustrade, alterations to fenestration and demolition of chimney.</p> <p>Officers introduced the application noting that the application site lay in a semi-rural location within the Coppermill Lock Conservation Area. Planning permission had previously been refused due to concerns about the impact on neighbours at number 27 Jacks Lane. The current scheme had reduced the scale of the proposed development significantly and the application was now recommended for approval.</p> <p>A petition in objection to the application had been received. The lead petitioner was in attendance and addressed the Committee on behalf of petitioners. Key points highlighted included:</p> <ul style="list-style-type: none"> • The proposed development would create a 6-bed house which could potentially be used as an HMO in the future; • The previous application had been refused due to its impact on a first-floor habitable room window at number 27 and the harm this would cause to neighbouring living conditions; • A subsequent appeal had been refused for reasons including its failure to comply with Policies DMHB 11 and DMHD 1 of the Hillingdon Local Plan Part Two; • At appeal the Planning Inspector had identified additional harm to neighbours which had not been addressed in the current application; • The proposed reduction in scale would not be clear of the 45-degree line hence would not resolve the impact on outlook from the first floor bedroom window at number 27 Jacks Lane; • The glazed office window had not been replaced but had been temporarily covered with a privacy film which had now been peeled off; • The height, bulk and proximity to the boundary of the proposed development remained unchanged and would still cause significant harm to neighbours. <p>The applicant was also in attendance and addressed the Committee Members. Key points highlighted included:</p> <ul style="list-style-type: none"> • The applicant and his partner had six children between them and wanted to create a family home; • At present there was an 8m gap between numbers 27 and 28 which was larger than the gaps between other properties in Jacks Lane – once the extension had been completed, the gap would still measure nearly 5m; • In January, the Planning Committee had generally been in support of the application – the only concerns raised had been in respect of loss of outlook; • The applicant had worked closely with planning officers to reduce the proposed development and ensure it would comply with planning policy; • The current proposal would have a minimal impact on neighbours – the applicant did not wish to cause any disruption; • The applicant was disappointed with the reaction of neighbours. He wanted to create a family home and had no intention of using it as an HMO in the future;

- Number 27 was a beautiful property with a large frontage and outlook over the canal. The extension at number 28 would not impact on number 27 as the house was recessed. No house on Jacks Lane had complete privacy;
- The occupants at number 27 had installed a security camera which looked directly into the applicant's back garden;
- The applicant had behaved with dignity, gone through the planning process and felt he had arrived at a plan which would suit everyone.

Ward Councillor Martin Goddard was in attendance and spoke in support of petitioners. He noted that an earlier application had been refused in January and, at appeal, the Inspector had identified two other matters of concern. The current application needed to be considered in isolation and all possible reasons for refusal taken into account. It appeared that concerns regarding the 45 degree angle had not been addressed and officers had not attended the site to check the measurements.

In response to their requests for clarification, Members were advised that the reduction in scale would be clear of the 45-degree angle therefore it was considered that the proposed development would not impact on the outlook at number 27. There was no specific evidence to suggest that the 45-degree angle was incorrect. The houses in Jacks Lane were unusual and the 45-degree angle would not automatically apply therefore measurements had not been taken in this case.

At the request of Members, it was agreed that the application could be conditioned to ensure it would not be used as an HMO in the future.

It was confirmed that the balcony would be at a similar level to the existing one.

Members were concerned that the proposed development would not respect the privacy of neighbours hence a site visit was proposed. The proposal to conduct a site visit to clarify the matter of the 45-degree angle was moved, seconded and unanimously approved.

The matter would be considered again at a future Planning Committee. Should petitioners wish to speak again, a new petition would need to be submitted.

RESOLVED: That a decision on the application be deferred to allow for a site visit.

41. **161 RYEFIELD AVENUE, HILLINGDON - 4108/APP/2023/1445** (*Agenda Item 8*)

Partial retention of outbuilding for use as ancillary storage and staff room for the existing shop (partially retrospective)

Officers introduced the application and highlighted the information in the addendum. The proposal sought to retain a reduced-scale outbuilding for use as storage and a small staff room for the ground floor commercial premises. The existing outbuilding which had been built without planning permission would be partially demolished. The application had been called in by Ward Councillor Alan Chapman. Officers had liaised with the Councillor and his concerns had been addressed via the conditions proposed in the addendum. The Councillor had since withdrawn his call-in request and the application was recommended for approval.

In response to questions from the Committee, it was confirmed that the reduced size of the outbuilding was considered acceptable. A 3-month window would be allowed for

	<p>completion of the works.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously approved subject to the addendum and the conditions proposed in the report.</p> <p>RESOLVED: That the application be approved subject to the addendum and the conditions set out in the officer's report.</p>
42.	<p>95-97 WILLOW TREE LANE, YEADING - 70575/APP/2023/1743 (<i>Agenda Item 9</i>)</p> <p>Temporary change of use of a pair of semi-detached dwellings (Class C3 use) to a Children's Home (Class C2 use for maximum of 2 residents with support staff) and all associated external works.</p> <p>Officers introduced the application which was linked to agenda item 6. No internal changes were proposed. A temporary 1.8m high fence and gates would be installed for security purposes and removed at a later stage. The application was supported by colleagues in Social Care and was recommended for approval.</p> <p>Members welcomed the application noting that this type of accommodation was needed. Officers agreed to check the planting arrangements.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously approved subject to the conditions in the report.</p> <p>RESOLVED: That the application be approved subject to the conditions set out in the officer's report.</p>
43.	<p>CIVIC CENTRE, HIGH STREET, UXBRIDGE - 14805/APP/2023/2336 (<i>Agenda Item 10</i>)</p> <p>The replacement of a failed flat roof covering (behind parapet walls); replacement of defective pv panels on a like-for-like basis. Joinery, brickwork and concrete repairs; the replacement of single glazed Crittall windows with double glazed Crittall windows. Installation of air source heat pumps to service yard, with associated screening, and removal of a suspended ceiling within the function suite, all within the Middlesex Suite.</p> <p>Officers presented the report which was recommended for approval. Members welcomed the proposal and raised no objections.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously approved, subject to the conditions in the report.</p> <p>RESOLVED: That the application be approved subject to the conditions set out in the officer's report.</p>
44.	<p>CIVIC CENTRE, HIGH STREET, UXBRIDGE (LISTED BUILDING CONSENT) - 14805/APP/2023/2337 (<i>Agenda Item 11</i>)</p> <p>The replacement of a failed flat roof covering (behind parapet walls); replacement of defective pv panels on a like-for-like basis. Joinery, brickwork and concrete repairs; the replacement of single glazed Crittall windows with</p>

	<p>double glazed Crittall windows. Installation of air source heat pumps to service yard, with associated screening, and removal of a suspended ceiling within the function suite, all within the Middlesex Suite. (Application for Listed Building Consent).</p> <p>Officers presented the report which was recommended for approval. It was noted that the Civic Centre was a Grade II listed building. Conservation Officers had been consulted and had felt that the public benefit outweighed the small harm to the listed building.</p> <p>Members welcomed the proposal and raised no objections.</p> <p>The officer's recommendation was moved, seconded and, when put to a vote, unanimously approved, subject to the conditions in the report.</p> <p>RESOLVED: That the application be approved subject to the conditions set out in the officer's report.</p>
45.	<p>TPO 803, FRAYS AVENUE, LAWN AVENUE, WREN DRIVE AND LAND TO THE EAST (<i>Agenda Item 12</i>)</p> <p>Tree Preservation Order No. 803 (TPO 803): Trees Situated on Garden City, West Drayton (ASCL).</p> <p>Officers introduced the report noting that two objections to TPO 803 had been received. The concerns raised had been addressed in the officer's report. It was confirmed that the tree could be pruned subject to approval being formally requested and granted.</p> <p>Members had no concerns. The officer's recommendation was moved, seconded and, when put to a vote, unanimously approved.</p> <p>RESOLVED: That the TPO be confirmed with amendments as set out in the officer's report.</p>
	<p>The meeting, which commenced at 7.00 pm, closed at 8.17 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Liz Penny on epenny@hillington.gov.uk. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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Minutes



Major Applications Planning Committee

11 October 2023

Meeting held at Committee Room 5 - Civic Centre

	<p>Committee Members Present: Councillors Adam Bennett (Vice-Chairman in the Chair) Roy Chamdal Philip Corthorne Darran Davies Jas Dhot Elizabeth Garelick Tony Gill</p> <p>LBH Officers Present: Ed Laughton – Strategic Applications and PPA Manager Chris Brady - Principal Planning Officer Dr Alan Tilly - Transport Planning and Development Manager Sehar Arshad - Planning Lawyer Jimmy Walsh - Planning Lawyer Steve Clarke – Democratic Services Officer</p>
36.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Steve Tuckwell MP with Councillor Darran Davies substituting.</p>
37.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor Corthorne noted for the record that, in respect of item 7, he had originally been lobbied by objectors with regard to the associated Full Planning Application referenced in the agenda item description (7969/APP/2023/1473). Councillor Corthorne had not made any comments on the application and remained to take part in the vote on item 7.</p>
38.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>It was highlighted that, since the publication of the draft minutes, officers had been made aware of some minor corrections that were required to the minutes. The Committee agreed to defer the approval of the minutes from 14 September 2023 to the first meeting of the Hillingdon Planning Committee on 01 November 2023.</p> <p>RESOLVED: That the item be deferred to the meeting of the Hillingdon Planning Committee on 01 November 2023.</p>

39.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>There were none.</p>
40.	<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 on the agenda were marked Part 1 and would be considered in public.</p>
41.	<p>WEST DRAYTON LEISURE CENTRE - 75127/APP/2023/1646 (<i>Agenda Item 6</i>)</p> <p>Minor material amendment (s73) to condition 2 (approved plans) and 3(general compliance with supporting documents) of planning consent reference: 75127/APP/2022/2395 dated 13-03-2023 "Minor material amendment application (S73) to amend condition 3 of planning consent reference 75127/APP/2019/3221 dated 27-04-2020 (Redevelopment of site including demolition of existing buildings (Use Class D1) to provide a part 2, part 3 storey building including a basement to provide a leisure centre (Use Class D2) with access, car parking (including a decked car park), landscaping and associated work).</p> <p>The amendments include the removal of the car park deck and re-arrangement of the parking layout and provision of a switch room within the site.</p> <p>Officers introduced the item giving a detailed presentation summarising the application. It was highlighted that the proposed removal of the car park deck would be deemed a benefit to the West Drayton Green Conservation Area in comparison to the previously approved application, and the proposal to accommodate a switch room was deemed acceptable. The application was recommended for approval.</p> <p>Members sought clarification around the precise reduction in parking spaces when compared to the previous application. It was confirmed that there would be a reduction of 55 spaces, leaving 144 car parking spaces remaining. The proposed 144 spaces was deemed by officers to be an adequate provision to serve the leisure centre and would not result in the displacement of parking onto surrounding roads, additionally the applicant had submitted an active travel zone assessment which had been reviewed by the Highways Officers who had agreed a suite of improvement works to key walking and cycling routes which was to be funded by the applicant. Subject to those improvement works being carried out, the Highways Officer raised no objection to the proposals. The Committee supported the removal of the car parking deck and felt that, on balance, the absence of a large parking deck would be an improvement to the site.</p> <p>The Committee raised a concern regarding turning space for vehicles in the newly proposed car park layout. Highways officers confirmed that a thorough assessment of the proposals had been undertaken including swept path analysis and looking at the dimensions of the car park, the size of the spaces including disabled bays, aisle width and turning radii which were all deemed acceptable. Officers also confirmed that, while there would be an uplift in the number of vehicle journeys made to the site once operational, they were confident that trips to and from the leisure centre would not overwhelm the highway network.</p> <p>The Committee deemed the application to be a positive amendment to the wider</p>

	<p>development noting the overall benefit of the project and the good public transport links available in the vicinity. The officer's recommendation was moved, seconded, and when put to a vote, unanimously approved.</p> <p>RESOLVED: That the application be approved as per officers' recommendation.</p>
42.	<p>THE BARN HOTEL, RUISLIP - 7969/APP/2023/1833 (<i>Agenda Item 7</i>)</p> <p>Application for Listed Building Consent for the partial demolition and conversion of existing Grade II Listed Buildings for residential use with associated landscaping and parking (In connection with Full Planning Application reference 7969/APP/2023/1473).</p> <p>Officers introduced the application highlighting that an application for full planning consent had recently been refused; it was clarified for the Committee that the application for determination by Members was exclusively for the physical works to the listed building elements. Members' attention was drawn to the addendum which sought to add an informative clarifying for the applicant that, the application determined by the Committee related only to the physical works on the listed building and nothing else on the wider full planning application.</p> <p>Officers highlighted that the only material consideration with the listed building consent application was whether the proposed works would result in potential harm to the historic fabric of the heritage assets, and if so, would the applicant able to demonstrate significant public benefit which would outweigh the potential harm identified. It was also clarified that the listed building application could not grant consent for the change of use or for the construction of any ancillary extensions. The listed building consent application was recommended for approval.</p> <p>Members noted that the listed building proposals would enhance the existing heritage asset and would safeguard the listed building going forward. The Committee also commented that the proposals would in fact remove some of the less aesthetically pleasing elements of the buildings that had been added over the years.</p> <p>The officer's recommendation, inclusive of the additional informative highlighted in the addendum, was moved, seconded, and when put to a vote, unanimously approved.</p> <p>RESOLVED: That the application be approved as per officers' recommendation.</p>
	<p>The meeting, which commenced at 7.00 pm, closed at 7.34 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Democratic Services at 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 Head of Development Management and Building Control

Address:	2F BEACON CLOSE UXBRIDGE		
Development:	Alterations to the existing house including the conversion of garage to habitable use and raising of garage roof height and erection of an attached 3-bedroom dwelling on land adjacent.		
LBH Ref Nos:	78099/APP/2023/1735		
Drawing Nos:	23013/2 23013/1 Design and Access Statement 23013/4B 23013/3		
Date Plans received:	15-06-2023	Date(s) of Amendments(s):	15-06-2023
Date Application valid	15-06-2023		

1. SUMMARY

Planning permission is sought for the erection of a 3-bedroom dwelling. Permission is also sought for alterations to the existing house, including the conversion of the garage to habitable use and raising of the garage roof height.

During the process of the application, concerns were raised regarding the internal layout of the property and the visual impact of the proposed development on the character and appearance of the area. Subsequently, amended plans were submitted to show that the internal arrangements of the new dwelling would meet London Plan internal floorspace standards. Additionally the frontage of the building has been reduced in size and designed to match the neighbouring property.

Overall it is considered that subject to conditions, the proposed development would cause no harm to the character and appearance of the area or building, nor would it cause significant harm to neighbouring amenities or the local highways network. Residents of the new dwelling would be provided with an acceptable standard of internal and external living accommodation and an appropriate housing mix is proposed for the site.

The development would provide one additional family sized dwelling to the borough's housing supply, for which there is an identified need.

It is therefore recommended that the committee grant planning permission for the proposed development.

2. RECOMMENDATION

APPROVAL subject to the following:

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 submitted plans numbers:

23013/1

23013/4B

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. NONSC Sustainable Drainage and Water Management

No development above ground level shall take place until a scheme for the provision of sustainable water management and water efficiency shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall:

- i. Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. Include a timetable for its implementation; and
- iii. Provide a management and maintenance plan for the lifetime of the development

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iv. Provide details of water collection facilities to capture excess rainwater;
- v. Provide details of how rain and grey water will be recycled and reused in the development;
- vi. Provide details of how the dwelling will achieve a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the optional requirement defined within Approved Document G of the Building Regulations).

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan Part 2 (2020) and Policies SI2 and SI 13 of the London Plan (2021).

4. HO5 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the first floor walls or roof slopes of the dwellings.

REASON

To prevent overlooking to adjoining properties in accordance with policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

5. NONSC Step Free Access

Prior to the construction of the hereby approved dwellings details of step free access via all points of entry and exit for each of the dwellings shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building.

REASON

To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

6. NONSC Accessibility Compliance M4(2)

The dwellings hereby approved shall accord with the requirements of Policy D7 of the London Plan, and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building.

REASON

To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

7. RES6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter, the development shall not be carried out other than in accordance with the approved details.

REASON

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

8. RES7 Materials (Submission)

No development above ground level shall take place until details of all materials and external surfaces (associated with the proposed development) 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).

9. RES9 Landscaping (car parking & refuse/cycle storage)

No development above ground level shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

1. Details of Soft Landscaping

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

2. Details of Hard Landscaping

- 2.a Refuse Storage (for both dwellings, secure and enclosed)
- 2.b Cycle Storage (2 cycle storage spaces shall be provided for the approved dwelling and the storage shall be secure and enclosed, and re-sited adjacent to the bin store for user convenience)
- 2.c Means of enclosure/boundary treatments
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures (such as play equipment and furniture)
- 2.g Car parking layout (which includes the provision of 1x active electrical vehicle charging point for the proposed dwelling)

3. Details of Landscape Maintenance

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

4. Schedule for Implementation

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

REASON

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

10. RES8 Tree Protection

Prior to the construction of the hereby approved dwelling, details shall be submitted to, and approved in writing by, the Local Planning Authority with respect to:

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

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

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

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

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

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)

11. 0M10 Construction Management Plan

Prior to development commencing, a demolition and construction management plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (iv) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.

(vi) The storage of demolition/construction materials on site.

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

REASON

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

12. RES14 Outbuildings, extensions and roof alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to the dwellinghouses hereby approved shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies DMHB 11 and DMHD 2 of the Hillingdon Local Plan Part 2 (2020).

13. RES10 Tree to be retained

The 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.

14. 0M10 Energy Statement

No development above ground level shall take place until a sustainability and energy statement has been submitted to and approved in writing by the Local Planning Authority. The sustainability and

energy statement shall demonstrate how a 10% reduction in carbon dioxide emissions beyond Building Regulations requirement Part L 2013 (TER Baseline) has been achieved including full technology specifications and locations. Thereafter, the development shall be carried out in accordance with the approved details.

REASON

To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with Policies DMEI 2 and DMEI 10 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy SI 2 of the London Plan (2021).

15. NONSC **Air Quality Neutral Development**

The heating system installed for the new dwelling shall only be any of the following:

- A heat pump or other zero-emission heat source.
- One or more individual gas boilers with NOx emissions rated at less than 40 mg/kWh.
- The development is connected to an existing heat network.

The development shall be carried out in accordance with the above heating systems and maintained for the lifetime of the development.

Reason: In the interests of improving air quality and ensuring an air quality neutral development in accordance with Policy DMEI 14 of the Hillingdon Local Plan Part 2 (2020), Policy SI 1 of the London Plan (2021) and London Plan Guidance: Air Quality Neutral (2023).

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. I73 **Community Infrastructure Levy (CIL) (Granting Consent)**

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

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

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

3. I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

4. I23 Works affecting the Public Highway - Vehicle Crossover

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

5. IT05 Wildlife and Countryside Act 1981

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species. Therefore, if applicable, it is advisable to consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMEI 12 Development of Land Affected by Contamination

DMEI 14	Air Quality
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 6	Garden and Backland Development
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
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 D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP H1	(2021) Increasing housing supply
LPP H2	(2021) Small sites
LPP SI13	(2021) Sustainable drainage
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF5	NPPF 2021 - Delivering a sufficient supply of homes
NPPF9	NPPF 2021 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The development site is located on the east side of Beacon Close. The site comprises a two storey semi detached property and its garden. The property has an L-shaped frontage at ground floor and is set back from the road. In terms of its external finish it is a mixture of brick and cladding.

Properties within the immediate area are predominantly two storey in height and are terraced or semi detached. In terms of design they are similar to the dwelling which exists at the development site. Most dwellings are set back from the road allowing for off road parking and front gardens.

The site has a Public Transport Accessibility Level (PTAL) rating of 1b (poor). It is also located upon potentially contaminated land and is within a Archaeological Protection Zone.

3.2 Proposed Scheme

Planning permission is sought for alterations to the existing house, including the conversion of the garage to habitable use and raising of the garage roof height. The proposed works also include the erection of an attached 3-bedroom dwelling.

3.3 Relevant Planning History

53630/99/0041 Forming Part Of 2f Beacon Close Uxbridge

Erection of a three-bedroom detached house with integral garage

Decision: 30-04-1999 Refused

53630/A/99/1888 Forming Part Of 2f Beacon Close Uxbridge

Erection of an attached three-bedroom house with integral garage

Decision: 28-04-2000 Refused

53630/APP/2000/2692 Forming Part Of 2f Beacon Close Uxbridge

ERECTION OF A DETACHED THREE-BEDROOM CHALET BUNGALOW

Decision: 26-03-2001 Refused **Appeal:** 23-08-2001 Dismissed

72568/APP/2017/406 Land Forming Part Of 13 Salt Hill Close Uxbridge

Two storey, 3-bed attached dwelling with associated parking, amenity and cycle space.

Decision: 19-07-2017 Approved

Comment on Relevant Planning History

The sites planning history is cited above.

It should be noted that planning permission was refused for additional residential development at the development site in 1999, 2000 and 2001.

The most recent application at the development site sought permission for the 'erection of a detached

three bed bungalow'. The application was refused and dismissed at appeal on the grounds that the bungalow would cause harm to the character and appearance of the area (53630/APP/2000/2692 and APP/R5510/A/01/1064273).

Since then planning permission has been granted for a 'Two storey, 3-bed attached dwelling with associated parking, amenity and cycle space' on an adjoining site to the rear of this application site (ref. 72568/APP/2017/406 at land forming part of 13 Salt Hill Close). The adjacent development has been constructed and is similar to the development proposed under this application. This has changed the context in which the current application should be considered.

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 West London Waste Plan (2015)
The London Plan (2021)

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.H1 (2012) Housing Growth

Part 2 Policies:

DMH 1 Safeguarding Existing Housing

DMH 2 Housing Mix

DMH 6 Garden and Backland Development

DMEI 12 Development of Land Affected by Contamination

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DMEI 14 Air Quality

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 15 Planning for Safer Places

DMHB 16 Housing Standards

DMHB 17 Residential Density

DMHB 18 Private Outdoor Amenity Space

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 D3 (2021) Optimising site capacity through the design-led approach

LPP D4 (2021) Delivering good design

LPP D5 (2021) Inclusive design

LPP D6 (2021) Housing quality and standards

LPP D7 (2021) Accessible housing

LPP H1 (2021) Increasing housing supply

LPP H2 (2021) Small sites

LPP SI13 (2021) Sustainable drainage

LPP T5 (2021) Cycling

LPP T6 (2021) Car parking

LPP T6.1 (2021) Residential parking

NPPF11 NPPF 2021 - Making effective use of land

NPPF12 NPPF 2021 - Achieving well-designed places

NPPF2 NPPF 2021 - Achieving sustainable development

- NPPF4 NPPF 2021 - Decision-Making
- NPPF5 NPPF 2021 - Delivering a sufficient supply of homes
- NPPF9 NPPF 2021 - Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: Not Applicable

5.2 Site Notice Expiry Date: Not applicable

6. Consultations

External Consultees

12 neighbouring properties were directly notified of the proposal on 23/06/23.

7 letters of objection have been received in response to consultation on the application. These comments are summarised below.

- 1) The proposal would have an adverse impact on the local highways.
- 2) The proposal would cause harm to the character and appearance of the area.
- 3) The proposal would cause harm to neighbouring amenities (loss of light, loss of privacy and increased noise pollution).
- 4) The developer has removed trees and hedges from the site.
- 5) Noise and disturbance caused by increased activity during construction would harm local residents and their amenities.
- 6) Previous applications have been refused at the site, this application should also be refused.
- 7) The proposal would result in a loss of usable garden space.
- 8) The council want to widen Beacon Close. The development would prohibit this.

A petition with 54 signatures has also been submitted against the application. The petition raises the following concerns regarding the proposed development.

- i) The proposal would have an adverse impact on the local highways network and would provide insufficient parking for new and existing residents.
- ii) The proposal would cause harm to the character and appearance of the area.

NORTH UXBRIDGE RESIDENTS' ASSOCIATION

The loss of the garage and reliance of one space on the run-in is regressive and will potentially increase the present kerbside parking in Beacon Close. New house proposal is unsympathetic to the style of development in Beacon Close and the use of a steep single parking space would represent a potential hazard so close to the road junction. The cutting back of the screen hedging and visual prominence of the new house will be to the detriment to the streetscene in North Uxbridge. In summary, this is an unneighbourly form of development and should be refused.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)

NPPF section 16 and the London Plan (2021 Policy HC1) make the conservation of archaeological interest a material planning consideration.

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

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified in the Local Plan: Colne Valley.

Although within the Colne Valley Archaeological Priority Zone, this development is too small-scale to be likely to cause harm in this location.

No further assessment or conditions are therefore necessary.

PLANNING OFFICER COMMENTS

Issues raised by the North Uxbridge Residents Association, GLAAS, as well as those relating to points 1,2,3,6, 7, i and ii are considered in the main body of this report.

In relation to point 4, the trees and hedges within the site are not protected and thus can be removed without planning permission. The trees outside of the site are to be retained and a condition has been added to ensure that they are protected during construction.

In relation to point 5, construction works are temporary and therefore, so are the associated impacts. The Environmental Protection Act (1990) and Pollution Act (1974) are in place to ensure that construction works are carried out in an appropriate and environmentally friendly manner. A condition requiring a construction management plan to be agreed with the Council is also recommended, in order to minimise the impacts of construction on neighbouring residents and the environment as far as practicable.

In relation to point 8, no planning history or evidence exists which suggests that the council intends to widen Beacon Close. Furthermore no justification or evidence has been submitted demonstrating that the proposal would disrupt the widening of the road.

Internal Consultees

ACCESS OFFICER:

No objection is raised subject to the following Conditions attached to any approval:

Prior to any works on site above damp proof course level, details of step free access via all points of entry and exit shall be submitted to, and approved in writing, by the Local Planning Authority. Such provision shall remain in place for the life of the building. REASON To ensure housing of an inclusive design is achieved and maintained in accordance with Policies D5 and D7 of the London Plan (2021).

The dwelling(s) hereby approved shall accord with the requirements of Policy D7 of the London Plan, and shall not be occupied until certification of compliance with the technical specifications for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, has been submitted

to, and approved in writing, by the Local Planning Authority. All such provisions must remain in place for the life of the building. REASON: To not only allow the Building Control body to require the development to comply with the optional Building Regulations standards, but to also ensure the appropriate quantity and standard of accessible and adaptable housing is constructed and maintained in accordance with policy D7 of the London Plan.

HIGHWAYS OFFICER:

The site forms an 302sq.m plot located at the entrance to Beacon Close, the side of the plot flanks Harefield Road. The site currently consists of a two-storey semi-detached dwelling house (No 2f). The property has a 3m wide garage projecting approximately 2.3m. The local area is characterised by mainly similar two storey semi-detached and terraced dwellings. According to TfL's Webcat the site has a PTAL of 1b indicating that access to public transport is poor compared to London as a whole suggesting the future residents would be reliant on the private car for trip making.

The applicant has proposed 1no. car parking space without electric vehicle charging point and secured cycle storage for 2no. cycles. For a development of this type a published London Plan 2021 policy T6.1 would allow a maximum of 1.5no. car parking spaces, the 1no. proposed car parking space is in accordance with this policy.

Policy T5 (Cycling) of the London Plan requires that the development provides a minimum of 2no. cycle parking spaces, the 2no. proposed are therefore in accordance with this policy. However, the Highways Authority notes that the cycle parking would be located at the rear of the property. In this location it would not be attractive and convenient for a rider to retrieve their bicycle and make a cycle trip.

The Highways Authority would be able to support the proposal subject to a planning condition requiring the applicant to submit to the Council plans for approval showing relocation of bike store from the rear of the proposal to the front adjacent to bin store. From the plans submitted this would be possible. - The published London Plan Policy T6.1 Residential Parking requires all new development must have infrastructure for charging electric vehicles. The Highways Authority would also require a planning condition requiring the applicant to provide the car parking space with an electric vehicle charging point.

Subject to the above the Highways Authority has no objections to this proposal.

CONTAMINATION OFFICER:

No objection.

PLANNING OFFICER COMMENT:

Comments from the Access Officer, Highways Officer and Contaminated Land Officer have been taken into consideration in the assessment of this application. In order to make the development acceptable in planning terms the recommended conditions and informatives would be attached to the permission, should the application be approved.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site comprises a semi detached dwelling and land within its curtilage. The site is located within an established residential area.

The National Planning Policy Framework has a requirement to encourage the effective use of land.

London Plan (2021) Policy H2 states that well designed housing schemes on small sites should be actively supported. The Hillingdon Local Plan details how small scale sites will make a significant contribution to housing supply.

Policy DMH 6 of the Hillingdon Local Plan Part 2 - Development Management Policies (2020) 'Garden and Backland Development' states that "there is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity".

The proposal is not considered to constitute backland development as the proposed dwelling would be sited adjacent to the existing dwelling and would be fronting Beacon Close. Nevertheless the proposal would be sited upon existing garden land, as such DMH 6 is in part applicable to the development.

As set out below, the development would be acceptable in terms of its impact on local character and would have an appropriate area of amenity space for both the existing and proposed dwellings. The impact on existing ecology and trees is discussed in more detail below.

It should be noted that the site of the proposed house comprises hardstanding and lawn and is of limited amenity value. The hedge along the boundary of the site would be retained and this would be secured by condition, along with additional soft landscaping.

Overall therefore it is considered that an exception to the general presumption against development on garden land can be made.

HOUSING MIX

Policy H10 of the London Plan (2021) states that applicants and decision-makers should have regard to the need for additional family housing. Family housing is defined within the glossary of the London Plan (2021) and advises that it must generally be of a size that has three or more bedrooms.

Policy DMH 2 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need.

The supporting text to policy DMH 2 states at paragraph 4.6 that 'The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three bedroom properties. Applicants proposing residential schemes will be required to demonstrate that this need has been taken into account.'

1 x three bed dwelling is proposed. Family sized dwellings are needed within the Borough and the proposal would aid in meeting this need. The proposed housing mix is therefore considered acceptable and the provision of a family sized home is considered to weigh in favour of the proposed development. The scheme is therefore considered acceptable in terms of policy DMH 2 and London Plan policy H10.

7.02 Density of the proposed development

Policy D3 of the London Plan (2021) states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. 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 other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 of the London Plan (2021) which states that Boroughs should proactively support well-designed new homes on small sites below 0.25 hectares in size.

Numerical densities are considered to be more appropriate to larger sites and what is considered of greater significance to the determination of this application is the local contextual factors. The key consideration is therefore whether the development would acceptably integrate with the character and appearance of the area, and would respect residential amenity considerations, rather than the consideration of the numerical density of the proposal. These issues are discussed in detail at sections 7.07 and 7.08 of this report.

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

The development would not have an impact on any heritage assets.

Furthermore, The Greater London Archaeological Advisory Service (GLAAS) has confirmed that the development would have no adverse impact on the Colne Valley Archaeological Protection Zone.

7.04 Airport safeguarding

The development would have no impact on airport safeguarding.

7.05 Impact on the green belt

The development would have no impact on the Green Belt.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Paragraph 130 of the National Planning Policy Framework (NPPF) 2021 states 'Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Policies D1, D3 and D4 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states 'The Council will require 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. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: 'All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding scale of development, height, mass and bulk of adjacent structures; building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.'

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (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 property would have a projecting single storey element at the front, in common with other dwellings in the street, and is set back from the road. Properties within the immediate area are predominantly two storey in height and are terraced or semi detached. In terms of design they are similar to the existing house at 2F Beacon Close, to which the development would be attached. Most dwellings are set back from the road allowing for off road parking and front gardens.

The proposed dwelling would be 7.2m high, 10.9m deep and 6.7m wide. The property would be finished in brick, tiles and upvc openings and would be added to the end of the existing pair of semi detached properties creating a terrace of three properties.

The proposed dwelling would be of similar height and depth to the existing dwelling, as such it would not appear oversized or out of scale. The dwelling would be of similar design to the existing semi detached properties and would be finished in similar materials, it would therefore be visually in keeping with neighbouring properties. Terraced properties can be seen to the rear of the site and along Beacon Close, as such the resulting terrace of three would be in keeping with the area's character. The new dwelling would have off road parking, as well as a front and rear garden like other properties in the area.

It should also be noted that planning permission was granted for 'Two storey, 3-bed attached dwelling with associated parking, amenity and cycle space' to the rear of the site on land adjacent to 13 Salt Hill Close (application ref: 72568/APP/2017/406) as well as a second house on land adjacent to 12 Salt Hill Close (application ref: 15962/APP/2013/3425). These two recently approved and constructed houses occupy an analogous position to the application site in terms of their relationship to Harefield Road.

The proposed development also seeks to raise the roof of the existing property's garage by approximately 35cm and to replace the garage door with a window and brickwork. The minor increase in height would cause no harm to the appearance of the property. Other properties on Beacon Close have replaced their garage doors with windows. As such the resulting dwelling would be in keeping with the character of the area.

In the event of the application being approved a landscaping scheme would be secured via condition to ensure that appropriate landscaping is provided at the site.

A condition would also be added to ensure that trees and greenery on the boundary of the development site would be protected during construction.

Taking into consideration all of the above, the proposed development would have an acceptable impact on the visual amenities of the area.

7.08 Impact on neighbours

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

The proposed dwelling would be sited alongside No.2f Beacon Close. It would not dissect a line drawn at 45 degrees from any of the habitable windows of the neighbouring property and it would not extend beyond the front or rear walls of the property. This being the case it would not cause any loss of light or outlook to the occupiers of No.2f. The new dwelling would provide some views into the rear garden of No.2f, however such views are common (as explained below) in this dense residential area, and therefore the level of overlooking into the rear garden of No.2f would not be significantly detrimental to the amenities of its occupiers.

The new dwelling would be in excess of 30m from properties to the west and south of the site, due to the separation distance it would have no adverse impact on amenities of those neighbours in terms of loss of light, outlook or privacy.

To the east of the site are 14, 13 and 13a Beacon Close. The rear windows of the proposed dwelling would be 21-22m away from the rear windows of those properties. Due to the separation distance, the new dwelling would cause no harmful loss of privacy or overlooking to these properties. The distance would also be sufficient to avoid any harmful loss of outlook to those properties. At present, the rear windows of 2f and 2e Beacon Close look into the rear gardens of 14, 13 and 13a Beacon Close (as well as each others gardens). The occupiers of those properties therefore have garden spaces which are subjected to some level of overlooking. The new dwelling would provide a similar level of overlooking into those gardens at a similar distance, it would therefore cause no harmful level of overlooking to neighbouring garden spaces.

One additional 3 bed property with one additional parking space would not result in a significant increase in activity or people movements at the site.

Overall the proposed development would have an acceptable impact on the amenities of neighbouring properties.

7.09 Living conditions for future occupiers

INTERNAL AMENITY

Policy DMHB 16: 'Housing Standards' of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states:

All housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this, all residential development or conversions should meet or exceed the most up to date internal space standards.

The London Plan (2021) advises that two storey, 3 bed, 4 person dwellings should provide future residents with a minimum internal floor space of 84sqm. The plans supplied show that 101sqm of internal floor space would be provided, exceeding requirements in the London Plan. The internal floor to ceiling height would be 2.5m as required by the London Plan (2021). Each habitable room within the property would have access to natural light and outlook through the position of windows and doors. Overall, it is considered that the new dwelling would provide future residents with an acceptable standard of internal living accommodation.

The changes to the existing dwelling would cause no harm to the amenities of its occupiers.

EXTERNAL AMENITY

Policy DMHB 18 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) requires all new residential developments to provide good quality and usable private outdoor amenity space. 60sqm of external amenity space is required for 2-3 bedroom properties.

Approximately 70sqm of external amenity space would be provided for each dwelling. Both properties would therefore be provided with adequate external amenity space.

A condition restricting permitted development rights for extensions and outbuilding is recommended to prevent the erosion of the outdoor space.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

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

Policy DMT 5 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: 'A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:
i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;

- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.'

Policy DMT 6 of the Hillingdon Local Plan Part 2: Development Management Policies (2020) states: 'Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

The Mayor of London adopted a new and revised London Plan in March 2021. Consequently, the car parking standards set out in the London Plan take precedence over those in the Local Development Plan, except where the Local Plan specifies lower local maximum standards.

PARKING

The London Plan (2021) advises that 3+ bed dwellings in Outer London with a PTAL rating of 0-1 should be provided with up to 1.5 parking spaces. 1 parking space is to be provided for the proposed dwelling. 1 parking space is to be retained for the existing 3-bed dwelling. This is within the maximum standard and is therefore considered acceptable, and no objection with the proposed level of parking has been raised by the Council's highways officer.

ELECTRIC CHARGING POINTS

Part G) of Policy T6 and part C) of Policy T6.1 of the London Plan (2021) state that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. A condition has been recommended to secure an electric vehicle charging point for the proposed dwelling, in the event of approval.

BICYCLE PARKING

Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires the provision of cycle parking facilities for new residential units. A cycle store (providing space for 2 bikes) would be provided in the rear garden of the proposed dwelling ensuring that adequate cycle parking is provided for new residents. It is noted that the highways officer has recommended that this be moved to the front garden for ease of access. Full details of the cycle store and revised siting will be secured through condition in the event of an approval.

REFUSE/RECYCLING COLLECTION

Policy DMHB 11 part (d) of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that development proposals should make sufficient provision for well-designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. Waste storage will be located within the garden of the proposed dwelling and would be taken kerbside for collection on refuse collection day. Full details of the waste storage facilities will be secured through condition in the event of an approval.

ACCESS

The proposal seeks to widen the existing vehicle crossover. The new extended crossover (which is to be shared) would have a flat section which is approximately 7.5m in width, this is under the 10m maximum permissible for a shared crossover. The access opening would be clear of objects and would therefore allow for adequate visibility when cars enter an exit the site. The proposed access is therefore considered acceptable.

CONCLUSION

Overall, subject to the aforementioned conditions, it is concluded that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with the Hillingdon Local Plan: Part 2 - Development Management Policies (2020), Policies DMT 1, DMT 2 and DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

7.11 Urban design, access and security

Discussed in other sections of this report where relevant.

7.12 Disabled access

London Plan Policy D7 states:

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'.

No objection has been raised by the Council's Access Officer and the conditions recommended have been recommended for inclusion in the decision should planning permission be granted.

7.13 Provision of affordable & special needs housing

The scale of development is below the threshold where affordable housing would be required.

7.14 Trees, landscaping and Ecology

TREES

Policy DMHB 14: 'Trees and Landscaping' of the Hillingdon Local Plan Part 2: Development Management Policies (2020) requires:

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.

C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision.

The proposed development would result in the loss of some lawn at the site. Nevertheless appropriately sized garden spaces would be retained for both dwellings and the hedging and trees to the south of the site would also be retained.

To ensure that an appropriate level of greenery is provided at the site, a landscaping condition is recommended for inclusion on the decision - if the application is approved. Additionally a condition is recommended to ensure that trees and hedging shown to be retained on the submitted plans are protected during construction and replaced if felled.

The proposal is therefore considered to be acceptable.

ECOLOGY

Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that if development is proposed on or near to a site considered to have features of ecological or geological value, applicants must submit appropriate surveys and assessments to demonstrate that the proposed development will not have unacceptable effects. The development must provide a positive contribution to the protection and enhancement of the site or feature of ecological value.

The site comprises hard landscaping, hedging and lawn. It does not contain any ponds, open woodland or dense scrub and shrubbery. There are no protected sites of ecological interest adjacent to the site. It is therefore considered that the likelihood of protected species being present at the site is low. The existing hedgerow is of both ecological and amenity value. A condition would ensure its retention during and after construction. The proposal is therefore considered to have an acceptable ecological impact.

In the event of an approval, an informative would be secured advising that should protected species be found at the site, the applicant(s) must fulfil their duties under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2010.

7.15 Sustainable waste management

Discussed in other sections of this report.

7.16 Renewable energy / Sustainability

Policy SI 2 of the London Plan (2021) states residential development should achieve at least a 10% improvement beyond Building Regulations 2013.

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the 2016 London Plan targets.

In the event of an approval, a condition would be secured requiring the submission of an Energy and Sustainability Statement to demonstrate that the proposed development would achieve at least a 10% improvement beyond Building Regulations 2014.

Also, a condition would be secured requiring the proposed development to achieve as a minimum, a water efficiency standard of no more than 110 litres per person per day maximum water consumption (to include a fixed factor of water for outdoor use of 5 litres per person per day in accordance with the option requirement defined within Approved Document G of the Building Regulations).

Subject to the above conditions, the proposal would be compliant with Policy SI 2 of the London Plan (2021) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

7.17 Flooding or Drainage Issues

Policy SI12 of the London Plan (2021) states that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 of the London Plan (2021) states that 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.

Policy DMEI 9 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states that proposals that fail to make appropriate provision for flood risk mitigation, or which would increase the risk or consequences of flooding, will be refused. Policy DMEI 10 states that development within areas identified at risk from surface water flooding which fail to make adequate provision for the control and reduction of surface water runoff rates will be refused.

The application site is located in Flood Zone 1 where there is a low probability of risk of fluvial flooding. As such, all forms of development including residential development (which is classified as a 'more vulnerable use') is acceptable in this location, in terms of fluvial flood risk.

In the event of approval, a sustainable water management scheme would be secured by condition to ensure compliance with Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies SI 12 and SI 13 of the London Plan (2021).

7.18 Noise or Air Quality Issues

NOISE

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 non-aviation development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life.

The provision of 1 additional residential unit is not considered to lead to such a significant change in the local noise environment as to warrant a refusal of planning permission on this ground. The necessity to comply with Building Regulation standards would ensure that the development is appropriately noise insulated.

AIR QUALITY

Local Plan Policy DMEI 14 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 development site is located within an Air Quality Management Area. Gardens and greenery would be retained at the site. The proposal would result in 1 additional family at the site who would have access to 1 car parking space, which is conditioned to provide an active vehicle charging point. The car parking movements associated with the development would be limited and thus the development is unlikely to have any significant adverse air quality impact. In combination with the retained and proposed planting (to be secured by condition), the provision of infrastructure for electric vehicles, and low to no emission heating, the proposal would contribute positively to meeting air quality objectives.

Given that the proposed parking does not exceed the London Plan maximum parking standards, the transport emissions for this minor development is considered air quality neutral. In terms of building emissions, a condition has been included requiring any new heating system to the new dwelling to be from a zero-emission heat source (e.g. heat pump); one or more individual gas boilers with NOx emissions rated at less than 40 mg/kWh; or to be connected to an existing heat network. This would ensure an Air Quality Neutral minor development, in accordance with London Plan Guidance: Air Quality Neutral.

7.19 Comments on Public Consultations

The issues raised during the consultation process have been addressed in the sections above.

7.20 Planning obligations

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre.

The proposal involves the erection of 1 new dwelling and is therefore CIL liable.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No other issues raised.

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

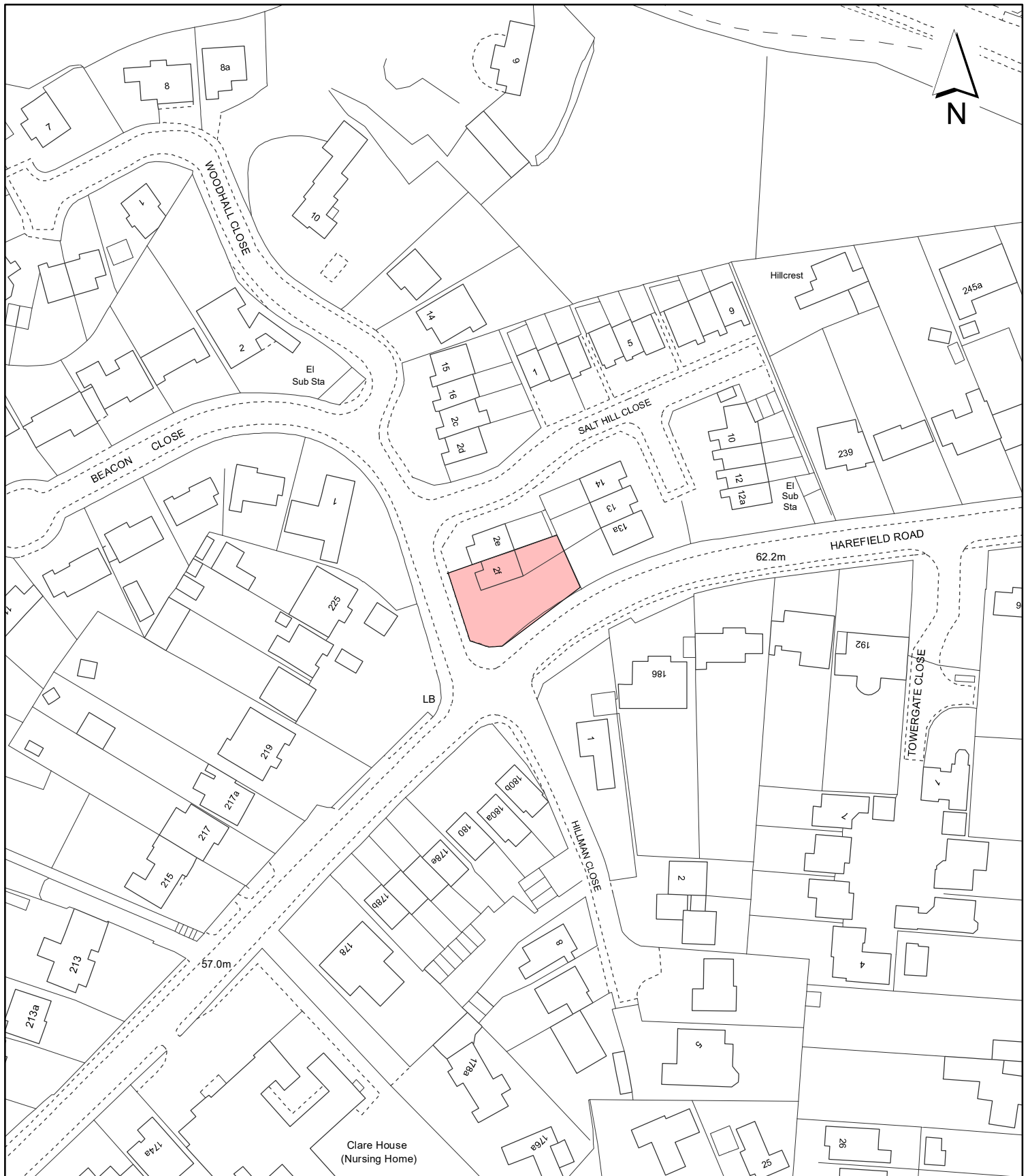
The proposed development would have a satisfactory impact on the character and appearance of the area and would not give rise to any undue harm to neighbouring amenities, or the local highway network. Additionally, adequate living accommodation would be provided for future residents. The proposal would contribute 1 additional family sized dwelling to the borough's housing stock.

The proposal is considered to comply with the Development Plan and no material considerations indicate that the policies of the Development Plan should not prevail. It is therefore recommended that planning permission be granted subject to conditions.

11. Reference Documents

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

Contact Officer: Haydon Richardson **Telephone No:** 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**2F Beacon Close
 Uxbridge**

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

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

Planning Application Ref:

78099/APP/2023/1735

Scale:

1:1,250

Planning Committee:

Minors Page 46

Date:

November 2023



HILLINGDON
 LONDON

Report of the Head of Development Management and Building Control

Address:	ROOFTOP AT POINT WEST 1040 UXBRIDGE ROAD HAYES	
Development:	Installation of four new microwave transmission dishes on braced support poles fixed to the face of the building and one new 150mm wide cable tray, alongside the removal of three existing microwave transmission dishes on freestanding support frames.	
LBH Ref Nos:	24/APP/2023/2114	
Drawing Nos:	A3_PW_300 A3_PW_400 NOTICE UNDER ARTICLE 13 OF APPLICATION FOR PLANNING PERMISSION SUPPLEMENTARY INFORMATION Declaration of Conformity with ICNIRP Public Exposure Guidelines Location Plan A3_PW_100 A3_PW_200 Design, Access and Supporting Statement Covering Letter	
Date Plans received:	17-07-2023	Date(s) of Amendments(s):
Date Application valid	17-07-2023	

1. SUMMARY

Planning permission is sought for the installation of four new microwave transmission dishes on braced support poles fixed to the face of the building and one new 150mm wide cable tray, alongside the removal of three existing microwave transmission dishes on freestanding support frames.

Taking into consideration that the proposed development site is already used for telecommunications equipment, that it is located over 30m above ground level (where it would have limited impact on the appearance of the area) the proposed development is considered to be visually acceptable and appropriately located. Furthermore it is unlikely to harm neighbouring amenities or highway safety and would provide improved telecommunications coverage for the area, which is supported by the Local Plan, London Plan and the National Planning Policy Framework.

It is therefore recommended that the committee grant planning permission for the proposed development.

2. RECOMMENDATION

APPROVAL subject to the following:

1. COM3 Time Limit

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

REASON

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

2. COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on submitted plan numbers: Location Plan; A3_PW_100; A3_PW_200; A3_PW_300; and A3_PW_400 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 One - Strategic Policies (November 2012), the Hillingdon Local Plan: Part Two - Development Management Policies (January 2020) and the London Plan (March 2021).

3. NONSC Non Standard Condition

Within 3 months of the development commencing, the existing equipment (shown for removal on the approved drawings) shall be dismantled and removed in their entirety from the site.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the site and its surroundings in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020).

INFORMATIVES

1. I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2.

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicants attention to the requirement within the British Standard Code of Practice for the safe use of cranes, for the 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.

All crane applications should be sent to Heathrow's Work Approval Team via the following address:

airside_works_approvals@heathrow.com

3.

The MOD recognises that cranes may be used during the telecoms upgrade at this site. These may affect air traffic safety. If the telecoms upgrade of this site does progress, it will be necessary for the developer to liaise with the MOD Safeguarding at the below email address, and RAF Northolt prior to the erection of cranes or temporary tall structures over 15 Metres high.

DIO-Safeguarding-Statutory@mod.gov.uk

4. I47 **Damage to Verge - For Council Roads:**

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

For Private Roads: Care should be taken during the building works hereby approved to ensure no damage occurs to the verge of footpaths on private roads during construction. Vehicles delivering materials to this development shall not override or cause damage to a private road and where possible alternative routes should be taken to avoid private roads. The applicant may be required to make good any damage caused.

I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan (2021) and national guidance.

DMAV 1	Safe Operation of Airports
DMEI 12	Development of Land Affected by Contamination
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 21	Telecommunications
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
LPP SI6	(2021) Digital connectivity infrastructure
NPPF10	NPPF 2021 - Supporting high quality communications

3. CONSIDERATIONS

3.1 Site and Locality

The development site is located on the north side of the Uxbridge Road and to the south of Whittington Avenue, Hayes. The site comprises a high rise 10-storey building. The building is in commercial and residential use. It is approximately 31.7m in height to the main roof level with areas of the roof extending above to approximately 38m above ground level.

The immediate surrounding area is mixed use and is made up of 1-3 storey buildings. The ground floors of buildings are in commercial use and their upper floors comprise flats.

3.2 Proposed Scheme

Planning permission has been sought for the installation of four new microwave transmission dishes on braced support poles fixed to the face of the building and one new 150mm wide cable tray, alongside the removal of three existing microwave transmission dishes on freestanding support frames.

3.3 Relevant Planning History

24/AB/97/1898 1040 Uxbridge Road Hayes

Erection of two free standing equipment cabins (Consultation under Schedule 2, Part 24 of The Town and Country Planning (General Permitted Development) Order 1995)

Decision: 22-12-1997 Approved

24/AD/98/0361 Point West, 1040 Uxbridge Road Hayes

Erection of 3 free standing telecommunications equipment cabins (Consultation under Schedule 2, Part 24 of The Town and Country Planning (General Permitted Development) Order 1995)

Decision: 23-03-1998 Approved

24/AE/98/1913 Point West, 1040 Uxbridge Road Hayes

Erection of one 7.5 metre stub tower complete with 3 cross polar antennas, 4 dish antennas, one radio equipment housing and development ancillary thereto (Consultation under Schedule 2, Part 24 of The Town and Country (General Permitted Development) Order 1995)

Decision: 24-09-1999 Prior Approval
N/Req

24/AG/99/0054 Point West, 1040 Uxbridge Road Hayes

Installation of 3 radio antennas and associated equipment cabinets (Consultation under Schedule 2, Part 24 of The Town and Country Planning (General Permitted Development) Order 1995)

Decision: 15-02-1999 Approved

24/APP/2000/1617 Point West, 1040 Uxbridge Road Hayes

INSTALLATION OF SIX ANTENNAS AND FOUR DISHES AT ROOF LEVEL AND AN EQUIPMENT CABIN AT GROUND LEVEL (CONSULTATION UNDER SCHEDULE 2, PART 24 OF THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995)(AS AMENDED)

Decision: 29-08-2000 Prior Approval
N/Req

24/APP/2000/2370 Point West, 1040 Uxbridge Road Hayes

CHANGE OF USE FROM OFFICES TO HOSTEL ON FIRST, SECOND, THIRD, FOURTH AND FIFTH FLOORS AND EXTERNAL ALTERATIONS

Decision: 18-07-2001 Refused **Appeal:** 11-01-2002 Allowed

24/APP/2000/2621 Point West, 1040 Uxbridge Road Hayes

INSTALLATION OF TELECOMMUNICATIONS EQUIPMENT, COMPRISING SIX FACE MOUNTED PANEL ANTENNAS WITH ASSOCIATED CABLING, EQUIPMENT CABIN, AIR CONDITIONING UNITS AND MICROWAVE DISH

Decision: 12-01-2001 Approved

24/APP/2001/1488 Point West, 1040 Uxbridge Road Hayes

CHANGE OF USE OF 7TH AND 8TH FLOORS FROM OFFICES TO A HOSTEL

Decision: 17-10-2001 No Further
Action(P)

24/APP/2002/116 Point West, 1040 Uxbridge Road Hayes

INSTALLATION OF TELECOMMUNICATIONS EQUIPMENT, COMPRISING THREE POLE MOUNTED ANTENNAS AND FOUR POLE MOUNTED MICROWAVE DISHES ON THE ROOF, WITH GROUND BASED CABINETS AND A FENCED COMPOUND

Decision: 13-05-2002 Approved

24/APP/2002/2919 Point West, 1040 Uxbridge Road Hayes

DETAILS OF EXTERNAL TREATMENT OF BUILDING AND GLAZING OF WINDOWS IN COMPLIANCE WITH CONDITION 7 OF THE SECRETARY OF STATE'S APPEAL DECISION REF.APP/R5510/A/01/107034 DATED 11/01/2002; CHANGE OF USE OF ACCOMMODATION TO HOSTELS ON THE FIRST, SECOND, THIRD, FOURTH, FIFTH AND SIXTH FLOORS

Decision: 03-02-2003 Approved

24/APP/2002/559 Point West, 1040 Uxbridge Road Hayes

INSTALLATION OF AN ADDITIONAL EQUIPMENT CABIN AND ANCILLARY WORKS (CONSULTATION UNDER SCHEDULE 2, PART 24 OF THE TOWN AND COUNTRY PLANNING

(GENERAL PERMITTED DEVELOPMENT) ORDER 1995)(AS AMENDED)

Decision: 15-04-2002 Prior Approval
N/Req

24/APP/2003/1017 Point West, 1040 Uxbridge Road Hayes
INSTALLATION OF TELECOMMUNICATIONS EQUIPMENT COMPRISING 3 ANTENNAS, 26
TRANSMISSION DISHES AND ASSOCIATED EQUIPMENT CABIN

Decision: 29-01-2004 Approved

24/APP/2003/927 1030-1040 Uxbridge Road Hayes
DETAILS OF LANDSCAPING SCHEME, DRYING FACILITIES, PLAY AREA AND SECURITY
MEASURES IN COMPLIANCE WITH CONDITIONS 2,5,6 AND 8 OF THE SECRETARY OF
STATE'S APPEAL DECISION REF.APP/R5510/A/01/ 1070334 DATED 11/01/2002; CHANGE OF
USE OF FIRST, SECOND, THIRD, FOURTH AND FIFTH FLOORS FROM OFFICES WITH
ANCILLARY FACILITIES ON GROUND FLOOR

Decision: 31-10-2012 No Further
Action(P)

24/APP/2004/388 1030-1040 Uxbridge Road Hayes
DEMOLITION OF EXISTING GROUND FLOOR EXTERNAL WALLS, NEW CAVITY WALLS AND
GROUND FLOOR CONSTRUCTION, NEW INTERNAL PARTITION WALLS TO GROUND FLOOR
(APPLICATION FOR A CERTIFICATE OF LAWFULNESS FOR A PROPOSED USE OR
DEVELOPMENT)

Decision: 29-07-2004 General
Perm.Devt.

24/APP/2013/1851 Point West 1040 Uxbridge Road Hayes
Change of Use of Floors 6, 7 and 8 from offices to residential

Decision: 16-08-2013 Prior Approval
N/Req

24/APP/2014/1639 Point West, 1040 Uxbridge Road Hayes
Installation of 2 rooftop 600mm dishes mounted on support poles and 1 equipment cabinet set on a
freestanding plinth

Decision: 21-07-2014 Approved

24/APP/2015/1069 Point West Building Uxbridge Road Hayes
Installation of 2 x 1.2m rooftop dishes mounted on existing stub tower, 2 x 1.2m freestanding
dishes, 4 x 0.6m freestanding rooftop dishes, 4 x control cabinets and associated cable runs to roof
(Retrospective)

Decision: 19-05-2015 Approved

- 24/APP/2015/3507 Point West Building Uxbridge Road Hayes
 Installation of 2 x 600mm rooftop transmission dishes on free-standing support frames, 1 equipment cabinet located on a freestanding metal platform and ancillary cabling and other minor works
Decision: 04-12-2015 Approved
- 24/APP/2016/2203 Point West Building Uxbridge Road Hayes
 Installation of 2 x 600mm diameter dish antenna dishes and associated works
Decision: 02-08-2016 Approved
- 24/APP/2018/2323 Point West Building Uxbridge Road Hayes
 The installation of a 10.5m high rooftop monopole housing 2 x 0.9m microwave dishes along with an equipment cabinet installed on a steel grillage along with ancillary apparatus on the roof of Point West
Decision: 18-09-2018 Approved
- 24/APP/2019/224 Point West Building Uxbridge Road Hayes
 Removal of 4 No. existing 0.6m antennae dishes, replacement with 4 No. 0.9m antennae dishes, installation of equipment cabinet, and associated works.
Decision: 20-03-2019 Approved
- 24/APP/2022/2309 Rooftop At Point West 1040 Uxbridge Road Hayes
 Proposed upgrade to existing Rooftop Telecommunications equipment (Application under Class A, Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) for determination as to whether prior approval is required for siting and appearance).
Decision: 06-09-2022 Refused
- 24/APP/2023/1645 Rooftop At Point West 1040 Uxbridge Road Hayes
 Proposed upgrade to existing Rooftop Telecommunications equipment including Installation of a roof mounted 7m 5G telecoms monopole (Application under Class A, Part 16 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) for determination as to whether prior approval is required for siting and appearance).
Decision: 18-07-2023 Approved
- 24/F/79/1829 1030-1040 Uxbridge Road Hayes
 Alterations and enlargement of main entrance reception area.
Decision: 09-11-1979 Approved
- 24/L/80/0329 1030-1040 Uxbridge Road Hayes
 Retention of a 7m flagpole. (section 53)

Decision: 17-07-1980 Refused

24/M/80/1082 1030-1040 Uxbridge Road Hayes

Erection of a new storage area at ground floor level beneath existing building.

Decision: 19-08-1980 Approved

24/N/80/1515 1030-1040 Uxbridge Road Hayes

Erection of a 7 metre high flagpole.

Decision: 17-09-1980 Approved

24/W/95/0654 1040 Uxbridge Road Hayes

Installation of 6 antennas, 2 transmission dishes and 3 base transmission stations (Application for determination under Schedule 2, Part 24 of the Town and Country Planning General Development Order 1988)

Decision: 23-05-1995 Approved

24/Z/97/0457 Point West, 1040 Uxbridge Road Hayes

Installation of a 5.6 metre high stub tower and erection of equipment cabin (Consultation under Schedule 2, Part 24 of The Town and Country Planning (General Permitted Development) Order 1995)

Decision: 09-06-1997 Approved

Comment on Relevant Planning History

The planning history is set out in section 3.3 of this report (above).

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 West London Waste Plan (2015)
- The London Plan (2021)

The National Planning Policy Framework (NPPF) (2021) is also a material consideration in planning

decisions, as well as relevant supplementary planning documents and guidance.

Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

DMAV 1 Safe Operation of Airports

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 21 Telecommunications

DMEI 12 Development of Land Affected by Contamination

DMHB 7 Archaeological Priority Areas and archaeological Priority Zones

LPP SI6 (2021) Digital connectivity infrastructure

NPPF10 NPPF 2021 - Supporting high quality communications

NPPF12 NPPF 2021 - Achieving well-designed places

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: Not Applicable

5.2 Site Notice Expiry Date: **15th August 2023**

6. Consultations

External Consultees

62 neighbouring properties were directly notified of the proposal on 24/07/23.

4 letters of objection has been received in response to consultation on the application. Those comments have been summarised below.

Hillingdon Planning Committee - 1st November 2023

- 1) The proposal would cause harm to the character and appearance of the area.
- 2) The proposal would cause harm to the health of neighbouring residents.
- 3) The ICNIRP Guidelines are guidelines and do not guarantee that the development would have no adverse health impacts, furthermore they do not provide information on how multiple masts within the immediate vicinity may impact on the health of residents.
- 4) The development is for financial gain.

Queries on the application:

a) New Lane Networks have submitted a domestic EPC 8296-9516-3129-9597-0983 for this development. What is the total energy consumption of the existing telecommunications equipment on the building and what would it be post development.

b) The ideal would be for the Council or the telecoms companies to provide 3D modelling of the range of the waves from each mast showing how they overlap and where the hotspots are created. I have recently learnt that there should be microwave auditory limits at ground level. Are you able to measure these limits?

A petition with 31 signatures has also been submitted against the application. The petition raises the following concerns regarding the proposed development:

i) The existing telecommunications equipment and building are an eyesore on the area. The proposed development would worsen the visual impact, causing further harm to the character and appearance of the area.

Ministry of Defence:

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 UK Military Low Flying System.

The applicant is seeking approval for the installation of of four new microwave transmission dishes on braced support poles fixed to the face of the building and one new 150mm wide cable tray, alongside the removal of three existing microwave transmission dishes on freestanding support frames.

The application site occupies the statutory safeguarding zone surrounding RAF Northolt. In particular, the height and bird strike safeguarding zones surrounding RAF Northolt and is approximately 3.4km from the centre of the airfield.

After reviewing the application documents, I can confirm the MOD has no safeguarding objections to this proposal.

Cranes

The MOD recognises that cranes may be used during the telecoms upgrade at this site. These may affect air traffic safety. If the telecoms upgrade of this site does progress, it will be necessary for the developer to liaise with the MOD Safeguarding at the above email address, and RAF Northolt prior to the erection of cranes or temporary tall structures over 15 Metres high.

The MOD must emphasise that the advice provided within this letter is in response to the data and information detailed within the developer's document, submitted in support of application 24/APP/2023/2114, as referred to in the correspondence dated 12th October 2023, received from London

Borough of Hillingdon Council.

Any variation of the parameters (which include the location, dimensions, form, and finishing materials) detailed may significantly alter how the development relates to MOD safeguarding requirements and cause adverse impacts to safeguarded defence assets or capabilities. In the event that any amendment, whether considered material or not by the determining authority, is submitted for approval, the MOD should be consulted and provided with adequate time to carry out assessments and provide a formal response.

Heathrow Airport:

We have now assessed the above application against the safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development. However, if a crane is needed for installation purposes, we would like to draw your attention to the following:

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 applicants attention to the requirement within the British Standard Code of Practice for the safe use of cranes, for the 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. All crane applications should be sent to Heathrow's Work Approval Team via the following address:

airside_works_approvals@heathrow.com

PLANNING OFFICER COMMENTS:

Issues relating to points 1, 2, 3 and i are considered in the main body of the report.

In relation to point 4, the motivations behind the proposed development are not a material planning consideration.

In relation to point a, EPC certificates and the energy consumption of the proposed and existing telecommunications equipment is not a material planning consideration.

In relation to point b, the plans and details submitted in support of the application are sufficient to allow for an assessment as to whether the development is policy compliant or not. That assessment has been carried out throughout this report.

In relation to points raised by the Ministry of Defence and Heathrow Airport - informatives have been recommended for inclusion on the decision notice (if approved) informing the applicants of the necessity to notify the relevant bodies if cranes are to be used in the construction of the proposed development.

Internal Consultees

NOISE OFFICER:

Given the nature and context of the proposed development apparent from the information provided I do not consider noise and vibration to be a material planning issue.

DIGITAL CONNECTIVITY OFFICER:

This applications is for adding to and the removal of existing roof top installation. So should be considered.

PLANNING OFFICER COMMENT:

Comments from the Noise Officer and Digital Connectivity Officer have been taken into consideration in the assessment of this application. In order to make the development acceptable in planning terms, conditions and informatives would be attached to the permission, should the application be approved.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy SI 6 of The London Plan 2021 provides planning guidance for the installation of digital connectivity infrastructure. The policy states:

A - To ensure London's global competitiveness now and in the future, development proposals should:

- 1) ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new developments, unless an affordable alternative 1GB/s-capable connection is made available to all end users
- 2) meet expected demand for mobile connectivity generated by the development
- 3) take appropriate measures to avoid reducing mobile connectivity in surrounding areas; where that is not possible, any potential reduction would require mitigation
- 4) support the effective use of rooftops and the public realm (such as street furniture and bins) to accommodate well-designed and suitably located mobile digital infrastructure.

B - Development Plans should support the delivery of full-fibre or equivalent digital infrastructure, with particular focus on areas with gaps in connectivity and barriers to digital access.

Paragraph 114 of the National Planning Policy Framework 2021 (NPPF) states 'Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. Policies should set out how high quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments (as these connections will, in almost all cases, provide the optimum solution'.

Policy DMHB 21 of The Local Plan: Part 2 - Development Management Policies (2020) states that Telecommunication development will only be permitted where: i) it is sited and designed to minimise their visual impact; ii) it does not have a detrimental effect on the visual amenity, character or appearance of the building or the local area; iii) it has been demonstrated that there is no possibility for use of alternative sites, mast sharing and the use of existing buildings; iv) there is no adverse impact on areas of ecological interest, areas of landscape importance, archaeological sites, Conservation Areas or buildings of architectural or historic interest; and v) it includes a Declaration of Conformity with the International Commission on Non Ionizing Radiation.

Policy DMAV 1 of The Local Plan: Part 2 - Development Management Policies (2020) states A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a

hazard to aircraft safety will not be permitted. B) In consultation with the Airport Operator, the Council will ensure that: i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

The aim of this application is to improve telecommunications network coverage within the area. The proposed development would therefore support the aims of the London Plan and Local Plan in terms of improving connectivity. Sited over 31m above ground level, next to existing telecommunications equipment, the development would cause no significant harm to the character and appearance of the area and is therefore considered to be in an appropriate location. A declaration of conformity with the International Commission on Non Ionizing Radiation has been submitted in support of the application.

The development is to be located upon a building which already has telecommunications equipment upon its roof. The building is not of historic interest nor is it within a conservation area. A site consideration document has been submitted in support of the application which advises that the site has specifically been chosen to alleviate the developments visual impact and impact on neighbours. Furthermore the site was chosen because it is already used for telecommunications equipment and therefore negates the need to use another site.

The Ministry Of Defence and Heathrow Airport have raised no objection to the proposed development.

Overall the proposed development is considered to be comply with the mentioned Local Plan, NPPF and London Plan guidance.

7.02 Density of the proposed development

Not applicable to this application.

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

The development would not have an impact on any heritage assets or archaeological priority areas.

7.04 Airport safeguarding

The development would have no impact on airport safeguarding.

7.05 Impact on the green belt

Not applicable to this application.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Paragraph 130 of the NPPF (2021) states 'Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and

landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

Policies D1 and D3 of the London Plan (2021) require development proposals to be of high quality and to enhance the local context by delivering buildings and spaces that positively respond to local distinctiveness.

Hillingdon Local Plan Part 1: Strategic Policies (2012) Policy BE1 states 'The Council will require 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. All new developments should achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place.'

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) states: 'All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including: i) harmonising with the local context by taking into account the surrounding scale of development, height, mass and bulk of adjacent structures; building plot sizes and widths, plot coverage and established street patterns; building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure; architectural composition and quality of detailing; local topography, views both from and to the site; and impact on neighbouring open spaces and their environment.'

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (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 development site is located on the north side of the Uxbridge Road and to the south of Whittington Avenue. The site comprises a high rise 10-storey building. The building is in commercial and residential use. It is approximately 31.7m in height to the main roof level with areas of the roof extending above to approximately 38m above ground level. The immediate surrounding area is mixed use and is made up of 1-3 storey buildings. The ground floors of buildings are in commercial use and their upper floors comprise flats.

The application seeks permission to install four microwave transmission dishes on braced support poles fixed to the face of the building and one new 150mm wide cable tray, alongside the removal of three existing microwave transmission dishes on freestanding support frames.

At present the rooftop of Point West comprises numerous masts, poles, dishes, cabinets and other telecommunications equipment.

The proposed equipment would sit amongst existing equipment as such it would not be out of character. In terms of height, it would sit below larger equipment on the roof of the building, thus it is of an acceptable size and would have limited visual impact. The new equipment would in part be replacing existing equipment on the roof, as such it would not result in any harmful net increase in equipment on the roof. The equipment would be over 30m above the ground limiting its visual impact on the areas appearance.

For these reasons it is considered that the proposed development would have an acceptable impact on the character and appearance of the building and area.

7.08 Impact on neighbours

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

The proposed telecommunications equipment would be located a significant distance above ground level, due to its location, design and significant separation distance from neighbouring sites the proposal is unlikely to be harmfully overbearing to them, nor would it lead to any harmful loss of light or outlook to nearby sites or in any other way harm their amenities.

At present a significant amount of telecommunications equipment exists (and is in operation) on the roof of the building. As such users of the building are subject to the impact of that equipment. The proposal seeks to install four microwave transmission dishes on braced support poles and one new 150mm wide cable tray. It also seeks to remove three existing microwave transmission dishes on freestanding support frames. The net increase in one transmission dish is not considered to cause any harm to the amenities of users of the building.

Overall it is therefore considered that the proposed development would have an acceptable impact on the amenities of neighbouring properties.

7.09 Living conditions for future occupiers

Not applicable to the proposed development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Due to its siting on the roof of a building, away from the local highways network the proposed telecommunications equipment would not cause any hinderance to pedestrian or vehicle movements or harm to highway safety.

7.11 Urban design, access and security

Not applicable to this application.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Not applicable to this application.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

The issues raised during the consultation process have been addressed in the sections above.

7.20 Planning obligations

The Council adopted its own Community Infrastructure Levy (CIL) on August 1st 2014 and the Hillingdon CIL charge for residential developments is £95 per square metre of additional floorspace. This is in addition to the Mayoral CIL charge of £60 per sq metre.

The proposal is not CIL liable.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Health:

Paragraph 118 of the National Planning Policy Framework (2021) states:

Local planning authorities must determine applications on planning grounds only. They should not seek to prevent competition between different operators, question the need for an electronic communications system, or set health safeguards different from the International Commission guidelines for public exposure.

In terms of potential health concerns, the applicant has confirmed that the proposed installation complies with the ICNIRP (International Commissions for Non Ionising Radiation Protection) guidelines. Accordingly, in terms of Government policy advice, there is not considered to be any direct health impact. Therefore, further detailed technical information about the proposed installation is not considered relevant to the Council's determination of this application.

8. Observations of the Borough Solicitor

General

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

Material considerations are those which are relevant to regulating the development and use of land in

the public interest. The considerations must fairly and reasonably relate to the application concerned.

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

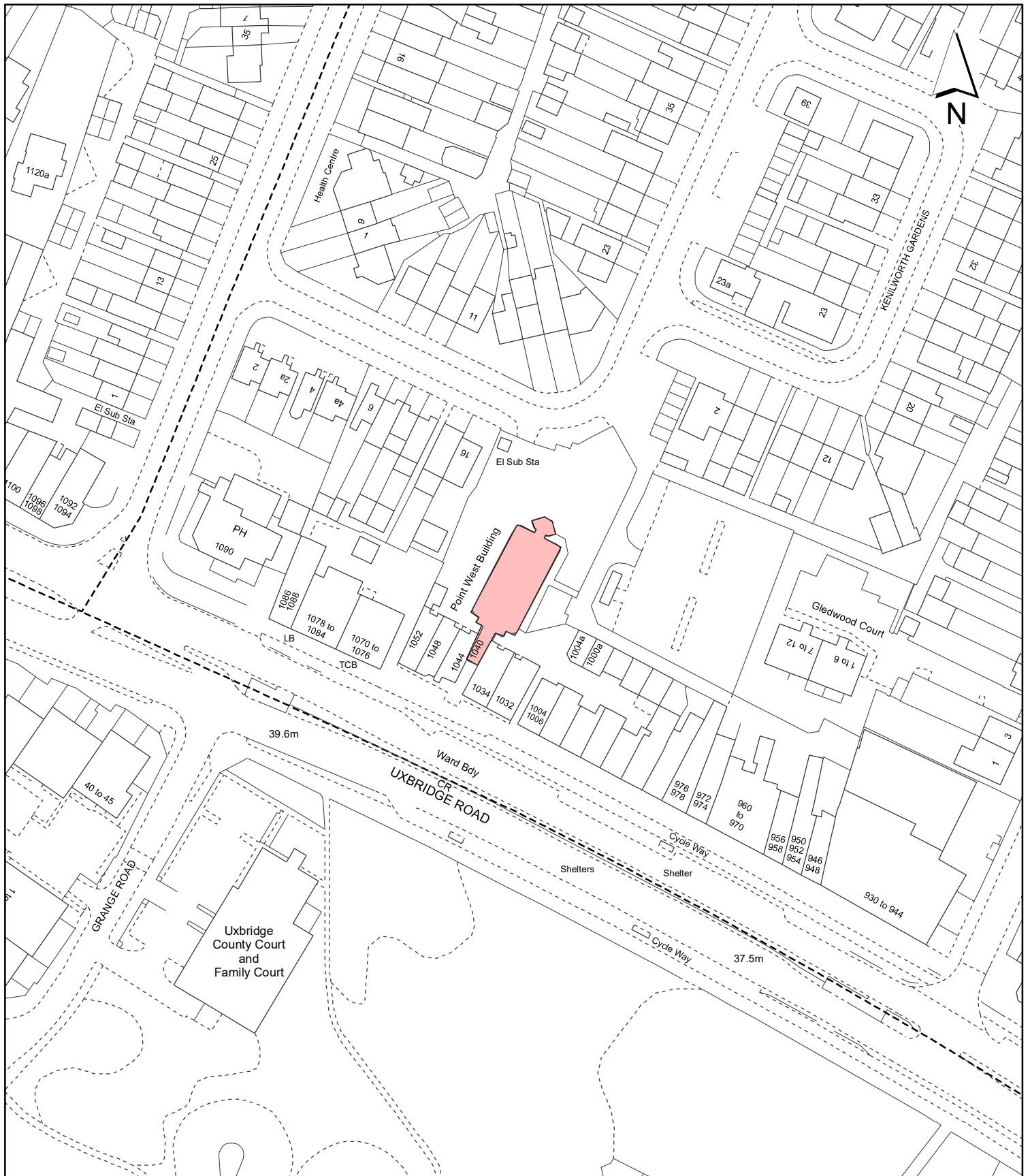
The proposed development is considered to have an acceptable impact on neighbouring amenities, the local highways network and the character and appearance of the area. The development is appropriately located and would provide improved telecommunications coverage for the area, which is supported by the Local Plan, London Plan and the National Planning Policy Framework.

The proposal is considered to comply with the Development Plan and no material considerations indicate that the policies of the Development Plan should not prevail. It is therefore recommended that planning permission be granted subject to conditions.

11. Reference Documents

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

Contact Officer: Haydon Richardson **Telephone No:** 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Rooftop at Point West
 1040 Uxbridge Road**

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

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

Planning Application Ref:
24/APP/2023/2114

Scale:
1:1,250

Planning Committee:
Minors Page 65

Date:
November 2023



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Report of the Head of Development Management and Building Control

- Address:** MERCK SHARPE DOHME (MSD) SITE OFF BREAKSPEAR ROAD SOUTH
HAREFIELD
- Development:** Retention and demolition of existing buildings, construction of new buildings, all within Use Class B8 with ancillary uses, alongside hardstanding, widening of the vehicular access off Breakspear Road South, associated car and cycle parking, enhanced landscaping and ancillary works.
- LBH Ref Nos:** 72870/APP/2022/3126
- Drawing Nos:** 221723_OP_ICK_L_SE05 Rev. 01
221723_OP_ICK_L_X002 Rev. 01
35896IPLS-06
35896IPLS-03
35896IPLS-07
1381-DR-A-00-026 Issue 00
1381-DR-A-00-027 Issue 00
1381-DR-A-01-015 Issue 00
1381-DR-A-02-015 Issue 00
1381-DR-A-03-015 Issue 00
1381-DR-A-04-015 Issue 00
1381-DR-A-05-015 Issue 00
1381-DR-A-00-020 Issue 00
1381-DR-A-00-021 Issue 00
1381-DR-A-00-022 Issue 00
1381-DR-A-00-023 Issue 00
1381-DR-A-00-025 Issue 00
1381-DR-A-00-026 Issue 00
1381-DR-A-01-020 Issue 00
1381-DR-A-02-020 Issue 00
1381-DR-A-05-020 Issue 00
221723_OP_ICK_L_X005 Rev. 01
1381-DR-A-00-012 Issue 01
1381-DR-A-00-013 Issue 01
1381-DR-A-01-010 Issue 01
1381-DR-A-01-030 Issue 01
1381-DR-A-02-010 Issue 01
1381-DR-A-02-030 Issue 01
1381-DR-A-03-010 Issue 01

1381-DR-A-03-020 Issue 01
1381-DR-A-03-030 Issue 01
1381-DR-A-04-010 Issue 01
1381-DR-A-04-020 Issue 01
1381-DR-A-04-030 Issue 01
1381-DR-A-05-010 Issue 01
1381-DR-A-05-030 Issue 01
1381-DR-A-00-010 Issue 02
Design and Access Statement
22002-SYM-XX-00-DR-C-1601 Rev. P3
22002-SYM-XX-00-DR-C-1602 Rev. P3
22002-SYM-XX-00-DR-C-1701 Rev. P1
22002-SYM-XX-00-DR-C-1702 Rev. P1
22002-SYM-XX-00-DR-C-1802 Rev. P5
22002-SYM-XX-00-DR-C-1803 Rev. P4
22002-SYM-XX-00-DR-C-1851 Rev. P3
22002-SYM-XX-00-DR-C-701 Rev. P1
22002-SYM-XX-00-DR-C-702 Rev. P1
22002-SYM-XX-00-DR-C-1901 Rev. P3
22002-SYM-XX-XX-RPT-C-0001 Rev. P02 Flood Risk Assessment
22002-SYM-XX-XX-RPT-C-0002 Drainage Strategy Report
22002 (25-07-2022) Drainage Management and Maintenance Plan
Landscape Report Rev. 01 (September 2022)
108003-MMD-00-XX-DC-AQ-0001 Air Quality Assessment (September 2022)
BG22.113.7 Archaeological Desk-Based Assessment (September 2022)
BG22.113.8 Rev. 1 Biodiversity Impact Assessment for Net Gain (September 2022)
BG22.113.7 Rev. 1 Ecological Impact Assessment (September 2022)
Planning Statement (October 2022)
WB307-01/DOP/SAG/MAK Ground Investigation Report
Interim Travel Plan (September 2022)
Noise and Vibration Impact Assessment (September 2022)
Operational Waste Management Strategy (September 2022)
Proposed TVIA Viewpoints
Ickenham Viewpoint Descriptions
GLA Stage 1 Response Letter (Dated 22nd May 2023)
35896IPLS-01
35896IPLS-02
35896IPLS-03

35896IPLS-04
 221723_OP_ICK_L_SE02 Rev. 01
 221723_OP_ICK_L_SE03 Rev. 01
 221723_OP_ICK_L_SE04 Rev. 01
 1381-DR-A-EX-021 Issue 00
 1381-DR-A-EX-022 Issue 00
 1381-DR-A-EX-023 Issue 00
 1381-DR-A-EX-024 Issue 00
 22002-SYM-XX-00-DR-C-1301 Rev. P2
 1381-DR-A-00-011 Issue 01
 1381-DR-A-00-010 Issue 02
 1381-DR-A-00-102 Issue 00
 Statement of Community Involvement (September 2022)
 Sustainability Statement Rev. 02
 Transport Statement (September 2022)
 14771BC.PFSS.20.02.23 (V01) Planning Fire Safety Strategy (20th February 2023)
 22002-SYM-XX-00-DR-C-1603 Rev. P1
 22002-SYM-XX-00-DR-C-1604 Rev. P1
 100108003 Healthy Streets Active Travel Zone Assessment (April 2023)
 BG22.113.6 Rev. 3 Arboricultural Impact Assessment Survey & Report (Dated May 2023)
 Energy Report Rev. 02 (Dated 31st January 2023)
 Whole Life Carbon Assessment Rev. 02
 Cover Letter (Dated 7th October 2022)
 Visualisation Document
 1381-DR-A-00-000 Issue 00

Date Plans received:	11-10-2022	Date(s) of Amendments(s):	30-05-2023
Date Application valid	11-10-2022		11-10-2022
			22-05-2023
			11-10-2023
			10-10-2022

1. SUMMARY

This application seeks planning permission for the retention of one building (Building 1) for use as ancillary offices and demolition of all remaining buildings, construction of new buildings (Buildings 2 to 5), all within Use Class B8 with ancillary uses, alongside hardstanding, widening of the vehicular access off Breakspear Road South, associated car and cycle parking, enhanced landscaping and ancillary works.

The application site is a vacant, brownfield site, formerly used mainly as a research and development facility (Use Class E(g)(ii)). Notably, the development plan encourages the intensification of existing industrial sites in appropriate locations. The proposed development would intensify the existing employment site for industrial purposes (Use Class B8), in accordance with Policies E4 and E7 of the London Plan (2021), and Policy DME 2 of the Hillingdon Local Plan: Part 2 (2020). It is considered that the proposed development is acceptable in land use terms and would make efficient use of a brownfield site.

Significantly, the site is also located within the Green Belt. The NPPF (2023) does allow for development in the Green Belt to be considered appropriate, provided it meets one of the exceptions set out in paragraph 149. In this instance paragraph 149 part (g) is applicable and requires that redevelopment of previously developed land does not have a greater impact on the openness of the Green Belt than the existing development. Subject to an appropriately worded planning condition which restricts the level of storage that can be deposited in the external storage yards proposed, and planning conditions which ensure effective maintenance and delivery of a robust landscape scheme to screen the proposals from view, the scheme would not result in a greater impact to the openness of the Green Belt than the existing development. Subject to such conditions, the proposed scheme would constitute appropriate development and very special circumstances are not required to justify the development proposed.

Planning obligations are proposed to be secured by a Section 106 legal agreement in respect of air quality mitigation, carbon offsetting, travel planning, healthy streets and active travel, highways works, employment strategy and construction training. These are necessary to make the development acceptable, and are reasonable in scale and kind.

Subject to the planning conditions and obligations, the proposed development is considered acceptable with respect to its design and impact on the character and appearance of the area, neighbour amenity, the local highway network, public rights of way, accessibility, security, landscaping, ecology, waste, energy, flood and water management, noise, contaminated land and fire safety. For the reasons set out within the main body of the report, the proposal accords with the development plan when read as a whole. This application is recommended for approval, subject to planning conditions and a Section 106 legal agreement.

2. RECOMMENDATION

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

That should the Mayor not issue a direction under Article 7 of the Order that he is to act as the Local Planning Authority for the purposes of determining the application, delegated powers be given to the Director of Planning, Regeneration and Environment 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) Air Quality Contribution: A financial contribution amounting to £314,189.57 shall be paid to address the air quality impacts of the proposed development.

ii) Carbon Offset Contribution: Any additional shortfall identified through the ongoing reporting

required by Condition 18 shall form a cash in lieu contribution in accordance with Policy SI2 of the London Plan at a rate of £95/tCO₂ annualised for not more than 30 years beginning on the commencement of development.

iii) **Travel Plan:** A full 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.

iv) **Active Travel Zone Contribution:** A financial contribution amounting to £5,000 shall be paid to the Council to fund the delivery of works to encourage and enable trip making by walking, cycling and public transport.

v) **Highways Works:** Section 278 agreement to secure highway works, including works to the junction with Breakspear Road South.

vi) **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.

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

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 Environment), delegated authority be given to the Director of Planning, Regeneration and Environment to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of the Air Quality, Carbon Offsetting, Travel Planning, Active Travel, Highways Works, Employment Strategy and Construction Training). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 (2020); the adopted Planning Obligations Supplementary Planning Document (2014); Policy DF1 of the London Plan (2021); and paragraphs 54-57 of the National Planning Policy Framework (2021).'

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

Location Plan:

1381-DR-A-00-000 Issue 00

Site Plans:

1381-DR-A-00-010 Issue 02

1381-DR-A-00-011 Issue 01

1381-DR-A-00-012 Issue 01

1381-DR-A-00-013 Issue 01

Floor Plans:

1381-DR-A-01-010 Issue 01

1381-DR-A-02-010 Issue 01

1381-DR-A-03-010 Issue 01

1381-DR-A-04-010 Issue 01

1381-DR-A-05-010 Issue 01

Elevations:

1381-DR-A-01-030 Issue 01

1381-DR-A-02-030 Issue 01

1381-DR-A-03-030 Issue 01

1381-DR-A-04-030 Issue 01

1381-DR-A-05-030 Issue 01

Roof Plans:

1381-DR-A-01-015 Issue 00

1381-DR-A-02-015 Issue 00

1381-DR-A-03-015 Issue 00

1381-DR-A-04-015 Issue 00

1381-DR-A-05-015 Issue 00

Section Plans:

1381-DR-A-01-020 Issue 00

1381-DR-A-02-020 Issue 00

1381-DR-A-03-020 Issue 01

1381-DR-A-04-020 Issue 01

1381-DR-A-05-020 Issue 00

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November

2012) and 2 (January 2020) and the London Plan (2021).

3. COM5 General compliance with supporting documentation

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

22002-SYM-XX-XX-RPT-C-0001 Rev. P02 Flood Risk Assessment;
22002-SYM-XX-XX-RPT-C-0002 Drainage Strategy Report;
22002 (25-07-2022) Drainage Management and Maintenance Plan;
Landscape Report Rev. 01 (September 2022);
108003-MMD-00-XX-DC-AQ-0001 Air Quality Assessment (September 2022);
BG22.113.7 Archaeological Desk-Based Assessment (September 2022);
BG22.113.8 Rev. 1 Biodiversity Impact Assessment for Net Gain (September 2022);
BG22.113.7 Rev. 1 Ecological Impact Assessment (September 2022);
WB307-01/DOP/SAG/MAK Ground Investigation Report;
Interim Travel Plan (September 2022);
Noise and Vibration Impact Assessment (September 2022);
Operational Waste Management Strategy (September 2022);
Sustainability Statement Rev. 02;
Transport Statement (September 2022);
Whole Life Carbon Assessment Rev. 02;
14771BC.PFSS.20.02.23 (V01) Planning Fire Safety Strategy (20th February 2023);
100108003 Healthy Streets Active Travel Zone Assessment (April 2023);
Energy Report Rev. 02 (Dated 31st January 2023); and
BG22.113.6 Rev. 3 Arboricultural Impact Assessment Survey & Report (Dated May 2023).

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

REASON

To ensure the development complies with the provisions Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

4. NONSC Restriction of Use

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

- Use Class B8: 5,804 m2 floorspace for warehouse storage and distribution use; and
- Ancillary Use Class B8: 1,290 m2 floorspace for ancillary office use.

REASON

To ensure that the provisions of the proposed development are secured to the warehouse use to prevent detrimental impacts arising from an alternative use which is not permitted, including impacts on town centres, the local highway network and air quality, in accordance with Policies DME 3, DMTC 1, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SD7, T4 and SI 1 of the London Plan (2021) and paragraphs 87, 111 and 174 of the National Planning Policy Framework (2023).

5. NONSC Restrict Enlargement of B8 Use Buildings

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the buildings shall not be extended.

REASON

To ensure that the Local Planning Authority have assessed all the implications of the development, including impacts on design, the local highway network and air quality, in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies D4, T4 and SI 1 of the London Plan (2021) and paragraphs 111, 130 and 174 of the National Planning Policy Framework (2023).

6. NONSC Restrict Addition of Internal Floorspace

Notwithstanding the provisions of Part 7, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional structural internal mezzanine floorspace that can be used for storage shall be created in excess of that area expressly authorised by this permission.

REASON

To ensure that the Local Planning Authority have assessed all the implications of the development, including impacts on design, the local highway network and air quality, in accordance with Policies DMHB 11, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies D4, T4 and SI 1 of the London Plan (2021) and paragraphs 111, 130 and 174 of the National Planning Policy Framework (2023).

7. NONSC Use Class Restriction - Data Centre Prohibited

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the development hereby approved shall not be used as a data centre.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure compliance with the Development Plan, including any impact on carbon emissions and air quality, to accord with Policies DMEI 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SI 1 and SI 2 of the London Plan (2021), and paragraphs 154 and 174 of the National Planning Policy Framework (2023).

8. NONSC Ancillary Office Floorspace

The office floorspace hereby approved shall only be used as ancillary floorspace to the primary operation of the warehouse facilities (Use Class B8).

REASON

To ensure that the provisions of the proposed development are secured to the warehouse use to prevent detrimental impacts arising from an alternative use which is not permitted, including impacts on town centres, the local highway network and air quality, in accordance with Policies DME 3, DMTC 1, DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SD7, T4 and SI 1 of the London Plan (2021) and paragraphs 87, 111 and 174 of the National Planning Policy Framework (2023).

Framework (2023).

9. NONSC Stacking Height Restriction

The external storage yards shall only be used for external storage in association with the use hereby approved. Materials, objects, equipment and vehicles shall not be stored, stacked, deposited or parked:-

- (i) To cover an area exceeding 80% of each individual external storage yard hereby approved;
- (ii) To a height exceeding 6 metres above existing ground level in external storage yards Y3 and Y4 (to the south) hereby approved;
- (iii) To a height exceeding 5 metres above existing ground level in external storage yards Y2 and Y5 (to the north) hereby approved;
- (iv) In the car park surrounding Building B1; or
- (v) On any of the soft/green landscaped areas of the site.

NOTE: The external storage yard notations (Y2, Y3, Y4 and Y5) are defined by approved drawing reference 1381-DR-A-00-010 Issue 02. External storage yards Y3 and Y4 are located within the southern section of the site where levels are lower and external storage yards Y2 and Y5 are located within the northern section of the site where levels are higher.

REASON

In order to safeguard the openness of the green belt and visual amenities of the area in accordance with Policies EM2 and BE1 of the Hillingdon Local Plan: Part 1 (2012), Policies DMEI 4 and DMHB 11 of the Hillingdon Local Plan: Part 2 (2020), Policy G2 of the London Plan (2021) and paragraph 149 of the National Planning Policy Framework (2023).

10. NONSC Noise Levels

For the lifetime of the development hereby permitted the rating level of noise caused by the operation of development shall be at least 5 dB below the minimum background noise level, or 35 dB(A), whichever is higher, measured 1 metre outside of any window of any existing dwelling, or similarly noise sensitive premises, determined in accordance with the procedures set out in BS4142:2014 Methods for Rating and Assessing Industrial and Commercial Sound.

REASON

To safeguard the amenity of the occupants of the surrounding properties in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

11. NONSC Non-Road Mobile Machinery

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the 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

To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 1 of the London Plan (2021) and Paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

12. NONSC Connection to Future District Heating Network

The development hereby approved shall connect to a district heating network should one become available in future.

REASON

To ensure compliance with Policy SI 3 of the London Plan (2021).

13. NONSC Digital Connectivity Infrastructure

The development hereby approved shall ensure that sufficient ducting space for full fibre connectivity infrastructure is provided.

REASON

To ensure compliance with Policy SI 6 of the London Plan (2021).

14. NONSC HGVs Condition

(A) The development hereby permitted shall not operate in order to allow for any inbound or outbound trips to or from the site by petrol or diesel Heavy Goods Vehicles (HGVs) between the hours of:-

- (i) 22:00 and 06:00, Monday to Saturday; and
- (ii) 22:00 and 08:00, Sundays and Bank Holidays.

(B) The development hereby permitted shall not operate in order to allow for any more than:-

- (i) 10 inbound and/or outbound trips to or from the site by petrol or diesel HGVs between the hours of 06:00 and 07:00;
- (ii) 15 inbound and/or outbound trips to or from the site by petrol or diesel HGVs between the hours of 07:00 and 08:00; and
- (iii) 4 inbound and/or outbound trips to or from the site by petrol or diesel HGVs between the hours of 20:00 and 22:00.

REASON

To safeguard the amenity of the occupants of the surrounding properties in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) and Policy D14 of the London Plan (2021).

15. NONSC Bat Mitigation

Prior to commencement of development (including demolition), full details of bat mitigation requirements shall be submitted to and approved in writing by the Local Planning Authority. These measures must be carried out in accordance with the bat licence issued by Natural England (to be issued subsequent to this planning permission) and submitted alongside the full details of bat mitigation. The development must be carried out in accordance with the approved details.

REASON

To ensure the protection of bats in accordance with Policy G6 and G7 of the London Plan (2021) and Policy EM7 and DMEI 7 of the Hillingdon Local Plan Parts 1 (2012) and 2 (2020).

16. NONSC Construction Management and Logistics Plan

Prior to the commencement of works on site, a Construction Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with relevant stakeholders). This plan shall detail:

- (i) The phasing of the works;
- (ii) The hours of work;
- (iii) On-site plant and equipment;
- (iv) Measures to mitigate noise and vibration;
- (v) Measures to mitigate impact on air quality;
- (vi) Waste management;
- (vii) Site transportation and traffic management, including:
 - (a) Routing;
 - (b) Signage;
 - (c) Vehicle types and sizes;
 - (d) Hours of arrivals and departures of staff and deliveries (avoiding peaks times of day);
 - (e) Frequency of visits;
 - (f) Parking of site operative vehicles;
 - (g) On-site loading/unloading arrangements;
 - (h) wheel washing; and
 - (i) Use of an onsite banksman (if applicable).
- (viii) The arrangement for monitoring and responding to complaints relating to demolition and construction;
- (ix) Details of cranes and other tall construction equipment (including the details of obstacle lighting);
- (x) Measures to maintain unfettered access to the bridleway for Public Right of Way U42 during construction.

This plan should accord with Transport for London's Construction Logistic Planning Guidance and the GLA's 'The Control of Dust and Emissions during Construction and Demolition' Supplementary Planning Guidance (July 2014) (or any successor document). It shall cover the entirety of the application site and any adjoining land which will be used during the construction period. It shall include the details of cranes and any other tall construction equipment (including the details of obstacle lighting).

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

REASON

To safeguard the amenity of surrounding areas and to ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and local air quality, in accordance with Policies DMT 1, DMT 2 and DMEI 14 of the Hillingdon Local Plan: Part 2 (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: Part 2 (2020).

17. NONSC Contaminated Land

(i) The development hereby permitted (excluding demolition, site clearance and supplementary ground investigation works e.g. beneath demolished buildings) shall not commence until a scheme to address unacceptable contamination, in accordance with the Environment Agency's guidance "Land contamination risk management" (LCRM), has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of an approved 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 detailed remediation strategy, to also include how completion of the remedial works will be verified, along with the details of a watching brief to address undiscovered contamination, shall be agreed in writing with the LPA. 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 strategy 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 verification report shall include the details of the final remediation works and demonstrate that they have been conducted 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 laboratory testing including details of placement of the suitable materials shall be submitted to 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.

18. NONSC Consent for Discharge Point

Prior to commencement of groundworks, evidence of consent for the proposed connection to the public surface water sewer from the relevant Water and Sewerage Undertaker should be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan

(2021), the National Planning Policy Framework (2021), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

19. NONSC Energy Monitoring, Recording and Reporting

Prior to commencement of development (excluding demolition), a detailed energy monitoring, recording and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of London Plan Policy SI2 and the GLA Energy Assessment Guidance (April 2020 or as amended) and demonstrate that the development will secure the 154% saving in CO₂ emissions from the regulated energy load in accordance with the energy strategy (Energy Report Rev. 02 (Dated 31st January 2023)).

The development must proceed in accordance with the approved reporting structure and where there is a failure to achieve the carbon savings as set out in the energy strategy, the quantum (tCO₂) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106.

REASON

To ensure the development's onsite carbon savings from regulated energy demand is achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI2 of the London Plan (2021).

20. NONSC Overheating

Prior to commencement of development (excluding demolition), the final Overheating Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development 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 approved details shall thereafter be implemented and retained for the lifetime of the development.

REASON

To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4 of the London Plan (2021).

21. NONSC Materials

Prior to the commencement of development above ground level, details of all materials and external surfaces shall be submitted to and approved in writing by the Local Planning Authority. Details should include information relating to make, product/type, colour and photographs/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 Part 2 (2020).

22. NONSC Details of Access

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

To ensure an accessible and inclusive development for everyone in accordance with Policy D5 of the London Plan (2021).

23. COM9 Landscape Scheme

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

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100) to demonstrate no net loss of trees, and including (but not limited to) dense planting on the southern boundary in order to achieve effective screening of the site from views taken from the south

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 Car Parking Layouts, including:

- 13 no. car parking spaces are served by active charging infrastructure;

- 52 no. car parking spaces are served by passive charging infrastructure; and

- All operation parking spaces, including spaces for freight vehicles, are served by rapid electric vehicle charging points.

2.d Hard Surfacing Materials

2.e External Lighting

2.f Other structures

3. Living Roofs

3.a Notwithstanding the plans submitted, details for the provision and maximisation of living / green / blue / brown / bio-solar roofs, including:

- Its location, extent, specification (plant species and growing medium type), landscape integration, integration with other roof plant or renewable energy infrastructure, structural integrity, construction, operation and access; the location and vegetation type to be discussed in advance with the Planning Authority so that benefits to reduction in exposure to air pollution can be obtained;

- Section/profile drawings showing the growing medium depth, different layers and membranes;

- Plans to show clearly its location, extent, drainage catchment areas (if relevant), inlets and outflows;

and

- Maintenance plan to show how it will be maintained regularly, maintenance considerations due to other roof infrastructure and any changes in maintenance throughout the seasons.

3.b Robust and evidenced justification as to why a living / green / blue / brown / bio-solar roofs cannot be provided.

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 turfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

6.a Existing and proposed functional services above and below ground

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6 and DME1 1 of the Hillingdon Local Plan: Part 2 (2020) and Policies G1, G5, T6, T6.2 and T7 of the London Plan (2021).

24. NONSC Public Right of Way U42 Scheme

Notwithstanding the plans hereby approved and prior to commencement of development above ground level, a detailed scheme for the new bridleway connection to Public Right of Way U42 shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include a 3 metre wide bridleway on the south side of the access road and a crossing point to re-join the existing bridleway.

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

REASON

To ensure that the development provides safe, direct and inclusive access for pedestrians and cyclists on the public right of way, in accordance with Policies DMT 1 and DMT 5 of the Hillingdon Local Plan: Part 2 (2020).

25. NONSC Ecological Enhancement Plan

Prior to commencement of development above ground level (excluding demolition), a scheme for the enhancement of ecology shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out how the development will contribute positively to ecological value through the use of features and measures within the landscaping (i.e. nectar rich and diverse planting including living walls and/or roofs) and the fabric of the new built form (i.e. bat and bird boxes). The scheme shall include a plan with the features annotated and the development must be

built and operated in accordance with the approved scheme.

REASON

To ensure the development contributes positively to the ecological value of the area in accordance with Policy EM7 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 7 of the Hillingdon Local Plan: Parts 2 (2020) and Policies G6 and G7 of the London Plan (2021).

26. NONSC Sustainable Drainage Scheme Details

Prior to commencement of groundworks (excluding site investigations and demolition), a final detailed drainage design shall be submitted to and approved in writing by the Local Planning Authority. This shall include drawings and supporting calculations, in accordance with document reference '22002-SYM-XX-XX-RPT-C-0002 Drainage Strategy Report' and associated drawings. A detailed management plan confirming routine maintenance tasks for all drainage components must also be submitted to demonstrate how the drainage system is to be maintained for the lifetime of the development.

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

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2021), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

27. NONSC Sustainable Drainage Scheme Verification

Prior to the first operation of the development, evidence (photographs and installation contracts) shall be submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

REASON

To ensure that surface water run off is controlled and to ensure the development does not increase flood risk, in compliance with Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policy DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy SI 12 and SI 13 of the London Plan (2021), the National Planning Policy Framework (2021), and Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

28. NONSC Cycle Parking Details

Prior to first operation of the development, details of the cycle parking to provide space for 24 no. bicycles shall be submitted to and approved in writing by the Local Planning Authority. Details shall confirm that the covered cycle hub is to be sited on the eastern side of Building 1 and that all cycle parking to be provided accords with the London Cycling Design Standards.

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

REASON

To ensure that the development secures appropriate cycle parking provision, in accordance with Policy T5 of the London Plan (2021).

29. NONSC Parking Design and Management Plan

Prior to the first operation of the development, a Parking Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall detail car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

The Parking Management Plan shall be implemented as approved and shall remain in force for the life of the development.

REASON

To allow sufficient space for all vehicles to access the application site and neighbouring sites, and to safeguard the safety of highway users, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T6 of the London Plan (2021).

30. NONSC Delivery, Servicing and Waste Management Plan

Prior to the first operation of the development, a Delivery, Servicing and Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This should demonstrate that arrival and departure of HGVs shall not take place at the same time to avoid conflict and highway safety issues. This should accord with Transport for London's Delivery and Servicing Plan Guidance.

Thereafter the development shall be operated in full accordance with the approved details.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy T7 of the London Plan (2021).

31. NONSC Fire Statement

Prior to the first operation of the development, 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).

32. NONSC Secured by Design

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief

Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

33. NONSC Low Emission Strategy

Prior to the first operation of the development, a Low Emission Strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall address but be not restricted to:

- 1) Compliance with the current London Plan (March 2021) and associated Planning Guidance requirements.
- 2) Implementation of a fast electric vehicle charging bay for cars, and rapid charging provisions for freight vehicles.
- 3) Update the proposed Travel Plan to make it more ambitious with a clear and effective strategy to encourage staff / users of the site 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.
- 4) Avoid, whenever possible, urban areas including Air Quality Focus Areas.

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 (2012), Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020), Policies SI 1 and T4 of the London Plan (2021) and Paragraphs 174(e), 186 and 188 of the National Planning Policy Framework (2021).

34. NONSC Circular Economy Monitoring Report

Prior to operation of the development, a post-construction monitoring report should be completed in line with the Greater London Authority's (GLA) Circular Economy Statement Guidance.

The post-construction monitoring report shall be submitted to the GLA, currently via email at: circulareconomystatements@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to operation of the development.

REASON

In the interests of sustainable waste management and in order to maximise the re-use of materials, in accordance with Policy SI 7 of the London Plan (2021).

35. NONSC Whole Life-Cycle Carbon Assessment

Prior to the operation of the development the post-construction tab of the Greater London Authority's (GLA) Whole Life-Cycle Carbon Assessment template should be completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance.

The post-construction assessment should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance.

Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the Local Planning Authority, prior to operation of the development.

REASON

In the interests of sustainable development and to maximise on-site carbon dioxide savings, in accordance with Policy SI 2 of the London Plan (2021).

36. COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plans shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy DMHB 14 of the Hillingdon Local Plan Part 2 (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

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. 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.

3. I72 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.

4. I73 Community Infrastructure Levy (CIL) (Granting Consent)

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

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

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

5.

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

6. I15 Control of Environmental Nuisance from Construction Work

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

following are complied with:-

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

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

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

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

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

7.

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

8.

The developer is advised that the application site is in the vicinity of land that may be required to construct and/or operate Phase One of a high-speed rail line between London and the West Midlands, known as High Speed Two. Powers to construct and operate High Speed Two were secured on 23 February 2017 when Royal Assent was granted for Phase One of HS2. Accordingly the applicant is advised to follow ongoing progress of the HS2 project at: <https://www.gov.uk/government/collections/high-speed-rail-london-west-midlands-bill>.

9.

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.

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 and advice in regards to hydrants upon receipt of an appropriate site plan showing premises layout, access to it, and water supply infrastructure if available.

10. IT05 Wildlife and Countryside Act 1981

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species. Therefore, if applicable, it is advisable to consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

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 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
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 4	Development on the Green Belt or Metropolitan Open Land
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMT 7	Freight

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 D14	(2021) Noise
LPP D2	(2021) Infrastructure requirements for sustainable densities
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D8	(2021) Public realm
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E11	(2021) Skills and opportunities for all
LPP E2	(2021) Providing suitable business space
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G2	(2021) London's Green Belt
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG2	(2021) Making the best use of land
LPP GG5	(2021) Growing a good economy
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 SI4	(2021) Managing heat risk
LPP SI5	(2021) Water infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
NPPF11	NPPF 2021 - Making effective use of land
NPPF12	NPPF 2021 - Achieving well-designed places
NPPF13	NPPF 2021 - Protecting Green Belt Land

NPPF14	NPPF 2021 - Meeting the challenge of climate change flooding
NPPF15	NPPF 2021 - Conserving and enhancing the natural environment
NPPF2	NPPF 2021 - Achieving sustainable development
NPPF4	NPPF 2021 - Decision-Making
NPPF6	NPPF 2021 - Building a strong, competitive economy
NPPF8	NPPF 2021 - Promoting healthy and safe communities
NPPF9	NPPF 2021 - Promoting sustainable transport

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an irregularly shaped 4.87 ha complex of 20 one and two-storey buildings, laid out in an ad-hoc fashion with extensive hardstanding, and which have been vacant for approximately three years but were previously used by Merck Sharpe Dohme (MSD) as an animal research facility. This is reflected in the planning history for the site which shows that throughout the 90s and early 2000s, planning permission was granted for a number of additional buildings across the site including offices, laboratories, storage space and other uses ancillary to the main use across the site as a "research farm". Based on the submissions, it is considered that the whole of the site would likely be considered as falling within Use Class E(g)(ii) (the research and development of products or processes), although it is noted that a number of individual buildings across the site may fall within other use classes, such as offices or agricultural buildings, if assessed independently.

To the north of the buildings, and included within the application site, is an area of woodland next to an area of scrubland, and the site more generally sits within wider farmland within the Green Belt and Colne Valley Regional Park. Immediately to the south of the site, and formerly owned by MSD, is a HS2 compound; used as a staging area for plant and construction materials associated with the construction of HS2. The site is accessed from Breakspear Road South, to the east, via a new road constructed to allow access into the HS2 compound.

3.2 Proposed Scheme

The proposal seeks permission for the demolition of all of the existing buildings and structures on-site, except for Building 1 which would be retained and refurbished, and erection of four new warehouse-style buildings (Buildings 2 to 5), totalling 6,370m² gross internal area (GIA), arranged around a slightly re-aligned central access road connecting Breakspear Road South (to the east) with the retained Building 1 (at the west end of the site). Each proposed building would have an operational yard associated with it, of varying size but always to the south of the associated building, whilst all parking spaces for the development would be provided at the western end of the site, arranged around Building 1.

It is proposed that the site as a whole would operate within the B8 use class (storage and distribution), although Building 1 would be retained to provide a supporting office role ancillary to the wider B8 uses across the site.

3.3 Relevant Planning History

- 2725/APP/2002/3014 Schering Plough Breakspear Road South Harefield
ERECTION OF A 997 SQ. METRE STORAGE BUILDING WITH ASSOCIATED OFFICE AND WELFARE FACILITIES
Decision: 08-08-2003 Approved
- 2725/AR/89/2203 Pitman-Moore Ltd Breakspear Road South Harefield
Erection of new buildings and extensions to existing Research Farm (outline application)
Decision: 27-03-1990 Approved
- 2725/AX/90/1531 Pitman-Moore Ltd Breakspear Road South Harefield
Erection of two detached Animal Houses and one library building; the erection of extensions and alterations to two existing buildings and details of landscaping and planting improvement
Decision: 24-05-1991 Approved
- 2725/BG/91/1234 Pitman-Moore Ltd Breakspear Road South Harefield
Erection of a two storey laboratory and office building at existing research farm, associated landscaping and car parking (Phase two of outline planning permission for redevelopment)
Decision: 10-06-1992 Approved
- 2725/CC/97/0519 Mallinckrodt Veterinary Limited Breakspear Road South Harefield
Use of premises for Class B1 purposes, as defined in the Town and Country Planning (Use Classes) Order 1987, comprising buildings with a total floorspace of 11,839 sq metres(127,440 sq feet) (Application for a Certificate of Lawfulness for an existing use or operation or activity)
Decision: 09-10-1998 Approved
- 72870/APP/2017/1861 Merck Sharpe Dohme (Msd) Site Off Breakspear Road South Harefield
Plans and Specifications submission under Schedule 17 of the High Speed Rail (London - West Midlands) Act 2017 for earthworks to create 4 no. ponds, associated earthworks and hibernacula
Decision: 13-07-2017 Approved
- 72870/APP/2018/2952 Merck Sharpe Dohme (Msd) Site Off Breakspear Road South Harefield
Request for approval of lorry routes under condition imposed by Schedule 17 of the High Speed Rail (London - West Midlands) Act 2017 relating to road transport associated with demolition, site clearance and other enabling works at the Merck Sharpe Dohme (MSD) worksites.
Decision: 26-10-2018 Refused
- 72870/APP/2019/2597 Merck Sharpe Dohme (Msd) Site Off Breakspear Road South Harefield
Request for approval of Plans & Specifications under condition imposed by Schedule 17 to the High Speed Rail (London-West Midlands) Act 2017 (permanent above ground works comprising a road vehicle park, fences and external lighting, ancillary to the new access road)

Decision: 08-01-2020 Approved

72870/APP/2019/2598 Merck Sharpe Dohme (Msd) Site Off Breakspear Road South Harefield
Request for approval of Bringing into Use under condition imposed by Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017.(new private access road to the Merck Sharpe Dohme (MSD) pharmaceutical site)

Decision: 08-01-2020 Approved

72870/APP/2022/2692 Merck Sharpe Dohme (Msd) Site Off Breakspear Road South Harefield
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 a site area of 65,977.4m² comprising; the realignment of approx. 96m of the River Pinn with associated works including a new footbridge, a flood compensation area, drainage stepped outlets, outfalls, ditches, access stairs and fencing; an attenuation pond for the approved Gatemead Embankment track drainage with an associated road vehicle parking area, access junction and fencing; and two further access junctions for maintenance access with associated access strips and fencing.

Decision: 09-11-2022 Approved

Comment on Relevant Planning History

The planning history for the site is listed under three different site addresses on Breakspear Road South. The most pertinent site history is listed below in the order the decisions were issued:

PITMAN-MOORE LTD:

Planning permission reference 2725/AR/89/2203 dated 27th March 1990:

- Erection of new buildings and extensions to existing Research Farm (outline application)

Planning permission reference 2725/AX/90/1531 dated 24th May 1991:

- Erection of two detached Animal Houses and one library building; the erection of extensions and alterations to two existing buildings and details of landscaping and planting improvement

Planning permission reference 2725/BG/91/1234 dated 10th June 1992:

- Erection of a two storey laboratory and office building at existing research farm, associated landscaping and car parking (Phase two of outline planning permission for redevelopment)

MALLINCKRODT VETERINARY LIMITED:

Planning permission reference 2725/CC/97/0519 dated 9th October 1998:

- Use of premises for Class B1 purposes, as defined in the Town and Country Planning (Use Classes) Order 1987, comprising buildings with a total floorspace of 11,839 sq metres(127,440 sq feet) (Application for a Certificate of Lawfulness for an existing use or operation or activity)

SCHERING PLOUGH LTD:

Planning permission reference 2725/APP/2002/3014 dated 11th August 2003:

- Erection of a 997m2 storage building with associated office and welfare facilities.

The above planning history tracks the development of the site for the purposes of a research farm from 1990 to 2003. The planning history below tracks the development of the site resulting from the purchasing of the Merck Sharpe Dohme site for the purposes of a HS2 compound, used as a staging area for plant and construction materials associated with the construction of HS2.

MERCK SHARPE DOHME:

Planning approval reference 72870/APP/2017/1861 dated 17th July 2017:

- Plans and Specifications submission under Schedule 17 of the High Speed Rail (London - West Midlands) Act 2017 for earthworks to create 4 no. ponds, associated earthworks and hibernacula.

Planning approval reference 72870/APP/2019/2597 dated 9th January 2020:

- Request for approval of Plans & Specifications under condition imposed by Schedule 17 to the High Speed Rail (London-West Midlands) Act 2017 (permanent above ground works comprising a road vehicle park, fences and external lighting, ancillary to the new access road).

Planning approval reference 72870/APP/2019/2598 dated 9th January 2020:

- Request for approval of Bringing into Use under condition imposed by Schedule 17 to the High Speed Rail (London - West Midlands) Act 2017.(new private access road to the Merck Sharpe Dohme (MSD) pharmaceutical site).

Planning approval reference 72870/APP/2022/2692 dated 10th November 2022:

- 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 a site area of 65,977.4m2 comprising; the realignment of approx. 96m of the River Pinn with associated works including a new footbridge, a flood compensation area, drainage stepped outlets, outfalls, ditches, access stairs and fencing; an attenuation pond for the approved Gatemead Embankment track drainage with an associated road vehicle parking area, access junction and fencing; and two further access junctions for maintenance access with associated access strips and fencing.

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) (2023), 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.

Local Plan Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.E1 (2012) Managing the Supply of Employment Land

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM1 (2012) Sustainable Waste Management
1

PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

PT1.EM6 (2012) Flood Risk Management

PT1.EM7 (2012) Biodiversity and Geological Conservation

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 2 Employment Uses Outside of Designated Sites

DMEI 1 Living Walls and Roofs and Onsite Vegetation

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 4 Development on the Green Belt or Metropolitan Open Land

DMEI 7 Biodiversity Protection and Enhancement

DMEI 9 Management of Flood Risk

DMHB 11 Design of New Development

DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 15 Planning for Safer Places

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 6 Vehicle Parking

DMT 7 Freight

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 D14 (2021) Noise

LPP D2 (2021) Infrastructure requirements for sustainable densities

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D4 (2021) Delivering good design

LPP D5 (2021) Inclusive design

LPP D8 (2021) Public realm

LPP DF1 (2021) Delivery of the Plan and Planning Obligations

LPP E11 (2021) Skills and opportunities for all

LPP E2 (2021) Providing suitable business space

LPP E4 (2021) Land for industry, logistics and services to support London's economic function

LPP E7 (2021) Industrial intensification, co-location and substitution

LPP G1 (2021) Green infrastructure

LPP G2 (2021) London's Green Belt

LPP G5 (2021) Urban greening

LPP G6 (2021) Biodiversity and access to nature

LPP G7 (2021) Trees and woodlands

LPP GG2 (2021) Making the best use of land

LPP GG5 (2021) Growing a good economy

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 SI4 (2021) Managing heat risk

LPP SI5 (2021) Water infrastructure

LPP SI7 (2021) Reducing waste and supporting the circular economy

LPP T1 (2021) Strategic approach to transport

LPP T2 (2021) Healthy Streets

LPP T4 (2021) Assessing and mitigating transport impacts

LPP T5 (2021) Cycling

LPP T6.2 (2021) Office parking

LPP T6.5 (2021) Non-residential disabled persons parking

LPP T7 (2021) Deliveries, servicing and construction

NPPF11 NPPF 2021 - Making effective use of land

NPPF12 NPPF 2021 - Achieving well-designed places

NPPF13 NPPF 2021 - Protecting Green Belt Land

NPPF14 NPPF 2021 - Meeting the challenge of climate change flooding

NPPF15 NPPF 2021 - Conserving and enhancing the natural environment

NPPF2 NPPF 2021 - Achieving sustainable development

NPPF4 NPPF 2021 - Decision-Making

NPPF6 NPPF 2021 - Building a strong, competitive economy

NPPF8 NPPF 2021 - Promoting healthy and safe communities

NPPF9 NPPF 2021 - Promoting sustainable transport

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: **24th November 2022**

5.2 Site Notice Expiry Date: **24th November 2022**

6. Consultations

External Consultees

Letters were sent to 11 nearby properties, a site notice was displayed to the front of the site and an advert was posted in the local paper. All forms of consultation expired on 24th November 2022. Two objections from residents have been received and are summarised as follows:

- The development would have a significant impact on the environment and quality of life of residents.
- The development would have detrimental impacts on the local community, recreational opportunities, wildlife habitats, and visual amenity.
- The development would increase traffic and noise from the industrial use.
- The Green Belt should be protected.
- Breakspear Road South is already adversely affected by HS2.
- Lorries travelling at night are already impacting on neighbouring residents.

PLANNING OFFICER COMMENT:

All material planning considerations are addressed within the main body of the report.

ICKENHAM RESIDENTS ASSOCIATION (10-10-23): Our committee, having had meetings with the developers last year, have no further comments to make on these plans.

GREATER LONDON AUTHORITY - STAGE 1 RESPONSE (SUMMARY) (12-12-22): The proposed replacement of existing non-designated industrial floorspace with a development which increases industrial floorspace is acceptable. The site is previously developed land within the Green Belt and development would be consolidated and broadly confined to the previously developed area. However, insufficient information has been provided to enable an assessment of the impact of the proposal on the openness of the Green Belt, in line with NPPF exception (g). The applicant should provide views of the development from within the wider Green Belt and surrounding area to allow officers to assess the level of harm. Should the proposal be defined as inappropriate development, very special circumstances must be demonstrated to outweigh the harm.

The overall approach to the development layout is well thought out and responds logically to the site topography and attempts to minimise the impact on the surrounding countryside. However further information is required in relation to landscape treatments especially on the northern boundary edge. The building design is of an acceptable quality for the type of development proposed. A fire statement should be submitted before stage 2 referral.

A healthy streets assessment and active travel zone assessment are required. Further information is also required in relation to trip generation, car parking and cycle parking. A travel plan, delivery and service plan, and construction logistics plan should be secured by condition.

Further information is required in relation to sustainable development.

PLANNING OFFICER COMMENT:

Further information has been submitted in respect of the Green Belt, views analysis, fire safety, healthy streets and active travel and sustainable development. These matters are discussed in the main body of the report.

TRANSPORT FOR LONDON (21-12-22): The access arrangements indicated on plan entails the retention of the existing vehicular access points which were created as part of HS2 works. This does not raise any specific concerns; the swept path analysis provided demonstrates that the existing vehicular access points are suitable for the largest vehicles that will access and leave the site in forward gear. Separate pedestrian access from the car park to the buildings are provided with zebra crossing points. The installation of goal posts will make vehicles aware about height restrictions under the Chiltern Line railway bridge on Breakspear Road to avoid collisions with the bridge. These will be installed in agreement with HS2.

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.

There is no Healthy Streets assessment or Active Travel Zone (ATZ) assessment included within the submitted Transport Assessment (TA). An Active Travel Zone and Healthy Streets assessment should be provided. Given safety concerns, the ATZ should consider the quality of cycling infrastructure on key routes to public transport and other amenities in accordance with policies T2 and T3.

Whilst it is appreciated that the site is within a semi-rural/greenbelt location and public transport access is limited, in order to decrease vehicle mode share the development should capitalise on the opportunity to improve cycle connections to Ickenham LU station. Appropriate contributions towards delivering improvements, informed by the ATZ assessment, to the access to public transport should be secured from this development, in line with Policy T2 and T4.

There is a need to consider the Healthy Streets indicator 'people feel safe' when assessing the walking and cycling routes both within and around the site to remove barriers to active travel. Access routes between the disabled parking and main entrance should be revised to be continuous and direct, and it should be ensured that all pedestrian routes within the site will be safe and attractive to always use.

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.

Limited multi-modal trip generation has been provided within the Transport Assessment. No net trip information was provided as the car parking spaces have been retained/re-provided. It also predicts a 95% vehicle mode share; significantly above the strategic mode share target of 25% vehicle trips set out in London Plan policy T1. Detailed travel plan measures and enhancements to the active travel environment will be required to encourage modal shift and support a reduction in the number of vehicle trips to this site

should be identified.

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 Workplace Travel Plan has been provided in support of the application. Detailed comments will be provided to the Council but at a high level the reduction in car mode share by 5% over five years does not go far enough towards supporting the strategic mode share targets. It is considered that a more ambitious target, with additional measures focussed on encouraging sustainable and active travel to this site, is identified to support achieving a strategic modal shift. 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.

The full Workplace 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. A full DSP should be secured by condition in accordance with LP Policy T7. Details of the proposed construction period should be provided and conditioned within a Construction Logistics Plan (CLP) prepared in accordance with TfL guidance.

It is noted that the site is near a HS2 site. HS2 is a transport scheme identified within Table 10.1 of the London Plan. It has been noted that HS2 has been consulted on this application, any concerns raised by HS2 should be satisfactorily addressed prior to the application being determined. This request is made in line with Policy T3.

The proposed development does not meet the transport policies of the London Plan, 2021. The following information is required:

- Further measures to meet strategic mode share targets as per London Plan policy T1, is required. Cycle parking should be provided in accordance with the London Plan standards. Travel plan measures should be secured to assist with the aforementioned mode shift.
- A Parking Management Plan, EVCPs, Travel Plan, DSP and CLP should all be secured via the relevant legal mechanism.

Planning conditions and obligations should be carried over to any new permission to ensure latest policy standards are met and contributions should be retained.

CADENT GAS (21-10-22): No objection, subject to an informative.

DENHAM AERODROME SAFEGUARDING: No comment.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (01-11-22): Having considered the proposal 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 does not lie within an Archaeological Priority Area or Zone but at 5.4 hectares it is a moderately large site with major groundworks proposed that merits assessment for archaeological interest. The scheduled medieval moat at Brackenbury Farm lies only about 200 metres south of the application site but is now severed from it by both the Chiltern Lane and HS2. The applicant's archaeological desk-based assessment suggests maintaining a watching brief during initial groundworks.

Having reviewed the available evidence, principally the modern land uses and that gathered by HS2 in their archaeological investigations around the site and New Year's Green, I conclude that the site has low potential for significant surviving archaeological remains.

No further assessments or conditions are therefore necessary.

HEATHROW AIRPORT SAFEGUARDING (20-10-22): We have now assessed the above application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

MOD SAFEGUARDING - RAF NORTHOLT (02-11-22): The application site occupies the statutory safeguarding zone(s) surrounding RAF Northolt. In particular, the aerodrome height and birdstrike safeguarding zones surrounding the aerodrome and is approx. 3.45 km from the centre of the airfield.

After reviewing the application documents, I can confirm the MOD has no safeguarding objections to this proposal.

HS2 SAFEGUARDING (09-11-22):

After liaison with the area Integrated Project Team (IPT) for this section of the HS2 Phase One route, I confirm there are no objections to the application proposals in planning or HS2 safeguarding terms.

However, in the event that the Council is minded to grant consent it is advised that the following standard informative is included on the decision notice for awareness:

"Informative:

The developer is advised that the application site is in the vicinity of land that may be required to construct and/or operate Phase One of a high-speed rail line between London and the West Midlands, known as High Speed Two. Powers to construct and operate High Speed Two were secured on 23 February 2017 when Royal Assent was granted for Phase One of HS2. Accordingly the applicant is advised to follow ongoing progress of the HS2 project at: <https://www.gov.uk/government/collections/high-speed-rail-london-west-midlands-bill>."

NETWORK RAIL (19-10-22): Network Rail has no comments.

NATIONAL AIR TRAFFIC SERVICE (18-10-22): 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.

THAMES WATER (19-10-22): Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

LONDON FIRE BRIGADE (07-08-2023): The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and have no observations to make. It should be ensured that if any material amendments to this consultation is proposed, a further consultation will be required.

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.

I also enclose 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 and advice in regards to hydrants upon receipt of an appropriate site plan showing premises layout, access to it, and water supply infrastructure if available.

Internal Consultees

PLANNING POLICY OFFICER (18-09-23):

Green Belt:

The site is located within the Green Belt, however it is noted that there are a number of existing buildings on the site as well as an existing access. The applicant has provided additional details to enable the local planning authority to assess the layout and open storage proposed on the site with regard to the openness of the green belt.

As set out within Paragraph 149 of the NPPF (2023) a local planning authority should regard the construction of new buildings as inappropriate within the Green Belt. However, Paragraph 149 also sets out that there are exceptions to this. Overall, it is considered the applicant has provided sufficient details to assess the proposed development and open storage and that the proposed scheme would not have a greater impact upon the openness of the Green Belt than the existing development. Given this it is considered that the proposal would comply with Paragraph 149 (g) of the NPPF (2023).

It is recommended that a condition should be imposed if planning permission would be granted to ensure that the proposed yards shall only be used for storage up to 6 metres at any time to protect the openness of the green belt.

Industrial Intensification:

Policy E7 of the London Plan (2021) seeks to avoid the unnecessary loss of industrial capacity. It is considered that sufficient information has been provided to ensure that the proposal would comply with Policy E7.

ACCESS OFFICER (26-10-22):

The detail of this application to retain and demolish the existing structures on the site has been reviewed. No accessibility concerns are raised, however, any new development must ensure that accessible and

inclusive development results. The following Condition should be attached to any approval:

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON:

To ensure an Accessible and Inclusive development for everyone in accordance with London Plan policy D5.

AIR QUALITY OFFICER (13-06-23):

Summary of Comments

The proposed development is located outside the LBH Air Quality Management Area and approximately 1km from the Ruislip Town Centre Focus Area, with the potential of increasing pollutant emissions in this sensitive area.

As per the London Plan (2021) and the LBH Air Quality Action Plan 2019-2024, developments need to be neutral as minimum and positive in Focus Areas (or in their vicinity and affecting them), contributing to the reduction of emissions in these sensitive locations. As per the plan, 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 but also to maintain air quality levels where it is already good as per Policy SI1 (London Plan). Furthermore, Policy DMEI 14 of the London Borough of Hillingdon Local Plan (Part 2), requires active contribution towards the continued improvement of air quality.

The Mayor of London has implemented the requirements to reduce PM2.5 concentrations to achieve the WHO interim target of 10ug/m³ through the London Plan and has placed a requirement on Local Authorities to reduce PM2.5 concentrations in their areas (London LAQM Policy 2019 Guidance: para 5.11. reads "Boroughs are expected to work towards reducing emissions and concentrations of PM2.5 in their areas"). The current proposal will be increasing pollutant traffic emissions due to the trip generation associated with the operation of the site which is a B8 use.

Analysis of the Air Quality Report submitted to support the planning application has indicated that the calculations undertaken to determine whether the proposed development is air quality neutral are incorrect. This is due to two key factors:

a) The use of an incorrect trip generation value. The report uses, quote:

"The predicted trip rate has been calculated from the traffic data provided by the transport consultant for the air quality modelling. The maximum flow change in annual average daily traffic (AADT) has been used to calculate the annual trip rate"

This is contrary to the London Plan Air Quality Neutral guidance that specifically requires the trip generation from the transport assessment (TA) to be used. The TA reports peak hour trip generation data which was used by LBH to calculate the trip generation by multiplying peak data by a factor of 1. This number is however significantly underestimating the daily trip generation for the proposed development as that value will be higher than the peak hour trip generation value.

b) The use of the incorrect benchmark to ascertain whether the proposal was air quality neutral. The proposed development is in its entirety a B8 land use and therefore the benchmark for the proposed

development should be 6.5 trips per m² and not 16.3 trips per m² as used in the air quality report. The proposed development is not air quality neutral which is contrary to both regional (the London Plan) and Local policies. Therefore, an appropriate level of mitigation is calculated using the London Plan Air Quality Neutral Guidance. The level of mitigation required associated with the operation phase of the proposed development for both pollutants of concern: NO_x and PM_{2.5} amounts to a S106 contribution required of £497,607.81.

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 total level of mitigation required to the proposed development for traffic emissions is £497,607.81. Once all deductions were applied, the remaining value of mitigation due is £314,189.57. Flat rate deductions applied are as follows: Travel Plan (10%), Green Sustainable Measures (3% attributed to cycling), contribution to long term LBH strategic long-term strategies (e.g. Charging Provision above London Plan) (10%), totalling a reduction of £114,449.80. It is noted that the travel plan is very weak based mainly on soft measures - needs to be more ambitious in the traffic reductions to be achieved. Calculations have used 7 days per week operation, and the Highways condition to restrict operation from Monday to Saturday only is discarded in this instance.

Therefore, a section 106 agreement with the LAP of £314,189.57 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels.

Observations

In addition, Air Quality conditions are required to manage operation and 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 specify ways to reduce air pollution emissions to the maximum possible extent to conform with the LBH Local Action Plan. The measures are to include but not be restricted to

- 1) a clear and effective strategy to encourage staff 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.
- 2) Install EV fast charging points to promote the use of zero emission vehicles for both LGVs and HGVs.

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).

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.

CONTAMINATED LAND OFFICER (17-11-22):

I have reviewed a copy of the geo-environmental information within the Ground Investigation Report; Ref: WB307-01/DOP/SAG/MAK; Date: July 2022; Prepared by: Johnson Poole & Bloomer Limited.

The comprehensive report includes substantial quantities of information, including preliminary and updated conceptual site models and risk assessments, all in accordance with various phase 1 desk studies and phase 2 investigations conducted at site.

It is therefore considered the details contained within the report are suitable and satisfactory for acceptance by the LPA, and if planning permission is granted the details and recommendations within the report should thereby be fully implemented accordingly at site.

However, if planning permission is awarded, I recommend the LPA imposes a condition controlling contamination issues.

FLOOD AND DRAINAGE OFFICER (02-11-22):

This application has sufficiently demonstrated the use of the London Plan's drainage hierarchy and is proposing the following key items:

- Type of development: Major - demolition of existing buildings, construction of five new units. Change to the landscaping and drainage strategy.
- Flood risk: Low
- Types of conveyance / attenuation features: Rainwater harvesting, geo-cellular storage tanks, permeable paving, swales and ponds for attenuation.

- Runoff rate restriction (l/s): 10
- Runoff attenuation volume (m3): Not provided
- Maintenance plan: Maintenance tasks provided for attenuation ponds, permeable pavements and attenuation ponds.

We recommend that the following items are addressed at condition stage:

- Shows evidence of consent for the proposed connection to the public surface water sewer from Thames Water.
- Shows evidence of consent for the proposed discharge to the ordinary watercourse from the LLFA.
- Demonstrates that the modelled greenfield runoff rate has been calculated using the total site area.
- Demonstrates that greenfield, existing and proposed runoff volumes have been calculated.

HIGHWAYS OFFICER:

Background & Appraisal

The proposal is located within northern section of the former 'Merck Sharpe Dohme' (MSD) animal health site on the west side of Breakspear Road South (BRS) designated as 'Green Belt' which is now vacant. The application consists of a new 'non-commercial' (not open to the public) storage facility acting as a 'supply-chain' base (from late 2023) for construction projects in West & Central London undertaken by a UK sub-contractor (Keltbray Group). The proposal is effectively a relocation of existing storage operations from 'Keltbray's' other storage facilities located in Ashford, London Borough Hounslow and West Drayton.

The development is to provide approximately 7650sq.m (GIF) of B8 use class storage space replacing most of the existing warehouse & office related buildings currently on-site. An existing two-way access road linked to a priority junction on Breakspear Road South is to remain to serve the proposal but with localised widening to provide passing places together with minor adjustment to the existing bell-mouth junction with Breakspear Road South in order to ease access/egress for all vehicles using the overall site. The address fails to score a public transport accessibility (PTAL) rating hence the mode share of the private for travel to and from the site would be high.

Sixty-five on-site parking spaces for 60no. employees are to be provided within the far western segment of the envelope inclusive of 4no. disabled compliant bays and 12no. 'active' electric vehicle charging points together with 24no. bicycle and 3no. motorcycle spaces.

Parking Provision

Local Plan: Part 2 Policy - DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network. The London Plan (2021) does not specify a relevant standard.

The B8 use would demand up to 2no. spaces plus 1no. space per 50-100sq.m GIF. 7650sq.m GIF is proposed and would therefore require between 78no. to 155no. spaces, the latter figure being applicable for less sustainable locations such as this one with its zero-rated PTAL score. Hence there appears to be a potential deficit in provision. However, the applicant has discussed this aspect during a pre-application process where the Council accepted that a compromise would need to be reached based on preserving the Green Belt which would be negatively impacted if the required parking quantum was to be achieved.

Also, it is highlighted that the requirement for up to 155no. spaces is the maximum permissible, so a lower parking supply is technically a feasible option subject to sound justification. When working on the principle

that 67no. spaces are to be provided for up to 60no. staff, it can be argued that an approximate 1:1 parking ratio may suffice if other mechanisms are inclusive to the scheme i.e. such as a robust travel plan encouraging sustainable travel modes such as car-sharing, cycling etc together with a car park management plan that would ensure effective and efficient use of the available spaces. The applicant has indicated conformity to both these tools which, on balance, are considered sufficient to justify a lower parking quantum as indicated which, as stated earlier, is also beneficial to lessening undue impact on the Green Belt itself. These available mechanisms are further discussed later within this appraisal.

Electric Vehicle Charging Points

Within the proposed parking quantum there is a requirement for electric vehicle charging points (EVCPs) for these use classes which would equate to 5% of the parking spaces provided in total being dedicated both to 'active' and 'passive' provisions. The applicant has confirmed that 20% of the proposed spaces would be designated as 'Active' from the onset with the remainder dedicated for 'passive' use which is welcomed.

Cycle Parking

In accord with the Local Plan: Part 2 standard there is a requirement for 1no. space per 500sq.m floorspace for the B2/B8 uses. This would total 15no. spaces and 24no. are proposed conveniently located in a suitable position to the rear of Block 1 which is considered an acceptable arrangement. This higher quantum falls in line with the more onerous regional London Plan (2021) standard that recommends 16no. 'long stay' and 8no. short-stay spaces.

Motorcycle Parking

The council's Local Plan: Part 2 standard requires that 1no. motorcycle/scooter parking space per 20no. parking spaces is to be provided within new development and hence this should be inclusive to this proposal. Three spaces adjacent to Block 1 are proposed which satisfies the criteria.

Car Park Management Plan (CPMP)

On the premise of best controlling the profile of parking usage within the overall site envelope, it is considered that the application of a CPMP is a key tool which helps to ensure an unhindered and functional operation within the site envelope. This would involve creating an internal site management regime that would enforce and oversee overall parking control on a site-wide basis thus ensuring the harmonious and mutual coexistence/interplay of parking bay allocations for all users. The CPMP can be supported by enforcement structures which encourage the correct use of parking places which assists in ensuring that parking demand and allocation is properly managed. It should clearly set out the methodology behind the allocation/control of parking places in order to secure an appropriate level of parking provision for all final users. Achieving a functioning CPMP is therefore crucial as otherwise potential operational conflict could arise for the 'whole site' operation leading to undue injudicious parking and/or excessive queuing elsewhere within the site envelope with subsequent potential spillage onto the highway network which clearly should be avoided.

The applicant is prepared to apply the above approach however, a final submitted version would need to be secured to ensure that the CPMP is structured and sustained in perpetuity.

Vehicular Trip Generation

Local Plan: Part 2 Policies - DMT 1 and DMT 2 require the council to consider whether the traffic generated

by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

As is the norm, the standard practice of assessing the 'worst-case' scenario of scheme impact specifically during peak traffic periods has been applied to determine the acceptability (or otherwise) of the proposal's imposition on the highway network. It follows that generated traffic movements during less intense periods outside of peak times throughout the remainder of the 24-hour period are considered of lesser consequence by the Highway Authority but are still relevant in terms of Air Quality (AQ) repercussions which are addressed separately by the AQ division.

To determine the net impact the proposal would have on the surrounding road network the applicant has made a trip generation comparison of the site in its existing use with that proposed. As there are no records of vehicle movements with the site in its existing use the applicant has referred to the TRICS database.

The applicant's trip methodology and findings are considered reflective and a fair representation of previous levels of activities which are estimated in the region of 43no. two-way movements in the AM Peak 07:00 to 08:00h and 71no. two-way vehicular movements during PM Peak 16:00 to 17:00h.

To determine the level of trip generation resulting from the proposal itself, the applicant has undertaken 'real-world' daytime traffic surveys on several days earlier this year at 'Keltbray's' other storage facilities located in Ashford, LB Hounslow and West Drayton which are now to be relocated to the MSD site. At its busiest time it 06:00 to 07:00h it was found that in the region of up to 37no. two-way movements could be expected with 30no. two-way vehicular movements during the PM Peak 17:00 to 18:00h. The peak in HGV movements occurred 12:00 to 13:00h and 14:00 to 15:00 when 9no. two-way movements were observed in both periods. Between 07:00 to 08:00h there were 6no. two-way HGV movements and similarly 6no. HGV movements 16:00 to 17:00h. It is highlighted that two-way traffic peaks 06:00 to 07:00h though the peak in HGV movements is one hour later at 08:00 to 09:00h.

These findings suggest that there would be a practical reduction of traffic assignment onto Breakspear Road South in comparison with the previous consented use with no anticipated measurable prejudice to junction capacity and safety which is clearly welcomed.

It is noted that the HS2 works immediately south of the site envelope and other locations within the borough generate a level of traffic activity (particularly HGV related) which needs to be taken into account. This matter has been investigated and it has been confirmed that most of the lorry movements use either Harvil Rd for the construction of the Harvil Rd realignment and Cophall Tunnel or along Ickenham High Road to access the West Ruislip Portal. There are HS2 site accesses in the vicinity of the proposal site, but these accesses are provided to allow vehicles using the internal haul road to cross Breakspear Road South as opposed to driving along it. In September the highest number of HS2 lorries using Breakspear Road South in a week was just 11no. The Highway Authority have been informed that HS2 construction traffic has now peaked and the number of lorry movements has started to fall. This is because the realignment of Harvil Road and the new road bridge over the Chiltern Line is substantially complete and the network of conveyor belts provided to transfer tunnel spoil are now operational, previously this spoil was carried by road.

Hence, on balance there is no specific issue raised in terms of potential confluence or adverse conflict between the two enterprises during the most intense traffic periods of the day.

In summary, there are no immediate concerns linked to anticipated vehicular trip generation which would be expected to be reduced in comparison to previous MSD activities and can therefore be readily absorbed

within the local road network without notable detriment to traffic congestion and road safety in the locality.

Existing Access & Internal Circulation Area

The established access point on BRS is to remain but with minor modification to the bell-mouth and localised widening is also proposed to help ease two-way traffic movement within the site. The established 2m bridleway (forming part of the originally rediverted Bridleway U42) will be retained on the northern side of the roadway but with minor adjustment to facilitate the said widening thereby allowing pedestrian/cyclist access throughout the envelope to be maintained during and post construction.

These relatively marginal improvements are considered acceptable in principle as existing junction sight-lines and 'thru-site' vehicle and pedestrian permeability would be enhanced without giving rise to a severe/measurable impact to the green belt. As the bell-mouth abuts adopted public highway (BRS) the necessary works would require securing of a formal legal agreement under s278 of the Highways Act 1980.

The applicant confirms that rigid body/low loader HGV's of up to 16.1m in length would serve this enterprise and, on this basis, the applicant has demonstrated that the required swept path manoeuvres for HGV delivery/collection and servicing purposes into and out of the compound can be undertaken satisfactorily in a forward gear via the revised access/egress point and internal roadway without discernible detriment to the internal workings within site envelope or the surrounding public roadways.

Delivery/Service Strategy (DSS)

The applicant has indicated that deliveries and servicing would be undertaken on a pre-booked basis and co-ordinated by Keltbray's to further ensure that deliveries are timed to avoid undesirable conflict particularly during peak traffic periods which is encouraged for clear reason. There is a requirement to maintain this level of regime in perpetuity hence a formal DSS is required to be secured via planning condition.

Waste Management

Refuse collection would be accommodated by way of a private refuse collection regime which requires a separate conversation to be undertaken with the chosen contractor.

Usefully, the applicant has confirmed the suitability of the internal roadways for waste collection vehicles by way of a submitted swept path analysis which successfully demonstrates that larger HGV's (including refuse vehicles) can enter and leave in a forward gear which is considered as best practice on safety grounds.

Workplace Travel Plan (WTP)

A WTP would be required in order to capture the workplace element of the proposal. The WTP represents a long-term strategy for managing travel by employees and delivery related activities which conform with Transport for London's (TfL's) guidelines as it addresses all good practice mechanisms necessary to achieve a modal shift away from the private motor car thereby leading toward a sustainable personal travel mode by staff to and from the site.

A WTP should therefore be provided and to ensure compliance in perpetuity. The applicant has submitted an interim WTP which is considered broadly considered fit for purpose. However, a final version would need to be secured via legal agreement to ensure compliance in perpetuity. This will allow for a review

mechanism in years 1, 3 and 5 following site occupation in order to assist in ensuring compliance to the sustainable travel mode 'SMART' targets which would be agreed with this authority.

Construction Logistics Plan (CLP)

A detailed CLP is a requirement given the scale of proposal. In essence a fully detailed CLP should demonstrate the aim of imposing least material harm to the highway network at all times given the overall constraints and sensitivities of the surrounding major road network including HS2 related activities. The applicant confirms that estimated demolition and build programme would span up to 9no. months and has provided estimated daily figures linked to attendance by construction staff and HGV vehicles. It is reported that up to 15no. to 40no. vehicles respectively are to be expected although it is stressed that the latter figure is unlikely and expected to be significantly lower. Effort would be made to control and time arrivals and departures to reduce hourly imposition on the network with a predicted 4no. two-way HGV movements. Although these estimations and controls are considered realistic, measures to maintain unfettered access through Bridleway U42 during construction have not been addressed within the CLP which requires remedy, therefore the submitted CLP (which is broadly fit for purpose) should be formalised by securement via planning condition to ensure continuing compliance to all available mitigations during the build programme.

Conclusion

This application has been reviewed by the Highway Authority who are satisfied that it would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Plan Policies DMT 1, DMT 2 & DMT 6 and Policies T4, T5 and T6 of the London Plan (2021).

Conditions

1. The Highway Authority require that a Construction Logistics Plan is submitted for to the Council for approval.
2. The Highway Authority require that a Service and Delivery Plan is submitted to the Council for approval.
3. The Highway Authority require that a Workplace Travel Plan is submitted to the Council for approval.
4. The Highway Authority require that the applicant enters a 1990 Town and Country Planning Act s.106 legal agreement with the Council that obliges them to make a contribution of £5k for the investment in pedestrian facilities at the junction of Long Lane, Ickenham High Road and Swakeleys Road.

HIGHWAYS OFFICER FOLLOW-UP:

The ATZ study is considered satisfactory and the agreement to a £5000 contribution toward possible tactile paving & study into improving the zebra crossing facility located at the junction of Swakeleys & the High Road is noted.

The other comments made by TfL in relation to cycle parking locations have been further reviewed by the applicant who concludes, with justification, that the proposed positioning is, in fact, the most appropriate which is fully supported by the Highway Authority.

NOISE OFFICER (21-10-22):

I have reviewed the noise impact assessment report which appears to cover construction and operation. Based on the information provided and considering the distance to residential receptors c 200+ metres, the construction and operation of the facility I have no further comments.

RIGHTS OF WAY OFFICER (18-10-22):

There appears to be no reference to the Public Bridleway U42 which is recorded over a section of the access road and how this application potentially impacts on it, specifically widening the access road, can this be clarified? The location plan appears to show ownership of up to half of a section of Bridleway U42, can this be clarified? Clarification of impact of increased traffic over the access road/Bridleway U42 during construction and after construction, can this be clarified? There are trees adjoining bridleway U42 which contain Raptor boxes, can confirmation be given that these trees will not be affected by development?

RIGHTS OF WAY OFFICER (17-04-23):

We discussed the bridleway and the access road and the 2 metre footway being moved to the south side of the access road so pedestrians will not be crossing directly to the junction with Breakspear Road. I would still like this option explored. The bridleway was there long before the access road so entitles users to use all of the access road as it is still basically the original bridleway, hence the footway being added to try and get users onto it and off the access road as such, the footway should really be 3 metres in line with a desired width for a bridleway if this is its long term purpose. I would suggest that the proposal traffic movements is not limited traffic flow on and alongside a bridleway, again this highlights the need to create a 3 metre width bridleway on the south side of the access road with a crossing point further up where it re-joins the bridleway. This would be the safest option for bridleway users.

PLANNING OFFICER COMMENT:

These comments are addressed within the main body of the report.

TREE OFFICER (28-03-23):

The majority of trees they wish to remove are C category and they are planning to plant more new ones than they have removed. Is there scope to relocate the pond slightly to enable the retention of T26-T29 and G6, it seems odd to remove one type of environment to create a new one.

TREE OFFICER (21-04-23):

Relocating the pond to enable both the trees and the pond habitat isn't a major issue, I just thought I would raise the question. I have no further comments.

PLANNING OFFICER COMMENT:

The current conflict between Pond 3 and the surveyed trees T26 - T29 and G6 is such that the trees are not able to be suitably retained. T26 - T29, and G6, are comprised of predominantly low-quality young common oak, alongside one young common ash and one semi-mature cherry. Each of these trees proposed for removal are Category C and provide no significant values. No high-quality or significantly valuable trees are to be removed to accommodate Pond 3, and the higher-quality trees throughout the site have been suitably retained within the development plans. The replanting proposed within the landscape strategy for the scheme will offset the proposed removals of the predominantly low-quality trees.

Given the low value of the trees proposed for the removal alongside the benefits of the proposed pond and replacement tree planting, this is not considered to be sufficient to sustain a reason for refusal.

WASTE STRATEGY OFFICER (10-11-22):

Please provide a swept path analysis to ensure that collection vehicle can enter the site and turn to exit. Please demonstrate how collections will take place if all blue badge parking spaces are occupied? The distance from each block to the bin store is very far, how will waste be transported to the bin store?

PLANNING OFFICER COMMENT:

The Transport Statement Appendices contains swept path plans which demonstrate that collection vehicles

can enter the site and exit. There would also be sufficient space to wheel the bins to the collection point if car parking spaces are occupied. If recommended for approval, further detailed information can be secured by planning condition.

URBAN DESIGN OFFICER (02-06-23):

In regard to the storage within the yards, I consider the storage heights should be reduced to approximately 3m. While the existing boundary planning achieves heights over 3m along the eastern boundary, to avoid the storage areas being seen from the surrounding countryside during the winter months when the trees lose their leaves the storage heights within the yards should be kept to about 3m.

It is also recommended that the proposed building include green roofs to reduce the storm water runoff, increase the thermal performance of the buildings and provide green areas for bio-diversity and wildlife habitats. This approach will also sit the buildings more comfortably into this green belt location.

The materiality of the units is considered to be consistent with industrial use of the site and the colour reflective on the countryside edge location.

PLANNING OFFICER COMMENT:

The impact on the Green Belt and design of the proposed development is considered in detail within the main body of the report.

HEAD OF ENVIRONMENTAL SERVICES (ENERGY AND ECOLOGY):

Energy -

I have no objections to the proposed development as there is a reasonable likelihood of it achieving zero carbon requirements of the London Plan. An energy assessment has been provided with the application but this provides insufficient information to enable an accurate understanding of what is proposed and where. The energy assessment shows a 130% reduction in carbon emissions (i.e. it generates surplus energy to cover regulated energy). However, it is unclear how this technology can or will be delivered within the development.

The following condition is required:

Condition - Standard generic energy assessment condition - be lean, be clean, be green, be seen.

Section 106 - the Section 106 needs to have the appropriate clauses in to capture any shortfall that is revealed as a consequent of the updated energy assessment required by the condition.

Ecology -

I have no objections to the proposed development. The ecology assessment identifies harm to habitat and species but the landscape scheme provides a positive response to the current situation.

In particular the species surveys reveals impacts to bats and the loss of a roost. As a consequence, prior to making a positive determination on a planning application, the Local Planning Authority must:

- make sure any mitigation or compensation conditions imposed do not conflict with the requirements of a bat mitigation licence
- be confident that Natural England will issue a licence

Part of the requirements for a Natural England licence is to apply three derogation tests to ensure that impacts to bat populations are unavoidable. The LPA does not need to strictly apply these tests at decision making stage but must have confidence that if applied, a positive determination would be made by Natural

England.

The impacts on bats is considered on the low scale but nonetheless should be avoided if possible. Understanding whether a licence is likely requires consideration by the Planning Authority as to three derogation tests:

- the activity must be for imperative reasons of overriding public interest or for public health and safety;
- there must be no satisfactory alternative; and
- favourable conservation status of the species must be maintained.

The Local Planning Authority must be satisfied that there is no alternative to the proposal and therefore whether the impacts are unavoidable.

With regards to favourable conservation of the species, I am confident based on the approach to mitigation, the limited scale of impacts and the availability of land that mitigation measures would be sufficient to allow Natural England to conclude that the conservation of the species would be maintained.

Assuming that a positive conclusion is reached then the following condition is required:

Prior to commencement of development (including demolition), full details of bat mitigation requirements shall be submitted to and approved in writing by, the local planning authority. These measures must be carried out in accordance with the bat licence issued by Natural England (to be issued subsequent to this planning permission) and submitted alongside the full details of bat mitigation. The development must be carried out in accordance with the approved details.

REASON

To ensure the protection of bats in accordance with Policy G6 and G7 of the London Plan (2021) and Policy EM7 and DMEI 7 of the Hillingdon Local Plan Parts 1 (2012) and 2 (2020).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

As a result of the application site's status as a vacant, brownfield site, formerly used mainly as a research and development facility, the development plan encourages the intensification of existing industrial sites in appropriate locations.

The principles of sustainable development are set out in the National Planning Policy Framework (NPPF) (2023), and Paragraph 81 sets out that planning decisions should create conditions which mean 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. Additionally, Paragraph 119 of the NPPF (2023) states that planning policies and decisions should promote an effective use of land whilst strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

Policies GG2 (Making the best use of land) and GG5 (Growing a good economy) of the London Plan reflect these objectives of the NPPF (2023) and state 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, boroughs should plan for sufficient employment and industrial space in the right locations to support economic development and regeneration whilst ensuring that physical and social infrastructure is provided to support London's growth.

In general, the provision of new industrial floorspace in appropriately designated locations, or the intensification of existing industrial uses where this can be supported by local infrastructure, is supported through the development plan.

Specifically, Policy E4 of the London Plan (Land for industry, logistics and services to support London's economic function) requires a sufficient supply of land and premises in different parts of London to meet current and future demands for industrial and related functions to be provided and maintained, 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 further states 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 E7 of the London Plan (Industrial intensification, co-location and substitution) further supports the intensification of employment uses occupying all categories of industrial land, including through the introduction of small units, multi-storey schemes and basements, whilst also seeking to make more efficient use of land through higher plot ratios having regard to operational yard space requirements, and mitigating impacts on the transport network where necessary.

At a borough level, Policy E2 of the Hillingdon Local Plan: Strategic Policies (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, LSELs, LSISs, Uxbridge Town Centre and Hayes Town Centre with a particular focus around transport nodes. Furthermore, Policy DME 2 of the Hillingdon Local Plan: Development Management Policies (Employment Sites Outside Designated Employment Areas) states that proposals which involve the loss of employment floorspace or land outside of designated employment areas will only be allowed if the existing use negatively impacts on local amenity, the site is demonstrably unsuitable for continued employment, or sufficient evidence has been provided to demonstrate there is no realistic prospect of land being reused for employment purposes, and the proposed use would not adversely affect the functioning of any adjoining employment land or the proposed use relates to a specific land use allocation or designation identified elsewhere in the plan.

The existing buildings across the site have a combined GIA of 6,710 sqm, a combined footprint of 5,685 sqm, and a combined volume of 31,382 cubic metres, whilst the developed land (i.e. hard surfacing and buildings) covers 18,930 sqm and soft landscape covers 30,420 sqm.

The proposed development would have a combined GIA of 7,094 sqm (+384 sqm), a combined footprint of 4,062 sqm (-1,623 sqm) and a combined volume of 30,859 cubic metres (-523 cubic metres), whilst the developed land increases to cover 21,060 sqm (+2,130 sqm) and the soft landscape reduces to 27,590 sqm (-2,830 sqm).

Whilst discussed in greater detail below (Impacts on the Green Belt and Impacts on the Character and Appearance of the Area), this demonstrates that the redevelopment proposals are capable of

achieving an uplift in usable industrial floorspace (an increase in overall GIA) in accordance with the principles of Policies E4, E5 and E7 of the London Plan whilst ensuring that the impact on openness is reduced (through a reduction in both the number and footprint of buildings across the site). This uplift in usable floorspace whilst reducing the number of buildings has largely been achieved through much more efficient layouts, and including mezzanines to proposed Buildings 2, 3 and 4 which increases the deliverable floorspace without increasing the bulk of the replacement buildings.

Regard is also had for the need for yard space, which is recognised as an important element of the operation of industrial units by Policy E7 of the London Plan (2021) and the provision of yard space in some way contributes to the overall industrial capacity of the site. Approximately 12,000 sqm of yard space is proposed within the scheme, which should be more than sufficient to cater for the operational needs of the proposal, and the proposed layout would make for much more efficient use of the site rather than the ad-hoc and tight-knit layout of the existing site.

As such, given that the application site comprises non-designated employment and industrial land, and proposals which intensify industrial uses should be supported in accordance with Policies E4 and E7 of the London Plan (2021), and Policy DME 2 of the Hillingdon Local Plan Part Two (2020), it is considered that the proposed development is acceptable in land use terms and would make efficient use of a brownfield site.

ECONOMY AND EMPLOYMENT

The information submitted indicates that the proposal would generate 60 full time jobs. It is also understood that the development would generate construction jobs and additional income through business rates.

Policy E11 of the London Plan (2021) states that development proposals should support employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate. In accordance with this, the Council's Planning Obligations Supplementary Planning Document (2014) requires that developments with estimated construction costs of over £2 million and a construction period of three months or more deliver an in-kind employment and training scheme or financial contributions towards training and employment in the borough. If recommended for approval, an employment strategy and construction training scheme is recommended to be secured by a Section 106 legal agreement.

7.02 Density of the proposed development

Not relevant to the consideration of this application.

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

Policy HC1 of the London Plan (Heritage conservation and growth) and Policy DMHB 1 of the Hillingdon Local Plan: Part 2 (Heritage Assets) together require proposals to conserve the significance of heritage assets, in accordance with the requirements of the NPPF (2023), which advises that where a proposed development would lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss.

The site does not fall within a Conservation Area and does not include any designated or non-designated heritage assets. The nearest designated heritage asset is the Brackenbury Farm

Scheduled Ancient Monument, approximately 200 metres to the south of the site, which is visually and functionally separated from the application site by the raised Chiltern Railway embankment which runs between them, and would therefore be unaffected by the proposal.

Moreover, whilst not falling within an archaeological priority zone or area, an Archaeological Desk-Based Assessment (September 2022) has been submitted because of the moderately large size of the site and the fairly significant level of proposed groundworks. This Assessment has been reviewed by the Greater London Archaeological Advisory Service (GLAAS), who raise no objection to the development on the basis that the site has low potential for significant surviving archaeological remains because of the developed nature of the existing site and the proximity to the railway lines.

As such, the proposal as a whole is considered to have no impact on any designated or non-designated heritage assets, in accordance with Policy HC1 of the London Plan (2021) and Policy DMHB 1 of the Hillingdon Local Plan: Part 2 (2020).

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states that 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.

There are height restrictions for any works exceeding 15.2 metres across the site, above which, the National Air Traffic Service (NATS), Heathrow Airport, RAF Northolt and Denham Airport need to be consulted on the proposal from an airport safeguarding perspective.

Responses have been received from NATS, Heathrow Safeguarding and the Ministry of Defence (for RAF Northolt) who all confirm they have no objections to the proposal, and on this basis, it is considered that the proposal is acceptable in relation to airport safeguarding. The proposal accords with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

7.05 Impact on the green belt

Paras. 137 and 138 of the NPPF (2023) outline that the Green Belt will be given the very highest levels of protection from development, and that the fundamental aim of the Green Belt is to prevent urban sprawl by keeping land permanently open, serving five strategic purposes:

1. to check the unrestricted sprawl of large built-up areas;
2. to prevent neighbouring towns merging into one another;
3. to assist in safeguarding the countryside from encroachment;
4. to preserve the setting and special character of historic towns; and
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The NPPF (2023) also sets out the principles for assessing and managing proposals affecting the Green Belt, at paras. 147 to 151. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' to allow development will not exist unless the potential harm to the Green Belt is clearly outweighed by other considerations.

All new buildings within the Green Belt should be considered inappropriate and harmful to its key characteristics, except for:

- a) buildings for agriculture and forestry;
- b) the provision of appropriate facilities for outdoor sport, outdoor recreation, cemeteries and burial grounds, and allotments, provided the facilities preserve the openness of the Green Belt;
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- e) limited infilling in villages;
- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development; or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

The high level of protection conferred to the Green Belt by the NPPF (2023) is enshrined by Policies G2 of the London Plan (London's Green Belt), EM2 of the Hillingdon Local Plan: Strategic Policies (Green Belt, Metropolitan Open Land and Green Chains) and DMEI 4 of the Hillingdon Local Plan: Development Management Policies (Development in the Green Belt or on Metropolitan Open Land), which individually and collectively set out that the Green Belt should be maintained to its current extent and protected from inappropriate development, and that proposals that would harm the Green Belt should be refused except where very special circumstances exist, or where redevelopment would not have a greater impact on its openness having regard to the scale, height, distribution and character of any existing and proposed structures.

The proposal is not seeking to remove or alter the current extent of the Green Belt and is seeking to demolish and build on the previously developed site, noting that this part of London's Green Belt serves a number of strategic functions including providing a check on the unrestricted sprawl of West London into Buckinghamshire, safeguarding the countryside from encroachment and encouraging the recycling of derelict and other urban land within London boroughs. The NPPF (2023) does allow for development in the Green Belt to be considered appropriate, provided it meets one of the exceptions set out in para. 149, and in this instance, it is considered that the proposal would fall under exception (g); "the partial or complete redevelopment of previously developed land", provided it can be demonstrated that the proposal would not have a greater impact on the openness of the Green Belt than the existing development.

When the Green Belt policies of the London Plan and Hillingdon Local Plan are read alongside para. 149 of the NPPF (2023), any redevelopment of the site is only acceptable if the openness of the Green Belt is maintained. As such, if, in the view of the Local Planning Authority, the proposal would have an adverse impact on the openness of the Green Belt, the proposal would be considered inappropriate by definition, failing to qualify as an exemption under part (g), and the proposed redevelopment would not warrant the very special circumstances required to outweigh the harm. Taking the above into account, it is clear that one of the two main aims for the development should be that the openness of the Green Belt is unaffected by the proposal.

Openness is generally defined as the absence of built form (i.e. buildings), and where buildings are present, their siting, form, massing and overall relationship with one another and the surrounding

landscape need to be considered together to get an understanding of how the openness of an area will be affected. As noted above, the existing site includes a proliferation of generally small buildings spread unevenly around the main road through the site, and this layout is consistent with the ad-hoc growth of what was originally a farm and later a research and development facility. Most of the buildings are in a very poor state of repair, and the site as a whole has a fairly ramshackle and dilapidated appearance, having been vacant for over two years, and, as a result of the number and spread of buildings, the existing site does not contribute to the overall open character of the Green Belt.

Nonetheless, because the site is quite far removed from nearby roads, including Breakspear Road South (to the east), and is surrounded by the raised embankment of the Chiltern (and HS2) railway lines (to the south) and private farmland (to the north and west), there are very few, if any, public views into the site. The slope of the land, rising from the south to the north, further means that views into the site are obscured by the natural topography of the area, alongside the boundary trees which act as a natural barrier, and therefore the existing site has a fairly limited impact on the openness of the wider Green Belt.

The proposed development, whilst significantly reducing the number of buildings, does seek to introduce generally taller (but fewer) replacement buildings, and it is therefore important to consider whether the redevelopment proposals would affect the openness of the Green Belt. In this regard, the GLA requested further information to test the proposal in views across the Green Belt, and the applicant has subsequently submitted a 'Proposed Viewpoint Locations' document, a 'Ickenham Viewpoint Descriptions' document and a 'Visualisation' document with wirelines to indicate the location of the proposed development from these viewpoints. A total of 10 viewpoints are provided and are listed as follows:

- A1 - PRoW U42 (adjoining the site to the north - northern section)
- A2 - PRoW U42 (adjoining the site to the north - middle section)
- A3 - PRoW U42 (adjoining the site to the north - southern section)
- B1 - PRoW U41 (circa 400m to the north - eastern section)
- B2 - PRoW U41 (circa 400m to the north - middle eastern section)
- B3 - PRoW U41 (circa 400m to the north - middle western section)
- B4 - PRoW U41 (circa 400m to the north - western section)
- C - Celandine Route (circa 200m to the east)
- D1 - Harvil Road (circa 1000m to the south-west)
- E - PRoW U49 (circa 150m to the south)

Based on the analysis of the above viewpoints, the existing and proposed site cannot be viewed from any of the viewpoints due to the dense woodland screening, with the exception of Viewpoint E, taken from Public Right of Way (PRoW) U49. This view looks northwards to the site, approximately 150m away, across the embanked railway line and HS2 staging area for plant and construction materials associated with the construction of HS2. Existing buildings within the site are visible beyond the embanked railway line and against a backdrop of mature trees, with more trees surrounding the viewpoint enclosing the view. The proposed development would be visible but would lie below the skyline defined by the trees in the background. The HS2 railway line would also screen the lower parts of the proposed development. The extent and height of the buildings proposed would also appear similar to the existing buildings on site.

In terms of quantifying the extent of development, it is noted that the existing buildings located on site measure as follows:

- GIA of 6,710 sqm;

- Footprint of 5,685 sqm;
- Volume of 31,382 cubic metres;
- Developed land (i.e. hard surfacing and buildings) covers 18,930 sqm; and
- Soft landscape covers 30,420 sqm.

The proposed development measures as follows:

- GIA of 7,094 sqm (+384 sqm);
- Footprint of 4,062 sqm (-1,623 sqm);
- Volume of 30,859 cubic metres (-523 cubic metres);
- Developed land covers 21,060 sqm (+2,130 sqm); and
- Soft landscape reduces to 27,590 sqm (-2,830 sqm).

As per the above quantification, the proposed development would reduce the footprint and volume of buildings location on site but would also increase the quantity of hardstanding in order to facilitate yard space for the proposed warehouse and distribution function. This external yard space is proposed to be used for storage of materials, objects, vehicles and equipment. Accordingly, although the volume of buildings located on site is reduced, there is potential for the external storage yards to create a volume materials, objections, vehicles and equipment which would likely exceed the existing volume of buildings on the existing site.

More specifically, the development is designed to ensure that equipment and small tools / plant from a project is catalogued, cleaned, repaired and stored. The stored items will then be 'picked' as necessary and loaded onto vehicles and delivered to the required construction site in London. The equipment should include formwork, scaffolding, access stairs and other concrete equipment, along with plant attachments and tools. The turnover of materials is relatively high, meaning that the massing of external storage will regularly fluctuate. Any impact on the openness of the Green Belt will not therefore be permanent.

It is worth noting that the existing lawful use could also use its outside spaces for storage without restriction as per previous permissions granted on this site. The consideration of the impact on the openness of the Green Belt must therefore account for the difference between the worst case scenario for the existing lawful use as well as the worst case scenario for the proposed use.

A typical yard layout plan (drawing reference 1381-DR-A-00-102 Issue 00) has been submitted to provide a indication as to what areas of the yard would be used for storage and therefore the extent of storage that would take place in the external yards hereby proposed. Based on measurement of this plan, a typical arrangement of the yards would require that approximately 60% of the hardstanding would be utilised for storage of materials, objects, vehicles and equipment, with the remainder of the space used for circulation space. It is noted however, that this is the typical average arrangement, rather than the worst case scenario. Following discussions with the Applicant Team, it is understood that the worst case scenario would entail that no more than 80% of the yards are covered.

If the height of storage located within the proposed external yards was to be unrestricted, the development could potentially operate in a way which would impact on the openness of the Green Belt. During discussions with the Applicant Team, it has been proposed that the external storage yards shall not store materials, objects, equipment or vehicles to a height exceeding 6m above existing ground level in external storage yards Y3 and Y4 (to the south) and to a height exceeding 5m above existing ground level in external storage yards Y2 and Y5 (to the north). This ensures that the yards which are more elevated to the north are more limited in their storage heights. It is noted that

storage heights measuring up to 5m and 6m would sit below the height of the buildings proposed, which range from 8.9m to 10.7m in height. Such storage heights would sit within the building silhouettes and are accepted as the maximum permissible heights appropriate for this Green Belt site. Further, no storage would be permitted within the car park surrounding Building 1, which is the most elevated part of the site, and no storage would be permitted on any landscaped areas. If recommended for approval, such restrictions would be secured by planning condition in order to ensure that the development constitutes appropriate development as defined under paragraph 149 part (g) of the NPPF (2021).

Taking into account that the site is significantly well screened from public vantage points, that the proposal includes further tree planting throughout the site including the boundaries, that the development would reduce the volume of permanent development located on the site, and that the external storage yards can be managed through securing an appropriately worded planning condition, it is concluded that the proposed development would constitute a redevelopment of previously developed land without having a greater impact on the openness of the Green Belt than the existing development. Accordingly, the development qualifies for the exception listed under paragraph 149 of the NPPF (2023) and is considered to constitute appropriate development within the Green Belt which does not require very special circumstances.

7.07 Impact on the character & appearance of the area

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

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

i) harmonising with the local context by taking into account the surrounding:

- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.

ii) ensuring the use of high quality building materials and finishes;

iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;

iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and

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

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

C) Development will be required to ensure that the design safeguards the satisfactory re-development of any adjoining sites which have development potential.

D) Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The above policies are supported by Policy BE 1 of the Hillingdon Local Plan: Part 1 (2012).

As previously discussed, the site is quite far removed from nearby roads, including Breakspear Road

South to the east, and is surrounded by the raised embankment of the Chiltern (and HS2) railway lines to the south and private farmland to the north and west. The slope of the land, rising from the south to the north, means that views into the site are obscured by the natural topography of the area, alongside the boundary trees which act as a natural barrier. As such, the existing site has a fairly limited impact on the wider landscape.

The proposal seeks permission to demolish all of the existing buildings and structures on-site, except for Building 1 which would be retained and refurbished, and erect four new warehouse-style buildings, arranged around a slightly re-aligned central access road connecting Breakspear Road South (to the east) with the retained Building 1 (at the west end of the site). Each proposed building would have an operational yard associated with it, of varying size but always to the south of the associated building, whilst all parking spaces for the development would be provided at the western end of the site, arranged around Building 1.

Building 1 is a two storey ancillary office building which will be refurbished and re-clad with a green colour theme to better blend into the Green Belt aesthetic. Timber detailing is proposed to soften the solid green facade. The building height would remain at 9.5m and would remain the highest point on the application site.

Buildings 2, 3, 4 and 5 are proposed as B8 storage units, ranging in heights from 8.7m to 10.7m. Each unit would utilise horizontal bands of cladding which would sit on top of a concrete facade as a foundation. A darker olive green colour band of cladding is proposed at the bottom of each building. This progresses upwards to a lighter khaki green in the middle band of cladding and then progresses again to an even lighter willow green band of cladding at the top of the building. The taller buildings (Buildings 3 and 4) would also utilise the lightest goosewing grey band of cladding at the top. Again, the green colour theme would better blend with the Green Belt aesthetic and the bands of cladding would achieve some variation in the facades.

The character of the buildings proposed are considered to be appropriate in design for a warehouse and distribution use as well as a development located within the Green Belt. Although green roofs are not proposed on the initial plans submitted, it is proposed that the provision of green roofs are secured by planning condition. The landscape scheme proposed also includes significant tree planting throughout the site which again achieves a green aesthetic and should screen the development from view within the surrounding area. The development is considered to accord with the requirements of design based planning policy, including Policy BE 1 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020). If recommended for approval, the detail of the landscape scheme and materials proposed would be secured by planning condition to ensure that a high quality design standard is achieved which is sensitive to the landscape.

7.08 Impact on neighbours

Policy BE1 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) both seek to ensure that new development does not adversely impact on the residential amenity of neighbouring properties, including a reduction in access to daylight and sunlight, or a loss of privacy or outlook.

As a result of the application site's location, approximately 250m away from the residential properties located at Grays Cottages to the north-east and 150m away from the residential properties located at Brackenbury Farm to the south. The proposed development would have no impact on residential amenity in respect of outlook, light or privacy. There is the potential for additional noise and

disturbance being created as a result of the more intensive use of the site. This has been raised by two residents in comments received but has not been raised by the Ickenham Residents Association as an issue. It is noted that the Council's Noise Specialist has raised no objection to the proposed development and the direct impacts of the proposal on the noise environment of neighbouring residents is considered to be relatively low. This is discussed in more detail in the relevant section of the report.

Subject to appropriately worded conditions to mitigate impacts from the construction and operation of the development, the proposed development is considered to accord with Policy BE1 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

7.09 Living conditions for future occupiers

Not relevant to the consideration of this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is located on Breakspear Road South. Based on TfL's WebCAT planning tool, the site has a PTAL rating of 0 (zero).

Policy DMT 1 of the Hillingdon Local Plan: Part 2 (2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 (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 committed 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. This should be viewed in conjunction with Policies T6 and T6.1 of the London Plan (2021).

Paragraph 111 of the NPPF (2023) 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).

CAR PARKING

Policy T6.2, Table 10.4, of the London Plan (2021) states that parking for uses in Outer London should provide up to 1 space per 100 square metres (GIA). Based on the proposal for 6,370m² GIA (7650m² GEA), the proposal should be providing up to 64 car parking spaces. The proposal includes the provision of 65 car parking spaces which is considered to be acceptable.

Policy T6 further states that adequate provision should be made for efficient deliveries and servicing and emergency access. A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. Where sites are redeveloped, parking provision should reflect the current approach and not

be re-provided at previous levels where this exceeds the standards set out in this policy. If recommended for approval, this would be secured by condition.

DISABLED PERSONS CAR PARKING

Policy T6.5, Table 10.6, of the London Plan (2021) requires that 5% car parking spaces are provided as designated disabled persons parking bays and 5% are provided as enlarged bays. This would equate to 2 no. disabled persons bays and 2 no. enlarged bays. The development proposes 9 no. disabled persons parking bays and is considered to be acceptable.

ELECTRIC VEHICLE CHARGING POINTS FOR STANDARD SPACES

Policy T6 of the London Plan (2021) states that new developments with car parking should make provision for electric vehicles or other Ultra-Low Emission vehicles. Appendix C of the Hillingdon Local Plan: Part 2 (2020) also requires that a minimum of 5% of car parking spaces should be provided with active electric vehicle charging points and a minimum of 5% of car parking spaces should be provided with passive electric vehicle charging infrastructure.

The proposed development would provide 13 no. active electric vehicle charging spaces and 52 no. car parking spaces served by passive electric vehicle charging infrastructure. This would exceed minimum planning policy requirements and is considered acceptable. If recommended for approval, this provision would be secured by planning condition.

ELECTRIC VEHICLE CHARGING POINTS FOR FREIGHT VEHICLES

Policy T7 of the London Plan (2021) states under point (B)(3) that development should provide rapid charging points for freight vehicles. In support of this, Policy T6.2 of the London Plan (2021) states under point (F) that all operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles. The London Plan defines Operation parking as parking for vehicles which are required for the function of a building or the activities within it. This can include spaces for fleet vehicles, taxis or loading bays, but does not include parking for personal travel such as commuting.

Based on the information submitted, electric charging points are not explicitly proposed for the freight vehicles. If recommended for approval, this provision would be secured by planning condition.

CYCLE PARKING

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.

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.

Policy T5, Table 10.2, of the London Plan (2021) requires 1 no. long-stay cycle space per 500m² (GEA) and 1 short-stay cycle space per 1000m² (GEA). This would equate to 16 long-stay and 8 short-stay spaces.

The proposed development would provide 24 cycle parking spaces, including 16 long-stay spaces to be provided in a secure, covered cycle hub and four Sheffield stands capable of accommodating up to eight cycles. This is considered acceptable. If recommended for approval, the details would be secured by condition.

TRAFFIC IMPACTS

Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 (2020) require the Council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety. This is supported by Policy T4 of the London Plan (2021).

An analysis of the TRICS database has been used to understand the likely number of trips generated by the existing use. The Council's Highways Authority have confirmed that the TRICS analysis is considered to be a robust representation of the anticipated level of trips. The existing level of trips generated by the site when operational are estimated at 43 two-way movements in the AM peak (08:00 to 09:00) and 71 two-way movements in the PM peak (17:00 to 18:00). Two-way daily trips are understood to equal 853, including 39 two-way movements by HGVs.

To determine the level of trip generation resulting from the proposed B8 use, the applicant has undertaken 'real-world' daytime traffic surveys on several days earlier this year at 'Keltbray's' other storage facilities located in Ashford, LB Hounslow and West Drayton which are now to be relocated to the MSD site. It is concluded that circa 13 two-way movements would be generated in the AM peak and 30 two-way movements would be generated in the PM peak, with 6 HGV two-way movements in the AM peak and zero HGV two-way movements in the PM peak. Two-way daily trips are also understood to peak at 296, including 56 two-way movements by HGVs per day.

When comparing the existing development to the proposed development, it is concluded that there is an overall reduction in daily two-way movements but an increase in peak two-way daily trips made by HGVs. Significantly, there is a reduction in movements during the most sensitive AM and PM peak periods.

With respect to HS2, it is noted that the number of two-way movements associated with the neighbouring HS2 site are negligible. It has been confirmed that most of the lorry movements use either Harvil Road for the construction of the Harvil Road realignment and Copthall Tunnel or along Ickenham High Road to access the West Ruislip Portal. There are HS2 site accesses in the vicinity of the proposal site, but these accesses are provided to allow vehicles using the internal haul road to cross Breakspear Road South as opposed to driving along it. In September 2023, the highest number of HS2 lorries using Breakspear Road South in a week was just 11no. The Highway Authority have confirmed that HS2 construction traffic has now peaked and the number of lorry movements has started to fall. This is because the realignment of Harvil Road and the new road bridge over the Chiltern Line is substantially complete and the network of conveyor belts provided to transfer tunnel spoil are now operational, previously this spoil was carried by road. As such, the proposed development would not have an unacceptable cumulative impact during the most sensitive AM and PM peak periods.

The Council's Highways Authority have concluded that the trips resulting from the proposed development could be absorbed into the local highway network. No objections have therefore been raised to the proposal in respect of trip generation and traffic impact.

VEHICULAR ACCESS

The junction with Breakspear Road South is proposed to be modified to a bell-mouth with localised widening to ease two-way traffic movement. In principle, the Highways Authority consider the proposal to be acceptable, subject to a Section 278 agreement, secured as part of a Section 106 legal agreement if recommended for approval.

HEALTHY STREETS

Policy T2 of the London Plan (Healthy Streets) requires development to demonstrate how they will deliver improvements that support the 10 Healthy Streets Indicators in line with Transport for London guidance to reduce the dominance of vehicles on London's streets, whether stationary or moving, and be permeable for pedestrians and cyclists by connecting to local walking and cycling networks, as well as public transport.

A Healthy Streets Active Travel Zone assessment has been submitted and concludes that the B467 Swakeleys Road / High Road / Long Lane junction is considered to represent potentially the best location for positive improvements for active modes on the journey between Ickenham London Underground station and the Site. Subsequently, a £5,000 contribution is proposed and accepted by the Council's Highways Authority and would contribute towards the installation of tactile paving.

TRAVEL PLAN

A workplace travel plan has been submitted and reviewed by the Council's Highways Authority who have confirmed that the plan is sufficient as an outline plan. If recommended for approval, the final travel plan arrangements would be secured by a Section 106 legal agreement.

DELIVERY AND SERVICING

Policy T7 of the London Plan (Deliveries, servicing and construction) sets out that proposals should facilitate safe, clean, and efficient deliveries and servicing, and include provision of adequate space for servicing and storage, whilst deliveries should be off-street, with on-street loading bays used only where this is not possible.

The information submitted confirms that deliveries and servicing would be undertaken on a pre-booked basis and co-ordinated to avoid conflict particularly during peak traffic periods. If recommended for approval, a detailed and final delivery and servicing plan would be secured by planning condition.

CONSTRUCTION LOGISTICS PLAN

The Council's Highways Authority confirms that the draft Construction Logistics Plan submitted is broadly acceptable. However, measures to maintain unfettered access through Bridleway U42 during construction have not been addressed within the details submitted. If recommended for approval, the final details will be secured by planning condition.

SUMMARY

Subject to the necessary planning conditions and obligations, the proposed development would not

be considered to prejudice conditions on the local highways network, in accordance with Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020) and Policies T4 and T7 of the London Plan (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 Secured 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 (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.

An Accessibility Statement is included within the Design and Access Statement, which sets out that the development has been designed to maximise access to all parts of the development and go beyond the minimum requirements of Part M of the Building Regulations (inclusive access). This Accessibility Statement does acknowledge that the site's natural (and proposed) topography will mean that level approach across the entire site will not be possible, however all buildings will have ramped access (at a fall ratio of less than 1:12) and the office building at the northern end of the site will be

level with the ground. Given the site constraints, it is recognised that site-wide accessibility has been considered as a design consideration from the outset, and the site appears to be fundamentally accessible and inclusive, however, in accordance with the Council's Accessibility Officer, further details would be secured by way of condition, including the submission of a comprehensive fire strategy and a requirement to include a suitably sized fire lift within the retained office building.

On this basis, the proposal is considered to be acceptable in respect of accessibility and inclusivity.

7.13 Provision of affordable & special needs housing

Not relevant to this application.

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 G7 of the London Plan (Trees and woodlands) is also of relevance, noting the presence of a wooded area across the north-eastern corner of the site, an established row of trees along the eastern boundary and sporadic tree planting elsewhere. Policy G7 seeks to protect London's forests and woodlands, and encourages new trees and woodlands to be planted in appropriate locations to increase the extent of London's forests. As such, proposals should ensure that existing trees of value are retained wherever possible and if planning permission is granted that requires the removal of trees, there should be adequate replacement based on the existing value of trees that would be lost.

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.

Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020) require that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should enhance amenity, biodiversity and green infrastructure. 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 proposed development would result in the removal of 20 individual trees and five groups. The loss of the category C is accepted and although the loss of two category B trees is regrettable, it is acknowledged that 113 no. replacement trees are proposed to be planted, alongside hedging and retention of existing trees, including the substantial area of woodland located in the northern corner of the site.

Although the plans do not show the provision of green roofs, a planning condition will be proposed to secure such provision in urban greening policy requirements. Any case for non-provision will need to be justified as part of the application to discharge the condition.

If recommended for approval, the final details of the landscape scheme would be secured by planning condition. Subject to such conditions, the proposal would accord with Policies DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

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) The Mayor recommends an Urban Greening Factor target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development (excluding B2 and B8 uses).

An Urban Greening Factor (UGF) score of 0.3 is the target for commercial development, although it is acknowledged that the proposed industrial use does not strictly have to accord with such standards. The results of the calculation assessment are set out on page 13 of the Landscaping Report and confirm a UGF of 0.48 which exceeds the London Plan suggested target for predominantly commercial sites. This therefore weighs in favour of the proposed scheme.

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), Policy EM7 of the Hillingdon Local Plan: Part 2 (2012) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

Policy DMEI 7 also notes that if development is proposed on or near to a site considered to have features of ecological or geological value (e.g. a SINC), appropriate surveys and assessments must be submitted to demonstrate that the proposed development would not cause harm to these sites, as proposals that cause significant harm to biodiversity which cannot be avoided, mitigated, or, as a last resort, compensated for, will normally be refused. In this regard, Policy DMEI 6 sets out that new developments adjacent to SINC's should incorporate measures to ensure the proposal assimilates into surrounding area.

The site is not subject to any statutory or non-statutory nature conservation designations. There are, however, sites of importance for nature conservation (SINC) within 1km radius of the site, including West Ruislip Golf Course which is 70m to the west, Newyears Green 185m to the north, Brackenbury Railway Cutting 200m to the south-west and Mad Field Covert, Railway Mead and the River Pinn 220m to the south-east. The Ruislip Woods also is a National Nature Reserves (NNR) and Site of Special scientific interest (SSSI) located 0.9km to the north and the Denham Lock Wood is a SSSI located 1.2km to the south west.

The information states that these have 'County value' and the SSSIs and NNR have 'National value'. The extent of the development proposals are contained within the site boundary and direct impacts on nearby designated sites are considered to be unlikely.

As confirmed by the Council's Ecology Specialist, the information submitted identifies harm through

the removal of trees but the proposed landscape scheme would compensate for the loss.

Bat Surveys have been undertaken at the application site and these have confirmed that there are bat roosts present which would be impacted by the development. Accordingly, a European Protected Species Mitigation Licence (EPSML) will be required from Natural England prior to the commencement of works. The proposed development will impact the bat roosts identified and it is important that measures are followed to prevent bats from being injured or killed. Notably, this would be a criminal offence.

Natural England do not need to be consulted on this application submission. Separate from the planning process, Natural England will not provide written advice regarding the issuing of a licence until planning permission has been granted. A planning condition is therefore proposed to secure bat mitigation measures to accord with Natural England's licensing processes.

Subject to conditions, including the securement of an ecological enhancement plan to maximise net gains in biodiversity and bat mitigation measures to accord with Natural England licensing processes, the proposal is considered to accord with the NPPF (2021), Policy G6 of the London Plan (2021), Policy EM7 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

7.15 Sustainable waste management

Policy SI 7 and Policy D6 of the London Plan (2021) 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 DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) also 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.

A bin storage area is proposed on the south side of Building 1 which is to be occupied as offices. In this case, external storage is proposed and would be screened by planting and the office building. The Transport Statement Appendices contains swept path plans which demonstrate that collection vehicles can enter the site and exit. There would also be sufficient space to wheel the bins to the collection point if car parking spaces are occupied. If recommended for approval, a detailed delivery and servicing plan would be secured by planning condition.

CIRCULAR ECONOMY

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 SI 7, Part B, of the London Plan (2021) states that referable applications should promote circular economy outcomes and aim to be net zero-waste. A Circular Economy Statement should be submitted, to demonstrate:

1) how all materials arising from demolition and remediation works will be re-used and/or recycled

- 2) how the proposal's design and construction will reduce material demands and enable building materials, components and products to be disassembled and re-used at the end of their useful life
- 3) opportunities for managing as much waste as possible on site
- 4) adequate and easily accessible storage space and collection systems to support recycling and re-use
- 5) how much waste the proposal is expected to generate, and how and where the waste will be managed in accordance with the waste hierarchy
- 6) how performance will be monitored and reported.

A Circular Economy Statement has been submitted to address the requirements of Policy SI 7 and the Greater London Authority. If recommended for approval, a post-construction circular economy monitoring report would be secured by planning condition. Subject to such a condition, the proposed development would accord with Policy SI 7 of the London Plan (2021).

7.16 Renewable energy / Sustainability

CO2 EMISSIONS

Policy SI 2 of the London Plan (2021) states that:

A. 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 following energy hierarchy:

- 1) be lean: use less energy and manage demand during operation
- 2) be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
- 3) be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
- 4) be seen: monitor, verify and report on energy performance.

B. 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.

C. 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, in agreement with the borough, either:

- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
- 2) off-site provided that an alternative proposal is identified and delivery is certain.

E. 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 Report Rev. 02 submitted reports that a range of passive design and energy efficiency measures are proposed to achieve 18% reduction in carbon emissions. An all-electric heat pump solution provides a 7% reduction and photovoltaic panels achieves a further 130% reduction. The total savings on site equals 154% which significantly exceeds the 35% requirement. Hence, there is no requirement to secure a financial contribution in order to achieve net zero-carbon. Despite this, it is proposed that a planning condition secures monitoring of the emission performance of the building and that financial contributions are secured via a S106 legal agreement, in accordance with the

London Plan (2021) calculation, in the event that the development does not achieve net zero-carbon.

Subject to a condition and requisite clause within the Section 106 legal agreement, the proposal would accord with Policy SI 2 of the London Plan (2021).

WHOLE LIFE-CYCLE CARBON

Policy SI 2, Part F, of the London Plan (2021) states that development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

The applicant has submitted a Whole Life-Cycle Carbon (WLC) assessment. If recommended for approval, a condition would secure the submission of a post-construction assessment to report on the development's actual WLC emissions. Subject to such a condition, the proposal would accord with Policy SI 2, Part F, of the London Plan (2021).

ENERGY INFRASTRUCTURE

Policy SI 3 of the London Plan (2021) states that major development proposals within Heat Network Priority Areas should have a communal low-temperature heating system:

- 1) the heat source for the communal heating system should be selected in accordance with the following heating hierarchy:
 - a) connect to local existing or planned heat networks
 - b) use zero-emission or local secondary heat sources (in conjunction with heat pump, if required)
 - c) use low-emission combined heat and power (CHP) (only where there is a case for CHP to enable the delivery of an area-wide heat network, meet the development's electricity demand and provide demand response to the local electricity network)
 - d) use ultra-low NO_x gas boilers
- 2) CHP and ultra-low NO_x gas boiler communal or district heating systems should be designed to ensure that they meet the requirements in Part B of Policy SI 1 Improving air quality
- 3) where a heat network is planned but not yet in existence the development should be designed to allow for the cost-effective connection at a later date.

The information submitted states that there is no nearby district heat network. However, a future connection to a district heating scheme for the export of low grade heat should be secured if one becomes available. If recommended for approval, a planning condition would secure such a connection to accord with the requirements of Policy SI 3 of the London Plan (2021).

OVERHEATING

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.

An overheating assessment has been carried for Building 1 which is proposed to be occupied as offices. The warehouses are not to be occupied for extended periods but the warehouse welfare facilities will be occupied and as such, an overheating analysis has been carried out. If recommended for approval, the final detail of the Overheating Strategy shall be secured by condition. Subject to condition, the proposal would accord with Policy SI 4 of the London Plan (2021).

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.

Moreover, drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.

Policy EM6 of the Hillingdon Local Plan: Part 1 (Flood Risk Management) encourages development to be sited away from the areas of highest flood risk (Flood Zones 2 and 3), and all development will be required to use sustainable urban drainage systems (SUDS). This is also supported by Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020).

The application site falls within Flood Zone 1 and is therefore at the lowest risk of flooding, however does fall within a Critical Drainage Area, and there are areas where some surface water flooding occurs. In support of the application, a Flood Risk Assessment (FRA), a Drainage Strategy Report and a Drainage Management and Maintenance Plan has been submitted. This suite of documents has been reviewed by the Council's Flood and Drainage Officer, who raises no objection to the proposal, subject to a condition securing further details of the greenfield runoff volumes, greenfield runoff rates, and evidence of consent to connect to the Thames Water sewer.

The conclusions of the FRA are agreed; that the site is a low risk of fluvial or sewer flooding but at high risk for surface water flooding, and on-site mitigation in the form of SUDS is required to ensure that the proposal successfully manages flood risk. This mitigation is set out in the Drainage Strategy Report and applies the drainage hierarchy through the use of rainwater harvesting, geo-cellular storage tanks, permeable paving, swales and attenuation ponds.

On this basis, it is considered that the proposal would comply with Policies SI 12 and SI 13 of the London Plan (2021), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020). The development is acceptable in respect of flood risk and sustainable drainage, subject to the condition recommended by the Flood and Drainage

Officer, and securing compliance with the proposed drainage strategy.

7.18 Noise or Air Quality Issues

NOISE

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. Development proposals should manage noise and other potential nuisances by ensuring good design mitigates and minimises existing and potential nuisances with necessary and appropriate provisions including ongoing and future management responsibilities, and proposals should seek to separate new noise-sensitive development from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures.

In addition, 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. Proposals should first seek to separate new noise-sensitive development from major noise sources through the use of distance, screening, layout, orientation, uses and materials, in preference to sole reliance on sound insulation. 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, promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Furthermore, Policy EM8 of the Hillingdon Local Plan: Part 1 (Land, Water, Air and Noise) states the council will promote the maximum possible reduction in noise levels and will minimise the number of people potentially affected by new developments. As such, the council will seek to ensure that noise sensitive development and noise generating development are only allowed if noise impacts can be adequately controlled and mitigated. In this regard, it is generally accepted that noise emanating from residential properties is lower than commercial premises, and industrial uses are associated with the highest noise profile.

In support of the application, a Noise and Vibration Impact Assessment (September 2022) has been submitted, and this has been reviewed by the Council's Noise Officer. The submitted noise assessment outlines that whilst details information relating to noise-emitting fixed plant is not available at this stage, the predictions for site operations (materials handling and vehicle movements) indicate that noise levels are likely to fall below the prevailing background sound level at the nearest noise sensitive receptors. This is largely a result of the site's relative isolation and the distance to the nearest residential properties (which exceeds 100 metres in all directions).

However, there is concern that the number of movements by Heavy Goods Vehicles (HGVs) during more sensitive early and late hours of the day generated by the proposed development could have an adverse impact on the amenity of neighbouring residents located along Breakspear Road South. In the event of an approval, it is recommended that a planning condition secures that the development permitted shall not allow for any inbound or outbound trips to or from the site by petrol or diesel HGVs between the hours of:-

(i) 22:00 and 06:00, Monday to Saturday; and

(ii) 22:00 and 08:00, Sundays and Bank Holidays.

The development also shall not operate in order to allow for any more than:-

- (i) 10 inbound and/or outbound trips to or from the site by petrol or diesel HGVs between the hours of 06:00 and 07:00;
- (ii) 15 inbound and/or outbound trips to or from the site by petrol or diesel HGVs between the hours of 07:00 and 08:00; and
- (iii) 4 inbound and/or outbound trips to or from the site by petrol or diesel HGVs between the hours of 20:00 and 22:00.

On this basis, and taking into account comments received from the Council's Noise Officer, it is considered that whilst the operation of the site has the potential to result in some noisy activities taking place on-site (as an active industrial site) and off-site (by trips made by HGVs), this would be suitably managed and would not have a significant adverse impact on residential amenity and therefore would not be harmful. Subject to appropriately worded conditions, the proposed development would comply with Policies D13 and D14 of the London Plan (2021) and Policy EM8 of the Hillingdon Local Plan: Part 1 (2012).

AIR QUALITY

Policy SI 1 of the London Plan (Improving air quality) states that proposals should not lead to further deterioration of existing poor air quality or create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits, so as not to create unacceptable risk of high levels of exposure to poor air quality. As such, as a minimum, proposals must be at least Air Quality Neutral and should use design solutions to prevent or minimise increased exposure to existing air pollution, whilst making provision to address local problems of air quality in preference to post-design or retro-fitted mitigation measures. For major development proposals, this means that an Air Quality Assessment is required.

The Mayor has also provided advice within the London Local Air Quality Management (LLAQM) Policy Guidance (2019), with the aim of reducing PM2.5 concentrations so that the WHO interim target of 10ug/m3 is achieved through the implementation of the London Plan. This places a requirement on Local Authorities to seek to reduce PM2.5 concentrations in their areas.

At a borough level, Policy EM8 of the Hillingdon Local Plan: Part 1 (Land, Water, Air and Noise) requires all development to protect both existing and new sensitive receptors, and not result in the deterioration of local air quality. In addition, all major developments within Air Quality Management Areas (AQMA) should be air quality neutral whilst actively contributing to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels. Proposals in Air Quality Focus Areas (AQFAs) or that are likely to be used by large numbers of people particularly vulnerable to poor air quality, such as children or older people should demonstrate that design measures have been used to minimise exposure.

The application site does not fall within an AQMA or AQFA, with the borough's single AQMA extending northwards from Heathrow to the A40. Nonetheless, as a major industrial development which is likely to cause a significant number of vehicle movements, there is the potential for vehicle emissions to contribute to poor air quality locally, including the Ruislip Town Centre AQFA which is located to the east and the Swakeleys Road AQFA which is located to the south. Additionally, having regard to the main routes for vehicles entering and leaving the site, it is likely that a significant

proportion of vehicles would use the A40, as this provides the most direct route into central London and to the M25, which would then potentially contribute to air quality exceedances elsewhere within the borough.

In support of the application, an Air Quality Assessment (September 2022) has been submitted, which discusses the key impacts associated with the construction and operational phase of the proposed development, and this AQA has been reviewed by the Council's Air Quality Officer. Whilst the AQA concludes that the proposal would be air quality neutral, comments from the Council's Air Quality Officer raise a number of concerns with the methodology used to assess the impacts to local air quality, highlighting in particular the use of incorrect trip generation values and an incorrect benchmark to ascertain whether the proposal would be air quality neutral.

The Council's Air Quality Officer has undertaken the assessment of impacts to local air quality and concludes that the proposal is not air quality neutral and would likely have an adverse impact on local air quality if no mitigation is applied. The level of mitigation required to offset the harm from the operational phase of the proposed development for both pollutants of concern (NO_x and PM_{2.5}) amounts to a financial contribution of £314,189.57, which would be used to fund measures within the borough (either on or off-site) to improve air quality and mitigate the harm arising from the development. If recommended for approval, this financial sum would be secured by s106 legal agreement. The applicant has confirmed they agree to the financial contribution.

In addition, to manage operation and construction emissions, planning conditions requiring the submission of a Construction Management Plan and Low Emission Strategy would be secured if recommended for approval.

7.19 Comments on Public Consultations

Please see Section 06.1 of the report.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (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 the following planning obligations, to be secured by a S106 legal agreement:

i) Air Quality Contribution: A financial contribution amounting to £314,189.57 shall be paid to address the air quality impacts of the proposed development.

ii) Carbon Offset Contribution: Any additional shortfall identified through the ongoing reporting required by Condition 18 shall form a cash in lieu contribution in accordance with Policy S12 of the London Plan at a rate of £95/tCO₂ annualised for not more than 30 years beginning on the commencement of development, i.e if a shortfall is first identified after 5 years the cash in lieu contribution is based on a 25 year duration.

iii) Travel Plan: A full 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.

iv) Healthy Streets Active Travel Contribution: A financial contribution amounting to £5,000 shall be paid to the Council to fund the delivery of works to encourage and enable trip making by walking, cycling and public transport.

v) Highways Works: Section 278 agreement to secure highway works, including works to the junction with Breakspear Road South.

vi) 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.

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

COMMUNITY INFRASTRUCTURE LEVY (CIL)

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

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014.

The liability payable is as follows:

Mayoral CIL: £406,249.09

Hillingdon CIL: £47,138.61

Total: £453,387.70

7.21 Expediency of enforcement action

Not relevant to this application.

7.22 Other Issues

FIRE SAFETY

In the interests of fire safety and to ensure the safety of all building users, Policy D12 of the London Plan (2021) 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.

A draft Fire Statement has been submitted in support of this application. This statement is sufficient at this stage, and further details would be secured as part of a two-stage condition, requiring a Fire Statement, followed by a full and detailed Fire Strategy, to be submitted for approval. On the basis that policy compliance can be secured by way of condition, the proposal is considered to generally comply with Policy D12 of the London Plan (2021).

CONTAMINATED LAND

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 11 of the Hillingdon Local Plan: Part 2 (Protection of Ground Water Resources), which sets out that any risk to groundwater resources must be assessed to demonstrate that groundwater would be protected throughout the construction and operational phases of development, and Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (Development of Land Affected by Contamination), which states that proposals on potentially contaminated sites (such as this site) will be expected to be accompanied by an initial study of the likely contaminants, through a phase 1 preliminary risk assessment. Development on land potentially affected by contamination will only be supported where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

In support of the application, a Ground Investigation Report (Ref: WB307-01/DOP/SAG/MAK) has been submitted, which has subsequently been reviewed by the Council's Land Contamination Officer. Comments from the Land Contamination Officer set out that the submitted report is comprehensive and includes a substantial amount of information, including preliminary and updated conceptual site models and risk assessments, all in accordance with various phase 1 desk studies and phase 2 investigations conducted at site.

On this basis, it is considered the details contained within the report are suitable, assuming the recommendations within the report are fully implemented during (and after) construction works. If recommended for approval, these details shall be secured by condition, including a requirement to demonstrate that the site has been remediated to an acceptable standard.

HS2

The southern section of the former MSD facility forms part of the HS2 Breakspear Road Satellite Compound, currently cleared. This construction compound is accessed via the former MSD facility access road, for which a new road and associated priority junction were constructed in 2020, to allow for the ongoing use of the MSD facility. HS2 construction to the south of the application site will continue until 2024 based on current projections.

As part of the HS2 proposals, a new bridge will be constructed north of the existing bridge on Breakspear Road South to accommodate the new HS2 railway line. Network Rail data shows the existing Chiltern line bridge has been hit by oversized vehicles 15 times between April 2017 and April 2022, of which, 7 occurred in 2021. There are no plans to increase the height of this existing Chiltern line bridge, however the new HS2 bridge will have a clearance of 6.5 metres so there would be no risk of this new bridge being struck.

The HS2 Safeguarding team were consulted on this application and confirmed no objection to proposals in planning or HS2 safeguarding terms. It is therefore considered that the proposal's overall impact to the HS2 works would be low to negligible.

PUBLIC RIGHT OF WAY

During the course of the application, the Council's Rights of Way Officer raised concerns with regard to Public Bridleway U42 which is recorded over a section of the access road utilised by the application site.

The U42 bridleway historically followed the old MSD access road but was diverted along the northern side of the new access road in spring 2020. The diversion continues down to Breakspear Road South and then along the northern side of Breakspear Road South to the original connection point. The proposed works will involve a small adjustment to the junction bellmouth and access road and the current proposals include the retention of a 2m footway / bridleway (in line with the existing provision) along the northern side of the access road.

The Council's Rights of Way Officer notes that the bridleway should be 3m in width and should be located on the south side of the access road with a crossing point to re-join the Public Right of Way U42 route. If recommended for approval, a detailed scheme for the connection to the new Public Right of Way U42 route would be secured by planning condition.

The Council's Rights of Way Officer also raised concerns that the trees on the Public Right of Way U42 bridleway, which utilise ecological features such as raptor boxes. Based on the information submitted, the trees located along the bridleway will not be impacted. If recommended for approval, the retention of such trees would be secured by planning condition.

DIGITAL CONNECTIVITY

Policy SI 6 of the London Plan (2021) states:

A) To ensure London's global competitiveness now and in the future, development proposals should:

- 1) ensure that sufficient ducting space for full fibre connectivity infrastructure is provided to all end users within new developments, unless an affordable alternative 1GB/s-capable connection is made available to all end users
- 2) meet expected demand for mobile connectivity generated by the development
- 3) take appropriate measures to avoid reducing mobile connectivity in surrounding areas; where that is not possible, any potential reduction would require mitigation
- 4) support the effective use of rooftops and the public realm (such as street furniture and bins) to accommodate well-designed and suitably located mobile digital infrastructure.

If recommended for approval, a planning condition would ensure that sufficient ducting space for full fibre connectivity infrastructure is provided within the development. Subject to such a condition, the proposed development would accord with Policy SI 6 of the London Plan (2021).

INFRASTRUCTURE

Policy D2 of the London Plan (2021) states:

A) The density of development proposals should:

- 1) consider, and be linked to, the provision of future planned levels of infrastructure rather than existing levels
- 2) be proportionate to the site's connectivity and accessibility by walking, cycling, and public transport to jobs and services (including both PTAL and access to local services).

B) Where there is currently insufficient capacity of existing infrastructure to support proposed densities (including the impact of cumulative development), boroughs should work with applicants and infrastructure providers to ensure that sufficient capacity will exist at the appropriate time. This may mean that if the development is contingent on the provision of new infrastructure, including public transport services, it will be appropriate that the development is phased accordingly.

C) When a proposed development is acceptable in terms of use, scale and massing, given the surrounding built form, uses and character, but it exceeds the capacity identified in a site allocation or the site is not allocated, and the borough considers the planned infrastructure capacity will be exceeded, additional infrastructure proportionate to the development should be delivered through the development. This will be identified through an infrastructure assessment during the planning application process, which will have regard to the local infrastructure delivery plan or programme, and the CIL contribution that the development will make. Where additional required infrastructure cannot be delivered, the scale of the development should be reconsidered to reflect the capacity of current or future planned supporting infrastructure.

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

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.

This application seeks planning permission for the retention of one building (Building 1) for use as ancillary offices and demolition of all remaining buildings, construction of new buildings (Buildings 2 to 5), all within Use Class B8 with ancillary uses, alongside hardstanding, widening of the vehicular access off Breakspear Road South, associated car and cycle parking, enhanced landscaping and ancillary works.

The proposed development would intensify the existing employment site for industrial purposes, in accordance with Policies E4 and E7 of the London Plan (2021), and Policy DME 2 of the Hillingdon Local Plan: Part 2 (2020). It is considered that the proposed development is acceptable in land use terms and would make efficient use of a brownfield site.

Although the site is located in the Green Belt, the proposed development would constitute redevelopment of previously developed land. Subject to an appropriately worded planning condition which restricts the level of storage that can be deposited in the external storage yards proposed, and planning conditions which ensure effective maintenance and delivery of a robust landscape scheme to screen the development from view, the development also would not result in a greater impact to the openness of the Green Belt than the existing development. The development therefore constitutes appropriate development and no very special circumstances are required to justify the development proposed.

Subject to the planning conditions and obligations to be secured by a Section 106 legal agreement, the proposed development is considered acceptable with respect to its design and impact on the character and appearance of the area, neighbour amenity, the local highway network, public rights of way, accessibility, security, landscaping, ecology, waste, energy, flood and water management, noise, contaminated land and fire safety. For the reasons set out within the main body of the report, the proposal accords with the development plan when read as a whole. This application is recommended for approval, subject to planning conditions and a Section 106 legal agreement.

11. Reference Documents

National Planning Policy Framework (September 2023)

The London Plan (March 2021)

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

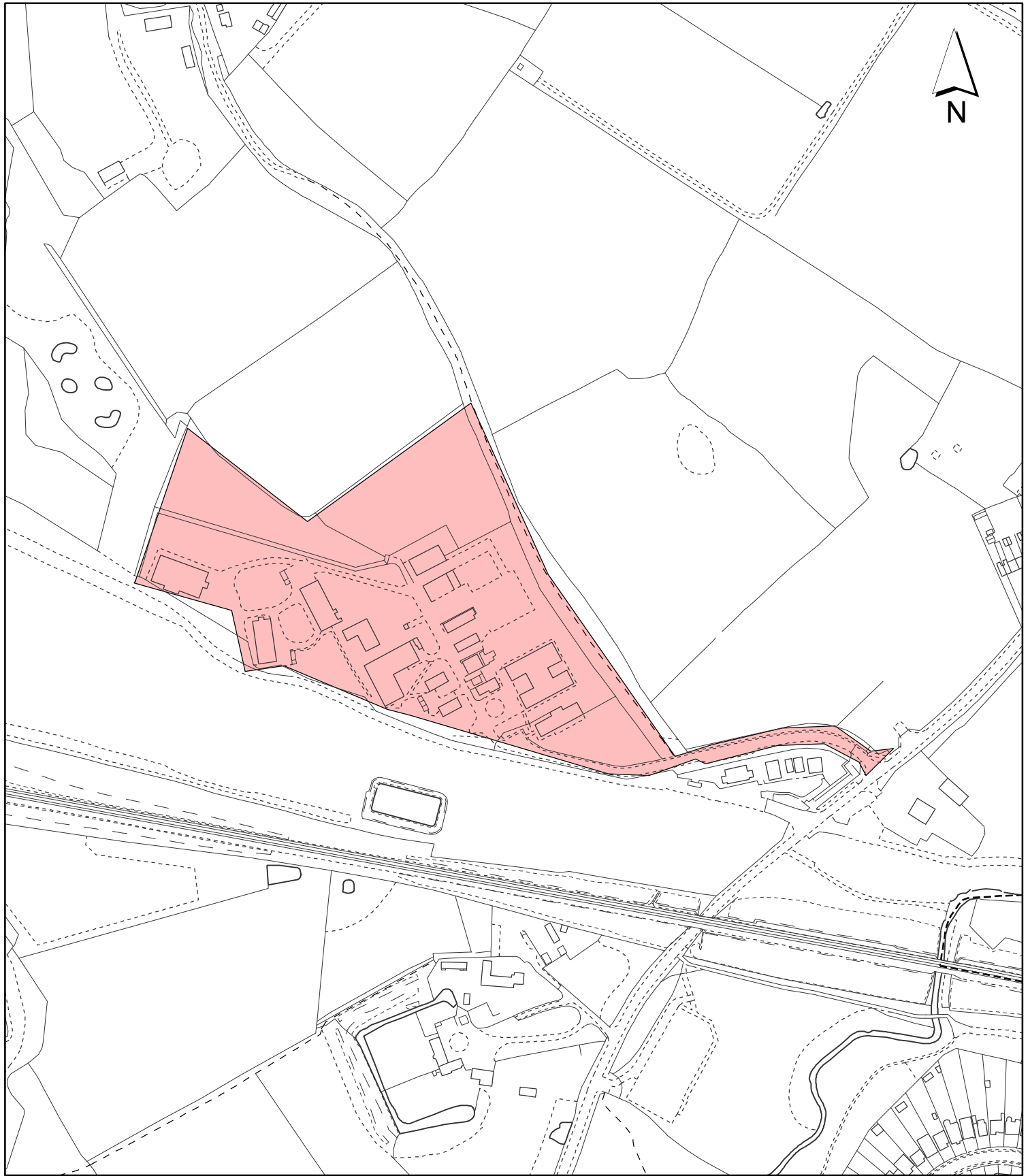
Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

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: Michael Briginshaw **Telephone No:** 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Merck Sharpe Dohme
 Site Off Breakspear Road South**

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

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

Planning Application Ref:

72870/APP/2022/3126

Scale:

1:3,500

Planning Committee:

Minors Page 141

Date:

November 2023



HILLINGDON
 LONDON

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Report of the Head of Development Management and Building Control

Address:	579-583 UXBRIDGE ROAD HAYES		
Development:	An application submitted under Section 73 of the Town and Country Planning Act 1990 to vary Condition 2 (Approved Drawings) and 3 (General Compliance with Supporting Documentation) of planning permission reference 72470/APP/2016/4648, dated 02-10-2019, for the demolition of 3 dwellinghouses and redevelopment of the site to provide residential accommodation within 2 new buildings with associated access, parking, landscaping and amenity space. The amendment sought is to increase the number of dwellings by two, amendments to the vehicle and cycle parking provision.		
LBH Ref Nos:	72470/APP/2023/747		
Drawing Nos:	PL-493 PL-260 Rev A PL-250 (Mar 2022) FVA Appendix 1- Signed S106 Agreement (30-09-19) FVA Appendix 2 - Schedule of Accommodation Comparison FVA Appendix 3 - DVS Development Appraisal 1658265/AM 25/05/18 FVA Appendix 4 - Extant Plans FVA Appendix 5 - HCA Development Appraisal Model (08-03-23) FVA Appendix 6 - Proposed Sales Comparables FVA Appendix 7 - Costs Transport Statement 10231 Rev C WD 100 Rev. G WD 190 Rev. F PL-490 PL-491 PL-492 FVA Appendix 9 - HCA DAT Tomkins Davis Market Report Viability Report and Financial Viability Assessment March 2023 Planning Statement 22-03-2023 PL-210B (July 2017)		
Date Plans received:	13-03-2023	Date(s) of Amendments(s):	22-03-2023
Date Application valid	24-04-2023		14-03-2023

1. SUMMARY

The application seeks a variation to Condition 2 (Approved Drawings) and Condition 3 (General Compliance with Supporting Documents) of planning application reference 72470/APP/2016/4648, dated 2-10-19, which granted consent for 'Demolition of 3 dwellinghouses and redevelopment of the site to provide residential accommodation within 2 new buildings with associated access, parking, landscaping and amenity space'. The consented scheme was for 21 flats (3 x studio, 4 x 1 bed, 10 x 2 bed and 4 x 3 bed) within two blocks. The Blocks were named Block H, which is located to the rear of the site, and Block A3 located adjacent to Uxbridge Road.

The above consent has been previously amended by s73 application reference 72470/APP/2022/114, dated 23-12-22, which approved alterations to the external appearance and internal arrangement of Block A3. No change to the unit number or mix was proposed as part of those amendments.

The purpose of the current application is to amend the scheme to introduce 2 additional 1 bed units on the ground floor of Block A3. Minor amendments to the layout of the car park and cycle parking are also proposed. To facilitate the increase in units, the proposed floor plans would be amended to reduce the internal floor space of two of the 3 bed units currently consented on the ground floor of Block A3. This cumulatively creates adequate internal space for 2 x 1 bed units, whilst retaining the 3 bed units.

The proposed amendments to the internal layout and the introduction of additional housing units are considered to be minor in scale and nature and as such, this application is recommended for approval. The proposed changes to the layout of the car park as submitted are not deemed to be acceptable as set out in the report, and therefore these elements are proposed to be secured by condition.

2. RECOMMENDATION

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

The original application secured the following obligations, a Deed of Variation is required to update the planning consent reference which the agreement is to be attached to. However there are no additional HOT's:

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

i) Highways Works S278/S38 as required by the highways engineer and to be completed prior to occupation (including reinstatement of footway and crossover);

ii) Car parking allocation and management scheme for this development site and the adjoining Kingswood Place (land edged blue on Drawing no PL-100). The scheme shall secure no net loss of car parking across both development sites and a car parking management scheme for all future residents within the developments;

iii) Prohibit future residents of the development from obtaining parking permits, season tickets or car park permits within existing or future Parking Management Schemes (excluding blue badge holders).

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

v) Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £9,600.00 or an in kind scheme) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

vi) Affordable Housing Review Mechanism.

vii) Pedestrian Access into Rosedale Park.

Monetary contributions:

viii) Air Quality Mitigation Contribution: £22,859;

ix) Local Park Improvements £6,111;

x) Affordable Housing Contribution of £151,600;

xi) Carbon offsetting contribution of £27,900, or an amended contribution as required resulting from the revised Energy Assessment; and

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

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

C) If the Legal Agreements have not been finalised within 6 months (or such other time frame as may be agreed by the Director of Planning, Regeneration and Environment), delegated authority be given to the Director of Planning, Regeneration and Environment 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 services and the environment necessary as a consequence of demands created by the proposed development (in respect of highways, car parking, travel plan, construction training, affordable housing, air quality and carbon offset). The proposal therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020); the adopted Planning Obligations Supplementary Planning Document (July 2014); Policy DF1 of the London Plan (2021); and paragraphs 54-57 of the National Planning Policy Framework (July 2021).'

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

powers with the applicant.

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

1. COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

PL-100A Location Plan
PL-260 Rev A Block A3 - Proposed Ground Floor Plan
PL-251 Rev A Block A3 - Proposed First Floor Plan
PL-252 Block A3 - Proposed Second Floor Plan
PL-490 Block A3 - Proposed North Elevation
PL-491 Block A3 - Proposed Side (East) Elevation
PL-492 Block A3 Proposed Rear (South) Elevation
PL-493 Block A3 - Proposed Side (West) Elevation
PL-412A Block H - Elevations
PL-213 Block H Proposed Plans

REASON

In the interests of proper planning, and to ensure the approved development complies with the provisions of the London Plan (2021), the Hillingdon Local Plan: Strategic Policies (2012), and the Hillingdon Local Plan: Development Management Policies (2020).

2. COM5 General compliance with supporting documentation

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

Ground Investigation Desk Study Report
Planning Design and Access Statement August 2017
Planning Statement 22-03-2023
Transport Statement 10231 Rev C
Accommodation Schedule - 28-06-2018 (part replaced by FVA Appendix 2 - Schedule of Accommodation Comparison 14-03-23)

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

REASON

In the interests of proper planning, and to ensure the approved development complies with the provisions of the London Plan (2021), the Hillingdon Local Plan: Strategic Policies (2012), and the Hillingdon Local Plan: Development Management Policies (2020).

3. COM7 Materials (Submission)

The proposed development hereby permitted shall be constructed in accordance with the material

details approved application reference 72470/APP/2021/379, dated 06-12-21.

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).

4. RES9 Landscaping (including refuse/cycle storage)

Prior to the occupation of Block A3, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage (to be covered and secure)

2.b Parking:

- Up to 78 cars (two visitor spaces; up to 21 spaces for Blocks A3 and H hereby approved; 55 spaces for Kingswood Place)

- demonstration that parking spaces are served by 4 active electric vehicle charging points and 4 passive electric vehicle charging points

- 2 disabled parking spaces

- 1 motorcycle/scooter parking space

- 43 cycle parking spaces

2.c Hard Surfacing Materials

2.d External Lighting

2.e Refuse storage and management plan

3. Details of Landscape Maintenance

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

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

Thereafter the approved details shall be implemented prior to first occupation of the flats in full accordance with the approved details and shall be retained thereafter.

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, DMT 5 and DMT 6 of the Hillingdon Local Plan: Development Management Policies (2020) and Policies SI 7, T6 and T6.1 of the London Plan (2021).

5. NONSC Means of enclosure/boundary treatments

The development hereby permitted shall be constructed in accordance with the boundary treatment details approved under planning application reference 72470/APP/2021/379, dated 06-12-21.

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).

6. NONSC Non Standard Condition

The development hereby permitted shall be constructed in accordance with the balustrade details approved under planning application reference 72470/APP/2021/379, dated 06-12-21.

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).

7. NONSC Overlooking

The development hereby permitted shall be constructed in accordance with the privacy details approved under planning application reference 72470/APP/2021/379, dated 06-12-21.

REASON

To safeguard the amenity of future occupiers in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Development Management Policies (2020).

8. NONSC Non Standard Condition

Prior to the occupation of Block A3, a revised and appropriately detailed energy assessment for the 23 units shall be submitted to and approved by the Local Planning Authority. The assessment shall set out the annual baseline regulated energy demand (kwhr) as per 2021 Building Regulations (or subsequent amendments) and associated carbon emissions (kgCO₂ and tCO₂). The assessment shall then set out the measures and technology required to achieve at least the 35% carbon reduction in the CO₂ associated with the baseline regulated energy demand; these measures must be sufficiently evidenced with corresponding details and specifications including the location of low and zero carbon technology (i.e. roof plans showing the inclusion of PV panels). The updated Energy Assessment must clearly set out any shortfall (tCO₂) of the zero carbon standard. The development must proceed in accordance with the approved updated Energy Assessment.

REASON

To ensure the development achieves zero carbon in accordance with Policy SI2 of the London Plan (2021).

9. NONSC Protection from Ingress of Polluted Air

Prior to the occupation of Block A3, a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage;
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the

approved details and thereafter maintained for the life of the development.

REASON

In order to safeguard the amenity of the occupiers of the proposed development, in accordance with Policy SI 1 of the London Plan 2021).

10. NONSC Accessibility

Prior to the occupation of Block A3, details of the following shall be submitted for approval in writing by the Local planning Authority:

1. A drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles;
2. The design of accessible parking spaces, for residents and visitors, should cater for high sided vehicles with side and rear wheelchair access;
3. A fire strategy which demonstrates adequate means of escape for wheelchair users, and other persons unable to escape using the staircase;
4. Details of at least one ensuite bathroom connected to the largest bedroom which includes a level access shower shall to be provided onsite.

The development must proceed in accordance with the approved details and retained thereafter.

REASON

To ensure that an appropriate standard of housing stock, in accordance with Policies D5 and D6 of the London Plan (2021).

11. OM19 Construction Management Plan

The development hereby permitted shall be constructed in accordance with the construction management details approved under planning application reference 72470/APP/2021/379, dated 06-12-21.

REASON

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

12. DIS2 Access to Buildings for People with Disabilities

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

REASON

To ensure that an appropriate standard of housing stock, in accordance with Policies D5 and D6 of the London Plan (2021).

13. RES15 Sustainable Water Management

The development hereby permitted shall be constructed in accordance with the SUDS details approved under planning application reference 72470/APP/2021/379, dated 06-12-21.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policies DMEI 10 of the Hillingdon Local Plan: Development Management Policies (2020) and Policy SI 13 of the London Plan (2021).

14. RES26 Contaminated Land

If during development or works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the LPA prior to implementation; and

All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA 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).

15. COM28 Visibility Splays - Pedestrian

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Development Management Policies (2020).

16. RES22 Parking Allocation

Block A3 shall not be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. The parking allocation scheme shall, as a minimum, include a requirement that all on-site car parking shall be allocated and dedicated for the use of each of the residential units hereby approved and shall remain allocated and dedicated in such a manner for the life-time of the development.

REASON

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

17. RES24 Secured by Design

The dwelling(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling 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).

18. NONSC Imported Soils

No soils shall be imported to the site until information on their source, the results of any soil analysis, and an assessment of their suitability for use has been submitted to and agreed in writing by the Local Planning Authority.

Prior to their import onto site, a suitable methodology for testing soils following their import and placement on the site should be submitted to and agreed in writing by the Local Planning Authority.

The methodology should include:

- (i). The sampling frequency
- (ii). Testing schedules
- (iii). Criteria against which the analytical results will be assessed (as determined by the risk assessment) The agreed methodology shall then be carried out and validatory evidence submitted to and approved in writing to 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 in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Development Management Policies (2020).

19. NONSC Noise

The development hereby permitted shall be constructed in accordance with the details approved under planning application reference 72470/APP/2021/379, dated 06-12-21. In addition, the two additional units hereby approved shall be constructed to the same standards as those which are subject to the details approved under planning reference 72470/APP/2021/379.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with Policy D14 of the London Plan (2021).

20. NONSC Noise

The development hereby permitted shall be constructed in accordance with the details approved under planning application reference 72470/APP/2021/379, dated 06-12-21.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with Policy D14 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. I58 Opportunities for Work Experience

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: petersale@hillingdontraining.co.uk

3. I1 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4. I15 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

5. I2 Encroachment

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

6. I21 Street Naming and Numbering

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

7. 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 - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

8. I45 Discharge of Conditions

Your attention is drawn to the prior to occupation conditions which must be discharged prior to the occupation of the development. You will be in breach of planning control should you allow occupation prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

9.

You are advised that the planting zone at the front boundary is not wide enough to accommodate pleached trees.

10. I48 Refuse/Storage Areas

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

11. I60 Cranes

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

12.

You are encouraged to ensure that facilities are provided to enable the easy watering of the roof garden, including any allotment facilities which might feature in the final landscaping details, and to ensure such facilities maximise opportunities for the re-use of rainwater.

13.

You are advised that no doors or gates should be installed which open out of the public highways as these may contravene The Highways Act 1980 (as amended).

14. I23 Works affecting the Public Highway - Vehicle Crossover

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

15.

This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

16.

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

I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 2	Reducing Carbon Emissions
DMH 1	Safeguarding Existing Housing
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm

DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places
DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP D11	(2021) Safety, security and resilience to emergency
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP G5	(2021) Urban greening
LPP G7	(2021) Trees and woodlands
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
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 H8	(2021) Loss of existing housing and estate redevelopment
LPP SI1	(2021) Improving air quality
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI5	(2021) Water infrastructure
LPP SI7	(2021) Reducing waste and supporting the circular economy
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T9	(2021) Funding transport infrastructure through planning
NPPF12	NPPF 2021 - Achieving well-designed places

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a partially-completed residential development on the south side of Uxbridge Road, within a predominantly residential area characterised by a mixture of contemporary flatted development, detached and semi-detached residential dwellings in large plots fronting directly towards Uxbridge Road.

3.2 Proposed Scheme

On the 2nd of October 2019 planning permission was granted for the demolition of 3 existing houses and replacement with 21 flats located within two blocks (Blocks A3 and H). The flats would comprise of 3 studio units, 4 one-bed units, 10 two-bed units and 4 three-bed units.

The proposal seeks permission for an additional 2 x 1 bedroom flats by reducing the internal space of two of the consented 3 bedroom units on the ground floor of Block A3. Although the internal space of the two 3 bed units would be reduced these units would still comply with the minimum space standard requirements.

Minor amendments are proposed to the layout of the car park, though the quantum of car parking would remain the same. Cycle parking would be increased from 36 to 43, which would bring the proposed level up to the London Plan (2021) standards.

3.3 Relevant Planning History

72470/APP/2016/4648 579-583 Uxbridge Road Hayes

Demolition of 3 dwellinghouses and redevelopment of site to provide 21 (3 x studio, 4 x 1 bed, 10 x 2 bed and 4 x 3 bed) units within 2 new buildings with associated access, parking, landscaping and amenity space

Decision: 12-09-2018 Approved

72470/APP/2019/3360 579-583 Uxbridge Road Hayes

Details pursuant to Conditions 4 (levels), 5 (Materials), 6 (Landscaping), 8 (Position, height and materials for balustrades), 9 (Overlooking), 10 (Protection from Ingress of Polluted Air), 11(Accessibility), 12 (Construction Management Plan), Condition 13 (Access to Buildings for People with Disabilities), Condition 14 (Sustainable Water Management), Condition 15 (Contaminated Land), Condition 17 (Parking Allocation Scheme), Condition 18 (Secured by Design), Condition 19 (Importing of Soils), Condition 20 (External Noise) and Condition 21 (Sound Insulation) of planning ref: 72470/APP/2016/4648 dated 02.10.19 for demolition of 3 dwelling houses and redevelopment of site to provide 21 dwellings within 2 new buildings with associated access, parking, landscaping and amenity space

Decision: 06-12-2019 Refused

72470/APP/2020/474 579-583 Uxbridge Road Hayes

Details pursuant to Conditions 5 (External Materials), 6 (Landscaping), 7 (means of enclosure), 8 (balustrades), 9 (overlooking), 12 (construction management plan), 14 (sustainable water management), 17 (car parking allocation), 20 (external noise) and 21 (sound insulation) of planning ref: 72470/APP/2016/4648 dated 04-09-17 for the demolition of 3 dwelling houses and redevelopment of site to provide 21 residential units within 2 new buildings with associated access parking, landscaping and amenity space.

Decision: 14-04-2020 Refused

72470/APP/2021/379 579-583 Uxbridge Road Hayes

Details pursuant to Condition 5 (Materials), 7 (Means of Enclosure), 8 (Position and Materials of Balustrade), 9 (Overlooking), 12 (CMP), 14 (sustainable drainage) 17 (parking allocation), 20 (External Noise), 21 (Sound insulation) of planning permission ref: 72470/APP/2016/4648 dated 02-10-2019 for the demolition of 3 dwellinghouses and redevelopment of site to provide 21 (3 x studio, 4 x 1 bed, 10 x 2 bed and 4 x 3 bed) units within 2 new buildings with associated access, parking, landscaping and amenity space).

Decision: 06-12-2021 Approved

72470/APP/2022/102 579-583 Uxbridge Road Hayes

Non-Material Amendment Application submitted under Section 96A of the Town and Country Planning Act 1990 (as amended), to application reference 72470/APP/2016/4648, dated 02-10-2019, for the demolition of 3 houses and redevelopment of the site to provide 21 flats, with associated access, parking, landscaping and amenity space. The amendments sought are the removal of the false gable and its replacement with a gable wall and roof on the south elevation, changes to window units, and changes to the roof ridge height of Block A3.

Decision: 10-05-2022 Refused

72470/APP/2022/114 579-583 Uxbridge Road Hayes

An application submitted under Section 73 of the Town and Country Planning Act 1990 to vary condition 2 (Approved Drawings) of planning permission reference 72470/APP/2016/4648, dated 02-10-19, for the demolition of 3 dwellinghouses and redevelopment of site to provide 21 (3x studio, 4x1bed, 10x2 bed and 4x3 bed) units with associated access, parking, landscaping and amenity space.

Decision: 23-12-2022 Approved

72470/APP/2022/369 579-583 Uxbridge Road Hayes

Details pursuant to condition 5 (Materials) of planning permission reference 72470/APP/2016/4648, dated 2-10-19, for the demolition of 3 dwellinghouses and redevelopment of the site to provide 21 (3x studio, 4x1bed, 10x2 bed and 4x3 bed) units with associated access, parking, landscaping and amenity space.

Decision: 10-05-2022 Refused

72470/APP/2022/370 579-583 Uxbridge Road Hayes

Details pursuant to condition 6 (Landscaping) of planning permission reference 72470/APP/2016/4648, dated 2-10-19, for the demolition of 3 dwellinghouses and redevelopment of the site to provide 21 (3x studio, 4x1bed, 10x2 bed and 4x3 bed) units with associated access, parking, landscaping and amenity space.

Decision: 10-06-2022 Approved

72470/APP/2023/285 579-583 Uxbridge Road Hayes

Non-Material Amendment Application submitted under Section 96A of the Town and Country Planning Act 1990 (as amended), to amend application reference 72470/APP/2016/4648, dated 02-10-2019, so that the description of development changes from "Demolition of 3 dwellinghouses and redevelopment of the site to provide 21 (3 x studio, 4 x 1 bed, 10 x 2 bed and 4 x 3 bed) units within 2 new buildings with associated access, parking, landscaping and amenity space" to "Demolition of 3 dwellinghouses and redevelopment of the site to provide residential accommodation within 2 new buildings with associated access, parking, landscaping and amenity space."

Decision: 08-03-2023 Approved

Comment on Relevant Planning History

72470/APP/2016/4648 - Demolition of 3 dwellinghouses and redevelopment of site to provide 21 (3 x studio, 4 x 1 bed, 10 x 2 bed and 4 x 3 bed) units within 2 new buildings with associated access, parking, landscaping and amenity space. Approved 12.09.18

72470/APP/2022/114 - An application submitted under Section 73 of the Town and Country Planning Act 1990 to vary Condition 2 (Approved Drawings) of planning permission reference 72470/APP/2016/4648, dated 02-10-19, for the demolition of 3 dwellinghouses and redevelopment of site to provide 21 (3x studio, 4x1bed, 10x2 bed and 4x3 bed) units with associated access, parking, landscaping and amenity space, for alterations to the external appearance and internal arrangement of Block A3. Approved 23-12-22

72470/APP/2023/285 - Non-Material Amendment Application submitted under Section 96A of the Town and Country Planning Act 1990 (as amended), to amend application reference 72470/APP/2016/4648, dated 02-10-2019, so that the description of development changes from "Demolition of 3 dwellinghouses and redevelopment of the site to provide 21 (3 x studio, 4 x 1 bed, 10 x 2 bed and 4 x 3 bed) units within 2 new buildings with associated access, parking, landscaping and amenity space" to "Demolition of 3 dwellinghouses and redevelopment of the site to provide residential accommodation within 2 new buildings with associated access, parking, landscaping and amenity space." Approved 08-03-23

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:

Hillingdon Planning Committee - 1st November 2023

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.

Local Plan 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.E5 (2012) Town and Local Centres
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM1 (2012) Sustainable Waste Management
1
PT1.EM6 (2012) Flood Risk Management
PT1.EM8 (2012) Land, Water, Air and Noise
PT1.H1 (2012) Housing Growth
PT1.H2 (2012) Affordable Housing

Part 2 Policies:

DMT 1 Managing Transport Impacts
DMT 2 Highways Impacts
DMT 5 Pedestrians and Cyclists
DMT 6 Vehicle Parking
DMHB 11 Design of New Development
DMHB 12 Streets and Public Realm

DMHB 14 Trees and Landscaping

DMHB 15 Planning for Safer Places

DMHB 16 Housing Standards

DMHB 17 Residential Density

DMHB 18 Private Outdoor Amenity Space

DMH 1 Safeguarding Existing Housing

DMH 2 Housing Mix

DMH 7 Provision of Affordable Housing

DMEI 2 Reducing Carbon Emissions

DMEI 10 Water Management, Efficiency and Quality

DMEI 11 Protection of Ground Water Resources

DMEI 12 Development of Land Affected by Contamination

DMCI 7 Planning Obligations and Community Infrastructure Levy

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

LPP GG4 (2021) Delivering the homes Londoners needs

LPP D3 (2021) Optimising site capacity through the design-led approach

LPP D4 (2021) Delivering good design

LPP D5 (2021) Inclusive design

LPP D6 (2021) Housing quality and standards

LPP D7 (2021) Accessible housing

LPP D11 (2021) Safety, security and resilience to emergency

LPP D13 (2021) Agent of change

LPP D14 (2021) Noise

LPP H1 (2021) Increasing housing supply

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 H8 (2021) Loss of existing housing and estate redevelopment
- LPP H10 (2021) Housing size mix
- LPP G5 (2021) Urban greening
- LPP G7 (2021) Trees and woodlands
- LPP SI1 (2021) Improving air quality
- LPP SI2 (2021) Minimising greenhouse gas emissions
- LPP SI5 (2021) Water infrastructure
- LPP SI7 (2021) Reducing waste and supporting the circular economy
- LPP SI13 (2021) Sustainable drainage
- LPP T4 (2021) Assessing and mitigating transport impacts
- LPP T5 (2021) Cycling
- LPP T6 (2021) Car parking
- LPP T6.1 (2021) Residential parking
- LPP T9 (2021) Funding transport infrastructure through planning
- NPPF12 NPPF 2021 - Achieving well-designed places
- NPPF5 NPPF 2021 - Delivering a sufficient supply of homes

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: 25th May 2023

5.2 Site Notice Expiry Date: 19th September 2023

6. Consultations

External Consultees

PUBLIC CONSULTATION

Letters dated the 24-04-23 were sent to 61 neighbouring properties, a site notice was displayed outside the site on the for a period of 21 days and a press notice was advertised in a local newspaper. A further consultation was issued following a minor change to the description of development.

All methods of consultation expired 19-09-23 and no responses were received.

Transport for London (TfL)

Further to Planning permission being granted in 2016 for 21 dwelling houses following the demolition of 3 dwelling houses, the applicant seeks to amend the ground floor accommodation of Block A3 to provide 23 dwellings. A Ratio of 1:1 car parking spaces to dwelling is proposed to be retained. The site is currently under construction.

The application site is situated on A4020 Uxbridge Road, which forms part of the Strategic Road Network (SRN). The site has a PTAL of 3. There is a segregated cycleway traversing the Uxbridge Road frontage.

TfL offers the following comments:

As highlighted in our response to the previous application (72470/APP/2016/4648), the proposed car parking ratio of 1:1 is excessive and not in line with London Plan standards; it is unclear if the ratio includes visitor parking spaces. The London Plan car parking standards under Policy T6 has set out clearly units with 1-2 beds should be provided with less than 1 space per unit. Therefore, the applicant should reduce parking provision at this site. As a minimum, the applicant should not be seeking to provide any additional parking as part of this proposal and removing the three visitor parking spaces indicated. This level of parking provision coupled with the under provision of cycle parking as referred to below, appears to be encouraging the continued use of car over that of sustainable and active modes, as such not supporting a strategic modal shift in line with Policy T1. It is noted that the existing associated development have already been provided with visitor spaces, therefore no further visitors spaces should be provided as part of this planning application. As highlighted above, the preference is for the existing visitor parking spaces to be removed. As requested within our previous response to the planning application at this site, a permit-free agreement should be secured through the appropriate mechanism.

Electric vehicle charging points should be provided for the site, with 20% active and 80% passive provision from the on-set, this should be secured by condition.

All future residents shall be excluded eligibility for local car parking permits, this should be secured by appropriate legal agreement.

The proposed provision of 36 cycle parking spaces is below the minimum London Plan cycle parking standards identified in Policy T5, which requires all units with 2 beds or above be provided with at least 2 spaces. Consequently, the proposed development MUST include a minimum of 43 long term residential cycle spaces. The cycle storage should be secured, covered and be located conveniently for cyclists access in line with London Cycle Design Standards, also referred to in Policy T5. At least 20% of spaces must be "Sheffield" type.

A travel plan should be secured to promote the use of active travel, this should be secured planning obligation.

A delivery & servicing plan should be implemented and be submitted for Council's approval prior to first occupation.

A construction management and logistics plan (CMLP) shall be produced in accordance with TfL's CLP guidance and be submitted for Council's approval prior to construction commences on site. The CMLP shall include but not limited to measures to rationalise construction vehicles activities, minimise risks of conflicts between other road users on the highway network as well as on site, in particular pedestrians and cyclists in accordance with London Plan Policy T7.

In summary, TfL objects to the proposal as it currently stands. As highlighted above, the proposal includes an over provision of car parking and under-provision of cycle parking as such not complying with Policies T1, T5 and T6 of the London Plan. Therefore the applicant must revise the proposal to address the above issues satisfactorily to ensure the proposal is acceptable in highway and transport planning terms.

Case Officer comment:

The comments received from TfL have been received and taken into consideration. With regards to the parking provision, the scheme would result in no additional parking for the 2 new units and in fact would result in a reduction in the overall parking ratio. It would be unreasonable to expect the applicant to remove parking which already benefits from planning consent. In response to the cycle parking comment, the applicant has submitted a set of revised plans which increase the number cycle spaces to 43, which now meets the London Plan standards in terms of the number of spaces required.

The original application contained a head of term which precluded future occupants from joining the local parking management scheme, if minded to approve the application a deed of variation will be required to tie the legal agreement to the most recent permission, therefore the two new units would be subject to the same obligations as those which already benefit from consent.

With regards to the request for a Construction Management Plan condition, a CMP was submitted and discharged as part of details application reference 72470/APP/2021/379. Therefore no further condition is required.

Internal Consultees

ACCESS OFFICER

This Section 73 application has been reviewed with no objections raised at this stage, provided Conditions 11 and 13 attached to the original consent are applied to any subsequent approval.

Case Officer comment:

The above conditions (now numbered Conditions 10 and 12 due to the time limit for commencement condition falling away) are recommended to be attached to any grant of planning consent.

HIGHWAYS

The Highway Authority has reviewed the application and have no objections to this proposal.

Case Officer comment:

Notwithstanding the above, concerns are raised with regards to the proposed parking layout and therefore these details are recommended to be secured by condition.

POLICY

Housing Mix

Policy DMH 2 of the 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. The

London Plan defines family housing as "A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three, four, five, or more bedrooms."

The proposed housing mix would include:

- 3 x studio units (13%)
- 6 x one bed units (26%)
- 10 x two bed units (44%)
- 4 x three bed units (17%)

It should be noted that the one person, one bedroom flat on the ground floor is referenced as a studio within the viability assessment and the schedule of accommodation comparison. On the basis that the unit contains one bedroom, the policy team has marked it as a one-bedroom unit when considering the overall housing mix. Paragraph 4.10.4 of the London Plan sets out that "one-person and one-bed units are the least flexible unit type". As such it is considered that the introduction of this unit is not necessarily ideal, and a more flexible unit would have been preferred.

Policy H10 of the London Plan sets out that schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme. However, paragraph A.6 of Policy H10 of the London Plan recognises that "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 site has a PTAL rating of 2 and is located in close proximity to open spaces and green spaces including allotments. Overall, whilst the introduction more one bed units is considered unfortunate in this location, this is not considered sufficient to warrant an objection to the proposal solely on this basis.

Affordable Housing

The Local Plan Part 2 Policy DMH7 and London Plan Policy H5, sets out that subject to viability and if appropriate in all circumstances, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split 70% Social/Affordable Rent and 30% Intermediate as set out in Policy H2: Affordable Housing of the Local Plan Part 1. The applicant has submitted a viability assessment stating that they are unable to provide any affordable housing on the site and that they are unable to provide any contributions towards off-site affordable housing. It is therefore necessary that the viability assessment is tested by a third-party consultant.

Case Officer comment:

A Financial Viability Assessment (FVA) was submitted for assessment as part of the main application. This document has been reviewed by the same independent consultant who reviewed the original FVA for consistency. The consultant has agreed with the variables set out in the report and it's conclusion. As such it has been confirmed that the scheme cannot viably deliver any additional affordable housing contribution.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site benefits from planning consent (72470/APP/2016/4648) for the demolition of 3 dwellinghouses and redevelopment of site to provide 21 (3 x studio, 4 x 1 bed, 10 x 2 bed and 4 x 3 bed) units within 2 new buildings with associated access, parking, landscaping and amenity space.

This application seeks to amend the conditions to allow for an increase in the number units from 21 to

23 units. Whilst the changes are considered to be minor the principle of development remains the same. As such the principle of development is established as acceptable through the original permission.

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 original consent proposed 21 units comprising of 3 x studio, 4 x 1 bed, 10 x 2 bed and 4 x 3 bed resulting in a scheme which delivered approximately 19% family sized units. Whilst the proposal would increase the number of units by 2, these would be 1 bed units resulting in a decrease in the percentage of family sized units to approximately 17%. This change is considered acceptable and no objection from the Council's Policy Team has been received. It should be noted that the approved 4no. family sized units have been retained. As such the proposed unit mix is considered to be acceptable.

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.

Although the site does appear to be located within a PTAL 2 area, it is directly bounded by 2 areas of PTAL 3 which increases the sustainability of the site from low to moderate.

The proposal seeks to increase the number of units by 2, this results in a slight increase in density from 91 units per hectare to 100 units per hectare. For flatted developments within areas of PTAL 2-3 the guideline density is 50-110 units, the proposed minor density increase would therefore still be in accordance with the Policy DMHB 17 of the Hillingdon Local Plan: Part 2 (2020).

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

The application site is not located within a Conservation Area or an Area of Special Character and does not accommodate a Listed Building.

7.04 Airport safeguarding

The proposal seeks permission for internal arrangements only, as such no airport safeguarding concerns are raised.

7.05 Impact on the green belt

The application site is not located within or adjacent to Green Belt land.

7.06 Environmental Impact

See Section 7.16 of this report.

7.07 Impact on the character & appearance of the area

The only facade change proposed is the introduction of a new door from kitchen/dining room to serve unit A3/04. This minor alteration would be considered non-material and as such the amendment would comply with Policy BE1 of the Local Plan (Part 1) (2012) and Policy DMHB 11 of the Local Plan : Part Two - Development Management Policies with respect to issues concerning the character and appearance of an area.

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.

As this application seeks to amend the internal layout to increase the provision of units by 2 within the approved internal spaces. It is only the impact these units would have in terms of overlooking which is subject to assessment. The proposed two new units would face the front elevation of Block H which forms part of the original development application. The habitable room windows would be located in excess of 21 metres from the ground floor windows which serve the units in Block H therefore no overlooking concerns are raised.

With regards to daylight and sunlight, given the separation distance between the two blocks and that the application does not propose any increase in built form closer Block H, the proposal would not give rise to overshadowing concerns.

Taking the above points into consideration the application would comply with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7.09 Living conditions for future occupiers

LIVING CONDITIONS OF 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 units should provide a minimum of 39 square metres
- One storey 1-bed 2 person units should provide a minimum of 50 square metres
- One storey 3-bed 4 person units should provide a minimum of 74 square metres

The proposed ground floor plan indicates that the 2 x 3 bed units subject to a reduction in internal floor space would measure 75 sqm thus meeting the minimum space standard for 3 bed units. The proposed 1 bed 1 person unit would measure 44 sqm and the 1 bed 2 person unit would measure 56.8 sqm thus both meeting the requirement minimum space standard.

PRIVATE AMENITY SPACE AND PUBLIC OPEN SPACE

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.

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 of the Hillingdon Local Plan: Part 2 (2020) states that studio and 1-bedroom flats should provide a minimum of 20 square metres.

With the 2 additional units the proposal would provide 550 sqm of private, usable amenity space. The application proposes no additional amenity space above that which was secured as part of the original consent, which equalled 370 sqm. As such the proposal would now result in shortfall of 220 sqm. It is noted that the applicant agreed to a financial contribution of £5000 to offset the lack of on site open space and private amenity space for the previous shortfall of 180 sqm. Given the increase in the number of units and taking a pro-rata approach to the previous shortfall secured, a revised contribution of £6,111 is required to offset the lack of on site open space and private amenity space. The limited scale of the contribution results from the site's close proximity to 3 areas of public open space, including Park Road Green on the opposite side of Uxbridge Road.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Policy DMT 1 of the Hillingdon Local Plan: Part 2 (2020) states:

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

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

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

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

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily

accommodated in the design of highway and traffic management schemes;
iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 (2020)

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when: i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

The original proposal included the provision of 21 car parking spaces and the replacement and reconfiguration of 10 car parking spaces related to the development at the Former Pronto site which resulted in a parking ratio of 1:1. The original application was submitted in 2016 and determined in 2018 meaning it would have been assessed against superseded policies and supplementary planning guidance. There have been significant policy changes since the determination of the application which include the adoption of the most recent NPPF and London Plan in 2021 and the adoption of the new Local Plan in 2020. The London Plan 2021 is the relevant document referred to for parking considerations for this application and seeks to reduce parking rather than retain high parking ratios such as 1:1.

It is proposed by the applicant in the revised Transport Assessment that the proposed 2 new units would be car free, thus there would be no change to the overall quantum of parking or its allocation. This would appear to be supported by TFL who raised an objection on the basis of an over-provision of car parking. It should be noted that whilst a s73 application should be assessed against the most up to date policy, it would be unreasonable to expect an applicant to remove consented parking for an already approved scheme. The provision of 2 car free units is considered a reasonable effort to reduce the overall parking ratio. Notwithstanding this, the submitted proposed site plan raises concerns with regards to the proposed parking layout. In particular one proposed space (labelled A6) appears to partially block the access to the parking area. It is therefore recommended that the submitted plans are not approved and a revised landscaping and car parking layout be secured by condition, with the potential outcome that the number of parking spaces may be nominally reduced.

In terms of cycle parking the applicant has added a further 7 spaces to the proposed plans which amount to a total of 43 spaces, in order to conform with the new standards set out in T6.1 of the London Plan (2021).

Taking the above points into consideration the proposed development accords with Policies DMT 1,2 & 6 of the Hillingdon Local Plan: Part 2 - Development Management policies (2020) and Policy T6 of the London Plan (2021).

7.11 Urban design, access and security

Urban design and security were assessed as part of the main permission and remain unchanged.

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 that in order 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'.

The proposal has been reviewed by the Council's Accessibility Officer who has raised no objection subject to the imposition of the access related conditions attached to the original permission.

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.

A financial viability assessment (FVA) was submitted for assessment as part of the original application. This was reviewed by an independent consultant on behalf of the Council who agreed that the proposed development could viably deliver an off-site contribution of £151,600. The applicant subsequently agreed with the outcome of the Council's review and the off-site contribution formed part of the Heads of Terms secured by a s106 legal agreement. In addition to the financial contribution the applicant also agreed to the inclusion of an early stage review mechanism to ensure any additional surplus generated by the development was appropriately distributed.

The applicant has provided an updated FVA as part of the s73 application, which states that due to current market conditions the proposal cannot viably provide any additional affordable housing contribution. In addition, it provides evidence to discharge the early stage review obligation. This documentation has been reviewed by the same independent consultant who reviewed the original FVA for consistency. The consultant has agreed with the variables set out in the report and its conclusions. As such it has been confirmed that the scheme cannot viably deliver any additional affordable housing contribution and the early stage review obligation can be discharged. As such the proposals are considered to be acceptable in terms of Affordable Housing.

7.14 Trees, Landscaping and Ecology

These matters were assessed as part of the main application where a condition pertaining to the submission of additional landscaping details was attached to the decision notice. Subsequently the landscaping details were submitted and discharged as part of application reference 72470/APP/2022/370. However the changes to the layout of the car park proposed as part of the current submission are not deemed to be acceptable and a change to the level of cycle parking is now proposed. Therefore, it is proposed that the above condition be required to be re-discharged with appropriate details.

7.15 Sustainable waste management

These matters were assessed as part of the main application and remain unchanged. The application has been reviewed by the Councils Waste Strategy Officer who has raised no objection.

7.16 Renewable energy / Sustainability

The development is required to be compliant with the London Plan (2021) CO2 reduction targets. The original consent required a carbon offset contribution of £27,900 in order to achieve this. No updated Energy Assessment has been submitted as part of the current application to determine if this contribution remains appropriate to ensure the scheme is policy compliant. It is therefore recommended that a new condition is attached to any grant of planning consent to require that a revised Energy Assessment is submitted and approved by the Local Planning Authority. It is also recommended that the relevant Head of Term for the legal agreement is also amended to enable any carbon offset payment determined to be required as a result of the revised Energy Assessment to be secured.

7.17 Flooding or Drainage Issues

The application site does not fall within a designated Flood Zone and upon reviewing the main application the Councils Flood Water Management Officer raised no objection subject to a condition pertaining to the submission of a SUDS strategy. Application reference 72470/APP/2022/114 carried forward this condition and it is suggested that the condition be attached to this current application given that it is yet to be discharged.

7.18 Noise or Air Quality Issues

NOISE

The Councils Noise Officer reviewed the main application and raised no concern over the potential noise exposure in this development subject to a condition pertaining to the submission of noise mitigation measure details. These details have been submitted and approved as part of details application 72470/APP/2021/379. As such a compliance condition is proposed to ensure that the proposed 2 new units are constructed to the same standard as the rest of the units in terms of noise mitigation.

AIR QUALITY

The proposed development would not result in additional trips above those reported and agreed within assessment of the original planning application as there is no increase on parking proposed and the two additional units are proposed as car free. As such no further mitigation is required in respect of Air Quality.

7.19 Comments on Public Consultations

As stated in section 5 of this report, there were no responses to the public consultation.

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.

The agreed HoT's from the previous permission are to be carried forward into a Deed of Variation (DOV) should this application be approved. The full list of HoT's is copied below, with amendments to 'ix' and 'xi' as set out within this report:

- i) Highways Works S278/S38 as required by the highways engineer and to be completed prior to occupation (including reinstatement of footway and crossover);
- ii) Car parking allocation and management scheme for this development site and the adjoining Kingswood Place (land edged blue on Drawing no PL-100). The scheme shall secure no net loss of car parking across both development sites and a car parking management scheme for all future

residents within the developments;

iii) Prohibit future residents of the development from obtaining parking permits, season tickets or car park permits within existing or future Parking Management Schemes (excluding blue badge holders).

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

v) Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £9,600.00 or an in kind scheme) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

vi) Affordable Housing Review Mechanism.

vii) Pedestrian Access into Rosedale Park.

Monetary contributions:

viii) Air Quality Mitigation Contribution: £22,859;

ix) Local Park Improvements £6,111;

x) Affordable Housing Contribution of £151,600;

xi) Carbon offsetting contribution of £27,900, or an amended contribution as required resulting from the revised Energy Assessment; and

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

Community Infrastructure Levy

With regards to CIL, as the proposal does not result in additional floorspace no amendments to the CIL figures are required.

7.21 Expediency of enforcement action

Not applicable

7.22 Other Issues

Not applicable

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The application proposes internal and external minor material amendments which will facilitate the increase in the number of units from 21 to 23 (a net increase of 2 units). The amendments include the reduction in internal floor space of the 2 consented 3 bed units on the ground floor and minor facade amendments to alter the elevations to provide adequate daylight, sunlight and outlook to the units. This report concludes that the development would not result in potential harm upon neighbouring amenity, the character and appearance of the area or the local highway network.

Furthermore, whilst there is an increase in the number of units, an FVA has been submitted and assessed by an independent consultant on behalf of the Council who has agreed that the development cannot viably provide an additional affordable housing contribution. For these reasons and those set out within the body of this report, the application is recommended for approval.

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)

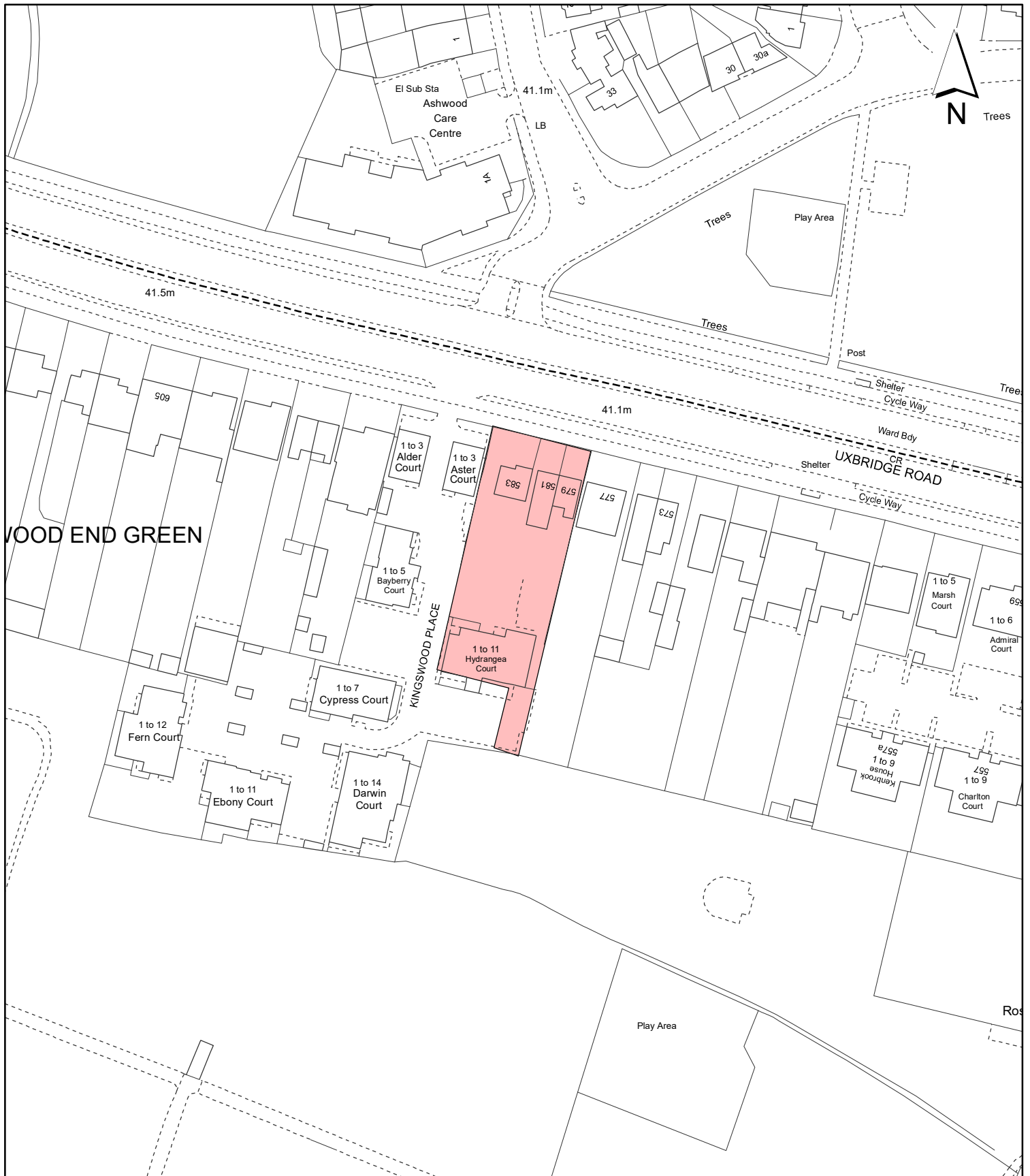
Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer:

Christopher Brady

Telephone No:

01895 250230



Notes:

 Site boundary

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LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

Planning Application Ref:

72470/APP/2023/747

Scale:

1:1,250

Planning Committee:

Majors Page 176

Date:

November 2023



HILLINGDON
 LONDON

Hillingdon Planning Committee

Wednesday 1st November 2023



HILLINGDON
LONDON

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Report of the Head of Development Management and Building Control

Address:

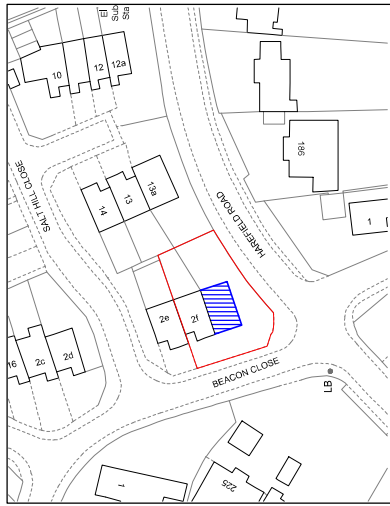
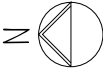
2F BEACON CLOSE UXBRIDGE

Development:

Alterations to the existing house including the conversion of garage to habitable use and raising of garage roof height and erection of an attached 3-bedroom dwelling on land adjacent.

LBH Ref Nos:

78099/APP/2023/1735



Location plan (1:1250)

Site plan (1:200)

New dwelling and alterations to existing
2f Beacons Close, Uxbridge, UB8 1PX
For Kearns Developments Ltd

SCALE
1:200
1 2 3 4 5 6 7 8 9 10

Site & location plan

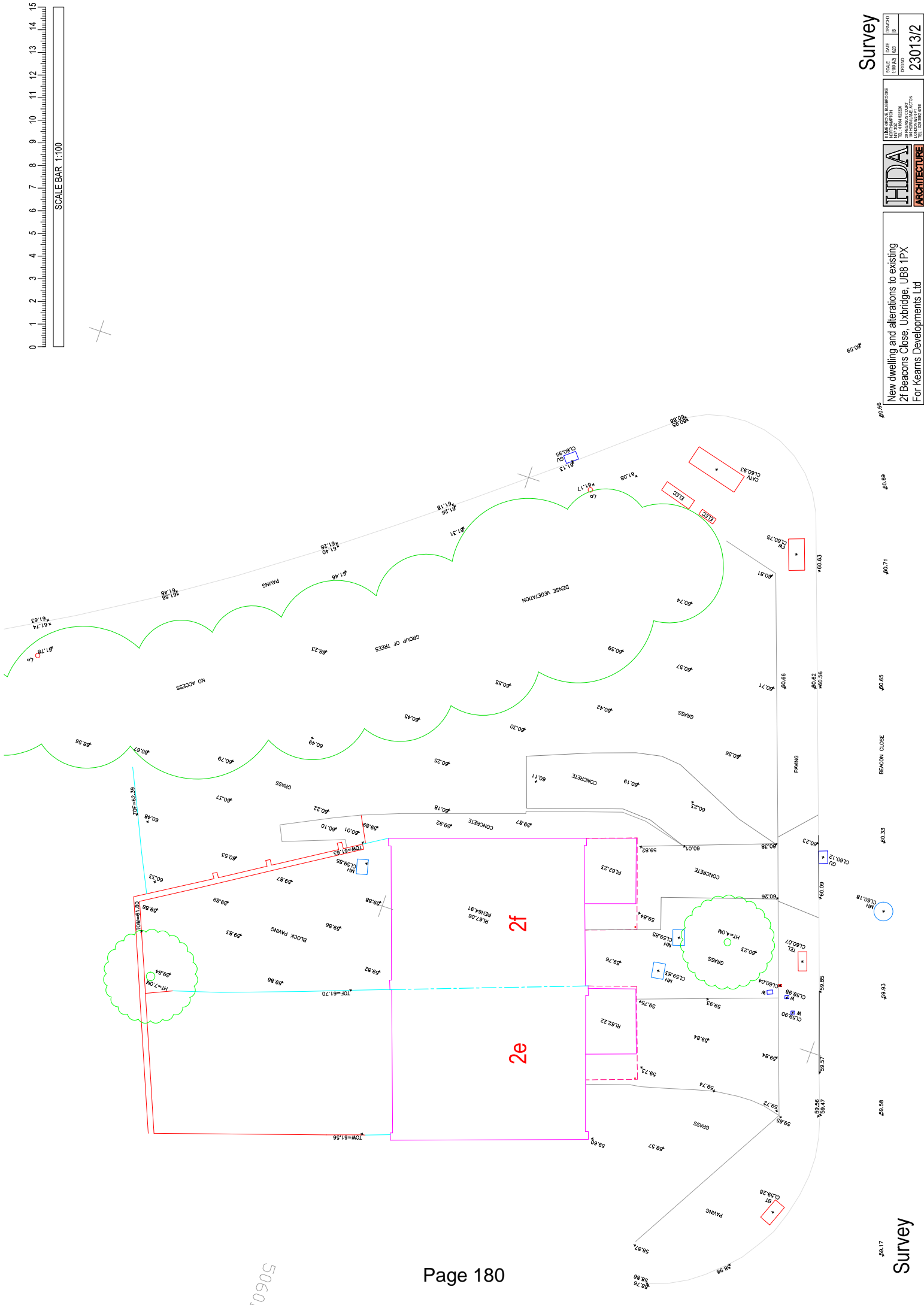


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194 HORN LANE, ACTON
TEL 020 8624 798

SCALE 1:100 (A3)
DATE 02/03
DRG NO 23013/1

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

SCALE BAR 1:100



50601

Survey

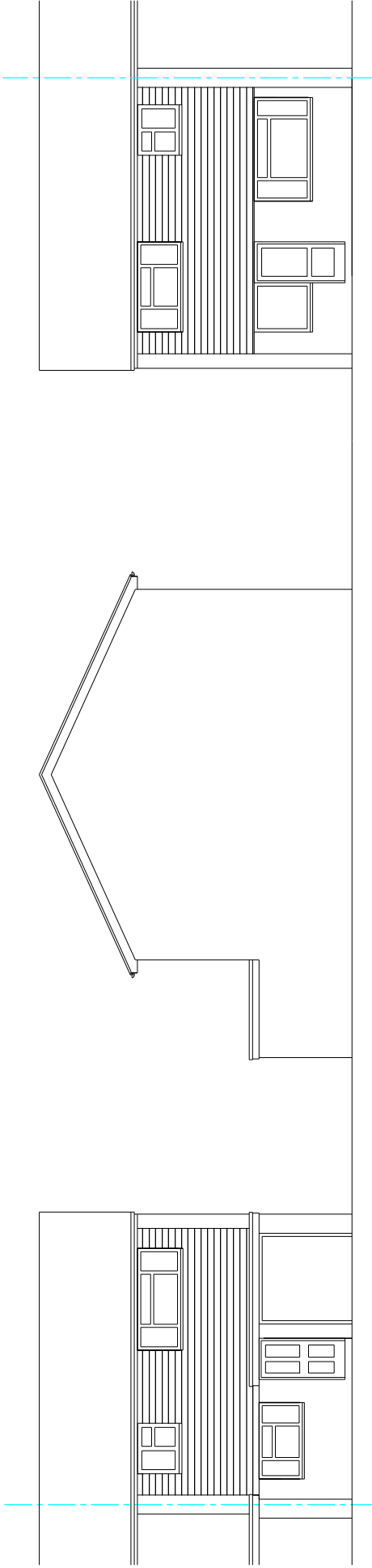
DATE	BY
PROJECT	NO.
PARCEL	NO.
23013/2	

HDA ARCHITECTURE

15, BELLEVUE ROAD, BUNRADDY
 NORTH DUBLIN, D15
 TEL: 01 854 8228
 FAX: 01 854 8229
 104, BELLEVUE AVENUE, ACTON
 DUBLIN 12, D12
 TEL: 01 234 3337 FAX: 01 234 3338

New dwelling and alterations to existing
 2f Beacons Close, Uxbridge, UB8 1PX
 For Kearns Developments Ltd

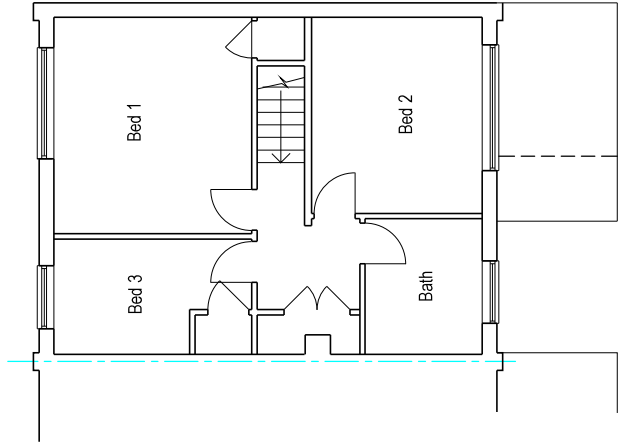
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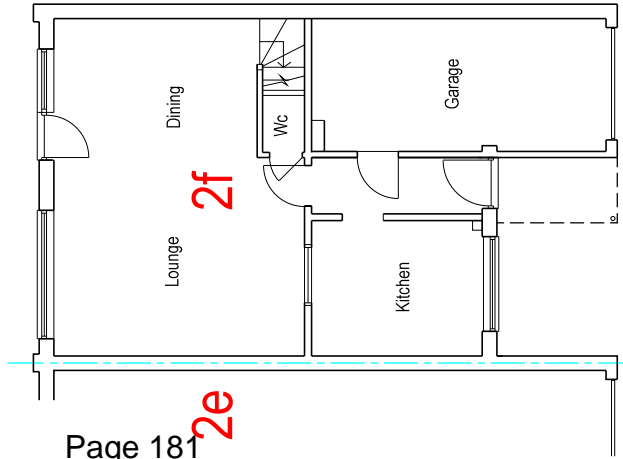
Rear

Side

Front



First



Ground



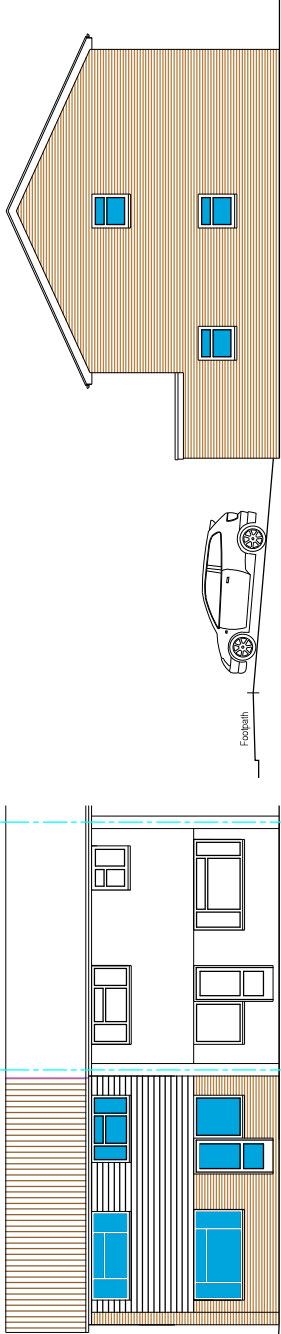
New dwelling and alterations to existing
2f Beacons Close, Uxbridge, UB8 1PX
For Kearns Developments Ltd



8 LIME GROVE, BURGROVE
NORTHAMPTON
TEL: 01604 622295
23 PEGASUS COURT
154 HORNLANE, ACTON
TEL: 020 8862 4788

SCALE: 1:100 (A3)
DATE: 16/03/2023
DRAWN BY: JB
DWS NO: 23013/3

Existing Layout To 2f

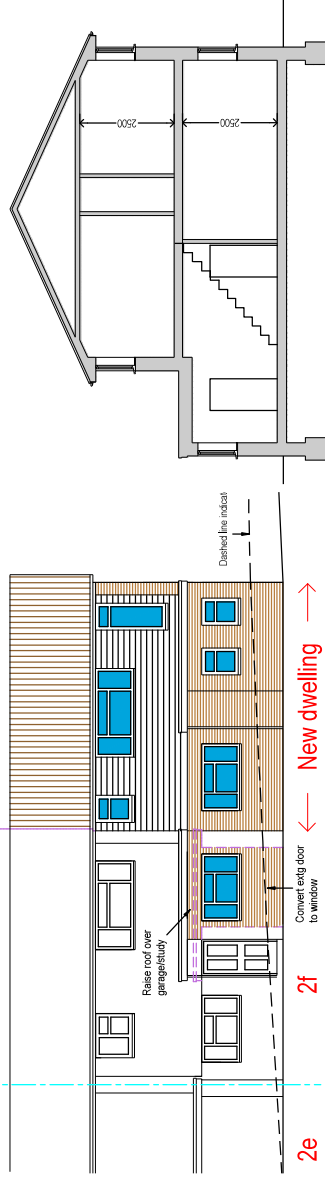


2f

2e

Rear

Side

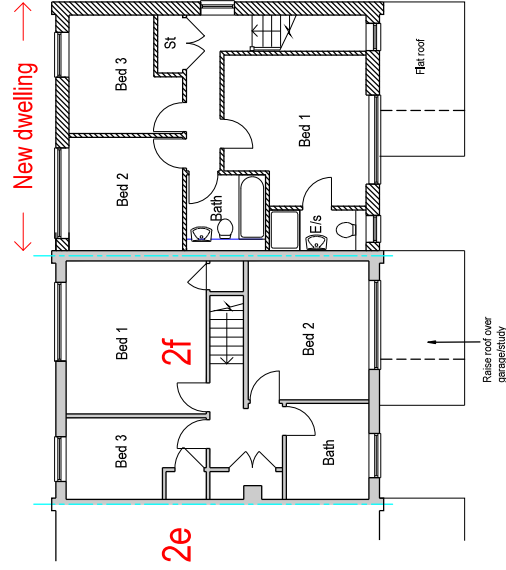


2f

2e

Front

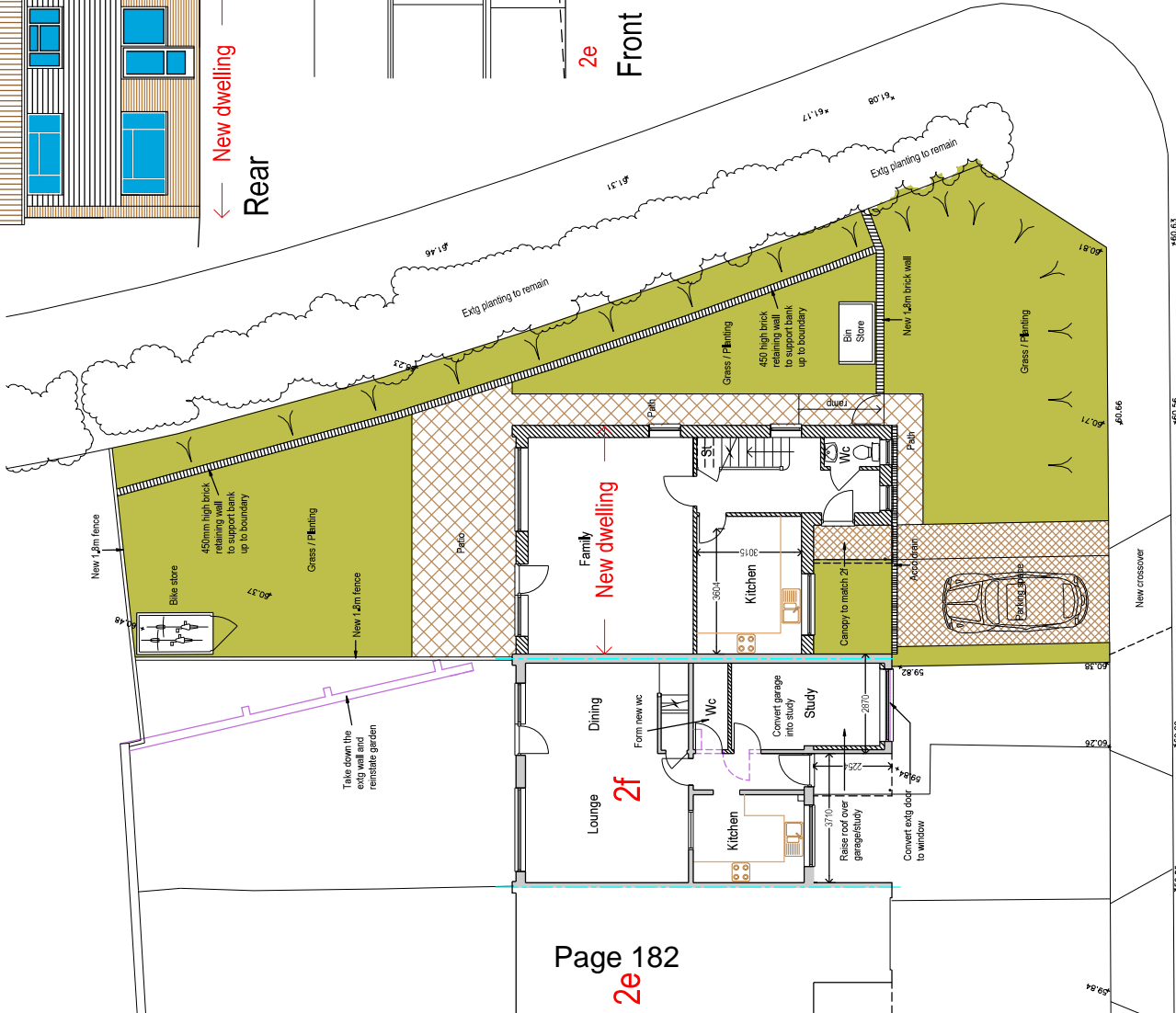
Section



2e

2f

First



2f

2e

Page 182

Proposed Layout



New dwelling and alterations to existing
2f Beacons Close, Uxbridge, UB8 1PX
For Kearns Developments Ltd

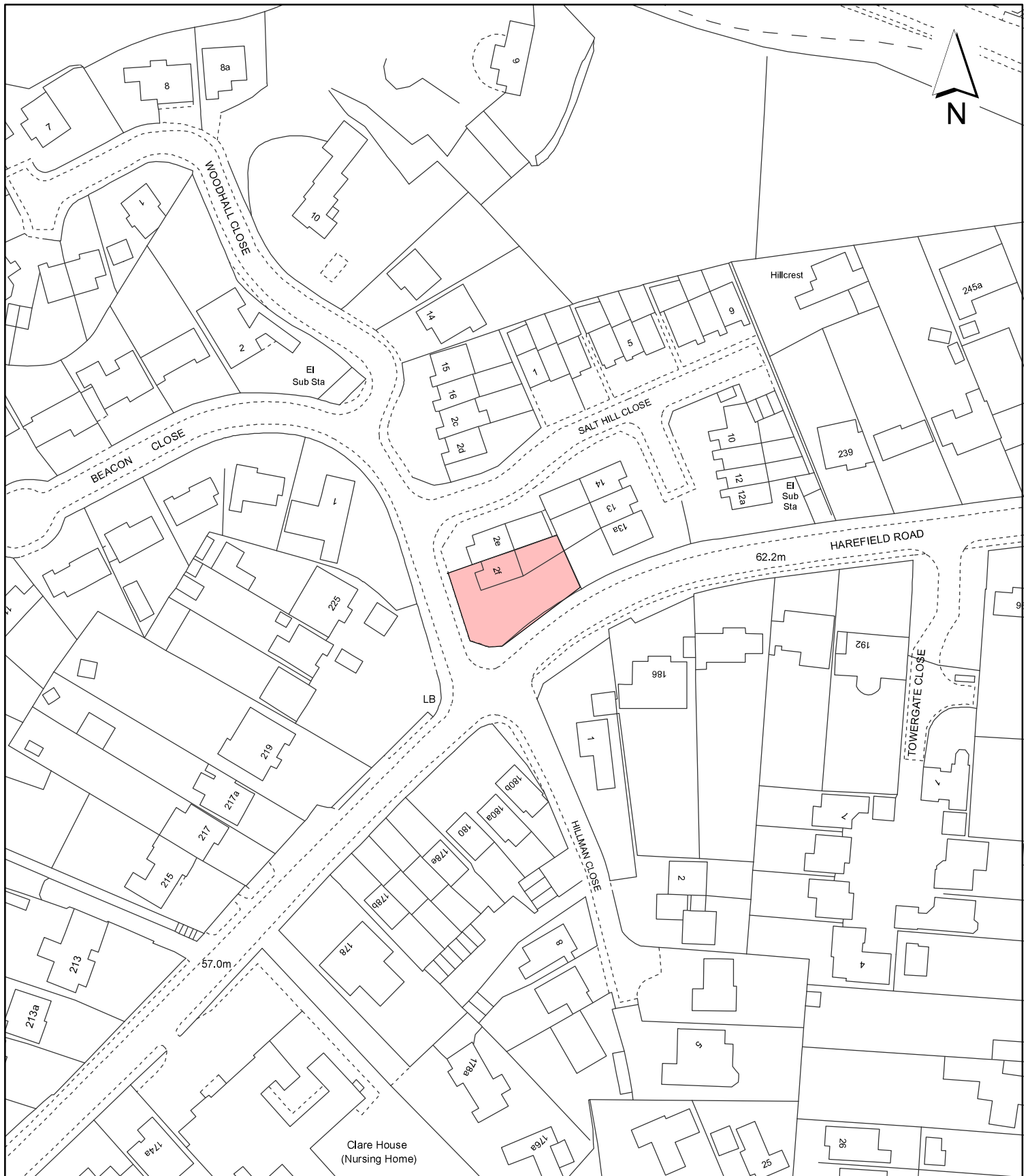
SCALE	DATE	DRWNO
1:100	02/11/19	1
NO. OF FLOORS	NO. OF STOREYS	NO. OF STOREYS
2	2	2
NORTHAMPTON TEL: 01534 40228 14 HAYWOOD ACTON LEICESTERSHIRE LE12 7JF		
23013/4B		

BEACONS CLOSE

Ground



SCALE BAR 1:100



Notes:

 Site boundary

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Site Address:

**2F Beacon Close
 Uxbridge**

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

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

Planning Application Ref:

78099/APP/2023/1735

Scale:

1:1,250

Planning Committee:

Minors Page 183

Date:

November 2023



HILLINGDON
 LONDON

Report of the Head of Development Management and Building Control

Address:

ROOFTOP AT POINT WEST 1040 UXBRIDGE ROAD HAYES

Development:

Installation of four new microwave transmission dishes on braced support poles fixed to the face of the building and one new 150mm wide cable tray, alongside the removal of three existing microwave transmission dishes on freestanding support frames.

LBH Ref Nos:

24/APP/2023/2114





SITE LOCATION

Ordnance Survey 1:50000
 Shire Consulting. License number: 0100023487
 Controller of her majesty's stationery office © Crown copyright

EQUIPMENT LOCATION



SITE LOCATION MAP
 SCALE: 1:1250

SITE COORDINATES – NGR 509667, 181629
 SITE ADDRESS – 1040 UXBRIDGE
 ROAD, HAYES, MIDDLESEX UB4 0RJ

GENERAL NOTES
 1) ALL DIMENSIONS IN MILLIMETRES
 UNLESS STATED OTHERWISE
 2) DRAWING IN ACCORDANCE WITH THE
 STANDARDS REFERENCED IN
 BS8888: 2000

NLN
 NEWLINE
 NETWORKS

Project No.	PW	Date	Drn App
A	FIRST ISSUE	14.06.23	SUB CT
Rev	Revision	Date	Drn App

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ueny
 LIMITED

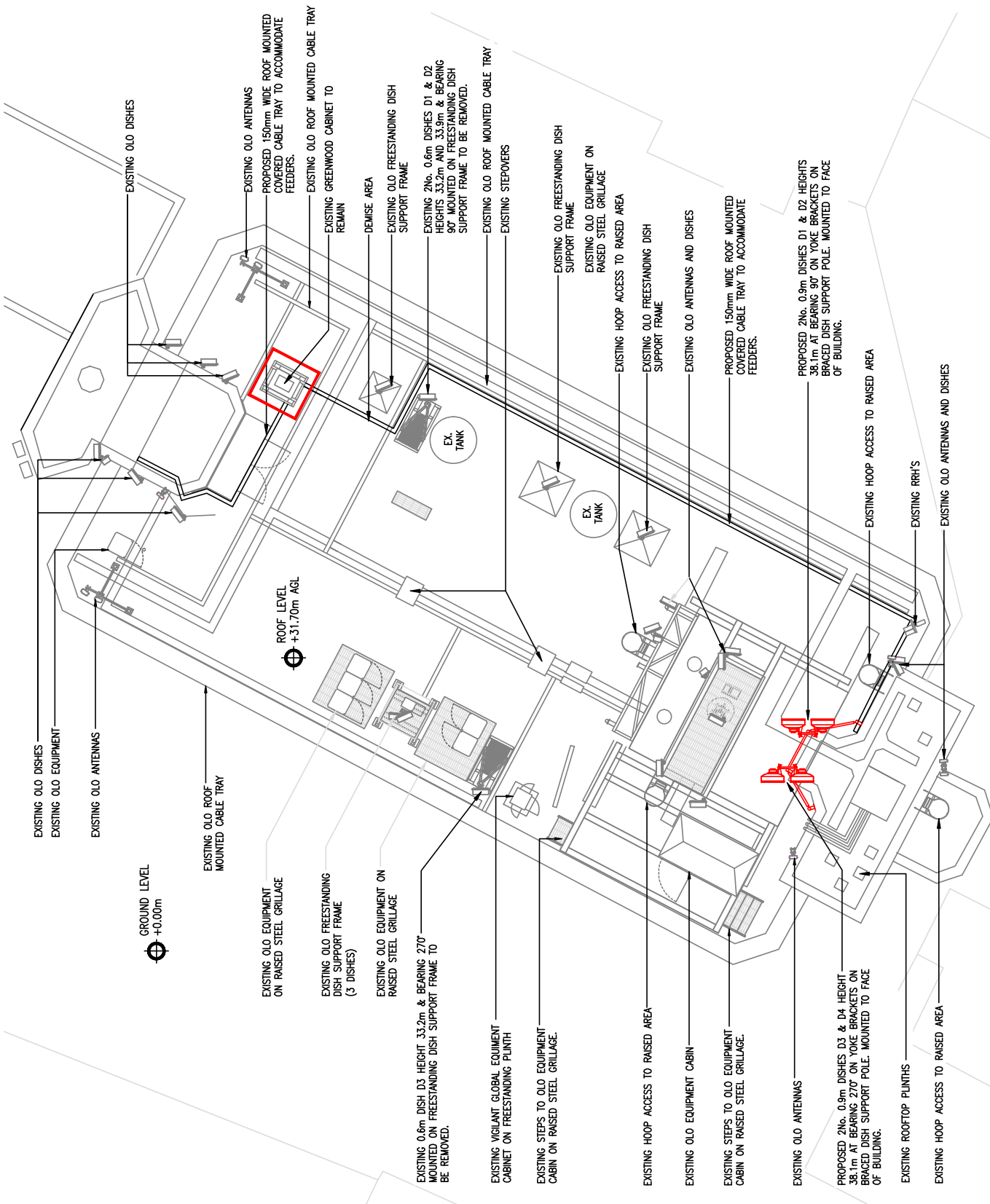
Site Name:	POINT WEST
Site Ref:	PW
Scale:	AS SHOWN
Date:	14.06.23 Drn: SUB
Site Address:	1040 UXBRIDGE ROAD HAYES MIDDLESEX UB4 0RJ
Drawing Title:	SITE LOCATION MAPS
Drawing No.	A3_PW_100
App.	CT

A3



GROUND LEVEL
+0.00m

ROOF LEVEL
+31.70m AGL



- GENERAL NOTES**
- 1) ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE
 - 2) DRAWING IN ACCORDANCE WITH THE STANDARDS REFERENCED IN BS8888: 2000
 - 3) THIS DRAWING TO BE READ IN CONJUNCTION WITH Drg. No's 300, & 400.



Project No.	PW
Project No.	PW
Project No.	14.06.23 SUB CT
Project No.	FIRST ISSUE
Revision	Date
Iss	Drn App

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Site Name:	POINT WEST
Site Ref:	PW
Scale:	AS SHOWN
Date:	14.06.23 Drn: SUB
Site Address:	1040 UXBRIDGE ROAD HAYES MIDDLESEX UB4 0RJ
Drawing Title:	PROPOSED SITE PLAN
Drawing No.	A3_PW_200
App.	CT

PROPOSED SITE PLAN
SCALE: 1:150

GENERAL NOTES


- 1) ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE
- 2) DRAWING IN ACCORDANCE WITH THE STANDARDS REFERENCED IN BS8888: 2000
- 3) THIS DRAWING TO BE READ IN CONJUNCTION WITH Drg. No's 200 & 400.

NLN

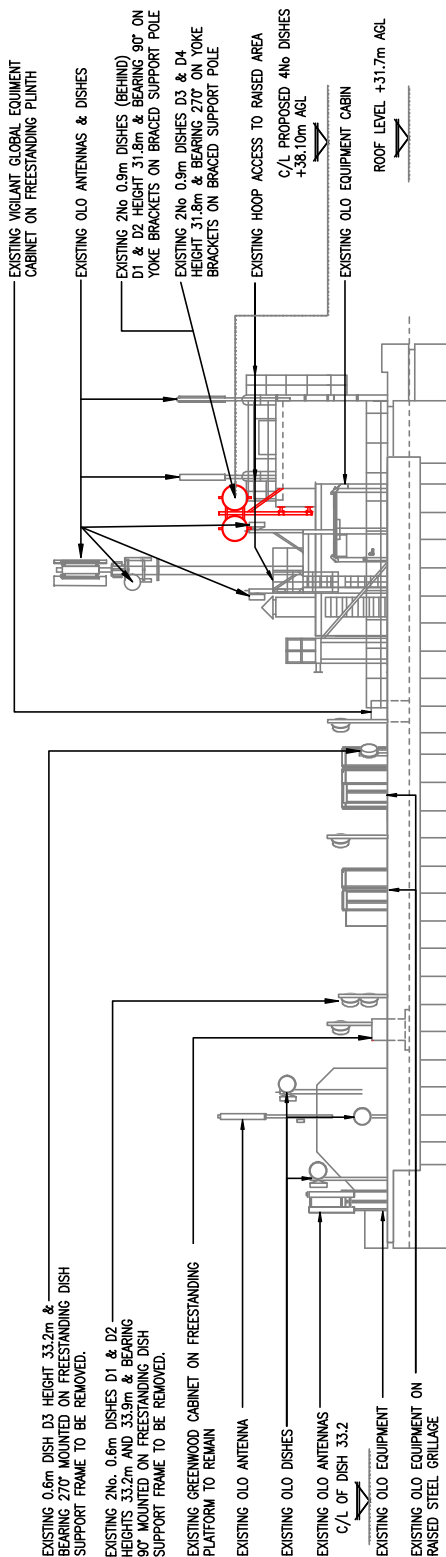
NEWLINE NETWORKS

Project No.	PW	
Project No.	PW	
Issue	14.06.23	
App	SUB	
CT	CT	
Revision	Date	Drawn App

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Site Name:	POINT WEST
Site Ref:	PW
Scale:	AS SHOWN
Date:	14.06.23
Drawn:	SJB
Site Address:	1040 UXBRIDGE ROAD HAYES MIDDLESEX UB4 0RJ
Drawing Title:	PROPOSED ELEVATION
Drawing No.	A3_PW_300
App.	CT



PROPOSED WEST ELEVATION
SCALE: 1:200

PROPOSED DISH SCHEDULE

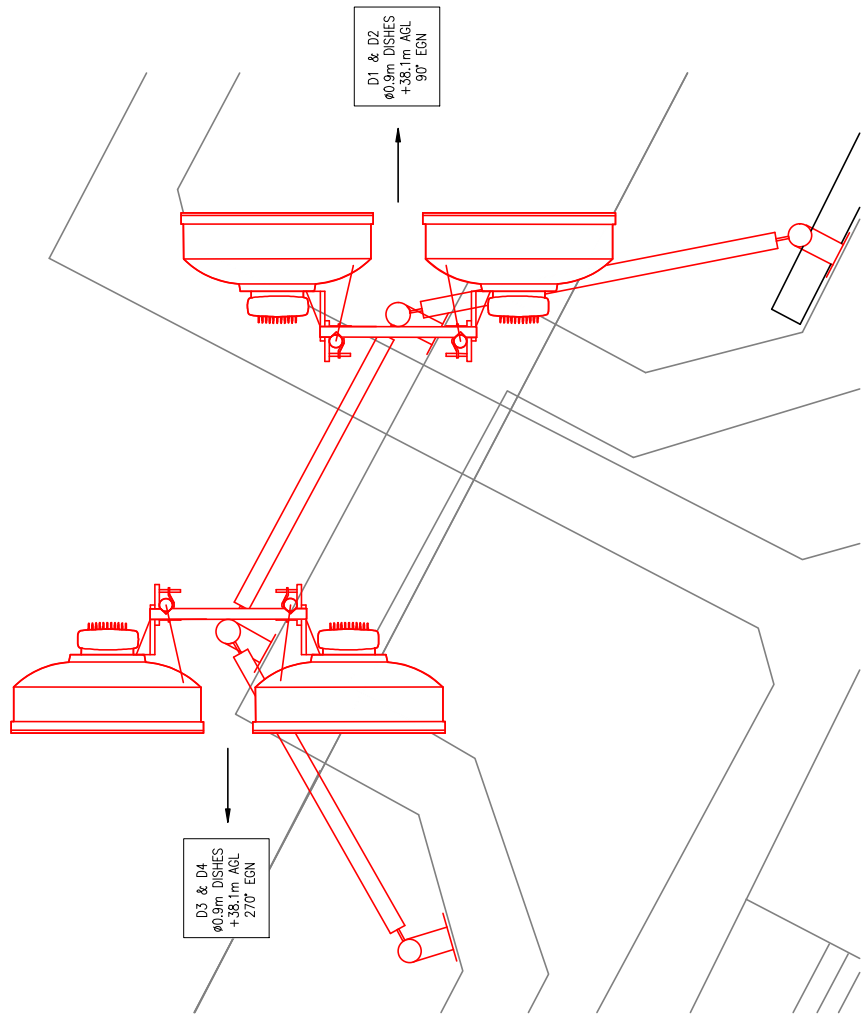
DISH REF	DISH PART No.	BEARING	DISH SIZE	HEIGHT TO ϕ	FEEDER TYPE	SIZE	LENGTH
D1	T.B.C.	90°	Ø0.9m	38.1m	COAX	LDF 4-50	T.B.C.
D2	T.B.C.	90°	Ø0.9m	38.1m	COAX	LDF 4-50	T.B.C.
D3	T.B.C.	270°	Ø0.9m	38.1m	COAX	LDF 4-50	T.B.C.
D4	T.B.C.	270°	Ø0.9m	38.1m	COAX	LDF 4-50	

PROPOSED SUPPORT STRUCTURE SCHEDULE

EXISTING/PROPOSED	MANUFACTURER	TYPE	SIZE	COLOUR	STATUS	COMMENTS
PROPOSED	BESPOKE	BRACED SUPPORT POLE	Ø114.3 x 6.3mk	GALVANISED	PROPOSED	2No 114.3x6.3mmx3.0m LG CHS SUPPORT POLES WITH 4No 76.1x5.0mm BRACE & 2No YOKE BRACKETS

PROPOSED EQUIPMENT SCHEDULE

EXISTING/PROPOSED	MANUFACTURER	TYPE	SIZE	COLOUR	STATUS	COMMENTS
EXISTING	GREENWOODS	CABINET	600x800x1350	GREY	EXISTING	FREESTANDING SUPPORT FRAME



PROPOSED DISH PLAN @ C/L 38.1m A.G.L

SCALE: 1:25

GENERAL NOTES

- 1) ALL DIMENSIONS IN MILLIMETRES UNLESS STATED OTHERWISE
- 2) DRAWING IN ACCORDANCE WITH THE STANDARDS REFERENCED IN BS8888: 2000
- 3) THIS DRAWING TO BE READ IN CONJUNCTION WITH Dwg. No's 200 & 300.

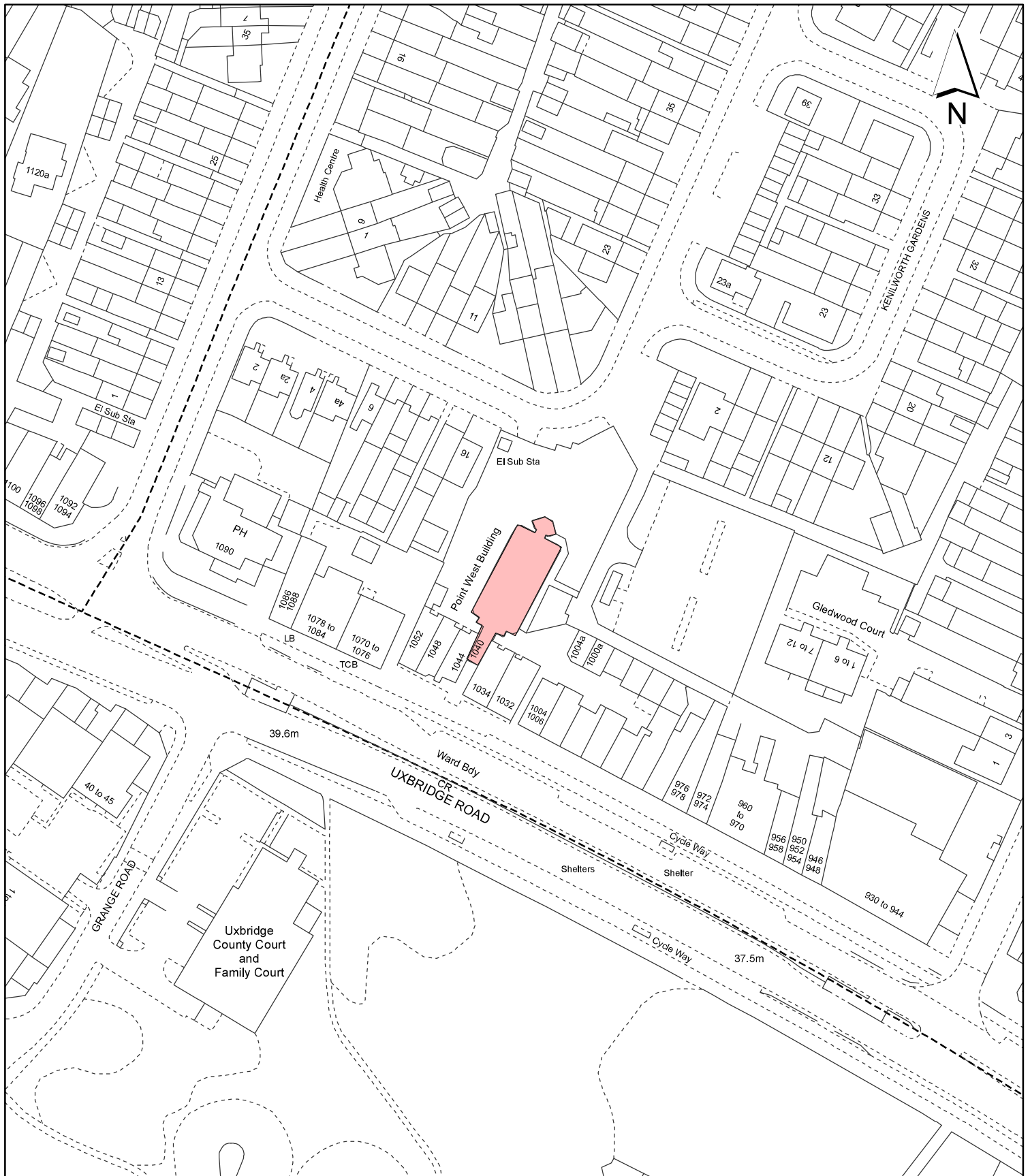
NLN
NEWLINE
NETWORKS

Project No.	PW	Date	Drn App
Project No.	PW	14.06.23	SJB
A	FIRST ISSUE		CT
Iss	Revision	Date	Drn App

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Site Name:	POINT WEST
Site Ref:	PW
Scale:	AS SHOWN
Date:	14.06.23
Drn:	SJB
Site Address:	1040 UXBRIDGE ROAD HAYES MIDDLESEX UB4 0RJ
Drawing Title:	DISHES & EQUIPMENT SCHEDULES
Drawing No.	A3_PW_400
App.	CT



Notes:

 Site boundary

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Site Address:

**Rooftop at Point West
 1040 Uxbridge Road**

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

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

Planning Application Ref:
24/APP/2023/2114

Scale:
1:1,250

Planning Committee:
Minors Page 190

Date:
November 2023



Report of the Head of Development Management and Building Control

Address: MERCK SHARPE DOHME (MSD) SITE OFF BREAKSPEAR ROAD SOUTH
HAREFIELD

Development: Retention and demolition of existing buildings, construction of new buildings, all within Use Class B8 with ancillary uses, alongside hardstanding, widening of the vehicular access off Breakspear Road South, associated car and cycle parking, enhanced landscaping and ancillary works.

LBH Ref Nos: 72870/APP/2022/3126



<p>Safety, Health and Environmental Information</p> <ul style="list-style-type: none"> In addition to the hazards/risks normally associated with the types of work detailed on this drawing and noted in the Designer Risk Assessments and Health and Safety plan, note the following: <ul style="list-style-type: none"> - It is assumed that all works on this will be carried out by competent personnel where appropriate, to be an approved method statement. - Where applicable, significant residual risks are highlighted in the body of the drawing. 	<p>General Note</p> <ul style="list-style-type: none"> - All levels and dimensions are approximate, detailed site surveys must be carried out by Contractor before commencement on building works. All levels and dimensions to be confirmed on site. - All existing drawing information is indicative and subject to the detailed site survey. - Drawing is for information only. - Check all dimensions. - This drawing is copyright. 	Issue	00	Date	28/09/22	By	SN	Chkd	MM	Appd	RS
		Client	<p>Keltbray</p> <p>Job Title Former MSD Facility, Breakpear Road South, Ickenharn</p> <p>Drawing Title Site Location Plan</p>			Drawing Status	<p>PLANNING</p> <p>Scale at A0 1:1250</p> <p>Project No 1381</p>			Issue	00

DOCUMENTATION & CONSTRUCTION SURVEYS

1.0 PURPOSE
 The purpose of this survey is to provide a detailed site plan for the proposed construction project. The survey includes all existing and proposed structures, utilities, and other features on the site.

2.0 SCOPE
 The scope of this survey includes the following:
 - All existing and proposed structures, including foundations, walls, and roofs.
 - All existing and proposed utilities, including water, sewer, gas, and electric lines.
 - All existing and proposed easements, including utility easements and access easements.
 - All existing and proposed features, including trees, landscaping, and other site features.

3.0 METHODOLOGY
 The methodology used for this survey includes the following:
 - Aerial photography and ground truthing.
 - Total station and GPS surveying.
 - Photogrammetry and GIS processing.

4.0 RESULTS
 The results of this survey are presented in the attached site plan. The site plan shows all existing and proposed structures, utilities, and other features on the site. The site plan also shows the proposed construction footprint and the proposed easements.

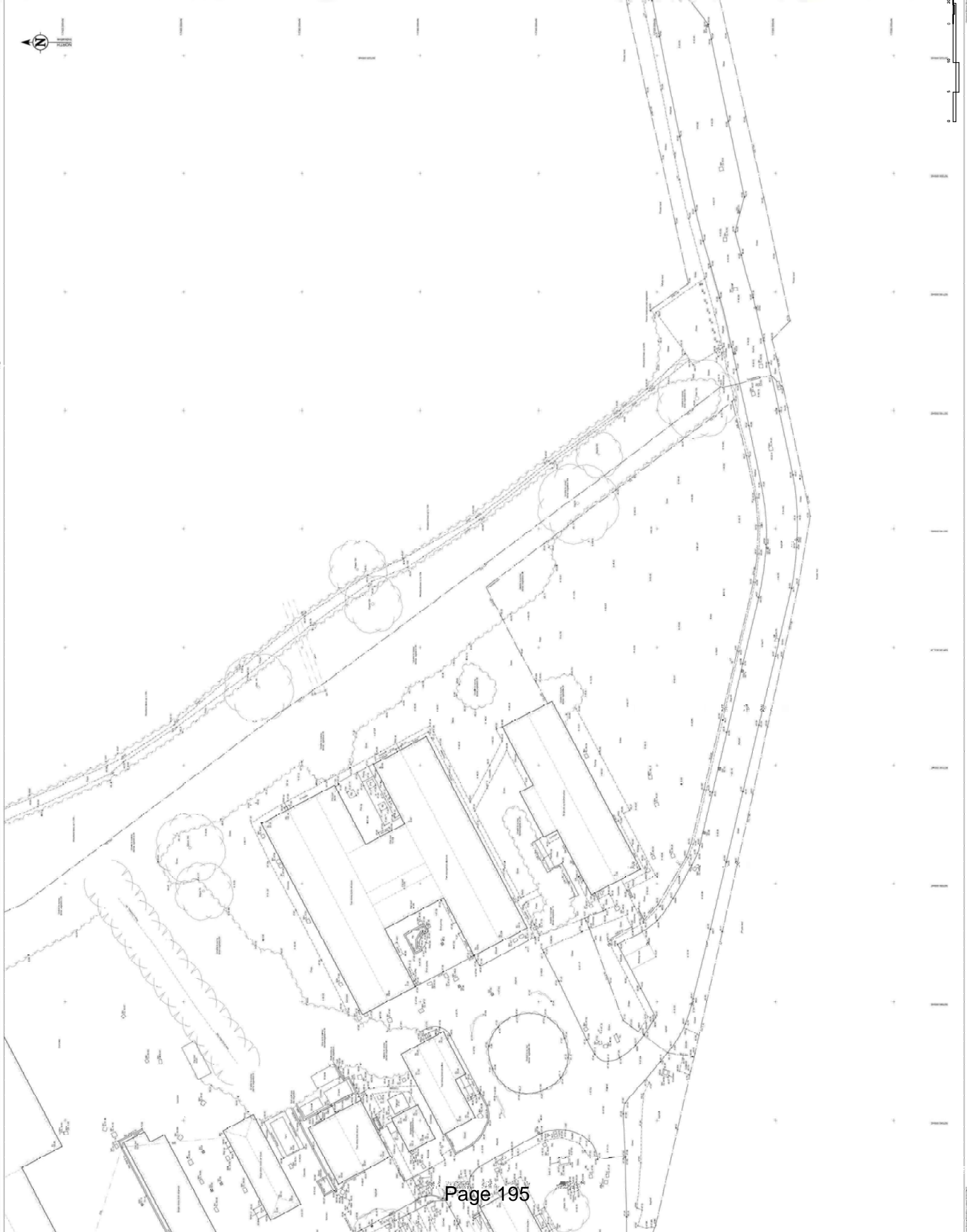
5.0 CONCLUSIONS
 The survey has been completed and the site plan has been prepared. The site plan is a detailed and accurate representation of the site and the proposed construction project. The site plan is intended to be used for the purpose of obtaining permits and for the construction of the project.

PROPERTY ADDRESS	DATE	TIME	WEATHER	MOON	WIND	TEMP	REL. HUM.	BAROMETER	WIND DIR.	WIND S.P.	WIND V.P.	WIND M.P.	WIND A.P.	WIND D.P.	WIND S.P.	WIND V.P.	WIND M.P.	WIND A.P.	WIND D.P.
12345 Main St	10/10/2023	08:00	Clear	None	Light	65	45	30.1	180	5	10	15	20	25	30	35	40	45	50

SURVEY SOLUTIONS

12345 Main St, Suite 100
 Anytown, CA 90000
 (555) 555-5555
 www.surveysolutions.com

PROJECT: 12345 Main St, Anytown, CA 90000
 CLIENT: ABC COMPANY
 DATE: 10/10/2023
 TIME: 08:00
 WEATHER: Clear
 MOON: None
 WIND: Light
 TEMP: 65
 REL. HUM.: 45
 BAROMETER: 30.1
 WIND DIR.: 180
 WIND S.P.: 5
 WIND V.P.: 10
 WIND M.P.: 15
 WIND A.P.: 20
 WIND D.P.: 25



Key

- Retained Buildings
- Roads
- New Buildings
- Woodland
- Proposed Trees
- Ponds
- Parking
- Proposed Topography

- USE KEY:**
- BUILDING 01: Office
 - BUILDING 02: Plant Workshop
 - BUILDING 03: Small Tools Workshop / Storage
 - GF: Small Tools Workshop / Storage
 - FF: Split in half - Spray Shop / Small Tools
 - BUILDING 04: Warehouse
 - FF: Warehouse
 - BUILDING 05: Structures, Fabricator (Overhead Gantry Crane restaurant)

- YARD 01: Car Parking
- YARD 02: Plant storage yard, RTC (Machines, Assemblies)
- YARD 03: Storage for small tools (Lumber, Pallets, Battery Vans)
- YARD 04: Structures Storage, Fabricator, Panels, Scotland
- YARD 05: Storage, Forklift, Spig Protection, Concrete Plant, Pump, Storm



The details of this space particular will be considered

Drawing Status	
PLANNING	
Scale as A3	Issue
1:1000	02
Project No.	Drawing No.
1381	1381-DR-A-00-010

Client	Aditbray
Job Title	Former MSD Facility, Bredaspear Road South, Edinburgh
Project No.	
Drawing Title	Proposed Site Layout

Issue	Date	By	Chkd	Appd	Issue	Date	By	Chkd	Appd
00	28/06/22	RL	SH	RS					
01	17/03/23	RL	SH	RS					
02	05/06/23	RL	SH	RS					

General Note	<ul style="list-style-type: none"> - All areas will be detailed as appropriate, subject to the client's requirements and any relevant planning or other constraints. - All areas shown in red are subject to the client's requirements and any relevant planning or other constraints. - All areas shown in green are subject to the client's requirements and any relevant planning or other constraints. - All areas shown in blue are subject to the client's requirements and any relevant planning or other constraints. - All areas shown in yellow are subject to the client's requirements and any relevant planning or other constraints. - All areas shown in orange are subject to the client's requirements and any relevant planning or other constraints. - All areas shown in purple are subject to the client's requirements and any relevant planning or other constraints. - All areas shown in pink are subject to the client's requirements and any relevant planning or other constraints. - All areas shown in brown are subject to the client's requirements and any relevant planning or other constraints. - All areas shown in grey are subject to the client's requirements and any relevant planning or other constraints. - All areas shown in white are subject to the client's requirements and any relevant planning or other constraints.
Safety, Health and Environmental Implications	<ul style="list-style-type: none"> - It is the client's responsibility to ensure that the site is safe and that all relevant safety and health requirements are met. - It is the client's responsibility to ensure that the site is environmentally sound and that all relevant environmental requirements are met. - It is the client's responsibility to ensure that the site is accessible to all and that all relevant accessibility requirements are met. - It is the client's responsibility to ensure that the site is secure and that all relevant security requirements are met. - It is the client's responsibility to ensure that the site is compliant with all relevant planning and building regulations. - It is the client's responsibility to ensure that the site is compliant with all relevant fire and safety regulations. - It is the client's responsibility to ensure that the site is compliant with all relevant health and safety regulations. - It is the client's responsibility to ensure that the site is compliant with all relevant environmental regulations. - It is the client's responsibility to ensure that the site is compliant with all relevant accessibility regulations. - It is the client's responsibility to ensure that the site is compliant with all relevant security regulations. - It is the client's responsibility to ensure that the site is compliant with all relevant fire and safety regulations. - It is the client's responsibility to ensure that the site is compliant with all relevant health and safety regulations. - It is the client's responsibility to ensure that the site is compliant with all relevant environmental regulations. - It is the client's responsibility to ensure that the site is compliant with all relevant accessibility regulations. - It is the client's responsibility to ensure that the site is compliant with all relevant security regulations.

10 Waverley Grove, Leith, Edinburgh, UK

 www.campbellarchitects.co.uk



Key

- Retained Buildings
- Roads
- New Buildings
- Woodland
- Proposed Trees
- Ponds
- Paving
- Proposed Topography

- USE AREA
- BUILDING 01 Office
- BUILDING 02 Plant Workshop
- BUILDING 03 Small Tools Workshop / Storage
- Y1 Site in 1st - 2nd - 3rd - 4th - 5th - 6th - 7th - 8th - 9th - 10th - 11th - 12th - 13th - 14th - 15th - 16th - 17th - 18th - 19th - 20th - 21st - 22nd - 23rd - 24th - 25th - 26th - 27th - 28th - 29th - 30th - 31st - 32nd - 33rd - 34th - 35th - 36th - 37th - 38th - 39th - 40th - 41st - 42nd - 43rd - 44th - 45th - 46th - 47th - 48th - 49th - 50th - 51st - 52nd - 53rd - 54th - 55th - 56th - 57th - 58th - 59th - 60th - 61st - 62nd - 63rd - 64th - 65th - 66th - 67th - 68th - 69th - 70th - 71st - 72nd - 73rd - 74th - 75th - 76th - 77th - 78th - 79th - 80th - 81st - 82nd - 83rd - 84th - 85th - 86th - 87th - 88th - 89th - 90th - 91st - 92nd - 93rd - 94th - 95th - 96th - 97th - 98th - 99th - 100th
- BUILDING 04 Storage
- BUILDING 05 Structures / Fabrication
- Y600 01 Car Parking
- Y600 02 Plant Storage Yard, 11 TC Machines, Handcarts
- Y600 03 Storage for small tools (Limes, H&B, Calvery, Iron)
- Y600 04 Structures Storage (Framework, Panels, Scaffold)
- Y600 05 Structures Storage, Materials, Open Protection, Concrete Pallet, Turps, Doors.

Drawing Name	PLANNING
Scale at A3	1:200
Project No	1381
Drawing No	1381-DR-A-00-012

Job Title	Former MSD Facility, Breakpear Road South, Icknham
Drawing Title	Proposed site layout middle

Issue	Date	By	Appr	Issue	Date	By	Appr
01	26/08/20	RL	RL	02	17/09/20	RL	RL
01							

SAFETY, HEALTH and ENVIRONMENTAL INFORMATION

In addition to the information already contained within the type of work being carried out on this site, the following risks should be considered and health and safety plan, with the following information, should be prepared:

- If it is known that work on this site will be carried out by a contractor, then the contractor should be made aware of the risks and the need to take appropriate measures, including where appropriate, to be an approved method only of the working.
- Where appropriate, signpost relevant areas and highlight to the relevant authority.

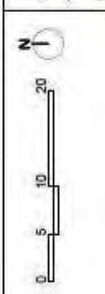
General Note

All levels and dimensions are approximate, unless otherwise stated. The number and type of trees to be retained are indicated on the site plan. All other trees shown are proposed. The number and type of trees to be retained are indicated on the site plan. The number and type of trees to be retained are indicated on the site plan.

campbellarchitects

125 Station Road, London SE17 5AB
www.campbellarchitects.co.uk

Page 198



- Key**
- Retained Buildings
 - Roads
 - New Buildings
 - Woodland
 - Proposed Trees
 - Ponds
 - Parking
 - Proposed Topography

- USE KEY:**
- BUILDING 01: Office
 - BUILDING 02: Plant Workshop
 - BUILDING 03: Small Tools Workshop / Storage
 - GF: Small Tools Workshop / Storage
 - FF: Split In Half - Spray Shop / Small Tools
 - BUILDING 04: Storage
 - GF: Storage
 - FF: Workshop
 - BUILDING 05: Structures, Fabrication
 - GF: Structures, Fabrication
 - FF: (Overhead Crane Crane required)

- YARD KEY:**
- YARD 01: Car Parking
 - YARD 02: Plant Storage Yard, RTC Machines, Attachments
 - YARD 03: Storage for small tools (Lumber, H/VBS, Delivery Vans)
 - YARD 04: Structures Storage, Falsework, Panels, Scaffold
 - YARD 05: Structures Storage, Formwork, Spec Protection, Concrete Pans, Pumps, Booms

Drawing Status	
PLANNING	
Scale as A0	1:200
Issue	01
Project No	1381
Drawing No	1381-DIR-A-00-013

Client: Keltbray
Job Title: Former MSD Facility, Breakspear Road South, Ickletham
Drawing Title: Proposed Site Layout East

Name	Date	By	Check	Appr	Issue
NO	26/05/22	ML	ML	IS	IS
DI	17/05/23	ML	ML	IS	IS

General Note

- All areas and dimensions are approximate, detailed on all new work to be agreed with the Contractor before commencement on building works. All areas and dimensions to be confirmed on site.
- It is assumed that all works on this site will be carried out by a competent contractor working under appropriate supervision.
- Where appropriate, significant adjacent areas are highlighted in the body of the drawing.
- This drawing is copyright.

Safety, Health and Environmental Information

In addition to the information normally associated with the type of work outlined on the drawing and used in the design, the following information and health and safety data, with the following caveats, is provided for the contractor's information only:

- Where appropriate, significant adjacent areas are highlighted in the body of the drawing.

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 85 WOODS AVE, LUDLOW CV7 9PL
 www.campbellarchitects.co.uk

Key

- Retained Buildings
- Roads
- New Buildings
- Woodland
- Proposed Trees
- Ponds
- Fencing
- Proposed Topography

USE KEY:

- BUILDING B1 Office
- BUILDING C2 Plant Workshop
- BUILDING B3 Small Tools Workshop / Storage
- GF Small Tools / Spray Shop / Small Tools
- BUILDING E4 Storage
- GF Workshop
- BUILDING E5 Structures, Fabrication (Overhead Gantry Crane required)

- YARD D1 Car Parking
- YARD D2 Plant Storage Yard, RTC Machines, Attachments
- YARD D3 Storage Yard
- YARD D4 Structures Storage, Materials, Panels, Scarous
- YARD D5 Structures Storage, Formwork, Spec Protection, Concrete Pallets, Purpos, Boards



Drawing Status	PLANNING
Scale as A1	01
Project No	1381
Drawing No	1381-DR-A-00-011

Kaitiaki
 Job Title
Former MSD Facility, Breakpear Road
 South, Ickhemam
 Drawing Title
Proposed Site Layout West

Issue	Date	By	Chkd	Appr	Issue	Date	By	Chkd	Appr
00	28/06/23	BN	MM	RS					
01	05/06/23	IU	MM	RS					

General Note

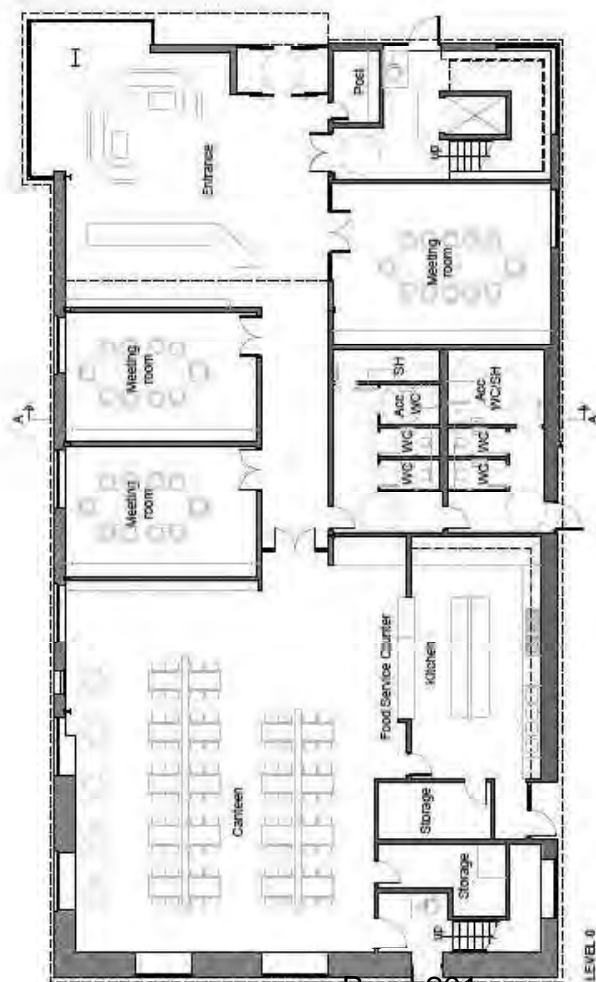
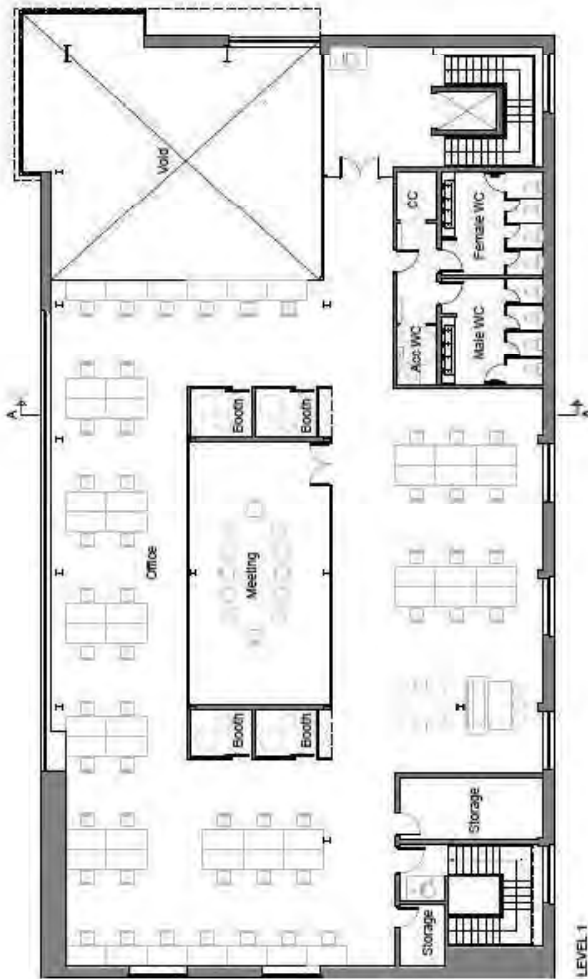
- All sizes and dimensions are approximate, subject to survey and the accuracy of the ground conditions on the site.
- All existing building information is indicative and subject to the ground conditions on the site.
- Do not work from this drawing.
- This drawing is copyright.

Safety, Health and Environmental Information

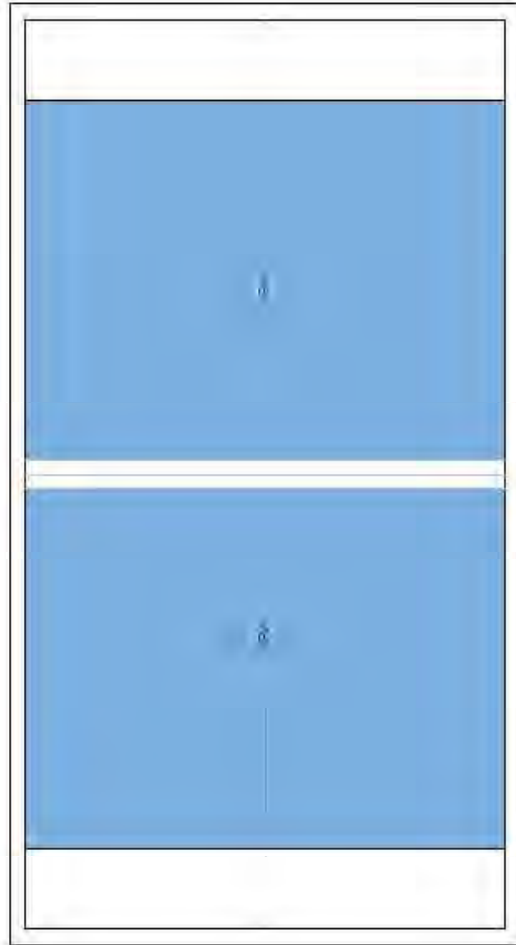
In addition to the information typically associated with the type of work shown on the plan and under the heading 'Key', the following information should be considered:

- It is assumed that all work on this site will be carried out by a competent person, working under appropriate supervision.
- Where applicable, significant hazard areas are highlighted in the key of this drawing.

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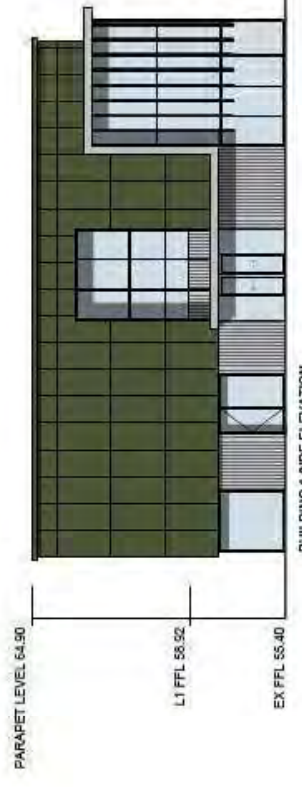
<p>campbellarchitects 33 HARRINGTON ROAD, ST. LOUIS, MO 63104 WWW.CAMPBELLARCHITECTS.COM</p>		<p>Health, Health and Environmental Information:</p> <p>In addition to the information normally associated with the type of work detailed on this drawing and noted in the Design Risk Assessment and Health and Safety plan, note the following:</p> <ul style="list-style-type: none"> - It is assumed that all work on this will be carried out by a competent contractor wearing appropriate PPE. - Where applicable, appropriate materials, risks are highlighted in the body of the drawing. 	<p>General Note:</p> <ul style="list-style-type: none"> - All levels and dimensions are approximate, subject to the nature of the construction before commencement of building works. All levels and dimensions to be confirmed on site. - All existing existing information is indicative and subject to the reader site survey. - Drawing is for information only. - All work shall be done in accordance with the relevant building regulations. 	<p>Issue 01 Date 13/03/22</p>	<p>Drawn AMH Checked SN</p>	<p>Issue 02 Date 05</p>	<p>Issue 03 Date 05</p>	<p>Issue 04 Date 05</p>	<p>Issue 05 Date 05</p>	<p>Issue 06 Date 05</p>	<p>Issue 07 Date 05</p>	<p>Issue 08 Date 05</p>	<p>Issue 09 Date 05</p>	<p>Issue 10 Date 05</p>	<p>Issue 11 Date 05</p>	<p>Issue 12 Date 05</p>	<p>Issue 13 Date 05</p>	<p>Issue 14 Date 05</p>	<p>Issue 15 Date 05</p>	<p>Issue 16 Date 05</p>	<p>Issue 17 Date 05</p>	<p>Issue 18 Date 05</p>	<p>Issue 19 Date 05</p>	<p>Issue 20 Date 05</p>
<p>Client: Keltbray Job Title: Former MSD Facility, Breakwater Road South, Ickenham Drawing Title: Proposed Building 1 Floor Plans</p>		<p>Drawing Status: PLANNING Scale of A1: 1:100 Project No: 1381 Drawing No: 1381-DR-A-01-010</p>																						



<p>campbell architects 251 Middle Street, Portland, ME 04101 www.campbellarchitects.com</p>	<p>Job Title Former MDD Facility, Breakpear Road South, Ithaca, NY</p> <p>Tasking Title Proposed Building 1 Roofplan</p>	<p>Client Kellogg</p>	<p>Drawing status PLANNING</p>
	<p>Issue 00</p> <p>Project No. 1381</p> <p>Drawing No. 1381-DR-2-01-01S</p>	<p>Scale 1:100</p>	<p>Sheet 00</p>
<p>Job No. 2008012</p>	<p>Scale 1:100</p>	<p>Client Kellogg</p>	<p>Project Name Former MDD Facility, Breakpear Road South, Ithaca, NY</p>
<p>Project Name Former MDD Facility, Breakpear Road South, Ithaca, NY</p>	<p>Project No. 1381</p>	<p>Tasking Title Proposed Building 1 Roofplan</p>	<p>Issue 00</p>
<p>General notes</p> <p>The work and information are confidential. Neither the work nor the information shall be disclosed or used for any purpose other than that intended by the client without the prior written consent of Campbell Architects.</p> <p>All existing drawings, specifications, and other information shall be checked for accuracy and consistency with the information provided by the client.</p> <p>Where appropriate, significant results shall be highlighted in the study of the building.</p>	<p>Tasking Title Proposed Building 1 Roofplan</p>	<p>Client Kellogg</p>	<p>Project Name Former MDD Facility, Breakpear Road South, Ithaca, NY</p>



Key	
	Kingspan AWP (Olive Green)
	Concrete Facade (Board marked)
	Shutter Door
	Metal Finish



Drawing Status	
PLANNING	
Scale as A1	Issue
1:100	01
Project No.	Drawing No.
1381	1381-DR-A-01-030

Client	Keilbrooy
Job Title	Former MSD Facility, Breakspear Road South, Icknham
Drawing Title	Proposed Building 1 Elevations

Issue	Date	By	Check	Appr
00	20/02/22	RJ	MH	RS
01	17/03/23	RJ	SN	RS

General Note

- All levels and dimensions are approximate, checked at the time of the design and subject to change without notice.
- All dimensions are to the face of the work unless otherwise stated.
- All existing surveying information is indicative and subject to the relevant site survey.
- Drawing is for information only.
- Do not scale from this drawing.
- This drawing is copyright.

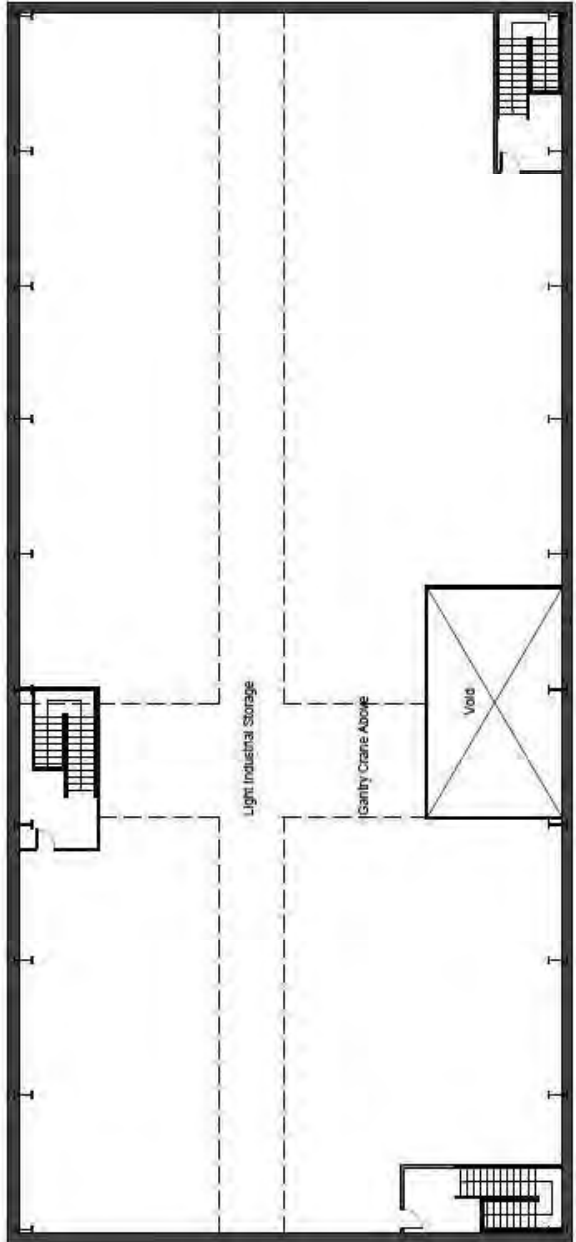
Safety, Health and Environmental Information

In addition to the information already provided with this drawing, the following information should be read and followed by the Designer, the Approver and the Contractor to ensure the safety of the project:

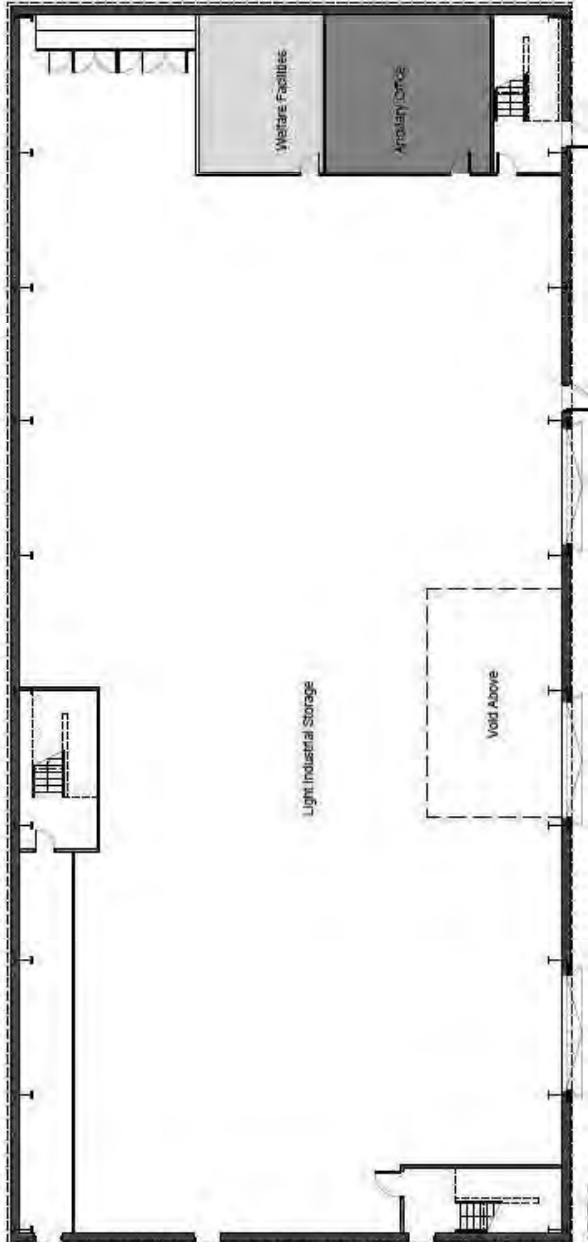
- The Designer shall ensure that all safety information is included and highlighted in the body of the drawing.
- Make appropriate safety markings (this is highlighted in the body of the drawing).

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 Tel: 01295 242424
 Email: info@campbellarchitects.co.uk



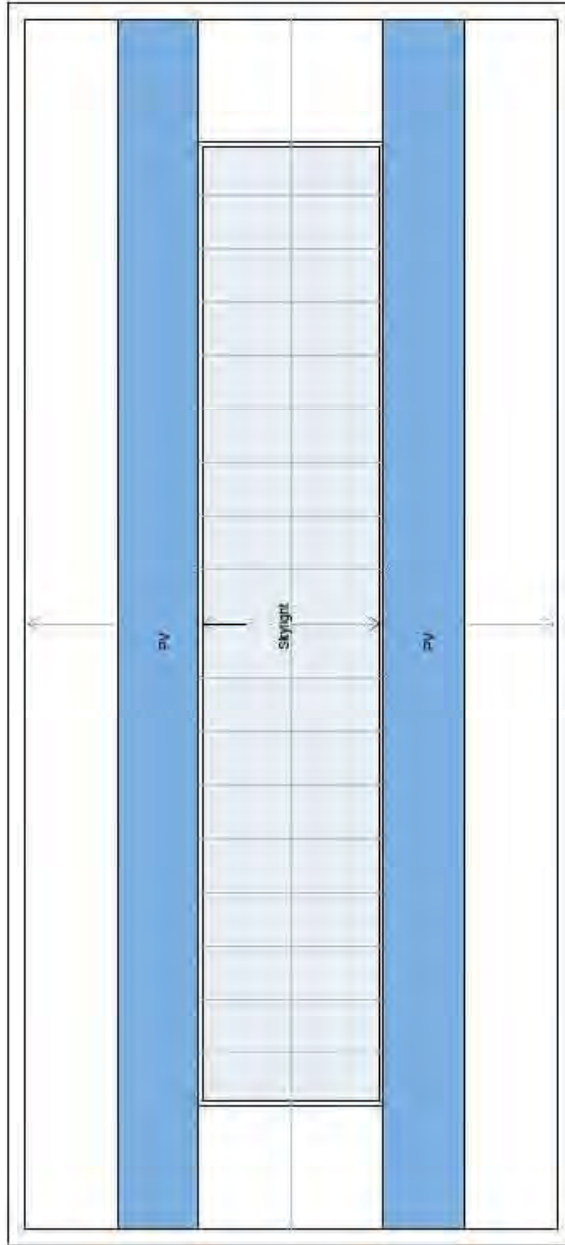
LEVEL 1




LEVEL 0



<p>campbell architects</p> <p>25 Westbourne, London W11 4PL www.campbellarchitects.co.uk</p>		<p>Safety, Health and Environmental Information</p> <p>In addition to the requirements normally associated with the design of buildings, the following information is provided in this drawing to assist in the design and construction of the building to ensure the safety and health of the building users:</p> <ul style="list-style-type: none"> - It is assumed that all works on this site will be carried out by a competent contractor working under appropriate health and safety conditions. - The drawing is copyright. 		<p>General notes</p> <ul style="list-style-type: none"> - All levels and dimensions are approximate. Detailed site surveys must be carried out by Contractors before construction commences. All levels, dimensions and dimensions to be confirmed on site. - All existing drawing information is indicative and subject to the detailed site survey. - Drawing is for information only. - Do not scale from this drawing. - This drawing is copyright. 		<p>Issue</p> <p>M 13/03/23 (R) (S)</p>		<p>Client</p> <p>Kellibray</p>		<p>Drawing Status</p> <p>PLANNING</p>	
		<p>Scale of A1</p> <p>1:100</p>		<p>Job Title</p> <p>Former MSD Facility, Breakspear Road South, Icknham</p>		<p>Issue</p> <p>01</p>		<p>Project No</p> <p>1381</p>		<p>Drawing No</p> <p>1381-DR-A-02-010</p>	
						<p>Client</p> <p>Proposed Building 2 Floor Plans</p>					

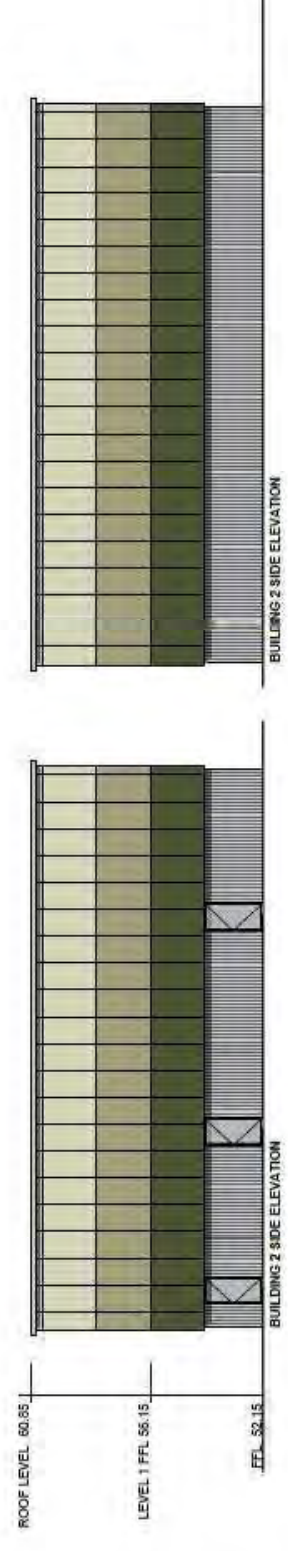
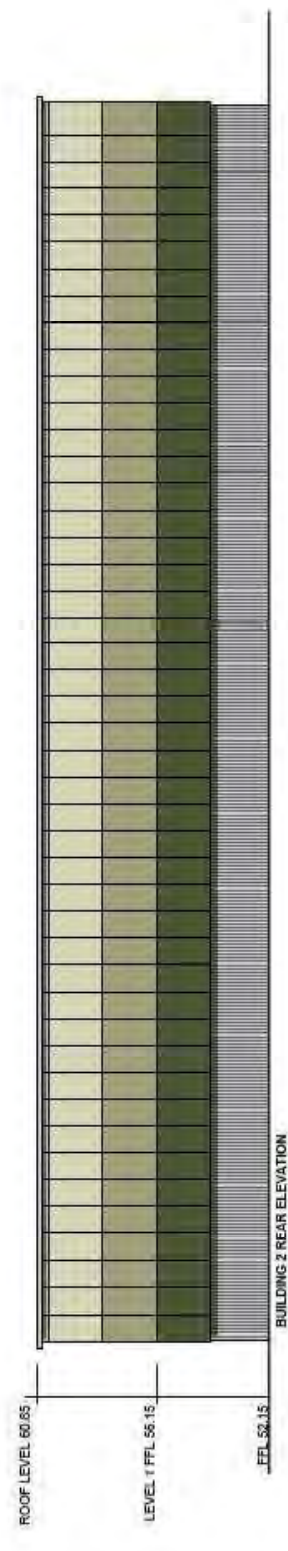
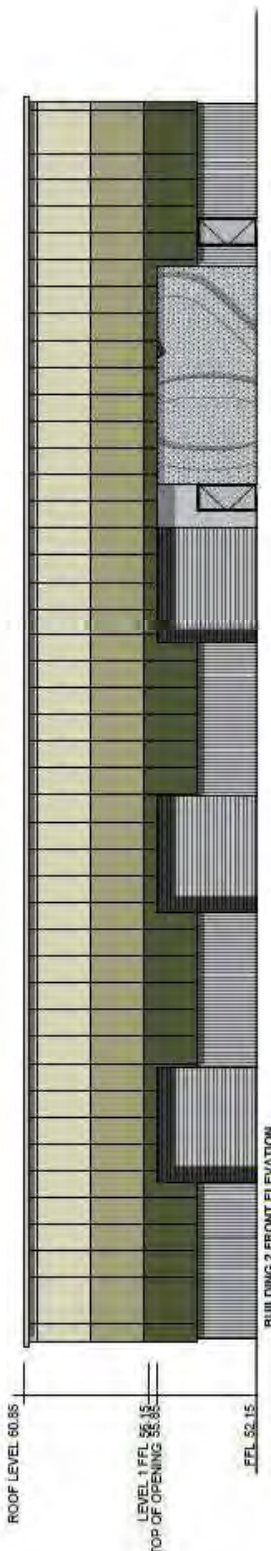


<p>campbell architects <small>55 Woodside Lane, London NW1 4JH www.campbellarchitects.co.uk</small></p>	<p>Safety, Health and Environmental Information</p> <p>In addition to the requirements normally associated with the type of work detailed on this drawing, the Contractor shall also be responsible for the following:</p> <ul style="list-style-type: none"> - The Contractor shall be responsible for the correct use of all equipment and machinery used on site. - The Contractor shall ensure that all workers on site will be trained and competent in the use of all equipment and machinery used on site. - The Contractor shall ensure that all workers on site will be trained and competent in the use of all equipment and machinery used on site. - The Contractor shall ensure that all workers on site will be trained and competent in the use of all equipment and machinery used on site. 	<p>General Note</p> <ul style="list-style-type: none"> - All levels and dimensions are approximate, checked and accepted by the Contractor before construction commences. All levels and dimensions to be confirmed on the ground. - All existing structures, information is indicative and subject to the results of a survey. - Changes to the information on this drawing is the responsibility of the Contractor. - On no account shall this drawing be used for any other purpose. - This drawing is copyright. 	<p>Issue 00 Date 20/06/22 By RJ Checked MM App'd JSC</p>	<p>Client Kellibray Job Title Former MSD Facility, Breakspear Road South, Ickenham Drawing Title Proposed Building 2 Roofplan</p>	<p>Drawing Status PLANNING Scale of A1 1:100 Project No 1381 Issue 00 Drawing No 1381-DR-A-02-015</p>

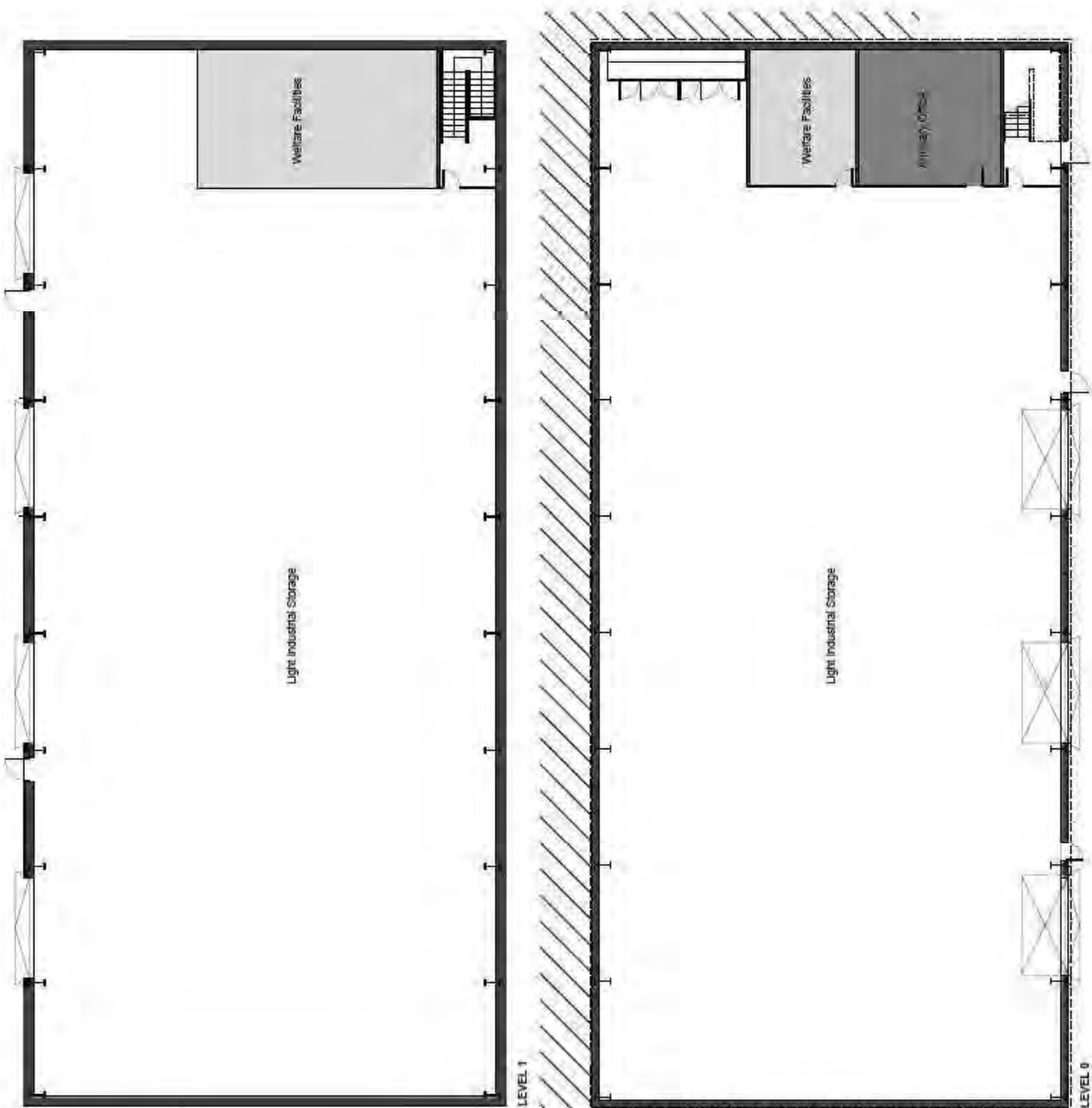


Key

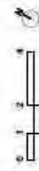
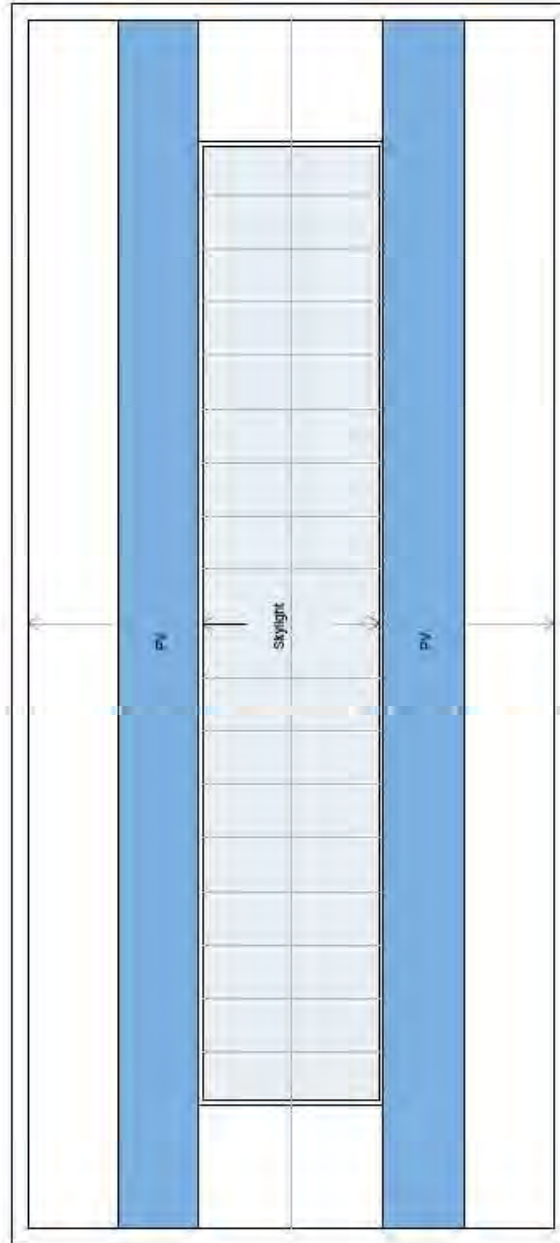
- Kingspan AWP (Goosewing Grey)
- Kingspan AWP (Willow Green)
- Kingspan AWP (Khaki Green)
- Kingspan AWP (Olive Green)
- Concrete Facade (Board marked)
- Concrete Signage
- Shutter Door
- Metal Finish



<p>campbell architects</p> <p>10 Westdowns, Concord VIC 3470 www.campbellarchitects.com.au</p>	<p>Safety, Health and Environmental Information</p> <p>In addition to the requirements normally associated with the design of a building, the following information is provided in this document and health and safety plan, with the following:</p> <ul style="list-style-type: none"> - It is assumed that all works on this will be carried out by a competent Contractor working where appropriate, to the approved method statement available on the website - this is highlighted in the body of the drawing. 	<p>General Note</p> <ul style="list-style-type: none"> - All levels and dimensions are approximate, unless otherwise stated. - All works must be carried out by Contractor before construction commences. - All existing drawing information is indicative and subject to the available site survey. - Drawing is for information only. - Do not scale from this drawing. - This drawing is copyright. 	<p>Issue</p> <p>00 25/02/22 01 07/03/23</p> <p>BY</p> <p>SJ SJ</p> <p>CHKD</p> <p>MH SH</p> <p>APPR</p> <p>RS RS</p>	<p>Client</p> <p>Kelibray</p> <p>Job Title</p> <p>Former MSD Facility, Breakspier Road South, Ickenhurst</p> <p>Drawing Title</p> <p>Proposed Building 2 Elevations</p>	<p>Drawing Status</p> <p>PLANNING</p> <p>Scale at A1</p> <p>1:100</p> <p>Project No</p> <p>1381</p> <p>Issue</p> <p>01</p> <p>Drawing No</p> <p>1381-DR-A-02-030</p>



<p>campbellarchitects <small>15 WINDMILL LANE, 17 SOUTHAMPTON, HANTS, SO9 4NS</small></p>	<p>Safety, Health and Environmental Information:</p> <p>In addition to the health and safety information provided on the front cover sheet of this drawing and sheet, the Designer has considered and health and safety risks, and the following:</p> <ul style="list-style-type: none"> - All relevant risk of works on site will be carried out by a competent contractor wearing appropriate PPE - Where applicable, significant residual risks are highlighted in the body of the drawing. 	<p>General Note:</p> <ul style="list-style-type: none"> - All levels and dimensions are approximate, based on the information provided on the drawing and the information contained in the building works (B.W.) and (S.W.) notes. - All existing drawing information is indicative and subject to the detailed site survey. - Drawing is for information only. - Do not scale from this drawing. - This drawing is copyright. 	<p>Issue: 01 Date: 17/02/23</p>	<p>Drawn by: JF Checked by: JF</p>	<p>Scale: 1:100</p>	<p>Sheet: Kellibray Job Title: Former MSD Facility, Breakpear Road South, Icknham Drawing Title: Proposed Building 3 Floorplans</p>	<p>Drawing Status: PLANNING Scale of A1: 1:100 Issue: 01 Project No: 1381 Drawing No: 1381-DR-4-03-010</p>
	<p>Client: Kellibray</p>						

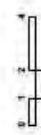
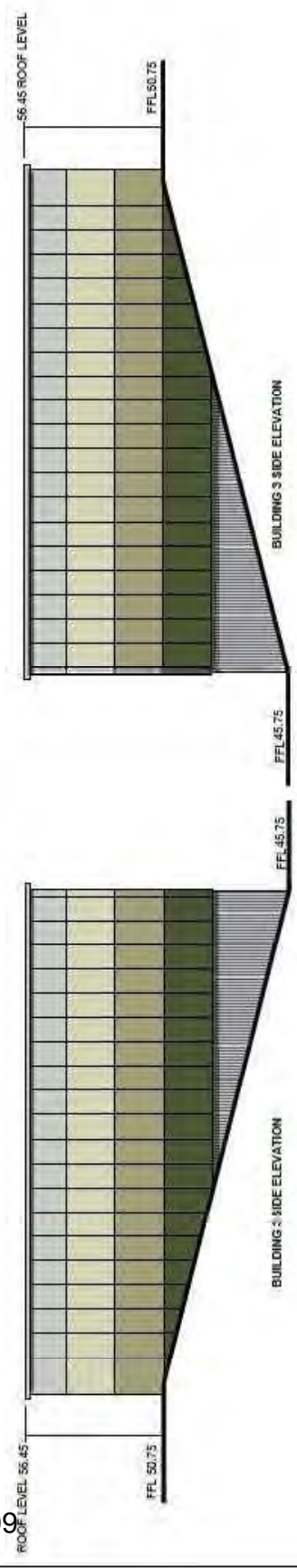
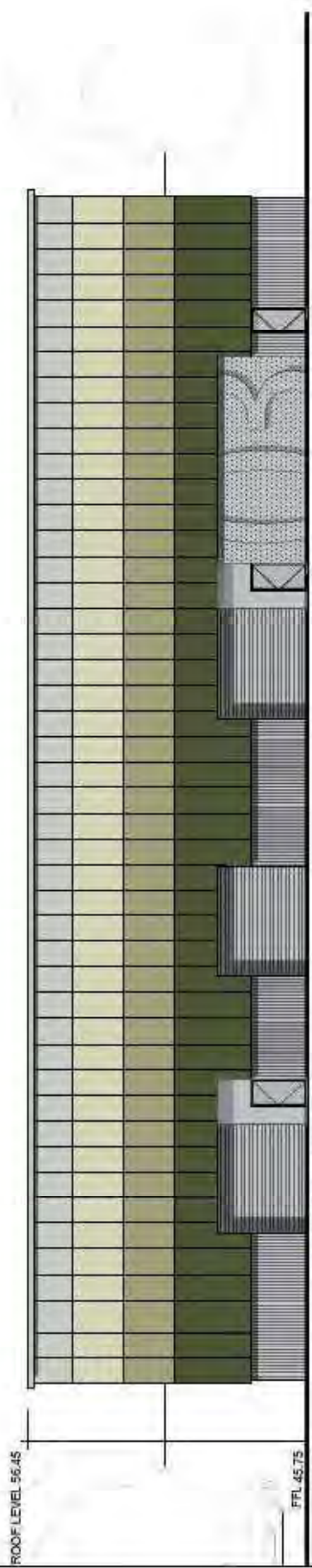


<p>campbellarchitects 15 Colindale Avenue, Colindale, London NW9 1NS www.campbellarchitects.co.uk</p>	<p>Safety, Health and Environmental Information:</p> <p>In addition to the information normally associated with the types of work shown on the drawing, you should refer to the Designer Risk Assessment and Health and Safety Plan, note the following:</p> <ul style="list-style-type: none"> - It is assumed that all works on the site will be carried out by a competent Contractor working under appropriate, fully applicable, Health and Safety legislation. - Where applicable, significant residual risks are highlighted in the body of the drawing. 	<p>General Note:</p> <ul style="list-style-type: none"> - All levels and dimensions are approximate, checked with a minimum of 20% accuracy. Check before commencing. Site building works are subject to confirmation to be confirmed on site. - All existing drawing information is indicative and subject to the detailed site survey. - Drawing is for information only. - Do not scale from this drawing. - This drawing is copyright. 	<p>Issue: 00</p> <p>Date: 20/02/22</p> <p>By: [Signature]</p>	<p>Scale: 1:100</p>	<p>Client: Kelibray</p> <p>Job Title: Former MSD Facility, Breakpear Road South, Icknham</p> <p>Drawing Title: Proposed Building 3 Roofplan</p>	<p>Drawing Status: PLANNING</p> <p>Scale as A1: 1:100</p> <p>Issue: 00</p> <p>Project No: 1381</p> <p>Drawing No: 1381-DR-4-03-015</p>
			<p>Issue: 00</p> <p>Date: 20/02/22</p> <p>By: [Signature]</p>	<p>Scale: 1:100</p>	<p>Client: Kelibray</p> <p>Job Title: Former MSD Facility, Breakpear Road South, Icknham</p> <p>Drawing Title: Proposed Building 3 Roofplan</p>	<p>Drawing Status: PLANNING</p> <p>Scale as A1: 1:100</p> <p>Issue: 00</p> <p>Project No: 1381</p> <p>Drawing No: 1381-DR-4-03-015</p>



Key

- Kingspan AWP (Goosewing Grey)
- Kingspan AWP (Willow Green)
- Kingspan AWP (Khaki Green)
- Kingspan AWP (Olive Green)
- Concrete Fascade (Board marking)
- Concrete Signage
- Shutter Door
- Metall Finish



Client
Kellibray

Job Title
Former MSD Facility, Breakspear Road South, Ickenham

Scale as A1
1:100

Issue
01

Project No
1381

Drawing No
1381-DR-A-03-030

Drawing Status
PLANNING

Proposed Building 3 Elevations

Issue
00
01

Date
28/05/22
11/03/21

By
R/J
R/J

Checked
M/S
B/H

App'd
R/S
R/S

Issue
00
01

Date
28/05/22
11/03/21

By
R/J
R/J

Checked
M/S
B/H

App'd
R/S
R/S

General Note

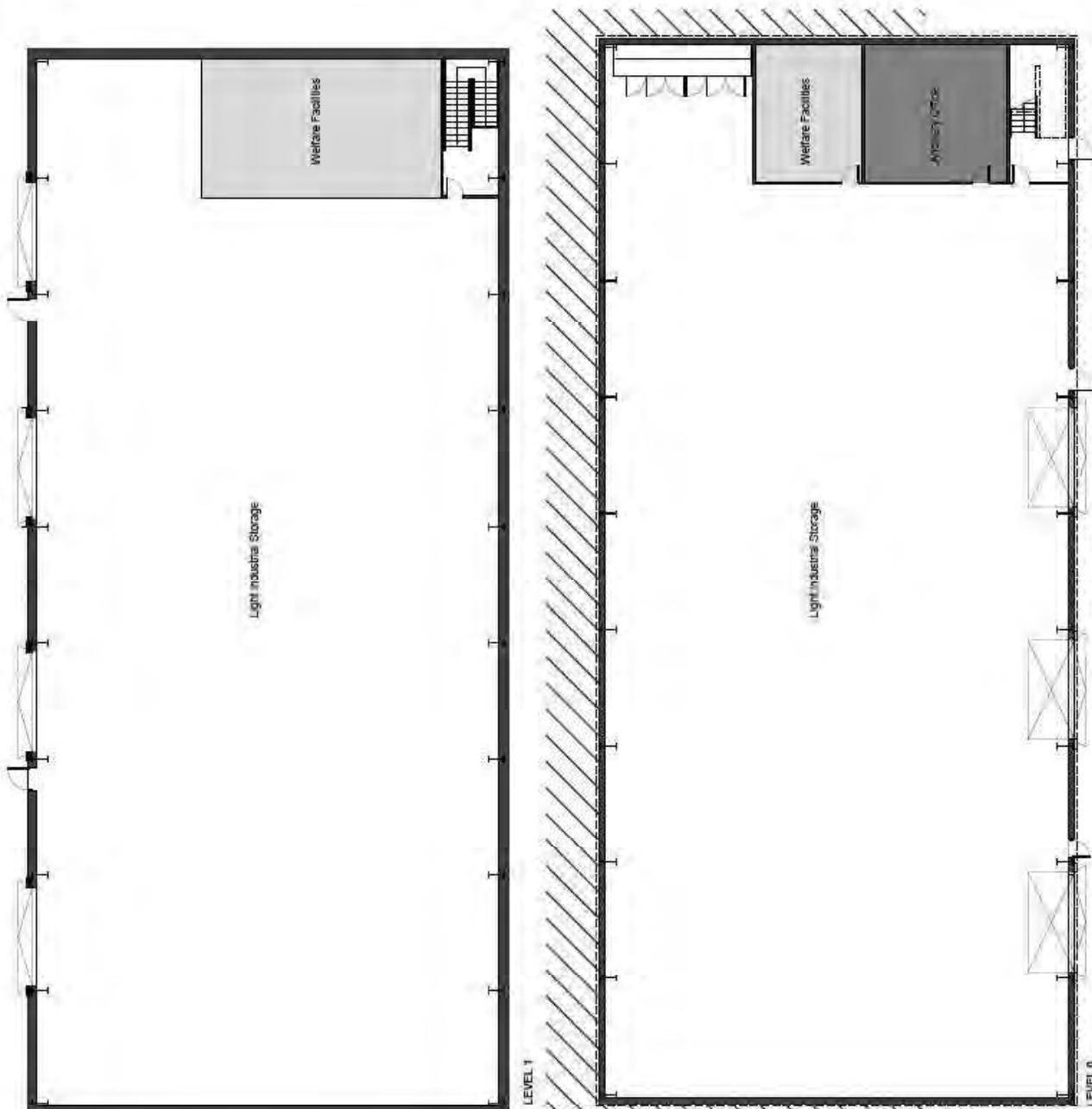
- All levels and dimensions are approximate. Unless otherwise stated, all surveys must be taken by a Chartered Surveyor and the accuracy of the survey must be confirmed in writing.
- All existing building information is indicative and subject to the detailed site survey.
- Drawing is for information only.
- Do not scale from the drawing.
- This drawing is copyright.

Safety, Health and Environmental Information

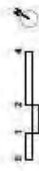
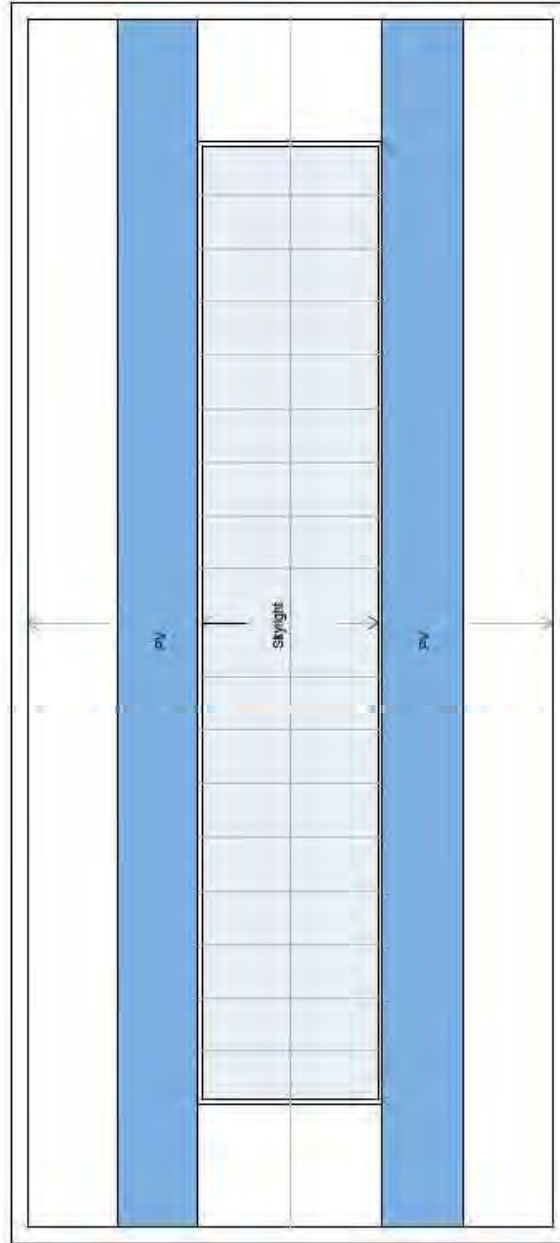
In addition to the responsibilities normally associated with the design of a building, the Designer shall ensure that the design meets the requirements of the Health and Safety Act 1974 and the Health and Safety Regulations 1992. The Designer shall ensure that the design meets the requirements of the Health and Safety Act 1974 and the Health and Safety Regulations 1992.

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<p>Health, Health and Environmental Information:</p> <p>In addition to the information normally considered with the type of work detailed on the drawing and noted in the Design Risk Assessment and Health and Safety Plan, note the following:</p> <ul style="list-style-type: none"> - If any existing or proposed work is to be carried out by a competent contractor, ensure appropriate PPE is worn. - Where applicable, significant residual risks are highlighted in the body of the drawing. 	<p>General Note:</p> <ul style="list-style-type: none"> - All levels and dimensions are approximate, subject to site survey and the final construction details. All levels and dimensions are subject to confirmation on site. - All existing structural information is indicative and subject to the proposed site survey. - Drawing is for information only. - Final details to be confirmed. - For meaning of symbols, refer to the drawing. 	<p>Issue:</p> <p>01</p>	<p>Scale of A1:</p> <p>1:100</p>	<p>Drawing Status:</p> <p>PLANNING</p>
		<p>Client:</p> <p>Kelibroy</p>	<p>Job Title:</p> <p>Former MSD Facility, Breakspear Road South, Ickenham</p>	<p>Issue:</p> <p>01</p>
<p>campbell architects</p> <p>11 Mackintosh Road, London, E16 3JH www.campbellarchitects.co.uk</p>		<p>Proposed Building 4 Floorplans</p>		



Drawing Status	PLANNING
Scale of A1	1:100
Issue	00
Project No	1381
Drawing No	1381-DR-4-04-015

Client: Kellibroy
Job Title: Former MSD Facility, Breakgear Road South, Ickenham
Drawing Title: Proposed Building 4 Roofplan

Issue	00	200822	RJ	MM	MS
Issue	00	200822	RJ	MM	MS

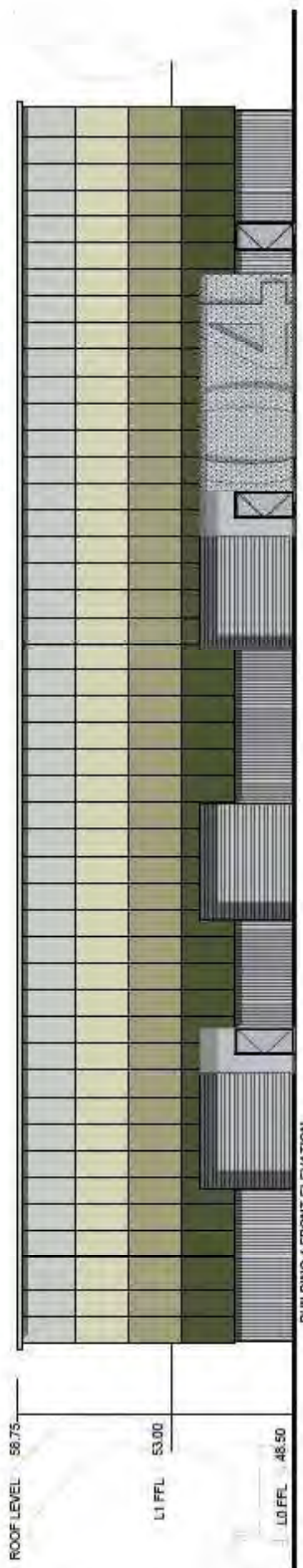
General Note:
 - All levels and dimensions are approximate. Verify all levels and dimensions on site before construction.
 - All existing structures on building works (if levels and dimensions to be confirmed on site).
 - All existing drawing information is indicative and subject to the actual site survey.
 - Drawing is for information only.
 - Drawing shall be for the design.
 - This drawing is copyright.

Safety, Health and Environmental Information:
 In addition to the information normally associated with the form of work detailed on the drawing and noted in the Design Risk Assessment and Health and Safety Plan, note the following:
 - The contractor shall ensure that all work is carried out in accordance with the relevant safety, health and environmental legislation.
 - Where applicable, appropriate residual risks are highlighted in the body of the drawing.

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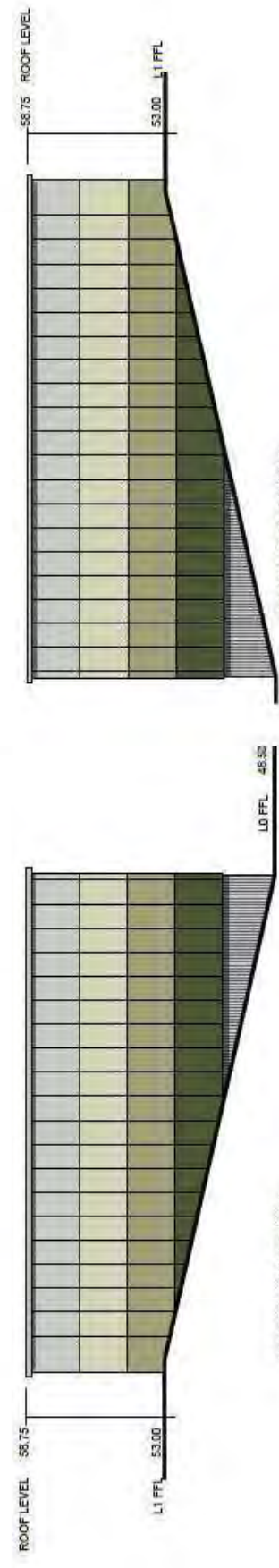
Key	
[Color swatch]	Kingapan AWP (Goosewing Grey)
[Color swatch]	Kingapan AWP (Willow Green)
[Color swatch]	Kingapan AWP (Khaki Green)
[Color swatch]	Kingapan AWP (Olive Green)
[Pattern swatch]	Concrete Facade (Board marked)
[Pattern swatch]	Concrete Signage
[Pattern swatch]	Industrial Door
[Pattern swatch]	Metal Finish



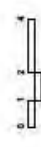
BUILDING 4 FRONT ELEVATION



BUILDING 4 REAR ELEVATION

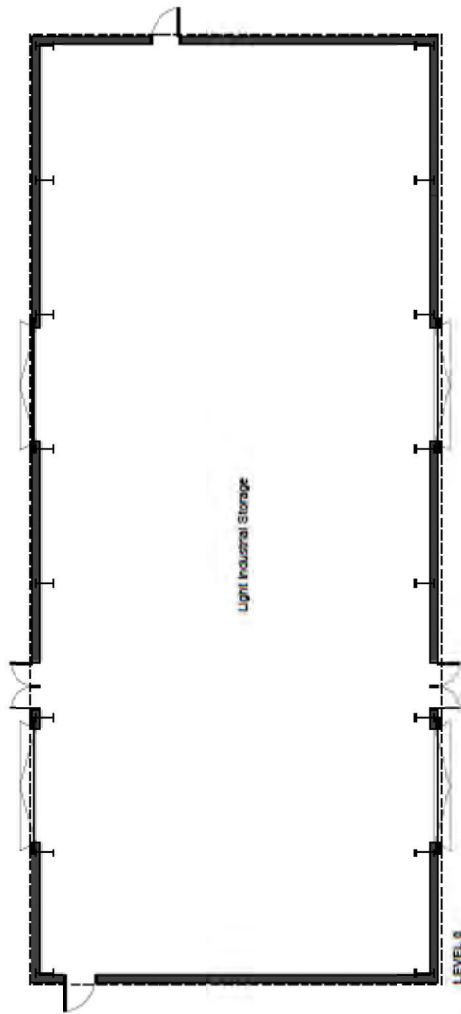


BUILDING 4 SIDE ELEVATION

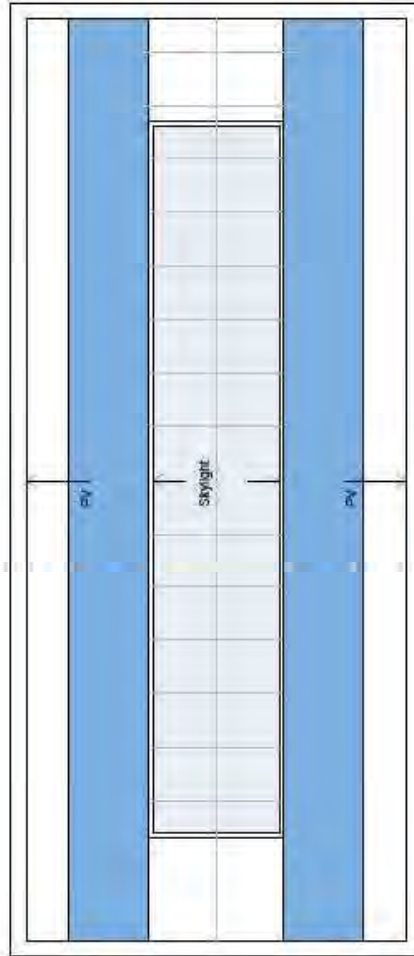


Drawing Status		Client		Issue		Date		By		Appr		Scale		Project No	
PLANNING		Keilbray		00 01		28/07/21 01/03/22		SU SU		MM MM		1:100		1387	
Issue		Job Title		Scale		Date		By		Appr		Project No		Drawing No	
01		Former MSD Facility, Breakpear Road South, Ickenham		1:100		28/07/21 01/03/22		SU SU		MM MM		1387		1387-DR-A-04-030	
Issue		Drawing Title		Scale		Date		By		Appr		Project No		Drawing No	
01		Proposed Building 4 Elevations		1:100		28/07/21 01/03/22		SU SU		MM MM		1387		1387-DR-A-04-030	


General Note	Health, Health and Environmental Information
<p>- All levels and dimensions are approximate, checked in accordance with the contract documents and shall be confirmed on site.</p> <p>- All existing drawing information is indicative and subject to the actual site survey.</p> <p>- Drawing is for information only.</p> <p>- Do not scale from this drawing.</p> <p>- The content is unapproved.</p>	<p>In addition to the health and safety information provided in the Form of Information on the Drawing and used in the Design Risk Assessment and Health and Safety Plan, note the following:</p> <p>- It is assumed that all works on the site will be carried out by a competent contractor wearing appropriate PPE.</p> <p>- Where applicable, significant health risks are highlighted in the body of the drawing.</p>



<p>campbellarchitects</p> <p>11 Macleay Street, Sydney NSW 2000 02 9550 2222 www.campbellarchitects.com.au</p>	<p>Health, Health and Environmental Information</p> <p>In addition to the information normally associated with architectural drawings, this drawing includes information on the Designer's Risk Assessment and Health and Safety Plan, with the following:</p> <ul style="list-style-type: none"> - It is assumed that all works on this will be carried out by a competent contractor working under appropriate '5' risk assessment, significant residual risks are highlighted in this copy of this drawing. 	<p>General Note</p> <ul style="list-style-type: none"> - All levels and dimensions are approximate, checked by the Designer. - All dimensions are given in millimetres unless otherwise stated. - All dimensions are given in millimetres unless otherwise stated. - All walling shown is indicative and subject to the detailed site survey. - Drawing is for information only. - Do not scale from this drawing. - This drawing is copyright. 	<p>Issue 00 Date 28/06/22 Issue 01 Date 17/09/23</p>	<p>Drawn By PU Checked By PU Issue PU Date 28/06/22</p>	<p>Client Kaitzay Job Title Former MSD Facility, Breakpear Road South, Ickenham Drawing Title Proposed Building 6 Floorplan</p>	<p>Drawing Status PLANNING Scale 1:100 Issue 01 Project No. 1331 Drawing No. 1331.DR.A-06-010</p>
	<p>Issue 00 Date 28/06/22 Issue 01 Date 17/09/23</p>	<p>Drawn By PU Checked By PU Issue PU Date 28/06/22</p>	<p>Client Kaitzay Job Title Former MSD Facility, Breakpear Road South, Ickenham Drawing Title Proposed Building 6 Floorplan</p>	<p>Drawing Status PLANNING Scale 1:100 Issue 01 Project No. 1331 Drawing No. 1331.DR.A-06-010</p>		

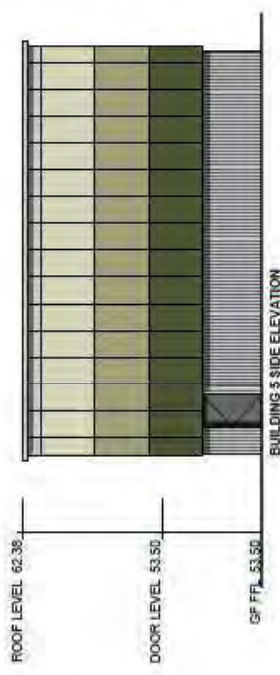
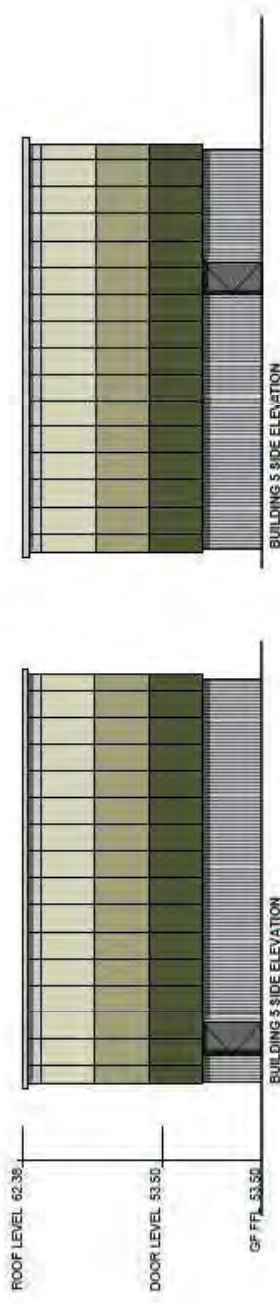
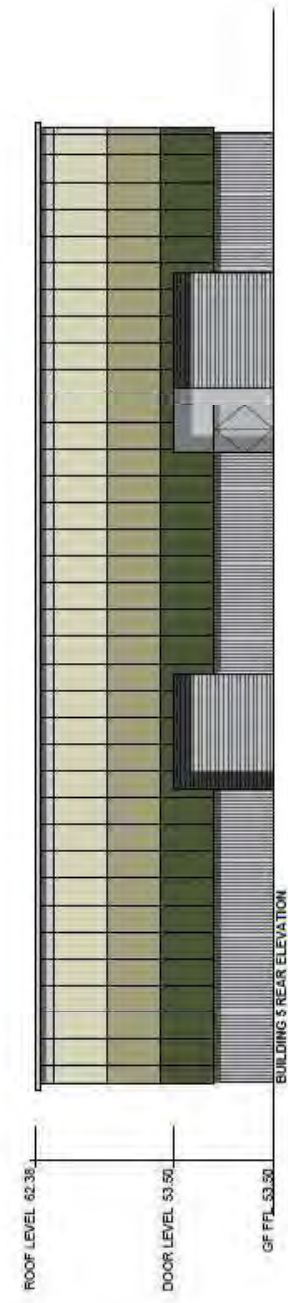


<p>campbell architects 65 Victoria Street, Brisbane QLD 4000 www.campbellarchitects.com.au</p>	<p>Health, Health and Environmental Information</p> <p>In addition to the health-check normally associated with the frame of work detailed on the drawings and listed in the Design Brief, Assessment and Health and Safety Plan, note the following:</p> <ul style="list-style-type: none"> - It is assumed that all works on the site will be carried out by a competent Contractor working under appropriate, & appropriate safety protocols. - Where applicable, significant roadwork shall be highlighted in the body of the drawing. 	<p>General Note</p> <ul style="list-style-type: none"> - All levels and dimensions are approximate, check site conditions and confirm with the relevant authority before commencement on building works. All levels and dimensions to be confirmed on site. - All existing drawing information is indicative and subject to the relevant site survey. - Drawing is for information only. - Do not scale from this drawing. - The drawing is unapproved. 	<p>Issue: 00</p> <p>Drawn: JSM/STC</p> <p>By: JH</p> <p>Check: JH</p> <p>Appr: JH</p>	<p>Issue: 00</p> <p>Drawn: JSM/STC</p> <p>By: JH</p> <p>Check: JH</p> <p>Appr: JH</p>	<p>Issue: 00</p> <p>Drawn: JSM/STC</p> <p>By: JH</p> <p>Check: JH</p> <p>Appr: JH</p>	<p>Issue: 00</p> <p>Drawn: JSM/STC</p> <p>By: JH</p> <p>Check: JH</p> <p>Appr: JH</p>	<p>Issue: 00</p> <p>Drawn: JSM/STC</p> <p>By: JH</p> <p>Check: JH</p> <p>Appr: JH</p>	<p>Issue: 00</p> <p>Drawn: JSM/STC</p> <p>By: JH</p> <p>Check: JH</p> <p>Appr: JH</p>	<p>Issue: 00</p> <p>Drawn: JSM/STC</p> <p>By: JH</p> <p>Check: JH</p> <p>Appr: JH</p>	<p>Issue: 00</p> <p>Drawn: JSM/STC</p> <p>By: JH</p> <p>Check: JH</p> <p>Appr: JH</p>	<p>Issue: 00</p> <p>Drawn: JSM/STC</p> <p>By: JH</p> <p>Check: JH</p> <p>Appr: JH</p>
			<p>Client Keilbray Job Title Former MSD Facility, Breakpear Road South, Ickenham Drawing Title Proposed Building S Roofplan</p>	<p>Drawing Status PLANNING Scale as A1 1:100 Project No 1381 Drawing No 1381-DR-A-05-015</p>							

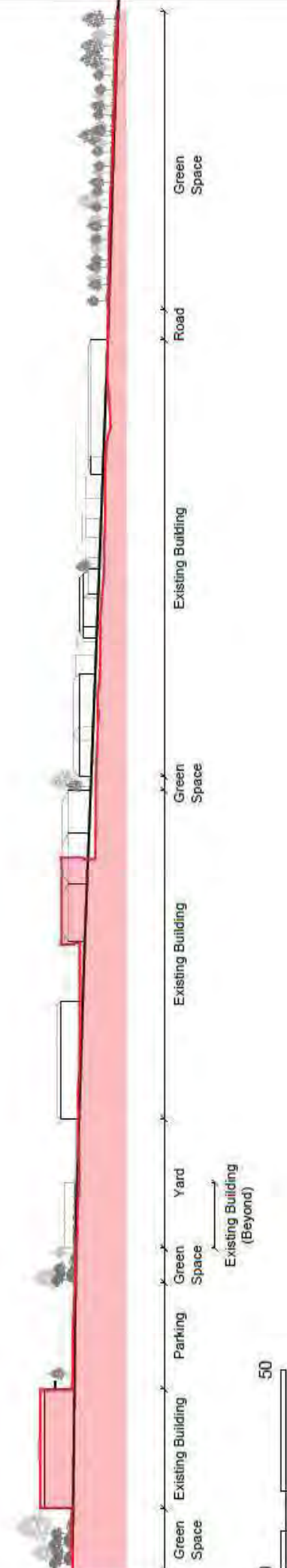
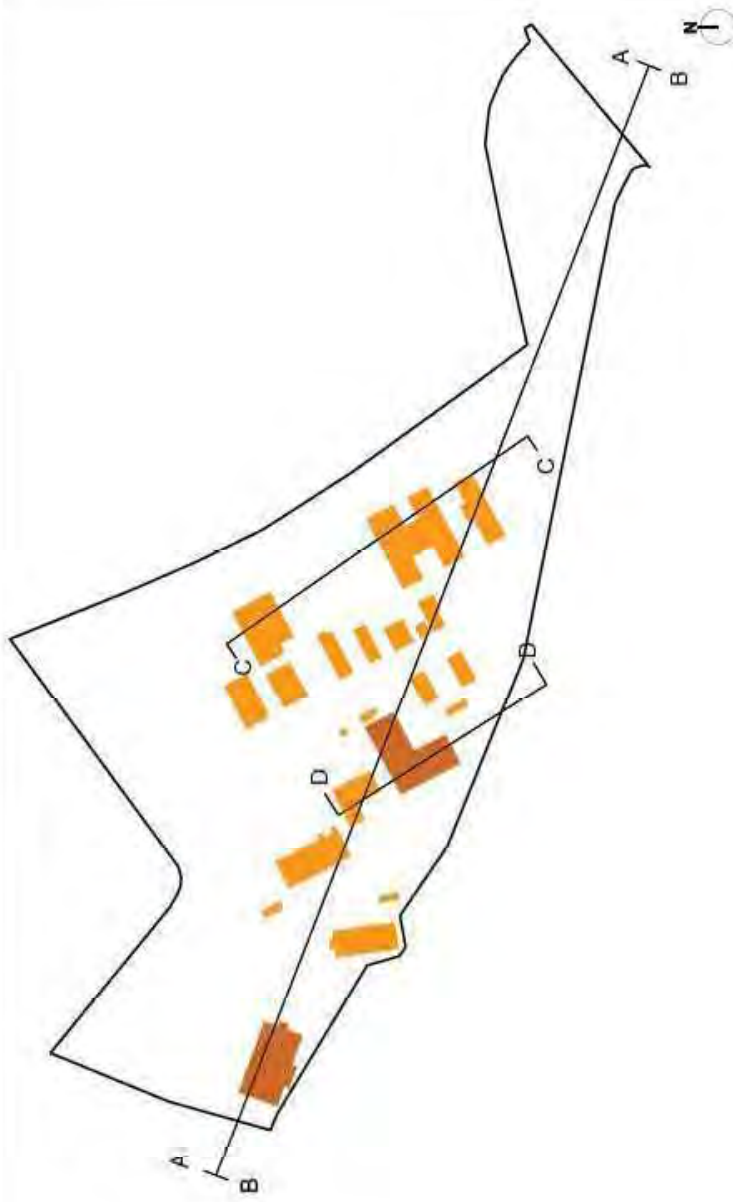


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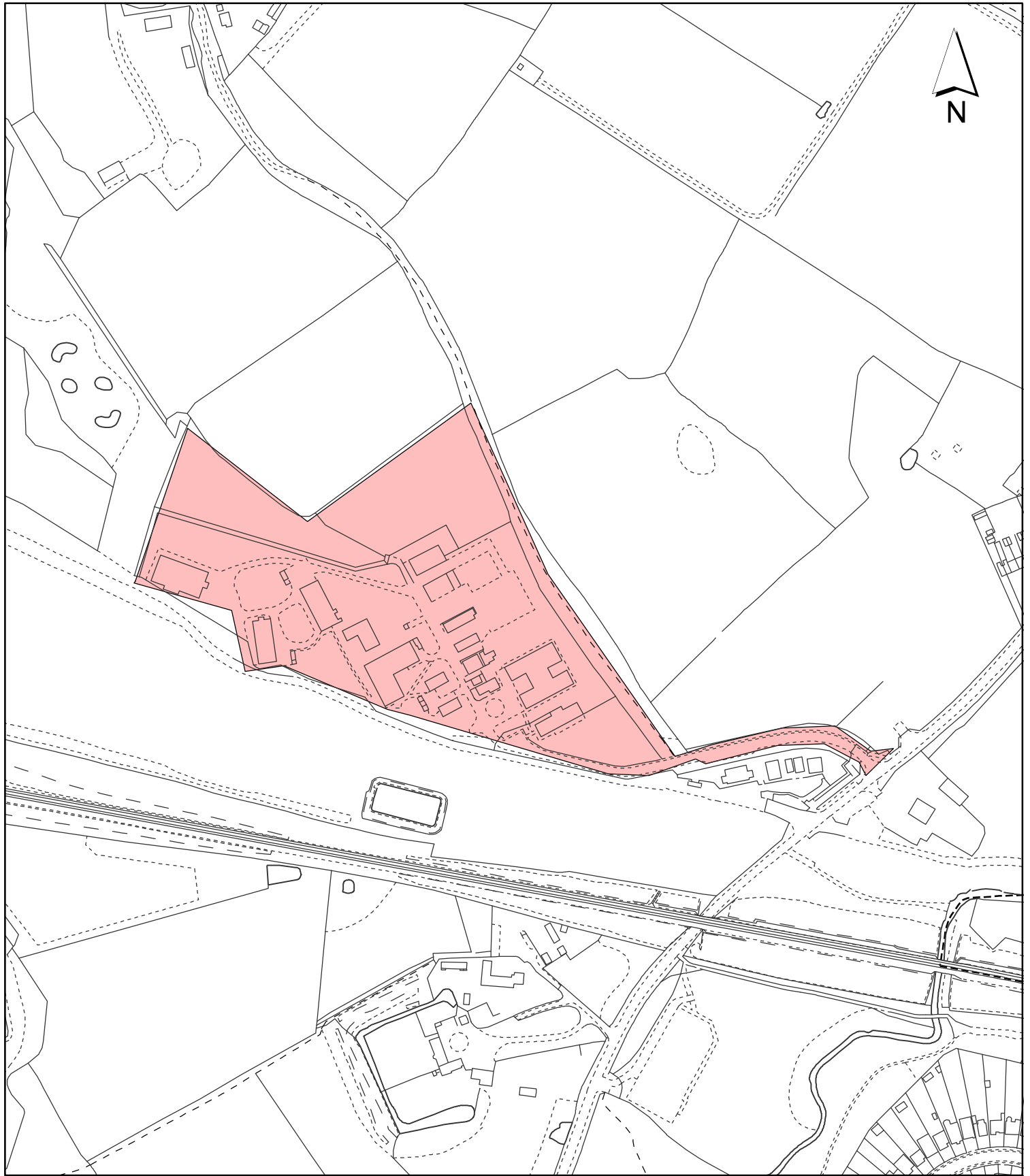
- Kingspan AWP (Goosewing Grey)
- Kingspan AWP (Willow Green)
- Kingspan AWP (Khaki Green)
- Kingspan AWP (Olive Green)
- Concrete Facade (Board marked)
- Concrete Signage
- Industrial Door
- Metal Finish



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		<p>Revision</p> <table border="1"> <thead> <tr> <th>No</th> <th>Date</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>01</td> <td>28/02/22</td> <td>Issue for Planning</td> </tr> </tbody> </table>		No	Date	Description	01	28/02/22	Issue for Planning	<p>Scale 1:500</p>		<p>Project No 1381</p>		<p>Issue 00</p>	
No	Date	Description													
01	28/02/22	Issue for Planning													



Notes:

 Site boundary

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Site Address:

**Merck Sharpe Dohme
 Site Off Breakspear Road South**

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

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

Planning Application Ref:

72870/APP/2022/3126

Scale:

1:3,500

Planning Committee:

Majors Page 218

Date:

November 2023



HILLINGDON
 LONDON

Report of the Head of Development Management and Building Control

Address: 579-583 UXBRIDGE ROAD HAYES

Development: An application submitted under Section 73 of the Town and Country Planning Act 1990 to vary Condition 2 (Approved Drawings) and 3 (General Compliance with Supporting Documentation) of planning permission reference 72470/APP/2016/4648, dated 02-10-2019, for the demolition of 3 dwellinghouses and redevelopment of the site to provide residential accommodation within 2 new buildings with associated access, parking, landscaping and amenity space. The amendment sought is to increase the number of dwellings by two, amendments to the vehicle and cycle parking provision.

LBH Ref Nos: 72470/APP/2023/747



SITE PLAN

SCALE AT A3:	DATE:	DRAWING NO.:	CHECKER:
1:100	05.01.23	BVH/JJ	
PROJECT:	DRAWING NO.:	REVISION:	
TPH5 A3	WD 190	F	

SITE: 577-583 UXBRIDGE ROAD
CLIENT: Thorney Farm Developments

REV	DESCRIPTION	DATE
F	DDA parking bay info updated	27.09.23
E	Site Plan Updated	26.09.23
D	Site Plan Updated	05.01.23

STATUS: CONSTRUCTION ISSUE

Notes:

- 1) ALL DIMENSIONS, LEVELS AND CLEARANCES TO BE CHECKED ON SITE BEFORE WORKS COMMENCEMENT.
- 2) THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND CONSENTS FROM ALL OTHER PUBLIC CREATORS (DRAWINGS, SITE PLANS AND OTHER DOCUMENTS).
- 3) ANY DISCREPANCY BETWEEN THE DRAWING, OTHER DOCUMENTS, FORMATION OF THE CONTRACT, OR THE SITE CONDITIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NOT THE ARCHITECT.

Notes:

- 1) PLEASE CONSULT THE ARCHITECT OR PROJECT MANAGERS BEFORE THE WORKER BEGINS CLEARING ON ANY PART OF THE PROPERTY.
- 2) THE CONTENTS OF THE DRAWING AND DESIGN OF THE PROPERTY ARE THE PROPERTY OF JASA ARCHITECTS AND SHALL NOT BE REPRODUCED OR USED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF JASA ARCHITECTS AND NOT BE REPRODUCED ACCORDINGLY.



LEGEND

- TARMAC SURFACING; demarcation with Drivesett Tegula Harvest
- MARSHALLS DRIVESSET TEGULA Harvest permeable interlocking pavers
- MARSHALLS DRIVESSET TEGULA Harvest non-permeable interlocking pavers
Anthracite Y40960 600x600x20 porcelain tiles
- STONE CREEK 40
- MARSHALLS TEGULA PRIORA penant grey permeable interlocking pavers
- GREEN LANDSCAPED AREA see WD 102
- PARK BENCH to owner selection
- VCP wall mounted
- VCP Standard
- LIGHTING BOLLARD
- LIGHTING WALL MOUNTED
- TRAFFIC BARRIER (Barriers Direct Ref 4012.500x1000)
- Gas Meters
- Give way sign : Wall Mounted
- Post Boxes



 jsa architects

 Techbook House

 10th Floor

 Madderhead 31.6 3NH

 01628 829 241

 reception@jsaarchitect.com

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SITE PLAN - EXTERNAL WORKS

4 UNIT SCHEME

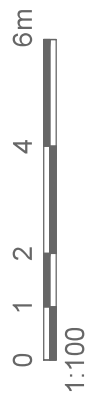
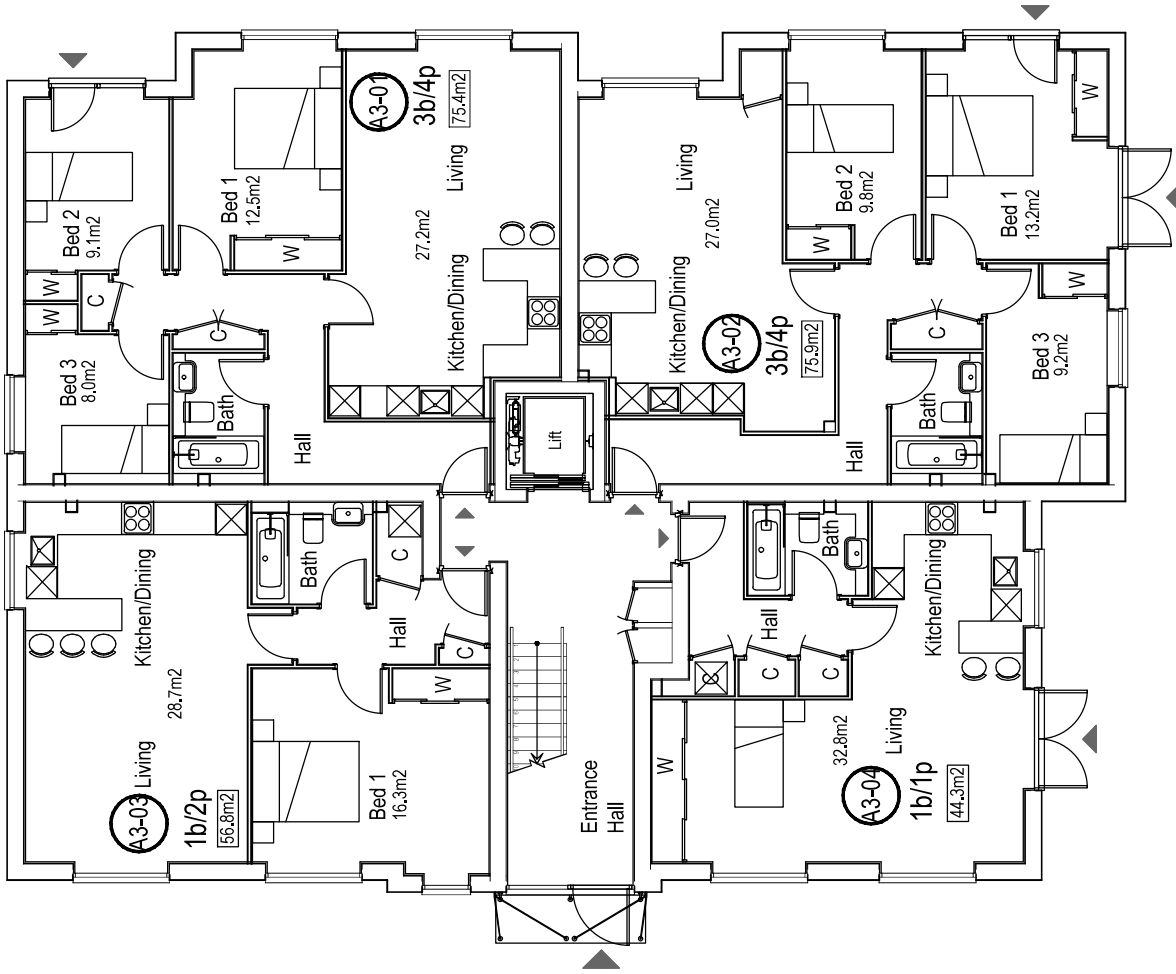
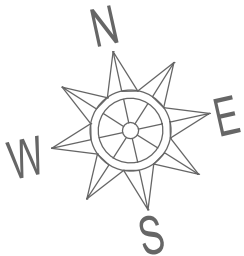
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TPH5 A3	30.11.22	BVH	JJ
PROJECT NO:	DRAWING NO:	REVISION:	
WD 100			G

SITE: 577-583 UXBRIDGE ROAD
 CLIENT: Thorney Farm Developments
 STATUS: CONSTRUCTION ISSUE

G	DDA parking bay info updated	JI	27/09/23
F	Site plan updated	JI	26/09/23
E	Additional Cycle Stores Added	IN	27/09/23
D	Cycle Store Added	OD	26/09/23
REV	DESCRIPTION:	BY:	DATE:

- 1) THE CLIENT ACCEPTS THE DRAWING OR PLAN IS FOR INFORMATION ONLY
- 2) THE DRAWING OR PLAN IS NOT TO BE USED FOR CONSTRUCTION OF ANY PART OF THE PROJECT
- 3) THE CLIENT ACCEPTS THE DRAWING OR PLAN IS NOT TO BE USED FOR CONSTRUCTION OF ANY PART OF THE PROJECT
- 4) THE CLIENT ACCEPTS THE DRAWING OR PLAN IS NOT TO BE USED FOR CONSTRUCTION OF ANY PART OF THE PROJECT

Notes:
 1) ALL WORK SHALL BE IN ACCORDANCE WITH THE SPECIFICATION AND DRAWINGS.
 2) THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
 3) THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
 4) THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
 5) THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
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 8) THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
 9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.
 10) THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.



REV.	DESCRIPTION	BY:	DATE:
A	Flat A3-04 updated	JJ	26/09/23

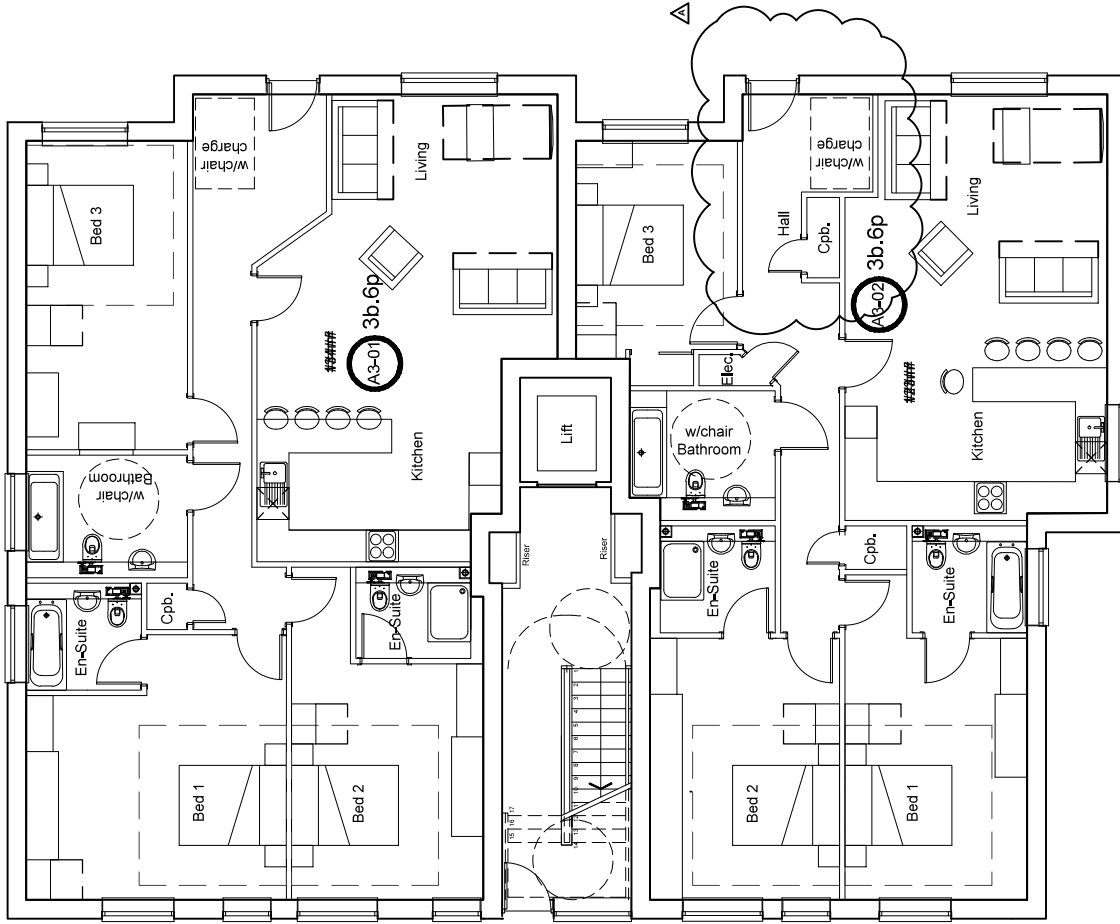
CLIENT: Thorney Farm Developments
 SITE: 579-583 Uxbridge Road
 Hayes
 Middlesex

TITLE: Block A3
 Ground Floor Plan
 Proposed

STATUS: PLANNING			
SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:100	Feb 2023	JJ	
PROJECT:	DRAWING NO:	REVISION:	
TPH5A3	PL-260		A

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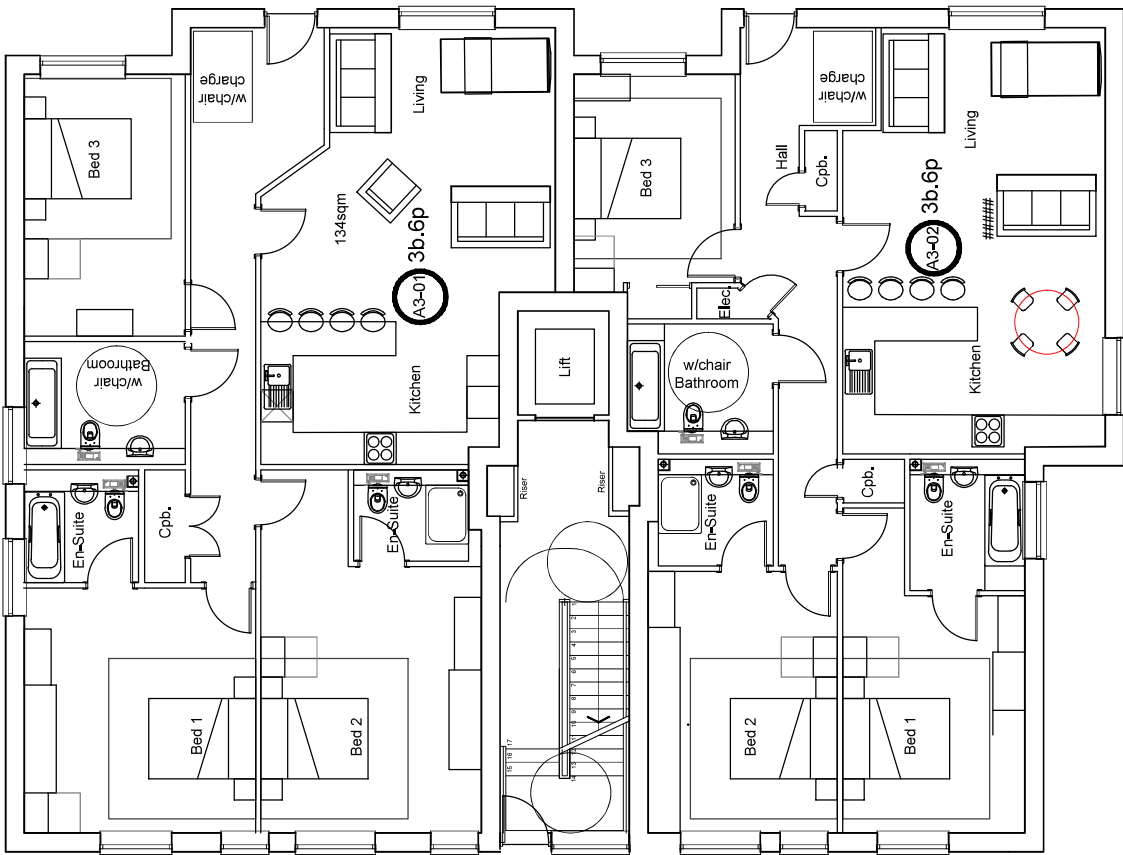


Rev. B- Entrance door to flat A3-02 relocated- 2018.09.03



Thorney Farm Development
 579-583 Uxbridge Road, Hayes
 Block A3
 Proposed Ground Floor Plan

- Project: TPH5
- Dwg No/rev: PL-210B
- Scale: 1:100@A3
- Date: JUL 2017
- Checked by: AC

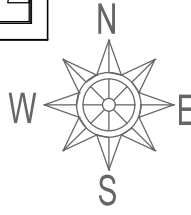
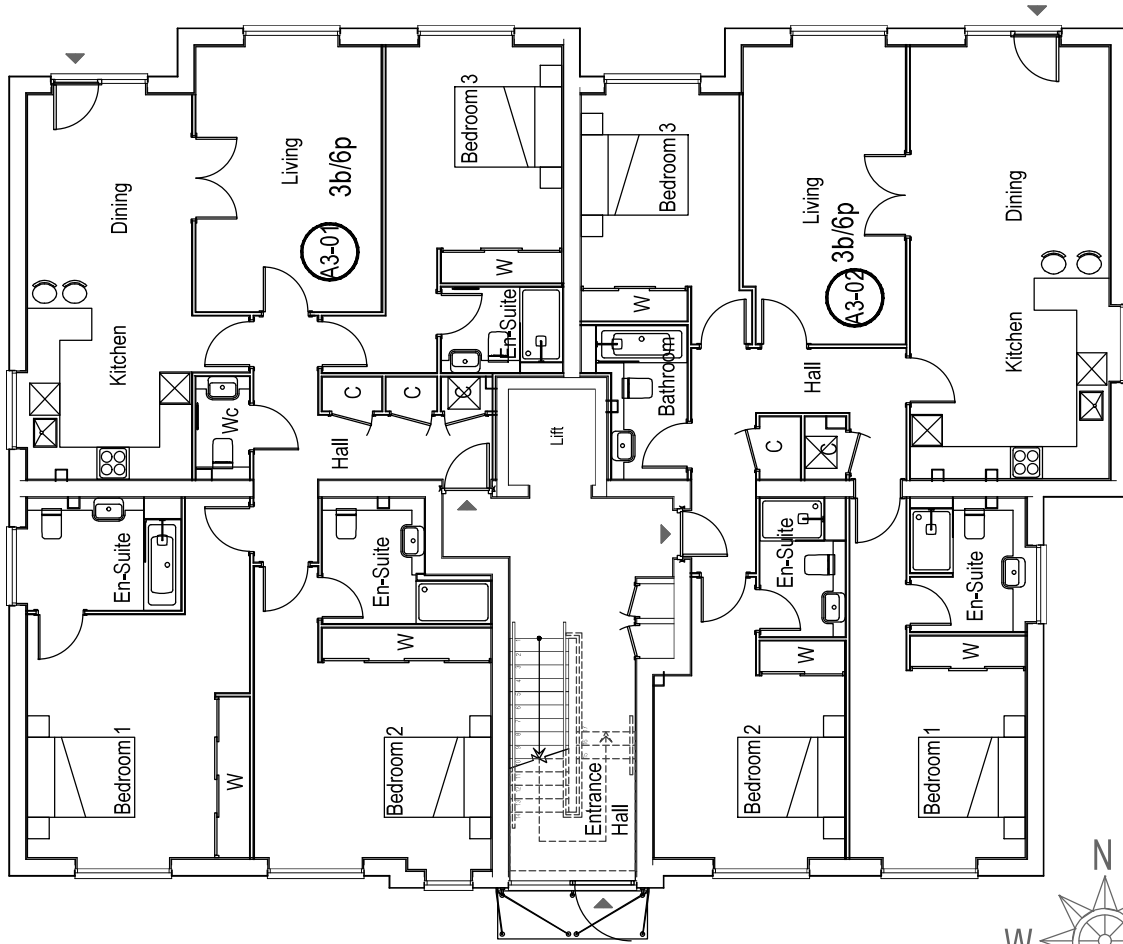


1:100
0 1 2 4 6m

Ground Floor Plan Approved

CLIENT: Thorney Farm Developments
 SITE: 579-583 Uxbridge Road
 Hayes
 Middlesex

REV:	DESCRIPTION:	BY:	DATE:
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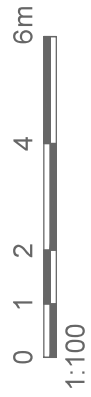
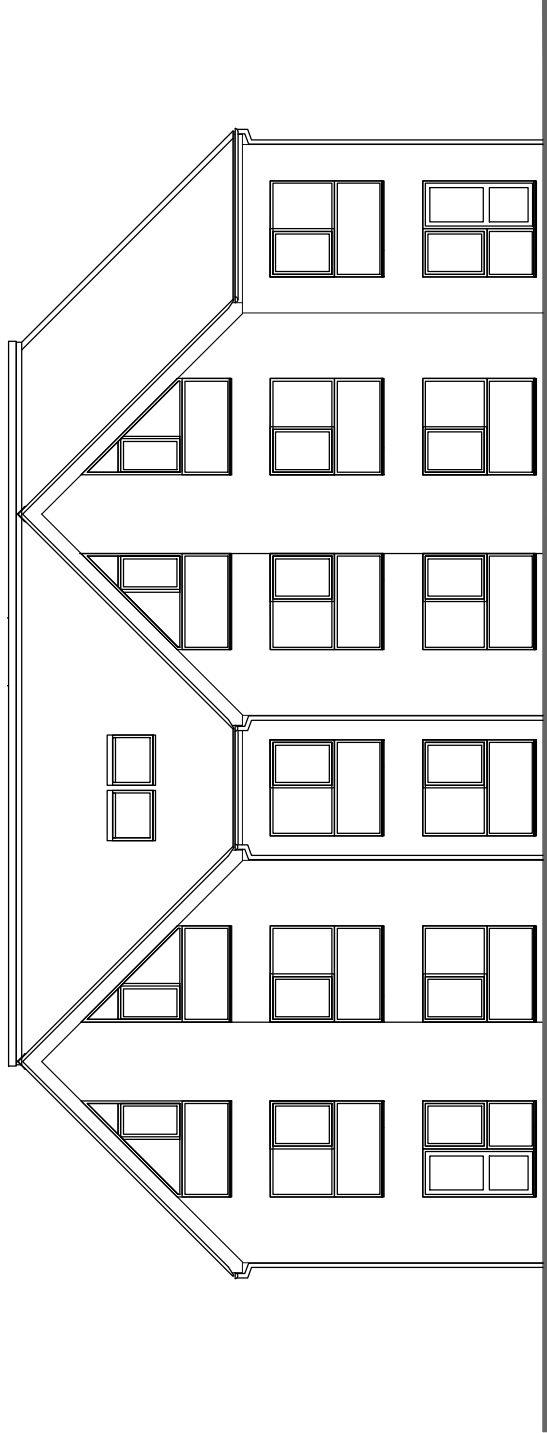
Ground Floor Plan Proposed

TITLE: Block A3
 Ground Floor Plan

STATUS:	PLANNING
SCALE AT A3:	1:100
DATE:	14/01/2022
DRAWN:	JJ
CHECKED:	
PROJECT:	TPH5-A3
DRAWING NO:	PL-250
REVISION:	

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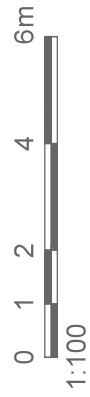
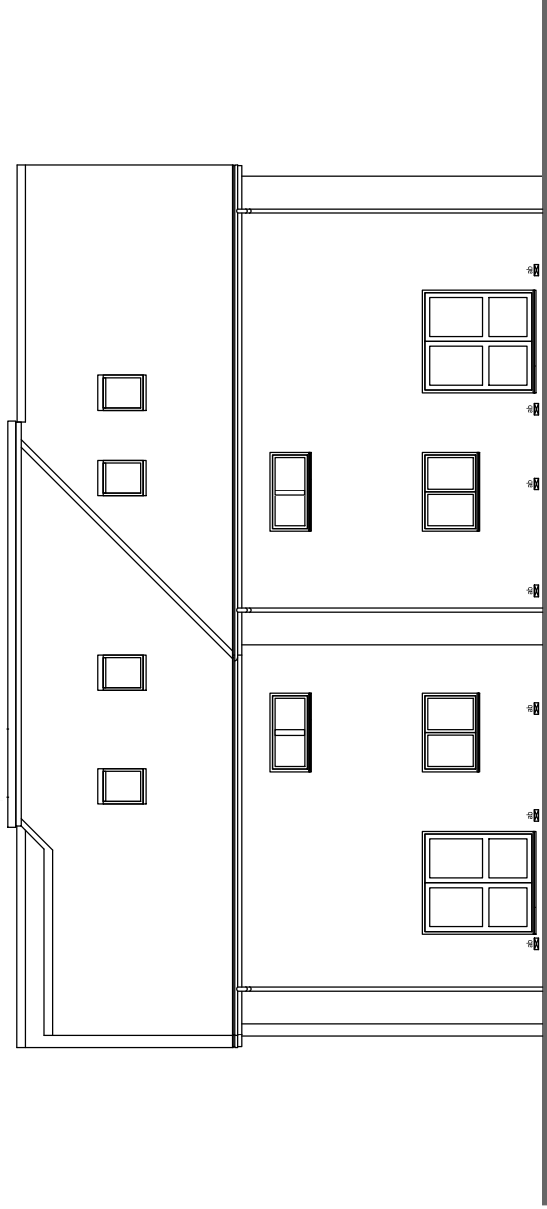
Taxistock House
Wallham Road
Maldenhead - 31.6 3NH
01628 828 241
reception@jsaarchitects.com

STATUS: PLANNING			
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PROJECT: TPH5-A3	DRAWING NO: PL-490	REVISION:	

TITLE:
**Block A3
Front Elevation North
Proposed**

CLIENT: **Thorney Farm Developments**
SITE: **579-583 Uxbridge Road
Hayes
Middlesex**

Full Planning Application For 4 Flats On The Ground Floor		REV:	DESCRIPTION:	BY:	DATE:



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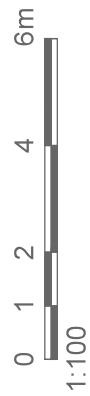
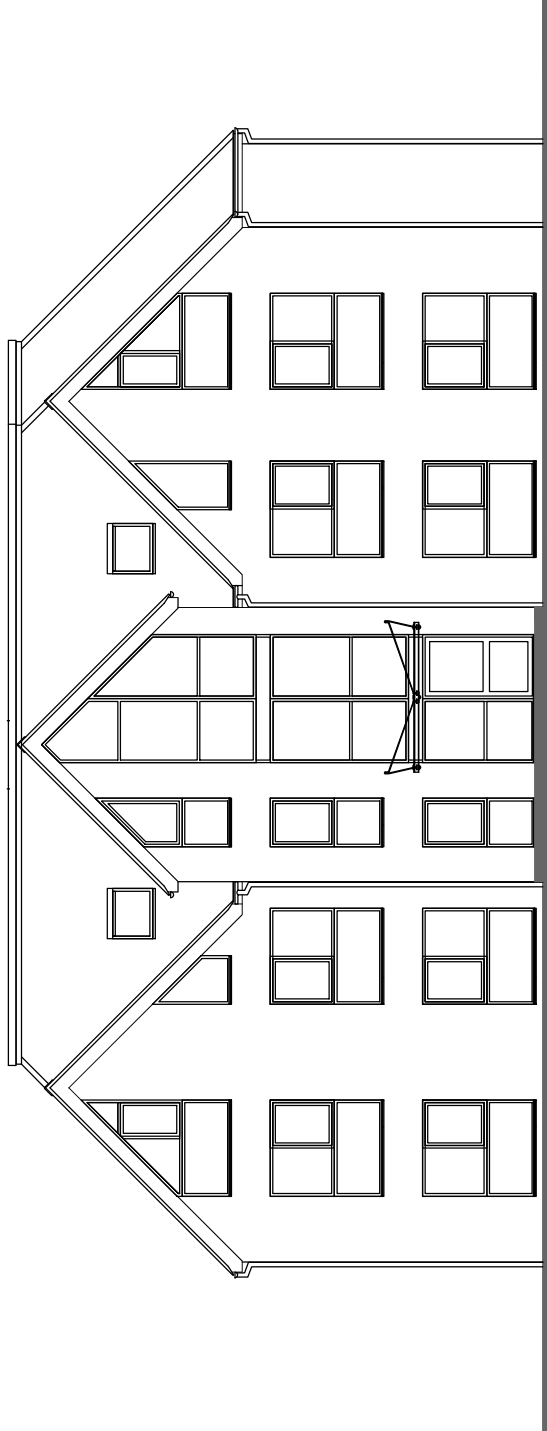
Taxistock House
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Maldenhead - SL6 3NH
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reception@jsoarchitects.com
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STATUS: PLANNING			
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PROJECT: TPH5-A3	DRAWING NO: PL-491	REVISION:	

TITLE:
**Block A3
Side Elevation East
Proposed**

CLIENT: **Thorney Farm Developments**
SITE: **579-583 Uxbridge Road
Hayes
Middlesex**

Full Planning Application For 4 Flats On The Ground Floor		BY:	DATE:
REV:	DESCRIPTION:		



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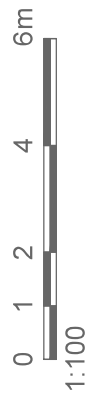
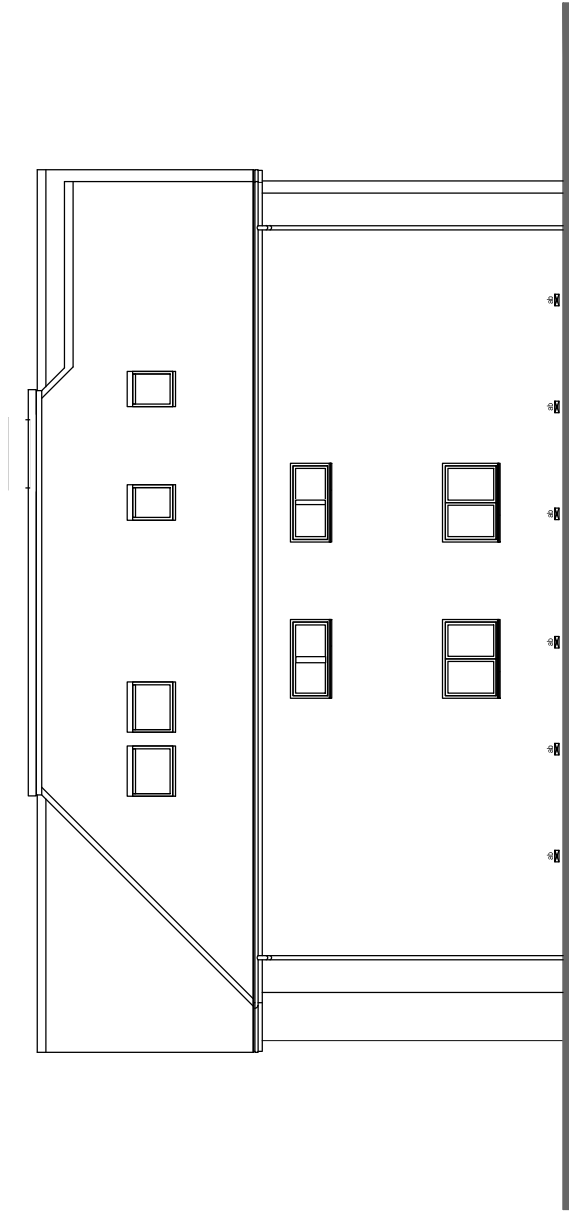
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Maldenhead - 31.6 3NH
01628 826 241
reception@jsaarchitects.com

STATUS: PLANNING			
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PROJECT: TPH5-A3	DRAWING NO: PL-492	REVISION:	

TITLE:
**Block A3
Rear Elevation South
Proposed**

CLIENT: **Thorney Farm Developments**
SITE: **579-583 Uxbridge Road
Hayes
Middlesex**

Full Planning Application For 4 Flats On The Ground Floor		REV:	DESCRIPTION:	BY:	DATE:



Full Planning Application For 4 Flats On The Ground Floor	
REV: DESCRIPTION:	BY: DATE:

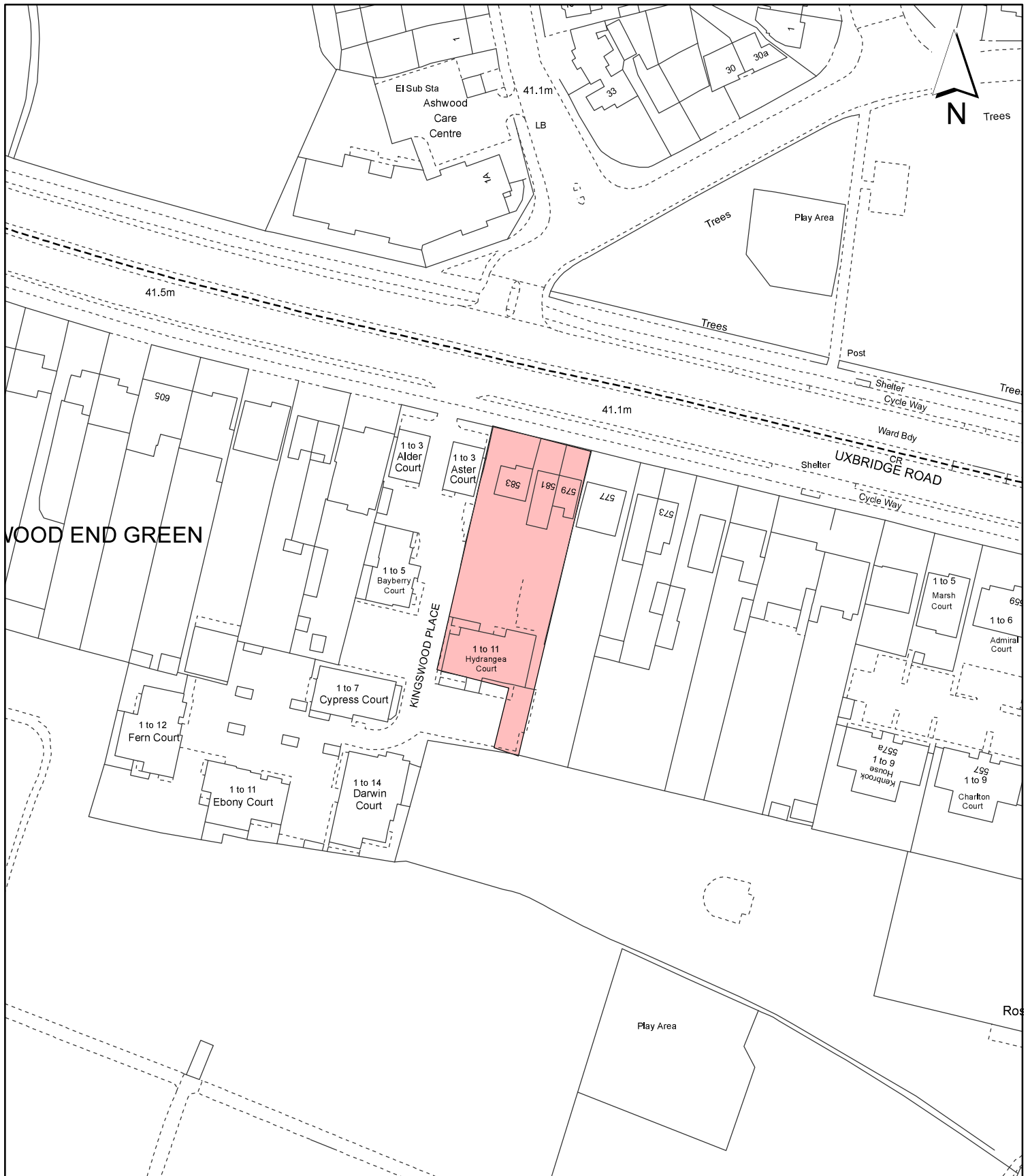
CLIENT: Thorney Farm Developments
SITE: 579-583 Uxbridge Road Hayes Middlesex

TITLE: Block A3 Side Elevation West Proposed
--

STATUS: PLANNING			
SCALE AT A3: 1:100	DATE: Jun 2023	DRAWN: JJ	CHECKED:
PROJECT: TPH5-A3	DRAWING NO: PL-493	REVISION:	

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Site Address:

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LONDON BOROUGH OF HILLINGDON
Residents Services Planning Section

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

Planning Application Ref:

72470/APP/2023/747

Scale:

1:1,250

Planning Committee:

Majors Page 229

Date:

November 2023



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