



HILLINGDON
LONDON



Central & South Planning Committee

Date: TUESDAY, 25 MAY 2010

Time: 7.00 PM

Venue: COMMITTEE ROOM 5 -
CIVIC CENTRE, HIGH
STREET, UXBRIDGE UB8
1UW

**Meeting
Details:** Members of the Public and
Press are welcome to attend
this meeting

To Councillors on the Committee

John Hensley (Chairman)
Judith Cooper (Vice-Chairman)
Mike Bull
Paul Buttivant
Brian Stead
Janet Duncan, Labour Lead - Residents'
& Environmental Services
Peter Curling, Labour Lead - Education &
Children's Services

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reports can be made available
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further information.**

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This Agenda is available online at:
<http://lbh-modgov:9071/ieListMeetings.aspx?CId=123&Year=2010>

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INVESTOR IN PEOPLE

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A useful guide for those attending Planning Committee meetings

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Petitions and Councillors

Petitions - Those who have organised a petition of 20 or more borough residents can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes.

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

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

Representatives of Conservation Area Advisory Panels are also members of the Committees and they advise on applications in their conservation area. They do not vote at Committee meetings

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;

3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant followed by any Ward Councillors;
4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee debate the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

About the Committee's decision

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 as contained in the 'Unitary Development Plan 1998' and supporting guidance. 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 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meetings held on 13 & 20 April and 13 May 2010
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items of business marked Part I will be considered in Public and that the items marked Part 2 will be considered in private

Reports - Part 1 - Members, Public and the Press

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

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Former National Air Traffic Services (NATS) Headquarters, Porters Way, West Drayton - 5107/APP/2009/2348	West Drayton;	Proposed mixed-use redevelopment comprising 773 dwellings (12 studios, 152 one-bedroom flats, 316 two-bedroom flats, 21 two-bedroom houses, 23 three-bedroom flats, 181 three-bedroom houses, 59 four-bedroom houses and 9 five-bedroom houses); Class D1 Primary Healthcare facility and community facility (max. 1,085m²); Class C2 Nursing Home (max. 3,630m²); Classes A1-A3 Shop units (max. 185m²); Class B1 Business units including site management office (max. 185m²); Energy Centre (max. 200m²) with combined heat and power unit; foul water pumping station; associated access roads from Porters Way and	25 - 120

		<p>Rutters Close (pedestrian and cycle access only); 1,085 car parking spaces; cycle parking; public open space areas; cycleways and footpaths; and landscaping works (Outline application to consider access, layout and scale whilst appearance and landscaping are reserved)</p> <p>5107/APP/2009/2348</p> <p>In introducing the report, officers brought the Committee's attention to changes and amendments set out in the Addendum sheet. In respect of amendments to condition 24, a further amendment was made to include '...secure covered cycle storage...' In point (vii) of the Heads of Terms, the word 'study' was replaced with 'scheme'.</p> <p>In accordance with the Constitution, John McDonnell MP spoke in support of, and on behalf of the petitioners. He thanked officers for their comprehensive report and raised the following points and suggestions:</p> <ul style="list-style-type: none">• That the petitioners' objections were not against the scheme itself, but rather the consultation process• That Rutters Close was a small community which was relatively secure with no through traffic• That the petitioners' main concern was related to the proposed cycle path spur through the development on to Rutters Close, which they felt would undermine the concept of the close• That the proposed cycle path through the	
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			<p>development on to Rutters Close may lead to security issues</p> <ul style="list-style-type: none">• Suggested further consultation and the provision of more details• Suggested that the Committee consider this part of the application in respect of the proposed cycle path spur through the development on to Rutters Close, at a latter date. <p>The agent of the application site addressed the Committee and raised the following points:</p> <ul style="list-style-type: none">• The Council's consultation leaflet had outlined the associated pedestrian and cycle access roads from Potters Way and Rutters Close• The final version of the Supplementary Planning Document (SPD) on the site was approved by Cabinet in September 2009 and adopted• Point 3.46 in the SPD stated that pedestrian and cycle routes that provided direct access from the former NATS site in West Drayton Station should be provided to link Porters Way and Rutters Close• During various discussions of the applications there was an indication that pedestrian and cycle provision was required to meet sustainability requirements• Many houses would benefit from the short cut via the green route and sustainable benefits would be achieved by providing this link	
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- Should the Committee reject the proposed cycle path spur through the development on to Rutters Close, this would not make any material difference to the development, but residents living in the Eastern site would lose the benefit of being able to use the short cut to West Drayton Station.

Officers advised that the approval of associated access included vehicular, pedestrian and cycle access, and that if the Committee was minded to close off cycle access to Rutters Close, there would be no further opportunity for the issue of access to be brought back to Committee.

In response to concerns raised about access through Rutters Close, officers advised that if this access was closed, the central spine would be opened at all times. If the Committee considered that the issue could be dealt with by conditions, but to note that the Metropolitan Police Crime Prevention officer had advised that they had no concerns about the issue of crime through Rutters Close.

A Member commented that the issue was purely in respect of the cycle route. Therefore cyclist could cycle a short distance within the estate. However, the route should remain open for pedestrians.

The Chairman commented that part of the application could be approved and the determination of access into Rutters Close could be considered in Reserve Matters as this would allow for more specific consultation to the community.

The Legal Advisor advised that an outline application was before Members, and so were the facts to assist Members in making their decision.

In response to concerns raised about the issue of vibration from an adjoining construction site, officers advised that Condition xiv in the report could be revised in order to protect the proposed development from vibration.

A member asked whether pedestrian would have to around the route to access the site or whether access could be gained via Marlborough Parade directly on to the site. Officers advised that an application including details about this issue would be reported to the Committee under reserved matters.

Condition xxiii was amended to include the wording 'compatible with the Council's CCTV system'.

It was moved and seconded that the recommendation to approve the application subject to S106 Agreement be agreed, subject to the deletion of the associated access road to Rutters Close. On being put to the vote, it was approved subject to the changes in the Addendum sheet and amended conditions, as well as necessary changes to those conditions to delete pedestrian and cycle access from Rutters Close.

RESOLVED

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

2 That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to any relevant amendments requested by the Greater London Authority and the following:

a) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

(i) The provision of affordable housing equivalent to a minimum of 10.9% of the total number of habitable rooms comprised within the residential units on the site and for which 72% are to be of the social rent tenure.

(ii) A financial contribution of £3,998,412 towards education facilities.

(iii) The provision of a Primary Care Trust facility in Block F and to include the fit out of the premises to a specification agreed with the Hillingdon PCT as well as a peppercorn rent for a minimum of 3 years. In the event that a PCT facility is not secured on site, the payment of

			<p>a financial contribution of £337,574 towards healthcare facilities.</p> <p>(iv) A financial contribution of £392,220 towards indoor/outdoor sport and recreation facilities.</p> <p>(v) A financial contribution of £420,000 towards TFL bus services.</p> <p>(vi) A financial contribution of £34,000 towards bus stop improvements.</p> <p>(vii) A financial contribution of £25,000 towards a parking management scheme.</p> <p>(viii) The provision of a 10 year Sustainable Travel Plan.</p> <p>(ix) The provision of a minimum of two car club spaces on site.</p> <p>(x) An undertaking to enter into a s278 agreement for highway works between the junction of Station Road and Porters Way and the junction of Stockley Road and Lavender Rise, subject to a detailed design to be agreed between TFL, the Council's Highways Engineer and the applicant's Highways Engineer, and which is not limited to and includes possible widening of Lavender Rise and straightening of the Porters Way and Lavender Rise connection.</p> <p>(xi) An undertaking to enter into a s278 agreement for pedestrian connectivity works to Porters Way and the link between the application site and West Drayton Station having regard to the PERS audit and subject to a detailed design to be finally</p>	
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		<p>agreed between TFL, the Council's Highways Engineer and the applicant's Highways Engineer.</p> <p>(xii) The provision of a community facility on site of not less than 204sqm, fitted out to a standard to be agreed with the Council and available for use by the community at large on a not-for-profit basis.</p> <p>(xiii) A financial contribution of £34,000 towards library facilities.</p> <p>(xv) A financial contribution of £250,000 towards improvements to the Mulberry Parade public realm.</p> <p>(xvi) A financial contribution or works in kind with the agreement of British Waterways of £200,000 towards the Grand Union Canal.</p> <p>(xvii) The provision of a satisfactory training and employment opportunities as well as a coordinator on site to be agreed with the Council.</p> <p>(xvii) An undertaking to provide a heat distribution network on site with the final detailed design to be agreed with the Council and the GLA.</p> <p>(xviii) A financial contribution of £80,304 or equivalent to 1.5% of total value of the contributions sought, whichever is the greater, for the monitoring of the s106and Travel Plan.</p> <p>(xix) An undertaking to establish and maintain a management company with responsibilities set out in</p>	
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		<p>Section 5 'Estate Management Arrangements' of the Planning Statement including a parking management plan and to be finally agreed with the Council.</p> <p>b) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and 278 Agreements and any abortive work as a result of the agreement not being completed.</p> <p>c) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.</p> <p>d) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within 6 months of the date of this Committee resolution, or any other period deemed appropriate by the Head of Planning and Enforcement, then the application may be referred back to the Committee for determination.</p> <p>e) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.</p> <p>f) That if the application is approved, the conditions and informatives in the officer's report be imposed subject to</p>	
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			<p>any changes negotiated by the Head of Planning and Enforcement prior to issuing the decision.</p> <p>g) That the amendments in the Addendum sheet be noted and the following amended conditions.</p> <p>xiv Protecting neighbours from noise and vibration</p> <p>Reason – To protect amenity of future occupiers in accordance with BE23 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).</p> <p>xxiv A scheme for the provision of Closed Circuit TV compatible with the Council’s CCTV system of buildings, amenity areas and bicycle storage</p> <p>Reason - In pursuance of the Local Planning Authority's duty under Section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Local Planning Authority's powers under Section 2 of the Local Government Act 2000; to reflect the guidance contained in the Council's SPG on Community Safety by Design and to ensure that the development provides a safe and secure environment in accordance with Policies 4B.1 and 4B.6 of the London Plan (February 2008).</p>	
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Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
7	P5 Car Park, Sealand	Heathrow	Erection of an Energy Centre	121 -

	<p>Road, Heathrow Airport - 66849/APP/2010/479</p>	<p>Villages;</p>	<p>comprising two buildings (Energy Centre Building and Operations Building) and associated infrastructure (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).</p> <p>66849/APP/2010/479</p> <p>Officers drew the Committee's attention to the Addendum Sheet to note that comments had been received from the Environment Agency and that informative 6 in the officer's report should now be deleted, as it no longer applied.</p> <p>The Committee attached two additional conditions in respect of SUDS and Graywater drainage.</p> <p>The recommendation for no objection subject to the Consultation and Informatives was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That no objection has been raised subject to the consultations and informatives set out in the officer's report and the Addendum Sheet and the following additional considerations:</p> <p>SUDS: No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by, the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.</p> <p>Reason - To ensure that surface water run off is handled as</p>	<p>144</p>
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			<p>close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) /if appropriate/ and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.</p> <p>Grey Water Recycling: Prior to commencement of development details showing how grey water recycling facilities will be built into the design of the building shall be submitted to and approved in writing by the Local Planning Authority. The approved grey water recycling facilities shall be maintained and retained for the lifetime of the building.</p> <p>Reason - In order to provide a sustainable form of development and promote water conservation in compliance with policies 4A.9, 4A.11 and 4A.14 of the London Plan (Consolidated with Alterations since 2004).</p>	
8	92-104 High Street, Yiewsley - 59189/APP/2010/403	Yiewsley;	<p>Application for a new planning permission to replace extant planning permission ref. 59189/APP/2005/3476 (Erection of a four storey building for a mixed use development comprising retail units (C1) at ground floor and 54 residential units on the upper floors (C3) with basement parking, involving demolition of existing buildings)in order to extend the time limit for implementation of the planning permission for a further 3 years from the date of</p>	145 - 170

			<p>approval</p> <p>59189/APP/2010/403</p> <p>In introducing the report, officers highlighted to the Committee that the difference of 20 metres between the elevations were considered to be appropriate at the time the HADAS was adopted. Members were advised to note that the changes that had been highlighted were those that were specific to the conditions that were part of this scheme, as set out in the Addendum Sheet.</p> <p>In response to a query about the submitted plans, officers advised that there were uncertainties in respect of the proposed parking encroaching into the public highway. Therefore, officers would need to seek clarification over this matter and report the outcome back to a future Committee meeting.</p> <p>In view of the issue highlighted, it was proposed and seconded that the application be deferred for clarification on the encroachment of the proposed parking into the public highway. On being put to the vote, the application was deferred.</p> <p>Resolved – That the application be deferred for clarification on the issue of encroachment of the proposed parking into the public highway, and the outcome to be report to a future Committee meeting.</p>	
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Non Major Application without a Petition

	Address	Ward	Description & Recommendation	Page
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9	18 Hamilton Road, Hayes - 16785/APP/2009/2719	Townfield;	<p>Single storey outbuilding to rear for use as store/ playroom/gym (Retrospective application)</p> <p>16785/APP/2009/2719</p> <p>The recommendation for refusal was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be Refused for the reasons set out in the officer’s report.</p>	171 - 178
10	50 High Street, Uxbridge - 36976/APP/2010	Uxbridge South;	<p>Change of use of ground and first floor from Class A1 (Retail) to Class A2 (Financial and Professional Services)</p> <p>36976/APP/2010/353</p> <p>In introducing the report, officers advised that Policy S11 established threshold uses of 70% and the proposed development would exceed this to 75%. It was explained that the harm associated with the loss of A1 use, the Unitary Development Plan (UDP) targeted the policy toward retaining A1 uses to ensure the viability of the town was maintained. It was noted that the Uxbridge town centre was relatively vibrant.</p> <p>The Chairman commented that there was a difference between 24 metres and 12 metres and considered that this would have a material impact on the viability and functioning of the town centre and that the drawings submitted were out of date.</p> <p>Officers advised that the town centre information had been provided at the time of the submission of the planning application and that the town centre retail study had been</p>	179 - 190

			<p>prepared prior to the submission of the application. It demonstrated that the town centre was vibrant and officers were of the opinion that the scheme would not materially harm the town centre's continued vibrancy.</p> <p>A Member added that this development would enable people to access the bank even after the Pavilion was closed in the evenings, and that the amount of the variety of units within the Chimes should ease any concerns about viability of the town centre.</p> <p>Members were advised that PPS 4 (last year) Paragraph 10 – set out the government objectives for setting a prosperous economy and that this application met those objectives, as it was very different to the model banking, as it was offering greater competition to outside of normal hours to an existing vibrant town centre.</p> <p>The Committee amended condition 3 to ensure that, should the applicant cease trading, the use would be converted back to A1 use.</p> <p>The recommendation for approval subject to condition 3 being amended was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be Approved, subject to the conditions and informatives set out in the officer's report, amendments to condition 3 and in the Addendum sheet.</p>	
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The reports listed below are not made public because they contain confidential or exempt information under paragraph 6 of Part 1 of Schedule 12 A to the Local Government (Access to Information) Act 1985 as amended.

ENFORCEMENT REPORT

11 Enforcement Report

Resolved - That decision on the enforcement report be deferred for clarification.

12 Enforcement Report

Resolved

1. **That enforcement action as recommended in the officer's report be agreed**
2. **That the Committee resolved to release their decision and the reasons for it outlined in this report be released into the public domain, solely for the purpose of issuing the formal enforcement notice to the individual concerned.**

Any Items transferred from Part 1

Any Other Business in Part 2

Plans for Central and South Planning Committee

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Minutes

Central & South Planning Committee

Tuesday, 13 April 2010

**Meeting held at Committee Room 5 - Civic Centre,
High Street, Uxbridge UB8 1UW**

Come into effect on: Immediately



HILLINGDON
LONDON

	<p>Members Present:</p> <p>Councillors John Hensley (Chairman) Judith Cooper (Vice-Chairman) David Allam Mike Bull Paul Buttivant Janet Duncan Patricia Jackson</p> <p>Also Present</p> <p>Councillors Janet Gardner, Phoday Jarjussey and Mo Khursheed.</p> <p>Officers Present:</p> <p>James Rodger, Nigel Bryce, Manmohan Ranger, Nikki Deol and Gill Brice</p>
<p>143.</p>	<p>Apologies for Absence</p> <p>There were no apologies for absence.</p>
<p>144.</p>	<p>Declarations of Interest in matters coming before this meeting</p> <p>There were no declarations of interest notified.</p>
<p>145.</p>	<p>Matters that have been notified in advance or urgent</p> <p>There had been no matters notified as urgent.</p>
<p>146.</p>	<p>To confirm that the items of business marked Part I will be considered in Public and that the items marked Part 2 will be considered in private</p> <p>It was confirmed that items would be considered in Part 1 and Part 2.</p>

<p>147.</p>	<p>UXBRIDGE COLLEGE, PARK ROAD, UXBRIDGE</p> <p>Part refurbishment and part demolition of existing College buildings to provide a total of 25,062m² Gross Internal Area (GIA) Class D1 (education) accommodation (of which 10,327m² (GIA) comprises new build floorspace), associated sports facilities, ancillary accommodation, access, car parking, servicing and associated landscaping.</p> <p>1127/APP/2009/443</p> <p>In accordance with the Council's constitution a representative of the petitioners in support of the application addressed the meeting making the following points:-</p> <ul style="list-style-type: none"> • Thanked members for visiting the site • The change in submission was taken with a view to the operation of the college and circulation around the college building. • The one-way system would reduce by 50% the traffic using Gating Way. • All construction traffic would be accommodated within the site. • There was a pressing need for the proposals to go ahead so that the building works can take place during the summer recess. <p>In answer to an issue raised in relation to the change of circulation of traffic members were informed that the original planning application sought a one way system to reduce congestion in Gating Way. Members at the previous meeting had asked for the one-way system to be included in this current submission.</p> <p>A member asked whether a condition was needed to require the portacabin storage to be limited in height.</p> <p>Officers suggested that the condition should seek the height of the portacabin storage be restricted to single storey to protect the adjoining Listed Lido.</p> <p>Clarification was sought on the condition on the addendum sheet relating to Dragons Teeth and asked that 'restricting be deleted and 'inhibiting' be inserted. This was to ensure that one-way operating could not be changed at any time. This was moved, seconded and agreed by the committee.</p> <p>Members asked for condition 3 to be amended to require the roofing for the Sports Hall to be of a low reflectivity material. This was agreed by the committee.</p>	<p>Action By:</p> <p>James Rodger Nigel Bryce</p>
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The recommendation with the amendments was moved, seconded and on being put to the vote was agreed.

Resolved

That delegated power be given to the Head of Planning and Enforcement to grant planning permission subject to the following:

- 1. The Council enter into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act (as amended) and all appropriate legislation to ensure that:**
- 2. The existing agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) to ensure that:**
 - (a) Cycle and Pedestrian Network - The applicant is to upgrade the existing cycle network in the locality, including the upgrading of the existing pelican crossing to a toucan crossing at Park Road, to details to be approved by the Council. Upgrade works are to provide adequate lighting and surfacing and ensure that both pedestrians and cyclists can use the links.**
 - (b) Construction Management - Require the applicant/developer to provide and adhere to a responsible constructor scheme.**
 - (c) Green Travel Plan Sustainable transport measures in the form of a 10 year Green Travel Plan (which includes car park management plan to achieve a phased reduction in car parking provision on the campus down to 350 spaces to PPG13 (Transport) levels over the 10 year period of the Plan.) in accordance with the TfL s guidance and be implemented for the college development.**
 - (d) A contribution of £3,000 towards Great Crested Newt habitat maintenance and translocation routes.**
 - (e) That the applicant meets the Council's reasonable costs in the preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.**

(f) That the applicant meets the Council's project management and administration costs as set out in the Central & South Planning Committee 9 June 2009 Minutes Planning Obligations Strategy Supplementary Planning Guidance.

- 3. That Officers be authorised to negotiate and agree detailed terms of the proposed agreement.**
- 4. If a Section 106 agreement has not been signed within 6 months, or any other period deemed appropriate by the Head of Planning and Enforcement, then the application is to be referred back to Committee for further consideration.**
- 5. That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers subject to the completion of the Agreement under Section 106 and other appropriate powers with the applicant.**
- 6. That if the application is approved, the conditions and informatives set out in the officers report and the addendum sheet be attached with condition 3 and 32 being amended as follows:-**

Condition 3

No works shall commence for each phase of the development until details and/or samples of all materials (including the use of roofing material for the Sports Hall which has low level of reflectivity), colours and finishes to be used on all external surfaces for that phase have been submitted to and approved in writing by the Local Planning Authority.

Condition 32

'Within three months of implementation of this permission, a permanent full height barrier arm and 'Dragons Teeth' inhibiting egress from the college campus (including vehicles exiting via Gatting Way from both the main student and staff car parks) onto Gatting Way shall be installed on site. Once installed both the barrier arm and Dragons Teeth shall be regularly maintained and shall remain in place for as long as the development remains on site.

	<p style="text-align: center;">Additional Condition</p> <p>The constructors compound identified on drawing P206 Rev A shall be maintained at a single level and the temporary porta-cabins shall be screened, using green 'Netlon' to ensure that they are not visible from the adjoining Listed Lido.</p>	
<p>148</p>	<p>95 WOOD END GREEN ROAD, HAYES</p> <p>First floor rear extension.</p> <p>32/APP/2009/1741</p> <p>Ward Councillors attended the meeting raising the following points:-</p> <ul style="list-style-type: none"> • Residents have advised that they did not receive the letter notifying the amended plans. • This was a busy road and there were Concerns about the parking of vehicles whilst making deliveries and the storage of materials. • There were concerns about anti social behaviour increasing as the area already suffers from young people congregating at the rear of the site. • The houses closest to the proposal site are predominantly elderly and they are concerned about their safety. • The committee were asked to consider visiting the site. <p>The Chairman advised the Ward Councillors that some members of the committee had visited the site the previous week.</p> <p>Officers advised that the re-consultation letter had been sent out 29 September 2009. In regard to the anti social behaviour the Community Safety Team had not raised any issues in relation to this application. In regard to the storage of materials there was a condition that required all materials to be stored on the site.</p> <p>In answer to an issue raised in relation to the depth of the extension and the 45° line officers advised that the proposal was in line with policy and HDAS guidance.</p> <p>It was moved, seconded and agreed that the application be deferred for the information in relation to access and parking to be provided.</p> <p>Members asked that when the application came back to committee that condition OM19 on Construction Management include consultation with the Safer Neighbourhood and Community Safety Teams. This was agreed by the committee.</p>	<p>Action By:</p> <p>James Rodger Nigel Bryce</p>

149	<p>Resolved – That the application be Deferred to enable further information to be provided on access and parking.</p>	
150	<p>LAND FORMING PART OF 23 PRESS ROAD, UXBRIDGE</p> <p>Single storey two-bedroom detached dwellinghouse (Outline application with all matters reserved.)</p> <p>64470/APP/2009/2305</p> <p>This application was withdrawn by the applicant.</p>	<p>Action By:</p> <p>James Rodger Nigel Bryce</p>
151	<p>FORMER HAYES STADIUM, JUDGE HEATH LANE, HAYES</p> <p>Installation of externally illuminated advertising hoardings to site entrance.</p> <p>49996/ADV/2010/1</p> <p>Members asked for the additional condition on the addendum sheet to include the illumination of the sign to be automatically switched off at midnight seven days a week. This was agreed by the committee.</p> <p>The recommendation for approval with the amended additional condition was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be Approved, subject to the conditions and informatives set out in the officer’s report and an additional condition as follows:-</p> <p>The external lights hereby given consent shall be switched off between the hours of 12 am and 6 pm seven days a week</p> <p>Reason</p> <p>In the interests of visual and residential amenity in accordance with Policies BE13 and BE19 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)</p>	<p>Action By:</p> <p>James Rodger Nigel Bryce</p>
152	<p>LAND AT 97 AND 97A WOOD END GREEN ROAD, HAYES</p> <p>Erection of 2 two storey two-bedroom semi- detached dwellings, involving the demolition of existing dwelling.</p> <p>61585/APP/2009/2672</p>	<p>Action By:</p> <p>James Rodger Nigel Bryce</p>

<p>153</p>	<p>Officers advised the committee that condition 5 was not required and should be deleted. Also condition 16 was to be amended to add at the end of the condition 'and retained for the lifetime of the development.</p> <p>Members asked for condition OM19 on Construction Management to include consultation with the Safer Neighbourhood and Community Safety Teams. This was agreed by the committee.</p> <p>The committee asked that the minutes state that if the application was approved it was against normal guidelines and policy was an exceptional case.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote there were 2 in favour and four abstentions the application was therefore approved.</p> <p>Resolved – That the application be Approved, subject to the conditions and informatives set out in the officer’s report with condition 5 being deleted, condition 6 and 16 being amended.</p> <p>Condition 6 – To include consultation with the Safer Neighbourhood and Community Safety Teams.</p> <p>Condition 16 - To add at the end of the condition ‘and retained for the lifetime of the development.</p>	
<p>154</p>	<p>34 DOGHURST AVENUE, HARLINGTON</p> <p>Amendment to planning permission ref. 41474/app/2007/1254 to allow elevational changes to a single storey outbuilding at the end of the rear garden for a gym/store and garage with pitched roof involving demolition of existing detached garages.</p> <p>41474/APP/2008/1885</p> <p>In answer to a number of issues raised officer’s advised that the width of the access to the garage from the photograph was approximately 2.1 metres. There was no information on the file to clarify the status of the dropped kerb.</p> <p>Members were minded to defer the application to enable clarification of the issues raised to be addressed, as they felt they needed to make sure the decision was made on the correct dimensions and information as there was a complicated history to the site.</p>	<p>Action By:</p> <p>James Rodger Nigel Bryce</p>

	<p>It was moved, seconded that the application be deferred to enable further information be provided in relation to the width of the garage and the dimensions of the extension to be included on the plans. Officers were also asked to clarify the status of the dropped kerb. On being put to the vote deferral was agreed.</p> <p>Resolved – That the application be deferred to enable plans to be provided showing dimensions and the width of the garage being clarified together with the status of the dropped kerb.</p>	
155	<p>ST GEORGES MEADOW, MILL ROAD, WEST DRAYTON</p> <p>Installation of a new/replacement front door (Application for Listed Building Consent.)</p> <p>33658/APP/2009/2635</p> <p>Officer's advised the committee that condition 1 needed to be amended to read '3 years'.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be Approved, subject to the conditions and informatives set out in the officer's report with condition 1 being amended to read 3 years.</p>	<p>Action By:</p> <p>James Rodger Nigel Bryce</p>
156	<p>18D FAIRFIELD ROAD, YIEWSLEY</p> <p>Change of use of premises from Class A1 (Shops) to Class A2 (Financial and Professional Services) for use as solicitors offices.</p> <p>4880/APP/2010/142</p> <p>This application was withdrawn by the applicant.</p>	<p>Action By:</p> <p>James Rodger Nigel Bryce</p>
157	<p>LAUREL LODGE HEALTH CENTRE, HARLINGTON ROAD, HILLINGDON</p> <p>Installation of cycle shelter and a bin compound.</p> <p>42731/APP/2009/2796</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p>	<p>Action By:</p> <p>James Rodger Nigel Bryce</p>

	Resolved – That the application be Approved, subject to the conditions and informatives set out in the officer’s report.	
158	<p>Enforcement Report</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved</p> <ol style="list-style-type: none"> 1. That enforcement action as recommended in the officer’s report was agreed. 2. That the decision and the reasons for it outlined in this report be released into the public domain, solely for the purposes of issuing the formal enforcement notice to the individual concerned. 	<p>Action By:</p> <p>James Rodger Nigel Bryce</p>
159	<p>Enforcement Report</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved</p> <ol style="list-style-type: none"> 1. That enforcement action as recommended in the officer’s report was agreed. 2. That the decision and the reasons for it outlined in this report be released into the public domain, solely for the purposes of issuing the formal enforcement notice to the individual concerned. 	<p>Action By:</p> <p>James Rodger Nigel Bryce</p>
	The meeting, which commenced at 7 p.m., closed at 8.57 pm.	

These are the minutes of the above meeting. For more information on any of the resolutions please contact Gill Brice on 01895 250693. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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Minutes**Central & South Planning Committee****Tuesday, 20 April 2010****Meeting held at 7 p.m. in Committee Room 5,
Civic Centre, High Street, Uxbridge UB8 1UW**

HILLINGDON
LONDON

Published on:**Come into effect on: Immediately**

	<p>Members Present:</p> <p>Councillors John Hensley (Chairman) Judith Cooper (Vice-Chairman) David Allam Michael Bull Paul Buttivant Janet Duncan Patricia Jackson</p> <p>Officers Present:</p> <p>James Rodger, Matthew Duigan, Adrien Waite, Matthew Gilks, Gill Brice.</p> <p>Also Present</p> <p>Councillors George Cooper and Sid Garg.</p>
143.	<p>Apologies for Absence</p> <p>There were no apologies for absence.</p>
144.	<p>Declarations of Interest in matters coming before this meeting</p> <p>Councillor John Hensley declared a personal and prejudicial interest in Item 19 – Halsbury Building, Brunel University – as an ex Don and Academic Adviser to the University and left the meeting whilst the item was discussed.</p>
145.	<p>To sign and receive the minutes of the previous meeting - to follow</p> <p>The minutes of the meetings held on 18 February, 9 and 30 March, were agreed as a correct record and signed by the Chairman.</p>

<p>146.</p>	<p>Matters that have been notified in advance or urgent</p> <p>Item 19 - Halsbury Building, Brunel University, was taken as urgent by the Chairman as Educational funding for the proposed improvement works was available for only a limited time.</p> <p>Item 20 – 34 Doghurst Avenue, Harlington was taken as urgent by the Chairman as a committee resolution was required before enforcement notices took effect on 26 April.</p>	
<p>147.</p>	<p>To confirm that the items of business marked Part 1 will be considered in Public and that the items marked Part 2 will be considered in private</p> <p>It was confirmed that there were items in Part 1 and Part 2.</p>	
<p>148.</p>	<p>6-12 INCLUDING REAR OF 14 CLAYTON ROAD, HAYES</p> <p>Demolition of existing building and erection of a new mixed-use development comprising of 132sq.m of Class B1 (Business) floorspace at ground level with 13 residential flats (7 two-bedroom, 5 one- bedroom and 1 studio) above, together with parking for 12 vehicles within an undercroft car park and access off Blyth Road.</p> <p>62528/APP/2009/2502</p> <p>In answer to an issue raised in relation to the potential for overlooking from the first floor terrace, officers advised that there was a privacy screen around the terrace that would prevent this.</p> <p>The Chairman asked for clarification as to whether the footpath was encroached, when vehicles were entering the site, whether there was any parking; location of waste storage, access needed from within the building and secure cycle storage for the business unit.</p> <p>Officers stated that no parking had been provided for the business unit as the situation currently exists. The condition in relation to the cycle storage could be amended to require it to be secure.</p> <p>In answer to an issue raised in relation to there being no access available to the green roof area, officers advised that this was a sedum roof with no access. There was no shortage of amenity space on the site and the roof as proposed would not require regular maintenance.</p> <p>A member asked officers how access would be gained if the lift provided was out of order at any time.</p>	<p>Action By:</p> <p>James Rodger Matthew Duigan Adrien Waite</p>

	<p>Officers advised that there was only a requirement for one lift to be provided.</p> <p>Members asked for condition 4 to be amended to add 'retained and maintained in perpetuity. This was agreed by the committee.</p> <p>Concerns were raised in relation to there being no direct light to the kitchens of the first and second floor flats fronting Blyth Road. The future occupants would need to have a light on at all times so this was not felt to be a sustainable development.</p> <p>In answer to an issue raised in relation to concerns raised by the access officer the committee was informed that the proposal did not require a refuge area and that measurements had been made and the condition on lifetime homes would ensure that they were compliant.</p> <p>Members still had concerns about the application and the issues raised in relation to overlooking, parking access, waste provision and lack of parking for the business use, provision of storage for wheelchairs and lighting to the kitchens of 1st and 2nd floor flats facing Blyth Road.</p> <p>It was moved and seconded that the application be deferred to enable officers provide further information on the issues raised by the committee. On being put to the vote deferral was agreed.</p> <p>Resolved - That the application be deferred to enable the further information requested by members to be provided.</p>	
<p>149.</p>	<p>70 STATION ROAD, WEST DRAYTON</p> <p>43 residential dwellings (consisting of 14 one bedroom units, 26 two bedroom units, 3 three bedroom units) with associated parking and landscaping</p> <p>2954/APP/2009/1488</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved –</p> <p>That delegated power be given to the Head of Planning and Enforcement to conclude the proposed Section 106 agreement to secure the following:</p> <p>a. The provision of affordable housing equivalent to 20% of the total number of habitable rooms comprised within the residential units on the site of which at least 75% are to be of social rented tenure.</p>	<p>Action By:</p> <p>James Rodger Matthew Duigan Adrien Waite</p>

	<p>(i) A financial contribution of £134,410.00 towards education facilities.</p> <p>(ii) A financial contribution of £17,581.00 towards health community facilities.</p> <p>(iii) A financial contribution of £1,864.00 towards the expansion of the Borough's library programme.</p> <p>(iv) A financial contribution of £20,000 towards Town Centre Contributions.</p> <p>(v) A financial contribution of £20,000 towards community facilities.</p> <p>(vi) A Project Management and Monitoring fee of 5% total cash contributions equalling £9,693.00.</p> <p>b. That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed.</p> <p>c. That the officers be authorised to negotiate and agree detailed terms of the proposed agreement.</p>	
<p>150.</p>	<p>61 ADELPHI CRESCENT, HAYES</p> <p>Conversion of dwelling to 1 one-bedroom and 1 two- bedroom flats, part two storey, part single storey side extension and single storey rear extension, involving demolition of existing detached garage to side and alterations to front.</p> <p>60953/APP/2010/93</p> <p>In accordance with the Council's constitution the agent addressed the meeting. The petitioner was not present at the meeting</p> <p>The agent made the following points:-</p> <ul style="list-style-type: none"> • Each flat had its own front door. • The Architect was working from a document published prior to January 2010. • The previous document recommended 50 sq. m as a minimum room size. • Car parking has been provided at 1.5 of a space per unit, this could be less. • The applicant asked the committee to defer the application as it was felt that a satisfactory proposal could be negotiated with officers. 	<p>Action By:</p> <p>James Rodger Matthew Duigan Adrien Waite</p>

	<p>The recommendation for refusal was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be Refused, for the reasons set out in the officer’s report with reason for refusal 2 being amended to read as follows:-</p> <p>The proposal would result in the dining/living room and kitchen windows of the ground floor unit being overlooked from the communal garden when used by the future occupiers of the first floor flat resulting in an unacceptable loss of privacy. As such, the proposal fails to afford an acceptable standard of internal living conditions and residential amenity to the future occupiers of the ground floor unit contrary to policies BE19 and BE24 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).</p>	
151.	<p>GROUND FLOOR, OLD POST OFFICE, 52 STATION ROAD, HAYES</p> <p>Change of use from Class A1 (Retail) to Class D1 (Non-Residential Institutions) for use as a Health Centre, with associated internal alterations.</p> <p>35807/APP/2009/2363</p> <p>Officers advised the committee that recommendation 1 (a) needed to be amended by deleting ‘exclusive’ and inserting ‘combined Health Centre’ and by deleting ‘stacked’ and replacing with ‘tandem’.</p> <p>The condition on the addendum sheet in relation to the access ramp also needed to be amended to add at end of the condition ‘and be maintained in good condition so long as the development is in existence.’</p> <p>The recommendation with the amendments was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved</p> <p>That delegated power be given to the Head of Planning and Enforcement to grant planning permission subject to the following:</p> <p>1. The Council enter into an agreement with the applicant and all other relevant legal interests under Section 106 of the Town and Country Planning Act 1990 (as amended) to ensure that:</p>	<p>Action By:</p> <p>James Rodger Matthew Duigan Adrien Waite</p>

	<p>(a) The provision of 21 car parking spaces are provided at the existing health centre adjacent to 52 Station Road for the combined Health Centre users of the Development. Of these 21 spaces, 18 are permanent, including two spaces to be reserved for disabled drivers. A further 3 spaces would be provided in a tandem arrangement as detailed on drawing referenced 35807/100.</p> <p>(b) That the applicant meets the Council's reasonable costs in the preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.</p> <p>2. That Officers be authorised to negotiate and agree detailed terms of the proposed agreement.</p> <p>3. If a S106 agreement or other similar associated documentation is not signed within 6 months, or any other period deemed appropriate by the Head of Planning and Enforcement, then the application is to be referred back to Committee for further consideration.</p> <p>4. That subject to the above, the application be determined by the Head of Planning and Enforcement under delegated powers subject to the completion of the Agreement or associated documentation under section 106 and other appropriate powers with the applicant.</p> <p>5. That if the application is approved, the conditions and informatives set out in the officer's report and on the addendum circulated at the meeting be attached.</p>	
5.	<p>HILLINGDON GARDEN CENTRE, PIELD HEATH ROAD, HILLINGDON</p> <p>Single storey timber building, involving part demolition of existing polytunnel (Part retrospective application).</p> <p>13831/APP/2010/169</p> <p>In answer to an issue raised as to whether the permission should be temporary, officers advised the committee that, although the building was of timber construction it was deemed to be a permanent structure.</p> <p>The recommendation for Approval was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer's report and addendum sheet circulated at the meeting.</p>	<p>Action By:</p> <p>James Rodger Matthew Duigan Adrien Waite</p>

<p>6.</p>	<p>15 FAIRFIELD ROAD, UXBRIDGE</p> <p>Amendment to planning permission ref.59469/APP/ 2007/1756 dated 02/08/2007 to allow for development as built. Involving alterations to doors and windows (Erection of a two storey (with accommodation in roofspace)building comprising 6 two-bedroom self-contained flats with associated parking, landscaping and installation of new vehicular crossover (involving demolition of existing dwellinghouse and closure of existing vehicular crossovers)) (Part retrospective application.)</p> <p>59469/APP/2010/417</p> <p>Officers circulated an additional sheet to members of the committee to replace paragraph 3.2 in the report with the following:-</p> <p>3.2 Proposed Scheme</p> <p>'The proposed amendments seek approval for a modified roof, one chimney on the front elevation, altered door entries and windows (including dormer windows) as currently built, front gable end feature to be lowered and its eaves dropped in height.</p> <p>The roof on the northern side, closest to dwellinghouse at No. 17 is proposed to be lowered, together with the front gable, which would provide a better height relationship with No 17 Fairfield Road. The reduction in height also reduces the bulk of the building and enables it to harmonise with the existing street scene.</p> <ul style="list-style-type: none"> • The side entry doors have been repositioned and canopies installed above all them • 1.8m high obscure glazed privacy screens have been introduced to the sides of the raised rear terraces. • Steps have been introduced allowing direct access from the rear units to the amenity space. <p>The proposed alterations are an improvement to what has been built on site. The alterations reduce the bulk and scale of the building, similar to what has been approved, and offer a better relationship with adjoining neighbouring dwellings.</p> <p>Some of the detailing, such as decorative tile hang on the gable ends, will also be brought back to the facade of the building which will be in keeping with the character of the area (as these decorative features are found on some of the dwelling houses within the street).'</p>	<p>Action By:</p> <p>James Rodger Matthew Duigan Adrien Waite</p>
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	<p>Officers advised that planning permission had been granted for 6 residential units in a two storey building. The development as constructed was not built to the approved plans. In regard to concerns previously expressed with regard to privacy implications for neighbouring units. Members need to have regard to the Appeal decision, which did not find any harm in the development as built. The application before committee introduces privacy screens to the balconies and a slight extension to the height of the boundary fence, which addressed the committees' previous concerns.</p> <p>Members asked that a condition be added to allocate and designate the parking and sole use, this was agreed by the committee.</p> <p>The committee agreed that a letter be sent to the Inspectorate about the Inspector who considered this appeal. The issues in relation to the levels and access to amenity space had not been considered. It was also suggested that a request be made that the Inspector concerned does not consider appeals in Hillingdon again.</p> <p>The recommendation for approval with the additional condition was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be Approved, subject to the conditions and informatives set out in the officer's report and on the addendum sheet.</p>	
7.	<p>126 HIGH STREET, UXBRIDGE</p> <p>Renewal of planning permission ref.35073/APP/ 2006/2748 dated 03/04/2007: Use of premises as Class A2 Carers Information and Advice Centre.</p> <p>35073/APP/2009/2550</p> <p>The Ward Councillor addressed the meeting making the following points:-</p> <ul style="list-style-type: none"> • Support Hillingdon Carers in the renewal of their planning application. • Hillingdon Carers have been in these premises for 7 years. • The premises are Grade 2 Listed Building with a small street frontage. • The use enhances the retail environment. • It allows carers attending the centre to make use of the Town Centre 	<p>Action By:</p> <p>James Rodger Matthew Duigan Adrien Waite</p>

	<ul style="list-style-type: none"> • Provides specialist training for carers and provides a valuable service. • Hillingdon Carers require security of tenure for funding and suggest that the committee consider giving a 3 year temporary permission. <p>The committee agreed that they would have no objection to the granting a temporary permission for 3 years. This was moved, seconded and on being put to the vote agreed.</p> <p>Officers suggested that condition 1 be amended to delete '2011' and replace with '2013'.</p> <p>The recommendation for Approval with condition 1 being amended was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer's report and condition 1 being amended to delete '2011' and insert '2013'.</p>	
8.	<p>44 BERWICK AVENUE, HAYES</p> <p>Single storey rear extension.</p> <p>57774/APP/2009/2592</p> <p>A Ward Councillor addressed the meeting and made the following points:-</p> <ul style="list-style-type: none"> • Have lived in Berwick Avenue all my life. • Road is an anomaly with extensions of different sizes • This application gives the chance to harmonise the area. • Neighbouring property has an extension with a depth of 3.3 metres; the proposed extension would only be 1.9 meters further than what is already there. • There is no uniformity to the existing extensions in the road. • This extension would not affect the street scene. <p>A member stated that HDAS requirement of 3.6 metres was for guidance. There is no uniformity to the existing extensions and 2 houses down from the application site there is a double extension at the rear. This proposal if allowed would cause no harm and do not object to the application.</p> <p>The Chairman stated that the extension referred to by the member may not have the benefit of planning permission and asked officers to ask the enforcement team to investigate.</p> <p>The application fails on two counts, loss of amenity to No. 46 and the extension is not subordinate. The recommendation for refusal was moved, seconded and on being put to the vote was agreed.</p>	<p>Action By:</p> <p>James Rodger Matthew Duigan Adrien Waite</p>

	<p>Resolved – That the application be Refused, for the reasons set out in the officer’s report.</p>	
9.	<p>1 DOUGLAS CRESCENT, HAYES</p> <p>Erection of 3 two-bedroom two-storey terraced dwellings with associated amenity space and parking, involving alterations to existing vehicular crossover and demolition of existing dwelling</p> <p>64524/APP/2009/2738</p> <p>Concerns were raised as to whether there was sufficient space to provide the parking shown on the plan MS/SB/1/08VC.</p> <p>Officers advised that as the plan mentioned was not accurate this should be deleted from the approved plans and an informative added accordingly. All the remaining plans are necessary for the approval and are accurate. There is a condition requiring details of the crossover.</p> <p>Members asked for the condition on the addendum sheet in relation to visibility splays be amended to delete ‘0.6m’ and insert ‘1m’</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be Approved, subject to the conditions and informatives set out in the office’s report and addendum sheet circulated at the meeting, with the condition in relation to visibility splays being amended to delete ‘0.6m’ and insert ‘1m’.</p>	<p>Action By:</p> <p>James Rodger Matthew Duigan Adrien Waite</p>
10.	<p>S106 Quarterly Monitoring Report - up to 31 December 2009</p> <p>Members received a report updating them on the current position in relation to S106 agreements.</p> <p>It was moved, seconded and on being put to vote was agreed that the report be noted.</p> <p>Resolved – That the report be noted.</p>	<p>Action By:</p> <p>James Rodger Matthew Duigan Adrien Waite</p>

<p>11.</p>	<p>ENFORCEMENT REPORT</p> <p>Resolved</p> <ol style="list-style-type: none"> 1. That enforcement action as recommended in the officer's report was agreed. 2. That the decision and the reasons for it outlined in this report be released into the public domain, solely for the purposes of issuing the formal enforcement notice to the individual concerned. 	<p>Action By:</p> <p>James Rodger Matthew Duigan Adrien Waite</p>
<p>12.</p>	<p>ENFORCEMENT REPORT</p> <p>Resolved</p> <ol style="list-style-type: none"> 1. That enforcement action as recommended in the officer's report was agreed. 2. That the decision and the reasons for it outlined in this report be released into the public domain, solely for the purposes of issuing the formal enforcement notice to the individual concerned. 	<p>Action By:</p> <p>James Rodger Matthew Duigan Adrien Waite</p>
<p>13.</p>	<p>ENFORCEMENT REPORT</p> <p>Resolved</p> <ol style="list-style-type: none"> 1. That enforcement action as recommended in the officer's report was agreed. 2. That the decision and the reasons for it outlined in this report be released into the public domain, solely for the purposes of issuing the formal enforcement notice to the individual concerned. 	<p>Action By:</p> <p>James Rodger Matthew Duigan Adrien Waite</p>
<p>14.</p>	<p>THE HALSBURY CENTRE, BRUNEL UNIVERSITY, CLEVELAND ROAD, UXBRIDGE</p> <p>Replacement windows and doors to the Halsbury Building and Graduate Building.</p> <p>532/APP/2009/2688</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be Approved, subject to the conditions and informatives set out in the officer's report.</p>	<p>Action By:</p> <p>James Rodger Matthew Duigan Adrien Waite</p>

<p>15.</p>	<p>34 DOGHURST AVENUE, HAYES</p> <p>Amendment to planning permission ref. 41474/APP/2007/1254 to allow elevational changes to a single storey outbuilding at the end of the rear garden for a gym/store and garage with pitched roof involving demolition of existing detached garages.</p> <p>41474/APP/2008/1885</p> <p>In answer to a question raised in relation to the vehicular crossover, officers advised committee that there was no record of the crossover in council records. As it had now been in place for 5 years the crossover was now legal.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be Approved, subject to the conditions and informatives set out in the officer’s report.</p>	<p>Action By:</p> <p>James Rodger Matthew Duigan Adrien Waite</p>
	<p>The meeting, which commenced at 7.00 p.m., closed at 9.30 pm.</p>	

These are the minutes of the above meeting. For more information on any of the resolutions please contact Gill Brice on 01895 250693. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

Minutes**Central & South Planning Committee****Thursday, 13 May 2010****Meeting held at Council Chamber - Civic Centre,
High Street, Uxbridge UB8 1UW**

HILLINGDON
LONDON

Published on:**Come into effect on: Immediately**

	Members Present: Councillors John Hensley Mike Bull Paul Buttivant Judith Cooper Peter Curling Janet Duncan Brian Stead	
1.	Election of Chairman Resolved That Councillor John Hensley be elected Chairman of the Committee for the ensuing municipal year.	
2.	Election of Vice Chairman Resolved That Councillor Judith Cooper be elected Vice-Chairman of the Committee for the ensuing municipal year.	
	The meeting, which commenced at 20.51 pm and closed at 8.52 pm.	

These are the minutes of the above meeting. For more information on any of the resolutions please contact Gill Brice on 01895 250693. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public..

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Agenda Item 6

Report of the Head of Planning & Enforcement

Address: FORMER NATIONAL AIR TRAFFIC SERVICES (NATS)
HEADQUARTERS, PORTERS WAY, WEST DRAYTON

Development: Proposed mixed-use redevelopment comprising 773 dwellings (12 studios, 152 one-bedroom flats, 316 two-bedroom flats, 21 two-bedroom houses, 23 three-bedroom flats, 181 three-bedroom houses, 59 four-bedroom houses and 9 five-bedroom houses); Class D1 Primary Healthcare facility and community facility (max. 1,085m²); Class C2 Nursing Home (max. 3,630m²); Classes A1-A3 Shop units (max. 185m²); Class B1 Business units including site management office (max. 185m²); Energy Centre (max. 200m²) with combined heat and power unit; foul water pumping station; associated access roads from Porters Way and Rutters Close (pedestrian and cycle access only); 1,085 car parking spaces; cycle parking; public open space areas; cycleways and footpaths; and landscaping works (Outline application to consider access, layout and scale whilst appearance and landscaping are reserved)

LBH Ref Nos: 5107/APP/2009/2348

Drawing Nos:

PA10072000210A	Built Form and Massing
PA10072000211A	Building Typology
PA10072000212A	Land Use and Amenity Provision
PA10072000214C	Parking Layout and Parking Strategy
PA10072000218B	Storey Heights Relative to Surroundings
PA1007 500 240B	Master Plan Coloured
PA1007 500 241B	Master Plan
12939 Rev 2 Sheet 1	Topographical Survey
12939 Rev 2 Sheet 2	Topographical Survey
12939 Rev 2 Sheet 3	Topographical Survey
1533/01	Location Plan
1533/02B	Site Layout
1533/10	Location Plan
1533/11A	Site Layout
1103/SK/013	Road layout
1103/SK/07	Eastern Access Visibility Splay
PA1007-100-292	Holly Gardens entrance details
PA1007-100-293	Rutters Close entrance details
INL16946 – 03	Tree Protection Plan
INL16946 – 10A	Landscape Master Plan
INH/E/3685/301A, 302A, 303A	Refuse Vehicle Autotracking (3 sheets)
1533/05	Refuse Vehicle Tracking

Date Plans Received: 12.11.09 **Date(s) of Amendment(s):** 23.03.10
08.03.10
30.03.10
15.04.10
27.04.10
29.04.10
12.05.10

Documents: Environmental Statement - Non Technical Summary
 Environmental Statement - Vols 1
 Environmental Statement - Vols 2
 Environmental Statement - Vols 3 Addendum
 Planning Statement
 Supplementary Planning Statement (March 2010)
 Design & Access Statement - Part 1 – Urban Design Analysis
 Design & Access Statement – Part 1a Amendments to Masterplan
 Following Consultation (March 2010)
 Design & Access Statement – Part 2 – Masterplan Design Coding
 (Revised March 2010)
 Renewable Energy Strategy
 Sustainable Design and Construction Statement
 Transport Assessment / Travel plan
 Landscape Management and Maintenance Plan
 Environmental Site Assessment
 Detailed Quantitative Risk Assessment
 Remedial Options Appraisal
 Waste Strategy
 Site Waste Management Plan
 PPS25 Flood Risk Assessment
 Open Space Assessment
 Financial Viability Assessment
 Impact on Education Infrastructure
 Statement of Community Engagement Pt 1
 Statement of Community Engagement Pt 2
 Health Impact Assessment

Date Documents Received: 12.11.09 **Date(s) of Amendment(s):** 23.02.10
 08.03.10
 30.03.10

Date Application Received: 12.11.09

Date Application Valid: 19.11.09

1. SUMMARY

This application seeks outline planning permission for a residential-led mixed-use redevelopment of the site including 773 dwellings, an 80 bed nursing home, healthcare facility, community facility, office and retail uses along with supporting amenity spaces including publicly accessible open spaces. Details of access, layout and scale are under consideration with details of appearance and landscaping reserved for future consideration. Indicative details of appearance and landscaping have been provided.

The loss of industrial business floorspace and land was considered during the preparation of the 'Former National Air Traffic Services' site Supplementary Planning Document (NATS SPD), which was adopted in September 2009. The redevelopment of the site principally for housing, with the inclusion of some employment generating uses in terms of the nursing

home and healthcare facility, would maximise the use of this brownfield site; and the scheme will contribute to the borough achieving the Mayor's housing targets.

The proposed density of 205 habitable rooms per hectare generally accords with the density range in the London Plan for a suburban site with a Public Transport Accessibility Level (PTAL) 1a-b rating. By reason of the high quality design as evidenced in supporting documentation and illustrative masterplan as well as an absence of any symptoms of overdevelopment such as harm to neighbours, future occupiers, or the locality context and character, the scheme is considered to be an appropriate maximisation of the site's potential. It is also noted that the scheme is of a density considerably lower than that of the neighbouring Park West (St George) development which is 340 habitable rooms per hectare.

Subject to securing a planning contribution to mitigate the impact of the increased use by future residents, there are no significant harmful impacts identified to the Grand Union Canal.

Subject to the reserved matters of landscaping and appearance coming forward, the scale and layout of the proposal, as well as supporting illustrative material demonstrates that the scheme integrates well with the surrounding residential properties and the area in general.

It is not considered that there are any significant adverse impacts to neighbours identified in terms of the construction phase, traffic and parking, noise/general disturbance, privacy/overlooking/outlook and overshadowing to warrant further amendments or a refusal of the scheme.

The scheme achieves a satisfactory quality of internal living environment for future occupiers, in respect of the standard of accommodation, standard of amenity space, playspace provision, privacy/overlooking/outlook, noise/general disturbance, and overshadowing.

The application has been assessed in detail and it is not considered that there are any significant adverse impacts to traffic, parking and safety, including pedestrian safety, which would warrant refusal of the scheme. Subject to planning obligations for off-site highways works and conditions to secure on-site parking and management, the proposal is considered acceptable.

In respect to access, layout and scale, the proposal is considered to have the makings of a high quality, design-driven proposal. Subject to the detailed design at the reserved matters stage and the satisfactory discharge of planning conditions, the scheme is considered to be a suitable response to the site and appropriate to the surrounding residential scale and character.

Subject to the detailed design at reserved matters, the illustrative material indicates that the scheme will provide a satisfactory quality of housing, catering for specific needs, including family housing, wheelchair housing and housing for the elderly.

The scheme is considered to enhance the natural features of the site including existing trees and ecology, as well as the intent to positively incorporate these into the site layout and future landscape strategy.

The scheme proposes a satisfactory range of renewable/efficient energy measures to address the energy efficiency of the scheme, reduce its energy demand and provide more viable sources of power generation on-site. All of these measures will reduce the carbon dioxide (CO₂) emissions of the scheme by 33%.

The affordable housing offer is 10.9% which is lower than the Mayor's London Plan target of 50%. London Plan Policies nevertheless encourage flexibility in seeking affordable housing, having regard to such things as the individual circumstances of a site, other scheme requirements and economic viability. Economic viability is an issue largely due to the high cost of decommissioning the site. The financial details of the scheme have been assessed by an independent viability consultant. Along with 10.9% affordable housing and the full package of planning contributions cited in section 2 of this report, this is considered to be the maximum that can be sought whilst still enabling the scheme to remain viable. Along with the other planning contributions requested which are needed to make the scheme acceptable in planning terms, the 10.9% affordable housing offer is considered to be the maximum possible. Therefore, on balance, the scheme is considered to accord with London Plan Policies 3A.9, 3A.10, 3.52 as well as the Council's Unitary Development Plan Saved Policy Pt1.17 which seek to maximise affordable housing whilst having consideration for individual circumstances, viability and the range of scheme requirements.

On balance, the application is considered acceptable with regard to the relevant national, London Plan and the Council's Unitary Development Plan Saved Policies. As such the scheme is recommended for approval, subject to conditions and securing of necessary planning obligations via a section 106 agreement.

2. RECOMMENDATION

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

2.2 That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to any relevant amendments requested by the Greater London Authority and the following:

a) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

- (i) The provision of affordable housing equivalent to a minimum of 10.9% of the total number of habitable rooms comprised within the residential units on the site and for which 72% are to be of the social rent tenure**
- (ii) A financial contribution of £3,998,412 towards education facilities**
- (iii) The provision of a Primary Care Trust facility in Block F and to include the fitout of the premises to a specification agreed with the Hillingdon PCT as well as a peppercorn rent for a minimum of 3 years. In the event that a PCT facility is not secured on site, the payment of a financial contribution of £337,574 towards healthcare facilities**
- (iv) A financial contribution of £392,220 towards indoor/outdoor sport and recreation facilities**
- (v) A financial contribution of £420,000 towards TFL bus services**

- (vi) A financial contribution of £34,000 towards bus stop improvements
- (vii) A financial contribution of £25,000 towards a parking management study
- (viii) The provision of a 10 year Sustainable Travel Plan
- (ix) The provision of a minimum of two car club spaces on site
- (x) An undertaking to enter into a s278 agreement for highway works between the junction of Station Road and Porters Way and the junction of Stockley Road and Lavender Rise, subject to a detailed design to be agreed between TFL, the Council's Highways Engineer and the applicant's Highways Engineer, and which is not limited to and includes possible widening of Lavender Rise and straightening of the Porters Way and Lavender Rise connection
- (xi) An undertaking to enter into a s278 agreement for pedestrian connectivity works to Porters Way and the link between the application site and West Drayton Station having regard to the PERS audit and subject to a detailed design to be finally agreed between TFL, the Council's Highways Engineer and the applicant's Highways Engineer
- (xii) The provision of a community facility on site of not less than 204sqm, fitted out to a standard to be agreed with the Council and available for use by the community at large on a not-for-profit basis
- (xiii) A financial contribution of £34,000 towards library facilities
- (xv) A financial contribution of £250,000 towards improvements to the Mulberry Parade public realm
- (xvi) A financial contribution or works in kind with the agreement of British Waterways of £200,000 towards the Grand Union Canal
- (xvii) The provision of a satisfactory training and employment opportunities as well as a coordinator on site to be agreed with the Council
- (xvii) An undertaking to provide a heat distribution network on site with the final detailed design to be agreed with the Council and the GLA
- (xviii) A financial contribution of £80,304 or equivalent to 1.5% of total value of the contributions sought, whichever is the greater, for the monitoring of the s106 and Travel Plan
- (xix) An undertaking to establish and maintain a management company with responsibilities set out in Section 5 'Estate Management Arrangements' of the Planning Statement including a parking management plan and to be finally agreed with the Council

b) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and 278 Agreements and any abortive work as a result of the agreement not being completed.

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

d) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within 6 months of the date of this Committee resolution, or any other period deemed appropriate by the Head of Planning and Enforcement, then the application may be referred back to the Committee for determination.

e) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to the 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 any changes negotiated by the Head of Planning and Enforcement prior to issuing the decision:

1. OUT1 Time Limit- outline planning application

The development hereby permitted shall begin either before the expiration of five (5) years from the date of this permission, or before the expiration of two (2) years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended)

2. OUT2 Reserved matters - submission

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of five (5) years from the date of this permission: -

- (a) Appearance
- (b) Landscaping

REASON

To comply with Section 92 of the Town and Country Planning Act 1990 (As Amended).

3. OUT3 Approval of Details

Approval of the details of the landscaping and appearance of individual phases of the development (hereinafter called the reserved matters) shall be obtained in writing from the Local Planning Authority for each phase of development, before development of that phase is commenced.

For each phase, the detailed drawings and supporting documentation to be submitted shall, as part of the reserved matters, accord with Design and Access Statement Part 2 - Masterplan Design Coding (Revised March 2010) and include the following:

Traffic and Parking

(i) Traffic and car parking arrangements, including:

- Secure electric vehicle charging points including the details of the type of device, location and installation. Charging points should be capable of charging multiple vehicles simultaneously and shall be provided for at least 5 percent (5%) of car parking spaces in each phase or a higher level, if supported by London Plan policies in place at the time. All car parking spaces are to be designed to be able to be easily fitted with an electric vehicle charging point in the future,

- the allocation and dedication of car parking spaces to both the non-residential and residential uses approved on the site (including plans showing the location of allocated car parking spaces, dedicated to each unit),
- provision for wheelchair disabled people and blue badge holders. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area,
- car club siting within the development and the allocation of two spaces designated for future car club operators,
- the means of ingress and egress, roundabouts and new road junctions, the closure of existing access (where appropriate),
- details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, visibility splays, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing), in order to achieve a high standard of design and construction in accordance with the Local Planning Authority's standards, even in the instance that the roads are not offered for adoption by the Local Planning Authority.

(ii) A delivery and servicing plan which shall include details of the types of vehicle (including size and weight), the routes which trucks will take to/from the site, measures to minimise the impact of noise, traffic and vibration associated with lorry movements on residential amenity, and measures to minimise deliveries during peak hours. Deliveries should be combined where possible in order to reduce numbers and frequency and the use of quieter and less polluting vehicles should be promoted.

(iii) The means of construction and surfacing of all roads, drives, parking areas cycle ways and footpaths,

(iv) Details of covered and secure cycle storage, changing facilities, lockers and showers for staff and visitors using bicycles to access the development.

Landscaping

(v) Hard and soft landscaping plans including drawings, specifications and supporting details which shall include:

- An accurate survey plan at a scale of not less than 1:200, showing:-
 - Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site.
 - A clear indication of trees, hedges and shrubs to be retained and removed.
 - Routes of any existing or proposed underground works and overhead lines including their manner of construction.
- 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.
- Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- Implementation programme,
- Proposed finishing levels or contours,
- Means of enclosure and boundary treatments including the positions, design, materials and type of treatments. Generally, the boundary treatment shall ensure that adequate pedestrian visibility splays are provided through the use of visually permeable rather than solid fencing unless otherwise agreed with the Local planning Authority,
- Car parking layouts (including landscaping around car parking areas),
- Other vehicle and pedestrian access and circulation areas,

- Hard surfacing materials proposed,
- Minor artefacts and structures (such as furniture, refuse storage, signs, or lighting),
- The final design and specification of play equipment and play areas including the style of enclosure as well as any associated furniture and features applicable
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant,
- A schedule of landscape maintenance for a minimum period of 5 years. The maintenance scheme shall include details of the arrangements for its implementation.

Details

(vi) Plans of the site showing the existing and proposed ground levels and the proposed finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point,

(vii) Full plans of the buildings including roof form and details of photovoltaic, ecological roofs, lift overruns plant and any other features/installations/projections

(viii) Elevations of the buildings, including samples of materials to be used on external faces of the building shall be submitted on a materials palette board and drawings of appropriate scale ;

(ix) Details at an appropriate scale showing the provision of bat and bird boxes in the facade;

(x) Design of lower floor elevations of commercial units including shopfronts at an appropriate scale.

(xi) Full elevations, plans and sections at an appropriate scale showing the future potential provision of intake/extract ventilation and ductwork for future Class A3 uses in Block F and if applicable, the future nursing home. Alternatively, plans showing the creation of voids through the building to roof level for the future potential provision of extract ventilation ductwork.

(xii) Plans and elevations of all boundary treatment and means of enclosure and incorporation of full details of height and materials,

(xiii) Full plans and elevations of all buildings and any other structures, incorporating details of materials to be used for external surfaces, including samples of all such materials,

Demolition, Construction and Remediation

(xiv) A demolition and construction management plan including a method statement shall include:

- The phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement,
- The phasing of development works,
- The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours),
- A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing,
- Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities),
- 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),
- Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- The storage of demolition/construction materials on site,

- Details of the site manager, including their contact details (phone, facsimile, postal address,
 - The location of a large notice board on the site that clearly identifies the name, telephone number and address for service of the site manager,
 - Any means of protection of services such as pipes and water mains within the road reserve,
 - Measures to be adopted to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities,
 - Measures to be adopted to ensure that pedestrian access past the site on the public footpaths is safe and not obstructed during construction works,
 - Proposed numbers and timing of truck movements throughout the day and the proposed routes,
 - Proposed hours of work on the site,
 - Ensuring no adverse impact on the Air Cadet building to the north east of the site.
- (xv) A survey to assess the contamination levels and a remediation scheme for removing or rendering innocuous all contaminates on the site.

Disabled access

(xvi) Plans and details which demonstrate that the design of the scheme is inclusive and accessible to all persons, including persons with disabilities, including:

- the internal layout of buildings,
- details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings)
- external areas (including car parking areas)

Energy

(xvii) A detailed Energy Strategy, including plans detailing the energy centre size of 200sqm and details of proposed temporary and permanent energy centre(s) and associated technology including biomass boilers, heat distribution net works, CHP systems, photovoltaic panels covering an area of 700sqm and the like unless otherwise agreed in writing by the Local Planning Authority. The features shall accord with the Sustainable Design and Construction Statement (October 2009) and the Renewable Energy Strategy (November 2009 Revision B), and further correspondence dated 04 March 2010, all prepared by Metropolis Green and shall demonstrate for each phase that the development is able to connect to the site wide heat and power network unless otherwise agreed in writing by the Local Planning Authority.

Bird Hazard

(xviii) Bird Hazard Management Plan shall include the following details:

- Details of any water features
- monitoring of any standing water within the site,
- Drainage details including form Sustainable Urban Drainage Schemes (SUDS). Such schemes must also comply with Advice Note 6 'Potential Bird Hazards form SUDS' which is available at www.aoa.org.uk/publications/safeguarding.asp
- management of any flat roofs within the site which may be attractive to nesting, roosting or 'loafing' birds. The management plan shall comply with Advice Note 8 - Potential Bird Hazards from Building Design (www.aoa.org.uk/publications/safeguarding.asp),
- Any earthworks
- The species, number and spacing of trees and shrubs
- reinstatement of grass areas
- maintenance of planted and landscaped areas, particularly in terms of the height and species of plants that are allowed to grow,

- which waste materials can be brought on to the site,
- monitoring of waste imports,
- physical arrangement for collection and storage of putrescible waste,
- signs deterring people from feeding birds,

Waste

(xix) Detailed drawings and specification of waste storage storage/collection areas. In the case of facilities for residential C3 dwellings, dustbins and enclosed refuse collection areas, should be sited a maximum distance of 23 metres (10 metres where paladins are employed) from an adopted highway, and 25 metres from any dwelling unit.

Sustainability

(xx) For residential C3 dwellings, a statement demonstrating measures that will be incorporated to ensure that the units achieve a minimum standard of Code for Sustainable Homes Level 4 with reasonable endeavours to obtaining higher levels in later parts, in accordance with changes to national Building Regulations. No phase shall be occupied until a design stage Code Certificate has been issued for it certifying that at least Code Level 4 has been achieved unless otherwise agreed in writing by the Local Planning Authority.

(xxi) For non residential uses where applicable, a statement demonstrating measures that will be incorporated to ensure that the units shall achieve a BREEAM rating of excellent.

Security

(xxii) Details of security measures to reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

(xxiii) A scheme for the provision of Closed Circuit Television (CCTV) on and/or around the buildings, amenity areas and bicycle storage areas

Amenity

(xxiv) A scheme for protecting the proposed development from road traffic noise and rail traffic noise. The noise protection scheme shall meet acceptable noise design criteria both indoors and outdoors and provide adequate ventilation to indoor areas.

(xxv) A scheme for protecting the proposed development from vibration and shall include such combination of land separation, vibration control techniques and other measures

(xxvi) A scheme designed to minimise the ingress of polluted air. The design must take into account climate change pollutants. Suitable ventilation systems will need to:

- 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.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended), and

- (i) - To encourage sustainable travel and to comply with London Plan Policy 4A.3.
 -To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with Policy AM5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).
 -To ensure that adequate sight lines are provided and thereafter retained in the interests of highway safety in accordance with Policy AM7 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

(i), (ii), (iii) and (iv) To ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network and to ensure

adequate facilities are provided for cyclists in accordance with Policies AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

(v) and (vi) To ensure the appearance of the locality is protected and enhanced in accordance with Policies BE 13 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007),

(vii) – (xiii) To ensure that the external appearance of the buildings and landscaping is satisfactory in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

(xiv) To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

(xv) To ensure that the construction workers and final occupants of the development are not subjected to any risks from land contamination; and to accord with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.33 of the London Plan (February 2008).

(xvi) To ensure disabled persons are provided with adequate facilities and access to the development in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan Policies (February 2008) Policies 3A.13, 3A.17 and 4B.5.

(xvii) To provide on site renewable energy and reduce carbon emissions in accordance with Policy 4A.7 of the London Plan (February 2008).

(xviii) To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

(xix) In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

(xx) To ensure a sustainable living environment is secured for all residents, to ensure an appropriate proportion of the development's energy needs are from on-site renewable energy sources in compliance with the requirements of Policy 4A.1 4A.3 and 4A.7 of the London Plan (February 2008) the Council's SPD for the NATS site.

(xxi) To ensure that the non-residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 4A.7 of the London Plan (February 2008).

(xxii) In pursuance of the Local Planning Authority's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Local Planning Authority's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 4B.1 and 4B.6 of the London Plan (February 2008).

(xxiii) In pursuance of the Local Planning Authority's duty under Section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to

promote the well being of the area in pursuance of the Local Planning Authority's powers under Section 2

of the Local Government Act 2000; to reflect the guidance contained in the Council's SPG on Community Safety by Design and to ensure that the development provides a safe and secure environment in accordance with Policies 4B.1 and 4B.6 of the London Plan (February 2008).

(xxiv) To protect the amenity of occupiers in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

(xxiv) and (xxv) To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise and vibration in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

(xxvi) In the interests of the amenity for future occupiers in accordance with Policies 4B.1 of the consolidated London Plan (February 2008).

4. NONSC Phasing

Before commencement of any development, a detailed phasing and implementation plan, including the order and timing of development of individual buildings, playspace, landscaped areas, play space, bicycle parking and car parking areas within each phase, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure the development proceeds in a satisfactory manner and to accord with Policy LE2 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5. OM1 Development in Accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and to protect residential amenity of near by occupiers and the visual amenities of the area and to accord with Policies AM7, AM14, BE13, BE19, BE20, BE21, BE23, BE24 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6. OM2 Levels

No development shall take place until plans of the site showing the existing and proposed ground 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 relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7. NONSC Height and Building Footprint

Notwithstanding any illustrative information contained in supporting documentation, the siting, footprint and maximum width, length and height of all buildings shall accord with Plan No. PA10072000210A (Built Form and Massing), unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and to protect residential amenity of near by occupiers and the visual amenities of the area and to accord with Policies BE13, BE19, BE20, BE21, BE23 and BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8. Maximum floorspace for non-residential uses in block F

Within a maximum floorspace of block F of 1148sqm GEA at the ground floor and 1148.sqm at the first floor, the following individual use classes will not exceed the maximum floorspace specified below, namely:

- Offices (Class B1) not to exceed 185sqm GEA
- Shops (Class A1, A2, A3) not to exceed 185sqm GEA

REASON

To ensure an appropriately balanced and complimentary range of non-residential uses of site in support of existing and future residents as well as the Mulberry Parade shopping parade pursuant to PPS1, Policy 3A.7 of the London Plan (Consolidated 2008) the Council's SPD for the NATS site.

9. Minimum Community Facility Provision in Block F

As part of discharging the requirements of condition 3, Block F shall include a minimum 204sqm GEA for a community facility.

The community facility shall be fitted out to a standard to be agreed in writing by the Local Planning Authority.

The community facility will be made available for use by the community upon first occupation of block F and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

To contribute to meeting the needs of the community that is sustainable pursuant to Council's SPD for the NATS site as well as saved policies Pt1.21 and R10 of the Council's Unitary Development Plan Saved Policies (September 2007).

10. Non-residential shopfronts

Prior to any occupation of block F including the residential component, the commercial units shall be fully built in accordance with the approved plans and retained thereafter for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure the appearance of the locality is protected and enhanced in accordance with Policies BE13, BE28 and BE38 of the Council's Unitary Development Plan Saved Policies (September 2007).

11. Active frontages – Transparent windows

All glazing at ground floor of Block F shall be transparent to enable views into the building and not otherwise be obscured by any temporary or permanent objects and internal arrangements including window displays, fixtures, advertising, and equipment unless otherwise agreed in writing by the Local Planning Authority.

No roller shutters or grills at ground floor of Block F unless otherwise approved in writing by the Local Planning Authority.

REASON

To ensure an active and transparent ground floor frontage in support of the surrounding publicly accessible spaces in accordance with PPS1 and policies 4B.1 and 4B.3 of the London Plan.

12. Overlooking Potential

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows or doors shall be constructed in the walls or roof slopes of the development hereby approved as follows:

- The flats of Block G1 with walls facing south to Block G1 St George 'Park West' Development, Porters Way
- Walls of Block A1 facing west to St George 'Park West' Development, Porters Way
- Wall of Block at first and second floor facing East to the Mulberry Parade building
- Flank wall of plot 263 which faces west to Nos. 52 and 53 Holly Gardens

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of Hillingdon's Unitary Development Plan.

13. Privacy, noise and general disturbance

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), and unless otherwise agreed in writing by the Local Planning Authority, no windows or doors shall be constructed in the walls or roof slopes of the development hereby approved as follows:

- Flank walls of Plots Nos. 7, 8, 9, 10, 13, 14, 18, 23, 27, 28, 32, 39, 42, 45, 46, 47, 48, 49, 50, 55, 56, 69, 72, 73, 74, 77, 78, 79, 80, 81, 82, 83, 87, 88, 89, 90, 93, 100, 101, 115, 116, 120, 123, 127, 128, 129, 132, 133, 135, 136, 144, 145, 154, 158, 159, 170, 173, 177, 178, 181, 182, 184, 185, 189, 193, 194, 199, 200, 205, 206, 210, 211, 216, 223, 233, 234, 237, 243, 249, 250, 251, 254, 256, 259, 260, 263, 275
- Flank walls of Block E1 and E5 which face east towards the nursing home
- Flank walls of the nursing home facing west towards Blocks E1 and E5
- Flank walls of blocks A1 and A2 which face each other
- Flank wall of Block D4 which faces D1
- Flank walls of G8 and G7 both at the southern end where they are divided by a pedestrian accessway
- Flank walls of G5 and G6 which face each other
- Flank walls of G5 and G4 which face each other
- Flank walls of G3 and G2 which face each other
- Flank walls of G2 and G1 which face each other

REASON

To variously prevent privacy, noise and general disturbance impacts to future occupier in accordance with policy BE24 of Hillingdon's Unitary Development Plan.

14. RPD3 Obscured Glazing and/or high sills

The window(s) on the following facades shall be glazed with obscured glass and/or have sills not less than 1.8m above floor level for so long as the development remains in existence, namely:

- Corridor windows of Block G1 which face south
- All windows of block G6 which face south west

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan.

15. DIS5 Design to Lifetime Homes Standards & Wheelchair Standards

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Furthermore 10% of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, and shall include within the design of each wheel chair unit internal storage space for the storage of mobility scooters/wheelchairs and associated charging points as set out in the Council's Supplementary Planning Document 'Hillingdon Design and Accessibility Statement: Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (February 2008) Policies 3A.5, 3A.13, 3A.17 and 4B.5.

16. NONSC Greywater/Rainwater Recycling

Prior to commencement of each phase of the development hereby approved, details demonstrating the incorporation of either rainwater grey water recycling facilities into each of the buildings in the relevant phase shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall thereafter be installed, maintained and retained for the lifetime of the building.

REASON

In order to provide a sustainable form of development and promote water conservation in compliance with Policies 4A.3 and 4A.16 of the London Plan 2008.

17. DIS4 Signposting for People with Disabilities

Prior to occupation of each phase, sign plates, incorporating a representation of the Universal Wheelchair Symbol, should be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such sign plates should identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of special services. Signs for direction and location should have large characters or numerals and clearly contrast with the background colour.

REASON

To ensure that people with disabilities are aware of the location of convenient facilities in accordance with policy AM13 of the Hillingdon Unitary Development Plan.

18. TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of each phase of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which, within a period of 5 years from the completion of that development phase, dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased, shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

19. TL20 Amenity Areas

None of the dwellings in each phase hereby permitted shall be occupied, until the outdoor amenity area(s) serving the dwellings within the relevant phase (including balconies and communal spaces where these are shown to be provided) approved in accordance with conditions 3(v) have been laid out and made available for use. Thereafter, the amenity areas shall so be maintained for the life of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

20. Playspace

None of the dwellings in each phase hereby permitted shall be occupied, until the playspaces serving the dwellings within the relevant phase approved in accordance with conditions 3(v) have been laid out and made available for use as follows:

(i) Phase 1: 59 dwellings

- 180sqm doorstep play area (Opposite plots 53, 54, 55)

(ii) Phase 2: 188 dwellings

- 55sqm doorstep play area (Opposite the nursing home)
- 90sqm doorstep play area (Adjacent block F)

(iii) Phase 3: 163 dwellings

- 90sqm doorstep play area (Opposite plots 142, 143)
- 150sqm doorstep play area (Opposite plot 149)

(iv) Phase 4: 157 dwellings

- 115sqm doorstep play area (Opposite plots 82, 83)
- 110sqm doorstep play area (Opposite plots 110, 111, 112, 113)
- 230sqm local area of play (Within Spring Green)
- 800sqm neighbourhood area of play (Within Spring Green)

(v) Phase 5: 206 dwellings

- 100sqm doorstep play area (Opposite plots 201, 202, 203, 204)

- 180sqm doorstep play area (Behind Block G)
- 90sqm doorstep play area (Opposite Block G)
- 55sqm doorstep play area (Opposite plots 264, 265)
- 186 local area of play (Within Autumn Green)
- 1125sqm neighbourhood area of play (Within Autumn Green)

Thereafter, the playspaces shall so be maintained for the life of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the development makes adequate provision for children's play in accordance with Policy R1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 3A.19.

21. Car Parking

Car parking arrangements approved in compliance with Condition 3(i) shall demonstrate that parking provision is commensurate with the scale of development completed in each phase, and shall ensure:

- (i) Following completion of the phase 1, not more than 95 additional car parking spaces are provided on the site;
- (ii) Following completion of the phase 2, not more than 254 additional car parking spaces are provided on the site;
- (iii) Following completion of the phase 3, not more than 207 additional car parking spaces are provided on the site;
- (iv) Following completion of the phase 4, not more than 245 additional car parking spaces are provided on the site;
- (v) Following completion of the phase 5, not more than 283 additional car parking spaces are provided on the site;

Following completion of all phases of development, no more than 1,084 car parking spaces are to be provided on the site at any time.

REASON

To ensure that car parking provided on the site is commensurate with the proportion of development occupied at the site and to accord with Policies AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

22. Car Parking - Allocation and Nomination

Car parking arrangements approved in compliance with Condition 3(i) shall ensure that 51 car parking spaces are allocated to, and dedicated for, the use of the non-residential uses approved for development on the site. Car parking spaces for each residential dwelling are to be allocated to ensure:

- (i) 3, 4 and 5 bed room dwellings are allocated 2 car parking spaces each;
- (ii) 2 bedroom houses and 3 bedroom flats are to be allocated at least 1 car parking space each and at a maximum rate of 2 car parking spaces;
- (iii) All 2 bedroom flats are to be allocated a maximum of 1 car parking space;
- (iv) 1 bed units to be allocated on a demand basis only;

The car parking space allocation to residential dwellings shall be for the dedicated use of the dwelling to which each space has been allocated.

Thereafter, the location, allocation and dedication of car parking spaces shall be retained and maintained in accordance with the approved details for so long as the development remains in existence.

REASON

To ensure that car parking is adequately provided for all residential and non-residential uses on the site and to accord with Policies AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

23. H2 Vehicular Access – location

Means of vehicular access to the approved development shall be from Porters Way only.

REASON

To ensure surrounding residential amenity is not prejudiced in accordance with Policy BE19 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

24. H15 Cycle Storage – in accordance with approved plans

The development hereby permitted, shall not be occupied until the cycle storage, changing facilities, lockers and shower facilities for cyclists (delete as appropriate) have been provided in accordance with the approved plans. Thereafter, these facilities shall be permanently retained on site and be kept available for the use of cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

25. NONSC Deliveries (Non - residential Uses Only)

The site shall not be used for the loading or unloading of goods or fuel (including fuel for any biomass boiler) outside the hours of 08:00 to 18:00 hours Mondays to Fridays, 08:00 to 13:00 Saturdays. There shall be no deliveries to the premises on Sundays, Bank or Public holidays.

REASON

To prevent harm to the amenity of surrounding areas due to noise in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

26. HLC1 Restaurants/Cafes/Snack Bars

In respect of Block F and any future Class A1 and A3 occupation, no persons other than staff shall be permitted to be on the premises between the hours of 23.30 hours and 08.00 hours unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the amenity of the occupiers of adjoining or nearby properties is not adversely affected in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

27. HLC2 Social Clubs

In respect of the Block F community facility, no persons other than staff shall be permitted to be on the premises between the hours of 23.00 hours and 08.00 hours unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the amenity of the occupiers of nearby properties is not adversely affected and to allow a limited number of social functions to be held in accordance with BE19 and OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

28. HLC7 Music

In respect of all non-residential uses of Block F, no amplified or other music shall be played between 2100 hours and 0900 Mondays to Sundays unless otherwise agreed in writing by the Local Planning Authority.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan.
See also condition N15

29. Public access to the site at all times

Each phase of the development shall be publicly accessible from first occupation and remain so for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure access to the site and its facilities and to facilitate connections into and across the site, in the interest of achieving sustainable communities in accordance with PPS1 and policies 4B.1 and 4B.3 of the London Plan.

30. Flood Risk Assessment

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) issued 22/10/2009 and the following mitigation measures detailed within the FRA: Limiting the surface water run-off generated by the 1 in 100year plus climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.

REASON

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site possible in compliance with policy 4A.14 of the London Plan (February 2008) and to ensure the development does not increase the risk of flooding in compliance with Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), and policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

31. Foul and Surface Water Disposal

The development of each phase hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved and maintained for the lifetime of the development unless otherwise agreed in writing by the Local planning Authority.

REASON

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) and to ensure the development does not increase the risk of flooding in compliance with Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

32. Piling Method

Piling or other deep foundation works using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development of each phase shall be carried out in accordance with the approved details.

REASON

To prevent intrusive works introducing new contaminant migration pathways that put controlled waters at increased risk of contamination in accordance with PPS1 and PPS23.

33. Car Parking Management Plan

Prior to commencement of the first phase a Car Park Management Plan covering the entire site shall be submitted to and approved in writing to the Local Planning Authority.

The provisions of the Car parking Management Plan will be carried and out for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure the suitable management of parking on site and to impact on the surrounding area in accordance with policies Pt1.10, AM14, AM15, AM16 of the Hillingdon Unitary development Plan Saved Policies (September 2007).

34. Construction Logistics Plan

Prior to commencement of each phase, a construction logistics plan shall be submitted to and approved in writing by the Local Planning Authority. The construction logistics plan shall include measures to minimise the impact of construction impact on the strategic highway network in accordance with the London Freight Plan and shall include, but not be limited to measures such as consolidated deliveries, off site prefabrication and the use of recycled materials on site.

REASON

To minimise the impact of the construction phase on the strategic highway network and to comply with London Plan policy 3C.25.

35. Service and Delivery Plan

Prior to commencement of each phase, a service and delivery plan shall be submitted to and approved in writing by the Local Planning Authority. The delivery and service plan shall include measures to minimise the impact of service and delivery impact on the strategic highway network in accordance with the London Freight Plan and shall include monitoring measures.

REASON

In order to ensure that the servicing and delivery activity associated with the development does not have an adverse impact on the strategic highway network in accordance with London Plan policy 3C.25.

36. Archaeology

No development of each phase shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the Local Planning Authority. The development of each phase shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

REASON

Important archaeological remains may exist on this site. Accordingly the planning authority wishes to secure the provision of archaeological excavation and the subsequent recording of the remains prior to development, in accordance with the guidance and model condition set out in PPG16 and in accordance with Policies BE3 of the of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

37. Drainage

The development of the first phase shall not commence until a drainage strategy detailing any on and/or off site drainage works for the whole site, has been submitted to and approved by the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

REASON

Given that the development may lead to sewerage flooding, the above works is to otherwise ensure that sufficient capacity is made available to cope and to avoid adverse environmental impact upon the community in accordance with PPS25 and policy OE3 and OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

38. Ecological Mitigation Management Plan

The development of the first phase shall not commence until an Ecological Mitigation and Management Plan (EMMP) for the whole of the development site has been submitted to and approved in writing by the Local Planning Authority.

The EMMP will provide details concerning the implementation of the mitigation and enhancement measures proposed in the supporting documents to planning application and include long-term objectives, management responsibilities and maintenance schedules. All work on site shall be carried out in accordance with the approved details of the EMMP, unless otherwise agreed in writing by the Local Planning Authority.

REASON

In the interest of nature conservation and in accordance with Paragraph 14 of Planning Policy Statement 9, Policy 3D.14 of the London Plan, and Policy EC5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

39. Pre-commencement badger survey

Prior to commencement of each phase of the development, a pre-commencement badger survey shall be submitted to and approved in writing by the Local Planning Authority.

All construction and related activity shall only be undertaken in accordance with the recommendations of the survey as agreed.

REASON

To prevent the killing, injuring and cruelty of badgers and interfering with setts. Badgers are legally protected under the Wildlife and Countryside Act, 1981 and the Protection of Badger Act 1992. This makes it illegal to wilfully kill, injure or cruelly ill-treat a badger, interfere with a badger sett by damaging or destroying it, obstruct access to a sett or to disturb a badger whilst occupying a sett. Furthermore, the destruction by development of the badgers foraging territory, and the interruption of their paths to such territory or to water sources, may be classified as cruel ill-treatment.

40. Plant and Equipment Noise Levels

The rating level of the noise emitted from the plant and equipment hereby approved shall be at least 5dB lower than the existing background noise level. The noise levels shall be determined at the nearest residential premises in accordance with British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON

To protect the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

41. Boiler Emissions

Prior to commencement of works for the relevant phase, details of the means to control air pollution for any temporary energy centre (phase 1) and the permanent energy centre (phase 2) shall be submitted to an approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation of the relevant phase and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

42. Air Quality and Traffic

Any traffic management proposals for mitigation of the impact of the development must be accompanied by an (air quality) assessment of their environmental benefits. The said traffic schemes must also be monitored, for a specified time to be agreed by the Local Planning Authority, both pre and post operation, to ensure the proposed scheme is effective.

REASON

To suitably consider, monitor and manage the impacts of traffic on air quality in the interests of the amenity of existing future occupiers in accordance with Policies 4B.1 of the consolidated London Plan 2008 and OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

43. Air Quality scheme

Due to the development being within the AQMA, a scheme shall be submitted detailing the implementation of the use of, and promotion of, cleaner technologies prior to the

commencement of the first phase. Examples include promotion of car clubs, provision of electric charging points, and use of low emission boilers.

REASON

To improve air quality in accordance with Policies 4B.1 of the consolidated London Plan 2008 and OE1 of the Hillingdon Unitary Development Plan.

44. Contaminated Land Condition

The development of each phase hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing.

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

- (i) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;
- (ii) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make each phase suitable for the proposed use;
- (iii) (a) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the Local Planning Authority prior to commencement of each phase and all requirements shall be implemented and completed to the satisfaction of the LPA by a competent person. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority prior to its implementation.
(b) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the Local Planning Authority prior to implementation; and
- (iv) Upon completion of the remedial works, this condition will not be discharged for each phase until a verification report has been submitted to and approved by the Local Planning Authority. The report shall include details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

45. Imported Materials

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. All imported soils shall be

tested for chemical contamination, and the results of this testing shall be submitted and approved by the Local Planning Authority.

The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

46. TL2 Trees Retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority.

If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' 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 BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

47. TL3 Protection of trees and Plants During Site Clearance and Development

Prior to the commencement of any site clearance or construction work, 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. 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:

1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and.

5. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1. 152 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 Local Planning Authority to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2. 153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

Open Land and Countryside

OL26 Tree and woodland protection

Ecology and Nature Conservation

EC1 Protection of sites of special scientific interest, nature conservation importance and nature reserves

EC2 Nature conservation considerations and ecological assessments

EC3 Potential effects of development on sites of nature conservation importance

EC5 Retention of ecological features and creation of new habitats

EC6 Habitat maintenance on former derelict, damaged or temporarily vacant land

Built Environment

BE3 Investigation and recording of sites of archaeological interest prior to development

BE13 Layout and appearance of new development

BE14 Safeguarding neighbouring development potential

BE18 Design considerations - pedestrian security and safety

- BE19 Complimenting or improving residential amenity and character
- BE20 Building layout to consider daylight and sunlight in and between buildings
- BE21 Amenity impact due to bulk, scale and proximity
- BE22 Building setback criteria
- BE23 Providing and maintaining amenity space
- BE24 Privacy protection for occupiers and neighbours
- BE28 Shopfront design
- BE35 Visual impact of proposals adjacent major road and rail connections
- BE36 High buildings and structures
- BE38 Landscaping details

Other Environmental Considerations

- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Mitigating noise impacts from buildings
- OE5 Siting of noise sensitive development
- OE8 Surface water attenuation
- OE10 Development phasing in areas of flooding or inadequate capacity
- OE11 Contamination and handling of dangerous substances

Housing

- H1 Sites safeguarded for residential development
- H4 Mix of housing units
- H5 Securing larger dwellings for families
- H8 Change from non-residential uses to residential use
- H10 Hostel and special needs accommodation requirements

Recreation, Leisure and Community Facilities

- R1 Provision of recreational open space and playspace
- R10 Support for community and health facilities
- R16 Provision for accessibility for shops, business uses, community and other facilities

R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities

Accessibility and movement

AM2 Development proposals – assessment of traffic generation, impact on congestion and public transport availability and capacity

AM3 Proposals for new road or widening – criteria for consideration

AM5 Safeguarding of roads

AM7 Criteria for considering the impact of development of existing and committed principal roads and wholly discounting potential for through traffic on distributor and access roads

AM8 Pedestrian priority in road construction and traffic management

AM9 Provision for cyclists in the network, highway improvements and developments

AM13 Consideration of the ease and spontaneity of movement by the elderly

AM14 Compliance with adopted parking standards

AM15 Provision of accessible spaces for people with a disability

AM16 Provision of accessible spaces for people with a disability

Local Economy

LE2 Industrial and Business Areas (IBAs)

Airports and Aviation

A6 Aviation Safety

LE4 Loss of industrial floorspace outside designated industrial areas

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. 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.

5. 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).

6. I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

7. I11 The Construction (Design and Management) Regulations 1994

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (i.e. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 0207556 2100).

8. I12 Notification to Building Contractors

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

9. 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 should only be carried out between the hours of 08.00 hours 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 and Public Holidays.
- B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.
- C) The elimination of the release of dust or odours that could create a public health nuisance.
- D) No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

10. I19 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE. Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

11. I25 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

12. I28 Food Hygiene

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

13. I34 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk

- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

14. I46 Renewable Resources

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

15. I47 Damage to Verge

You are advised that 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).

16. Cranes

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

17. Wind turbines

Wind turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on the aviation interests. This is explained further in Advice Note 7 'Wind Turbines and Aviation' which is available at www.aoa.org.uk/publications/safeguarding.asp

18. Salvage of Control in Building L1

Prior to commencing on site EH should be consulted as to the continuing existence or otherwise of the fixtures and fitting of the Control Room in Building L1 to discuss a course of action for their salvage. This is with the intention salvaging any appropriate material to a museum or other long-term depository on a not-for-profit basis in the first instance. Please contact Kim Stabler, Archaeology Advisor, GLAAS, City and North Team, London Region, English Heritage, 1 Waterhouse Square, 138 – 142, Holborn, London EC1N 2ST or telephone 020 7973 3215

19. Fire hydrants

The fire hydrants as required by the London Fire Brigade should conform to BS750:1984 and the hydrant indicator plate should conform to BS325117/01/20101976

20. Consult EPU and EA

Prior to work commencing on site, you are recommended to consult the Council's EPU Team as well as the Environment Agency on matters including controlled waters conditions, waste management issues and site exemptions including mobile plant licences and remedial works.

21. Waste Grinders in Kitchens of Residential dwellings

All flats to have a food waste grinder

22.

In respect of the detailed design, the following matters not limited to an including should be addressed as per the advice of the Council's Access Officer:

- In respect of the landscaping, street furniture should be conducive to needs of older people and people with a disability and positioned to allow ease of movement by people with visual impairments.
- All publicly accessible buildings should be inclusively design especially with regard to legal obligations under DDA
- Apartment blocks are to incorporate refuge areas area will appropriate communication links, with sizing addressing wheelchair manoeuvrability (refer to BS 9999:2008)
- Recommend two lifts at opposite ends of the building should be incorporated into the scheme and should be designed and integrated to support horizontal evacuation - see officer comments for detailed criteria 'a' - 'j'
- Advice from a fire safety officer regarding accessible provisions should be sought at an early stage.
- A reminder of the duty to consider DDA 1995 regarding employment and service provision
- All facilities for people with disabilities must be shown on submitted drawings at reserved matters.

23. Waste Management Plan

In England, it is a legal requirement to have a site waste management plan (SWMP) for all new construction projects worth more than £300,000. The level of detail that your SWMP should contain depends on the estimated build cost, excluding VAT. You must still comply with the duty of care for waste. Because you will need to record all waste movements in one document, having a SWMP will help you to ensure you comply with the duty of care. Further information can be found at <http://www.netregs-swmp.co.uk>

24. Consult TFL

You are recommended to consult with TFL at an early stage to discuss the necessary information requirements to discharge the Delivery and Servicing Plan and Construction Logistics Plan conditions. It should be noted that any documents submitted in fulfilment of these conditions should clearly identify efficiency and sustainability measures to be undertaken including: booking systems; consolidated or re-timed trips avoiding peak times

on the road network; secure off-street loading and drop-off facilities; mode shift away from road where possible; using operators committed to best practice, demonstrated by membership of TfL's FORS scheme, or similar; swept path analysis demonstrating sufficient access for delivery vehicles.

25. Waste and Surface Water

With regard to surface water drainage, it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

26. Petrol/Oil Interceptors

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

27. Trade Effluent Consent

A Trade Effluent Consent will be required for any effluent discharge other than domestic discharge. Any discharge without the consent is illegal and may result in prosecution. Note that domestic use includes for example, toilets, showers, washbasins baths and contains. Trade effluent processes include: laundrette/laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treating cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before Thames Water can give its consent. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London SE2 9AQ. Tel 0208 507 4321.

28. Water Supply

With regards to water supply, this site is within the area covered by the Veolia Water Company. It is recommended that Veolia Water company are contacted to establish the requirements for supply connection. The address to write to is Veolia Water Company, The Hub, Tamblin Way, Hartfield, Herts AL10 9EZ. Tel 0845 782 3333

29. Hedgerows

In respect of landscaping the Trust recommends that hedgerow planting comprise a good variety, with plentiful berry-bearing native species, appropriate to the local area.

30. Hedgerow Management

The Trust recommends that hedgerow management should ideally promote dense hedgerow growth, with trees at intervals. Cutting should be undertaken in cycles, such as half or one third annually between October and February to avoid the bird nesting season and preferably in the January – February period to allow berries to be consumed before cutting.

31. Bird boxes – Swallows

Erect swallow boxes (Wildlife Trust Suggestion E.g. Schwegler swallow nest boxes 10) which should be placed inside outbuildings (sheds, barns or stables). Ensure there is always access for the birds through an open window or sky-light. Swallows are sociable birds but multiple nests should not be placed at less than 1m intervals. For further advice see <http://www.nhbs.com/schwegler> swallow nest 10 tefno 158625

32. Bats

If bats are discovered Natural England will need to be consulted and a Department of Food and Rural Affairs (DEFRA) licence will need to be obtained prior to any recommencement of work and mitigation measures proposed.

33. Green Roofs and walls

Green Roofs should be considered in the construction of any flat roofed buildings which contribute greatly to on-site biodiversity by attracting a range of insects and birds. They also provide natural insulation, rainwater attenuation and cooling, and are visually attractive and innovative. Green walls provide many of the same benefits, and have been shown to provide considerable temperature regulation, as well as contributing to on-site biodiversity by providing habitat for insects and nesting birds.

Reason: To aim towards biodiversity enhancements in new developments in compliance with guidance in paragraphs 5.32 to 5.56 of PPS9, PPS1 and the NERC Biodiversity Duty.

34. Water Saving Measures

WT suggest including grey water recycling, external water butts etc in new building design.

See <http://www.environment-agency.gov.uk/subjects/waterres/286587/286911/548861/862159/?version=1&land=e>

And

<http://www.greenbuildingstore.co.uk/water-reedbeds.php>

Reason: To aim towards sustainable water usage in new developments, in compliance with sustainability guidance PPS1.

35. Code for Sustainable Homes

Maximising energy efficiency and conservation through use of renewable energy sources, solar panels, wind turbines (where efficient), ground source heat pump, insulation creating buffer zones, weather-breaking planting, localised temperature controls, and use of condensing boilers.

Reason: To aim towards sustainable energy usage in new developments

36. SUDS

Sustainable Urban Drainage systems could be considered. The SUDS manual (c697) by Woods Ballard B, Kellager R et al is available at <http://www.circa.org/downloads.htm>

Reason: To aim towards sustainable drainage systems in developments

37. Local Site Systems

Local site systems have been developed through a partnership and are endorsed by local authorities will be more likely to attract a range of funding support available for nature conservation objectives. These include planning conditions and s106 agreements with developers for works to secure public benefit. These could include measures to improve

public access and interpretation. Section 106 agreements could also make payments under s39 of the Wildlife and Countryside Act for entering into management agreements in respect of any land in their area for the purpose of conserving or enhancing its natural beauty, or promoting its enjoyment to the public.

38. Biodiversity Benchmark

The Biodiversity Benchmark for Land Management of the Wildlife Trust is the first award for business designed to recognise and reward continual biodiversity improvement. It was set up to support businesses and other organisations in their work to enhance biodiversity. The biodiversity Benchmark is managed by the Wildlife Trust. It's strategic direction is overseen by a steering group comprising commercial and environmental organisations including Natural England and the Environment Agency. It provides a nationally recognised standard for commitment to biodiversity, demonstrating responsible land management. How to apply: Self-assessment packs and related documents can be downloaded from the Biodiversity Benchmark website www.biodiversitybenchmark.org or email bb@wildlifetrusts.org to obtain a copy

39. Nuisance

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

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

For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

40. Air Quality Management

Due to the development being within the AQMA, the Travel Plan submitted should include the consideration of providing a personalised travel planning service to maximise the take up of more sustainable modes of transport. If the development is within the AQMA and close to public transport a more detailed Travel Plan should be sought. The provision of a personalised travel planning service can help to enhance the uptake of more sustainable modes of transport. Advice on approach can be found in the following DfT publication <http://www.dft.gov.uk/pgr/sustainable/travelplans/ptp/personalisedtravelplanningev5774>

41. Environmental Statement

All matters submitted pursuant to the above conditions must be in accordance with the proposals tested within the Environmental Impact Assessment (EIA). If the Council considers that future submissions go beyond the scope of the EIA or introduce significant

effects not previously been assessed then further EIA maybe required or addendums to the current version. Section 73 applications to vary or not comply with conditions are also subject to EIA regulations and will be reviewed in the context of the existing environmental statement.

42. Birds

In respect of the requirement to submit and Ecological Management Plan, no demolition of buildings, or removal of trees, scrub or hedges, shall be carried out on site between the 01 March and 31 August inclusive in any year, unless searched beforehand by a suitably qualified ornithologist.

REASON

Nesting birds are protected from disturbance under the Wildlife and Countryside Act 1981.

43. Lighting

In respect of the requirement to submit and Ecological Management Plan, no external lighting shall be installed or affixed to any buildings on the site unless the Local Planning Authority has first approved in writing the details of its position, height, design and intensity. The hedgerows, tree lines and vicinity of any at boxes in particular should be protected from any direct lighting.

REASON

To ensure the site provides a suitable foraging habitat for bats which may be adversely affected y artificial light pollution in sensitive areas

44. Bats

In respect of the requirement to submit and Ecological Management Plan, no demolition of buildings is to take place unless carried out in the presence of a bat ecologist.

REASON

All bats ad their roosts are legally protected by the Wildlife and Countryside Act 1981 and the Conservation (Natural Habitats and c.) Regulations 1994. If bats are present it is illegal to intentionally kill, injure or catch them, damage destroy or obstruct their roosts, or to disturb the bats. Bat roosts are also legally protected, even when bats are not present all of the time.

45. Trees and bats

In respect of the requirement to submit and Ecological Management Plan, prior to commencement of each phase, no trees identified on site as bat roosts are to be felled until a bat mitigation scheme has been submitted for the approval in writing by the Local Planning Authority. This is to include the results of the survey to determine which trees contain or are likely to contain bat roosts (those with cracks, rot holes, splits, dense ivy cover, etc) and the proposed mitigation measures.

REASON

Some of the trees on the site have been identified as containing features which could be used by roosting bats. If any of these are due to be removed as part of the development, they need to be checked for evidence of the use by bats beforehand. Because bats are such mobile species, this should be carried out as close to the time of the felling as possible. Any that are found to contain bats will need to be left until the bats have gone or been excluded (which would require a licence), although it would be preferable to retain on site those

specimens considered likely to be used by them. Felling techniques on all trees with potential bat habitat must be felled following all guidelines in 'Trees and Bats' (Arboricultural Association Guidance Note 1, May 2003, 2nd edition), and in the presence of a bat ecologist. If bats are discovered Natural England will need to be consulted and a DEFRA licence will be needed prior to any recommencement of work, and mitigation measures proposed. All bats and their roosts are legally protected by the Wildlife and Countryside Act 1981 and the Conservation (Natural Habitats and c.) Regulations 1994. If bats are present it is illegal to intentionally kill, injure or catch them, damage destroy or obstruct their roosts, or to disturb the bats. Bat roosts are also legally protected, even when bats are not present all of the time.

46. Landscaping

In respect of the requirement to submit and Ecological Management Plan, no works of site clearance or demolition for each phase are to begin until a detailed landscaping plan has been submitted to the Local Planning Authority for approval in writing. This is to include details of the species of local provenance to be planted/sown and a structurally diverse habitat plan (preferably including a pond and dead wood habitats), consisting of a list and map of species to go in the tree plantings, scrub areas and hedgerow and a sample programme of management.

The plan shall be implemented in full and permanently maintained unless otherwise agreed in writing by the Local Planning Authority.

REASON

To increase opportunities for wildlife in new developments, in compliance with guidance in paragraphs 5.32 to 5.36 of PPS9, and the NERC Biodiversity Duty.

47. Badgers

In respect of the requirement to submit and Ecological Management Plan, no works of site clearance or demolition is to begin in each phase until a survey for badgers has been carried out and a report submitted to the LPA for approval in writing. Should an active badger set be found to be present on site, a licence would be required from Natural England in order to lawfully undertake works within close proximity of the sett(s) in question. Natural England will require a mitigation strategy to include the method and timing of the works. All works are to proceed in accordance with the approved scheme of mitigation. This is to include details of precautions to be taken before and during construction to avoid harm to badgers, such as caused by the potential sett building in fresh soil heaps. Construction activities must not approach closer than within 30m of any badger sett. A final check survey for badgers should be carried out before commencement of construction and a watching brief and general site safeguards should be put in place to protect the badgers present at the site and wider area.

REASON

To prevent the killing, injuring and cruelty of badgers and interfering with setts. Badgers are legally protected under the Wildlife and Countryside Act, 1981 and the Protection of Badger Act 1992. This makes it illegal to wilfully kill, injure or cruelly ill-treat a badger, interfere with a badger sett by damaging or destroying it, obstruct access to a sett or to disturb a badger whilst occupying a sett. Furthermore, the destruction by development of the badgers foraging territory, and the interruption of their paths to such territory or to water sources, may be classified as cruel ill-treatment.

48. Reptiles

In respect of the requirement to submit and Ecological Management Plan, any key features within the redevelopment area that could potentially be used by reptiles should be cleared sensitively, in particular habitats in the north-eastern corner of the site. Key features include log and brash piles, grass heaps, stone rubble piles, marrow burrows. Existing areas of amenity grassland should be maintained closely mown to prevent their colonisation by reptiles.

REASON

To prevent the killing or injuring to reptiles. Reptiles are protected under the Wildlife and Countryside Act 1981 which makes it an offence to intentionally kill or injure these species.

49. Stag Beetles

In respect of the requirement to submit and Ecological Management Plan, if any dead stumps on the site are to be removed, they should be dismantled sensitively and used to recreate loggeries and log piles elsewhere on site. These loggeries should be positioned upright in a shallow hole circa 0.5m deep by circa 1m square, and lined with tree bark mulch. Logs of circa 1.5m length should be used so that they protrude above ground level by circa 0.5m. The loggeries should be positioned in a damp and shady location.

REASON

Stag beetles are a UK and Hertfordshire BAP priority species, and their protection should be considered by local planning authorities in planning decisions in compliance with guidance in paragraphs 84 and 85 of PPS9, and the NERC biodiversity duty.

50. Good building Practice

Good building practices should be adopted during the construction phase to safeguard any individual animals which venture onto the site. Such practices would include covering of deep holes and trenches overnight and or the provision of planked escape routes for any trapped wildlife. In addition, any liquids held on-site should be stored in secure lock-up. Furthermore a precautionary approach should be adopted during clearance of dense scrub. Specifically, necessary scrub clearance at the north eastern corner of the site should be carried out sensitively (i.e. using hand held tools) such that any fox earths be identified, they can be excavated sensitively.

REASON

So that all matters relating to wildlife protection during construction are agreed with all construction workers, and implemented in full thereafter.

51. Bat Boxes

As part of reserved matters condition No. 3, bat boxes (Wildlife trust suggests E.g. Schwegler 1FQ) or bricks (Wildlife Trust suggests E.g. Schwegler N27 or 1FR) should be installed on buildings in positions at least 3m off the ground and which protected from the elements and facing in a south/westerly direction.

REASON

To increase opportunities for wildlife in new developments, in compliance with guidance in paragraphs 5.32 to 5.36 of PPS9, the NERC Duty and PPS1

52. Bird boxes - General

As part of reserved matters condition No. 3, swift, starling and house sparrow nest boxes and/or bricks (Wildlife Trust suggests E.g. Schwegler boxes/bricks) should be erected on/in

any tall buildings at least 5m above ground, and which are protected from the elements and north/east facing. For further advice see http://www.rspb.org.uk/advice/helpingbords/roofs/internal_boxes.asp

REASON

To increase opportunities for wildlife in new developments, in compliance with guidance in paragraphs 5.32 to 5.36 of PPS9, the NERC Duty and PPS1

53. Consulting EPU and EA regarding Contamination

The Environmental Protection Unit (EPU) and the Environment Agency (EA) should be consulted at each stage for their advice when discharging conditions and performing the works thereby approved.

54 Landscaping

The detailed landscape plan for each phase approved in compliance with Condition 3 shall comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping and Building Design (www.aoa.org.uk/publications/safeguarding.asp).

55. Fire Fighting Hydrants

Twelve (12) additional fire hydrants are required for fire fighting needs distributed throughout the development as guided by the London Fire Brigade as marked by hand on drawing PA1007-200-215 to suitable respond to the potential risk of the development.

3. CONSIDERATIONS

3.1 Site and Locality

3.1.1 The Site

The application site is 12.59 ha in area, It is bound by Porters Way to the south, Mulberry Parade and Rutters Close to the east, Network Rail land to the north, and Holly Gardens and the recently approved Park West development to the west. The site is relatively level.

The application sites was previously occupied by the National Air Traffic Services (NATS) as the main air traffic control centre for southern England and London airports. Since 2008, the NATS operation has relocated to the new London Area Control Centre at Swanwick, near Fareham in Hampshire. The application site is now unoccupied.

The site previously comprised of 21 buildings which served a variety of uses as part of the NATS operation including office, industrial/mechanical and power generation. They are of varying architectural styles, none of which are listed. They are of sizes ranging from small single storey construction through to substantial 7-storey office building with large floor plates. Beneath one of the larger buildings is a substantial basement that previously housed computing and cooling equipment associated with the NATS navigation system. This equipment has been removed.

A substantial amount of the site is laid out as hard stand parking for approximately 1500 parking spaces. There are two vehicular access points via Porters Way and further access through to Porters Way.

Areas not otherwise developed are grassed. A group of mature trees is situated along Porters Way and a tree/hedgerow is situated along the boundary shared with the Mulberry Parade properties and part of the Rutters Close boundary.

Given the previous NATS operation, the whole site is publicly inaccessible with security fencing to all boundaries.

3.1.2 The Locality and Transport Infrastructure

The immediate area is predominantly residential. Most of the properties are terraces and semi-detached houses in a suburban setting with the exception of the 'Park West' flat development. 'Park West' is adjacent the application site and was allowed by the Secretary of State [Appeal Ref. APP/R5510/A/04/1168236]. Note that the development is nearing completion and is up to 6 storeys in height.

Stockley Road to the east is served by the U5 bus route which provides services between Uxbridge Underground Station (served by the Metropolitan and Piccadilly lines) and Hayes and Harlington overground station. There are five buses per hour in either direction. Stockley Road, also provides a vehicular link to the junction of the M4 and access to the motorway network, including M25, M40 and M23.

To the east is Mulberry Parade, a Council-owned building with 12 retail premises, some of which are vacant. The upper levels comprise residential flats. Opposite the Parade is Stockley Recreational Ground.

To the north, the site is boarded by Network Rail land which rises up from the application site to the railway tracks. Beyond is the Grand Union Canal with canal towpath and walkway along its northern bank.

Further afield, to the southwest on Harmondsworth Road is the West Drayton youth/community centre.

West Drayton Town Centre lies to approximately 1,200m to the west of the site as measured from the nearest Porters Way entrance. It offers various facilities and services including a health centre, swimming pool, libraries and citizens advice bureau. The West Drayton railway station provides services between London Paddington and Reading via Slough. Services entail typical journey times of 22 minutes to Paddington and 11 Minutes to Slough with circa 4 trains each way every hour. West Drayton station is identified as one of the stops for the Crossrail link, which will provide high speed connections to central London, with 6 trains every hour.

Also to the west at the Junction of Station Road and Church Road is the No. 222 bus stop providing 8 services each hour between Uxbridge and Hounslow. The No. 350 bus stop provides services between Claredon Road and Heathrow Terminal 5. During weekdays along Station Road is the No. 698 service which runs between West Drayton and Ruislip.

Chapter 8 of the Environmental Statement indicates that there are at least 10 churches and two associations within less than 2miles of the application site. West Drayton Primary School is within 800 metres whilst further afield are Cheery Lane Primary school, Longmead Primary School, St Catherine Primary School, St Matthew's Primary School, Stockley Academy, Harlington Secondary School, and Hayes Manor Secondary School.

3.2 Form of Application

The application has been submitted in outline form, with the following matters for consideration, namely:

- **Layout:** “the way in which buildings, routes and open spaces are provided within the development and their relationships to buildings and spaces outside the development.”
- **Scale:** “the height, width and length of each building proposed in relation to its surroundings.”
- **Access:** “this covers accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.”

The following matters are reserved, namely:

- **Appearance:** “the aspects of a building or place which determine the visual impression it makes, excluding the external built form of the development.”
- **Landscaping:** “this is the treatment of private and public space to enhance or protect the site’s amenity through hard and soft measures, for example, through planting of trees or hedges or screening by fences or walls.”

As such, in addition to discharging conditions, if the Council resolves to grant planning permission, reserved matters applications for appearance and landscaping will also need to be submitted to and approved by the Local Planning Authority prior to the commencement of works on site. Reflecting the phasing of the development, the applicant is seeking an extended period of 6 years in which to submit future reserved matters applications, pursuant to Section 92(4) of the Town and Country Planning Act 1990.

3.3 Proposed Scheme

3.3.1. Land uses summary

The outline application proposes a mixed-use, residential-led redevelopment. The table below summarises the quantum of uses proposed along with further detailed description of the proposal.

Use	Floorspace (in square metres)	Number of units
Existing - Total	40,197	-
Proposed - Total	63,483	-
• Residential (Class C3)	58,178	773 (2569 habitable rooms)
• Nursing Home (Class C2)	3,630	80 rooms
• Health Facility and community facility (Class D1)	1,085	-
• Offices (Class B1)	185	-
• Shops (Classes A1/A2/A3)	185	2
• Energy Centre	200	
• Residential car parking	-	1034
• Non-residential car parking	-	51

The following sections outline the key components of the scheme in more detail, including the residential and non-residential land uses proposed, amenity space provision, site connectivity and off-site works.

3.3.2 Residential component – Summary

The residential component comprises of flat blocks and individual dwellings, linked by a series of interconnected public open spaces and streets. Generally, the flat blocks frame the south western third of the site. The blocks provide a transition between the 'Park West' development, immediately adjacent to the west, with the lower scale residential dwellings of the proposed site which then occupy the north eastern two thirds of the site.

Dwelling Mix		
Dwelling type (Hab rooms)	Units	Hab rms
Studio flat (1)	12	12
1 bed flat (2)	118	236
1 bed flat wheelchair adaptable (2)	34	68
2 bed flat (3)	285	855
2 bed flat wheelchair adaptable (3)	31	93
2 bed house (3)	21	63
3 bed flat (4)	23	92
3 bed house (4)	168	672
3 bed house wheelchair adaptable (4)	13	52
4 bed house (6)	56	336
4 bed house wheelchair adaptable (6)	3	18
5 bed house (8)	9	72
Total	773	2569

A detailed breakdown of tenure mix, family housing, and private amenity space provision is provided in Section 7 of this report.

3.3.3 Residential component – Flat blocks

Blocks A1, A2/3/4, B, C, G1, G2, G3, G4/5, G6/8, G7, comprising a total of 503 flats, frame the western boundary shared with the 'Park West' development.

Block A1 is four storeys and fronts Porters Way. Pedestrian access is provided direct to Porters Way whilst car parking is located at the rear. Private amenity terraces are provided at ground floor with balconies at upper levels.

Block A2/3/4 has a frontage to Porters Way, although, its principle elevation extends along the proposed boulevard, the main vehicular access into the site. It is a part 4/5 storey block with a first-floor, podium-level communal amenity space at the rear. Below is car parking and refuse/bicycle storage.

Block C is midway into the site along the proposed boulevard and adjacent to the western boundary to the Park West development. The part 4/6 storey development proposes a first floor podium level communal open space at the rear. Below is car parking, bicycle and refuse storage. A further communal amenity space is located at ground level to the rear.

Blocks G7 and G6/8 are liner blocks of 3/4 and 4/5 storeys respectively. They are arranged to create a central communal courtyard space at ground level. Additional amenity space is located to the rear of block G7 whilst car parking is located to the south and west around Block G7. Refuse and bicycle storage will form part of the reserved matters application,

although illustrative plans suggest they will be located within the building footprint and adjacent to the entrances at ground floor.

Blocks G1 (height 3 storeys), G2 (height 3 storeys), G3 (height 4 storeys) and G4/5 (height 3/5 storeys) frame the northern boundary of the adjacent Park West development. Private and communal amenity space is located at ground floor with car parking at the rear, adjacent to the Park West boundary. Refuse and bicycle storage will form part of reserved matters applications, although illustrative plans indicate they will be adjacent to the entrances at ground floor.

Block E is a courtyard block of 3/4 storeys. A first floor podium communal amenity space is proposed with car parking, bicycle and refuse storage located below at ground floor. Private amenity space is provided in the front setback for ground floor flats. It is anticipated that upper level flats are likely to benefit from balconies as part of future reserved matters applications.

Block D is centrally located within the site adjacent to the proposed 'village green', the boulevard and the promenade. The courtyard block is 3/4/5 storeys in height with a first floor podium communal open space. Below is car parking, bicycle and refuse storage. Private amenity space is provided in the front setback for ground floor flats. It is anticipated that upper level flats are likely to benefit from balconies as part of future reserved matters applications.

Block K is located at the bottom of the boulevard and adjacent to the proposed 'autumn green'. The 3/5 storey block proposes car parking at the rear. Illustrative drawings include refuse and bicycle storage within the building footprint at ground floor. Upper level flats are likely to benefit from balconies as part of future reserved matters applications.

Block F comprises 1 and 2 bedroom flats above the medical centre in the south eastern corner of the site adjacent to Porters Way. Future provision of refuse and cycle storage is shown within the building footprint to the rear of the building and accessible by the internal streets of the development, whilst car parking is in the surrounding curtilage of the building.

3.3.4 Residential component - Dwelling houses

The proposed 270 dwelling houses are situated in the north-eastern two-thirds of the site. They are predominantly terraced properties of 2 storeys with larger dwellings of 3 storey terraces framing the 'Autumn Green', 'Village Green' and the 'Promenade'. There are also 3 fully-detached, family-sized dwellings. All dwelling houses benefit from private gardens. Dwellings will have individual bicycle and refuse storage. Car parking is located in close proximity within the network of internal streets or is in secured access courts behind the rear gardens.

3.3.5 Non-residential components

The non-residential components of the scheme include a primary health care facility, community room, retail units, business units, including a site management office as well as an energy centre with a combined heat and power (CHP) unit and separate foul water pumping station.

The Primary Care Trust (PCT) facility is located on the ground floor of Block F in the south east corner of the site, adjacent to Porters Way, the Mulberry Parade shopping area and the proposed promenade. The floor area of the PCT facility along with the community room is 1,085sqm. Car parking for 19 cars will be located in the surrounding curtilage. Subject to

separate and further negotiations with the Hillingdon PCT, the applicant's Health Impact assessment suggests that the facility could accommodate up to 7/8 doctors as well as all the requisite health and administrative support services to meet the needs of the future residents of the site and surrounding West Drayton Area.

Also within block F are the Class A1/A2/A3 retail elements situated at ground floor adjacent to the Mulberry Parade shops. The proposed floor area is 185sqm. The Planning Statement suggests that this would provide 1 to 2 retail units, the detail of which would come forward as part of reserved matters applications. Approximately 5 to 10 jobs would be created. Car parking for 4 cars is proposed to be located to the rear of the building. Future refuse storage is within the building footprint to the rear of the shops whilst 2 car spaces and bicycle parking is externally located at the top of the promenade.

The Class B1 business units are also in the same building in the south east corner. The business units will be located at the first floor, and along with the site management office at the ground floor, will have a total maximum floor area of 185sqm. Approximately 11 jobs would be created. Car parking for 4 cars is proposed to be located to the rear of the building.

Across the promenade and fronting Porters Way is the nursing home. The facility will be 3 storeys, up to 3,630sqm and accommodate 80 beds. Car parking for 23 cars and bicycle storage for 43 bicycles (to address employee needs) is located to the rear, along with communal outdoor amenity space. Illustrative plans indicate refuse storage provision will be within the building footprint adjacent to the internal street rather than directly off Porter's Way.

The proposed energy centre is located in the parking area to the rear of the PCT/retail/office/residential flat building in the south east corner of the site. It is 2 storeys and covers up to 200sqm. It sits adjacent to the eastern boundary, which backs onto gardens of the adjoining Mulberry Parade. The Planning Statement advises that the energy centre is proposed to form a district heating network that will provide electricity, heating and hot water to all the buildings on the site. This is along with a biomass boiler and/or photovoltaic panels (PVs) to achieve energy savings and carbon reductions. Note that the final range of renewable options and the final location of PVs is proposed to be conditioned for determination and subject to approval in writing by the Local Planning Authority.

The agent advises that the foul water pumping station is located adjacent to the northern boundary of the site. There is an existing pumping station in this location already which will be upgraded as required. All the equipment is underground and will remain so. Further details are provided in the Flood Risk Assessment accompanying the application.

3.3.6 Public amenity spaces

Integrated into the layout of the application site is a network of publicly accessible open spaces. Two principle spaces are proposed. 'Spring Green' is 3412sqm in area and is located midway into the site and is directly accessible along the 'Boulevard' and 'Promenade'. 'Autumn Green' is 3790sqm in area and is situated further north at the top of the 'promenade'. Both spaces are intended to be focal points and offer a multi-functional space.

Play areas are identified in both greens. 'Spring Green' includes a neighbourhood play area of 800sqm as well as a local play area of 230 sqm. 'Autumn Green' contains a neighbourhood play area of 1125sqm and a local play area of 186sqm. Note that there are further play areas scattered within the site.

A further 'wilderness' corridor of over 3000sqm is identified along the northern boundary of the site, adjacent to Network Rail land. It is intended to offer screening between the development and Network Rail land as well as an opportunity for enhancement of biodiversity on the site. A play area of 100sqm is included within the space.

3.3.7 Connectivity

In addition to achieving connections within the site, the layout has considered the wider area and proposes connectivity improvements.

The principle vehicular link onto the site is via the 'Boulevard' which runs north from Porters Way. The point of access onto Porters Way closely reflects the existing principle access point on the site. The route of the boulevard takes in the principle open spaces, 'Spring Green' and 'Autumn Green' as well as the smaller 'Summer Green'. It serves the majority of the flat blocks whilst the dwellings are served by home zone roads which feed off the boulevard. Tree planting and landscaped and pedestrian verges are integral to creating the character of this principle access point.

The 'Promenade' is a diagonal connection linking Porters Way with 'Spring Green, 'Autumn Green' and the east-west link. At the Porters Way frontage, the 'Promenade' provides vehicular access and a parking forecourt area to the non residential elements of the scheme, which are clustered in this area and integrates with the existing Mulberry Parade shopping area immediately adjacent to the east. Further into the site, the 'Promenade' is a pedestrian thoroughfare, linking the principle public amenity spaces. The seasonal landscaping theme to open spaces is also picked up with a 'Winter Walk', along the promenade which includes extensive tree planting.

In addition, an east-west link for pedestrians and cyclist is provided between Rutters Close to the east and Holly Gardens to the west. This links 'Autumn Green' open space and the terminus of the 'Boulevard'/'Promenade' connections with Porters Way. The east-west connection will offer improved connectivity to West Drayton railway station as well as the Mulberry Parade and Stockley Recreation ground.

Home zone roads serve the dwelling houses and facilitate provision of on-street car parking spaces and parking courts to the rear. The home zone design creates a distinctive and intimate character in the layout, building setbacks, as well as illustrative landscaping and material treatments.

3.3.8 Off-Site Highways Work

Separate and in addition to any s106 planning contributions the council's highways engineers and TFL are in negotiations with the applicant to secure highway improvements between the Stockley/Lavender junction and the Station/Porter junction. Also, any connectivity improvements between West Drayton Mainline Station and the site as identified in the review Pedestrian Environment Review Software (PERS) report.

3.4 Relevant Planning History

The application history is for relatively minor alterations, additions and works associated with the former MOD and NATS operations.

4. PLANNING POLICIES AND STANDARDS

The following Saved Policies and standards are considered relevant to the application:-

Part 1 Policies:

- Pt1.7 To promote the conservation, protection and enhancement of the archaeological heritage of the Borough.
- Pt1.9 To seek to preserve statutory Listed Buildings and buildings on the Local List.
- Pt1.10 To seek to ensure that new development will not adversely affect the amenity and character of the Borough's residential areas.
- Pt1.12 To avoid any unacceptable risk of flooding to new development in areas already liable to flood, or increased severity of flooding elsewhere.
- Pt1.13 To seek to ensure the provision of 8,000 additional dwellings in the Borough between 1 January 1987 and 31 December 2001.
- Pt1.15 To enable the conversion of residential properties to create more units, provided the additional units are suitable to live in and the character of the area and amenities of adjoining occupiers are not harmed.
- Pt1.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.
- Pt1.17 To seek to ensure the highest acceptable number of new dwellings are provided in the form of affordable housing.
- Pt1.19 To maintain a hierarchy of shopping centres which maximises accessibility to shops and to encourage retail development in existing centres or local parades which is appropriate to their scale and function and not likely to harm the viability and vitality of town or local centres.
- Pt1.21 To seek publicly accessible recreational open space in association with proposals for development where appropriate to help reduce deficiencies in recreation open space or to ensure that provision does not fall below accepted standards.
- Pt1.25 To encourage the provision of small industrial, warehousing and business units within designated Industrial and Business Areas.
- Pt1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- Pt1.31 To encourage the development and support the retention of a wide range of local services, including shops and community facilities, which are easily accessible to all, including people with disabilities or other mobility handicaps.
- Pt1.33 To promote the construction of new roads or the widening of existing roads only where they would: improve safety; promote pedestrian movement, cycling or public transport, or the improvement of the environment; reduce local congestion in a cost effective way; or are required to accommodate traffic likely to be generated by new development.
- Pt1.34 To maintain the road hierarchy set out in this Plan and accordingly seek to segregate different types of traffic by the function of the various tiers of the

hierarchy through traffic management schemes, road signing and planning control over development and redevelopment schemes.

Pt1.35 To accord priority to pedestrians in the design and implementation of road construction and traffic management schemes, and to seek to provide a network of cycle routes through the Borough to promote safer cycling and better conditions for cyclists.

Pt1.36 In consultation with public transport operators to improve facilities at bus and rail interchanges, and in consultation with LT and bus operators to promote traffic management measures which give priority to buses.

Pt1.38 To seek a reduction in road accident casualties through highway improvements including traffic calming and the design of new highway schemes.

Pt1.39 To seek, where appropriate, planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

Open Land and Countryside

OL26 Tree and woodland protection

Ecology and Nature Conservation

EC1 Protection of sites of special scientific interest, nature conservation importance and nature reserves

EC2 Nature conservation considerations and ecological assessments

EC3 Potential effects of development on sites of nature conservation importance

EC5 Retention of ecological features and creation of new habitats

EC6 Habitat maintenance on former derelict, damaged or temporarily vacant land

Built Environment

BE3 Investigation and recording of sites of archaeological interest prior to development

BE13 Layout and appearance of new development

BE14 Safeguarding neighbouring development potential

BE18 Design considerations - pedestrian security and safety

BE19 Complimenting or improving residential amenity and character

BE20 Building layout to consider daylight and sunlight in and between buildings

BE21 Amenity impact due to bulk, scale and proximity

BE22 Building setback criteria

- BE23 Providing and maintaining amenity space
- BE24 Privacy protection for occupiers and neighbours
- BE28 Shopfront design
- BE35 Visual impact of proposals adjacent major road and rail connections
- BE36 High buildings and structures
- BE38 Landscaping details

Other Environmental Considerations

- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Mitigating noise impacts from buildings
- OE5 Siting of noise sensitive development
- OE8 Surface water attenuation
- OE10 Development phasing in areas of flooding or inadequate capacity
- OE11 Contamination and handling of dangerous substances

Housing

- H1 Sites safeguarded for residential development
- H4 Mix of housing units
- H5 Securing larger dwellings for families
- H8 Change from non-residential uses to residential use
- H10 Hostel and special needs accommodation requirements

Recreation, Leisure and Community Facilities

- R1 Provision of recreational open space and playspace
- R10 Support for community and health facilities
- R16 Provision for accessibility for shops, business uses, community and other facilities
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities

Accessibility and movement

- AM2 Development proposals – assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM3 Proposals for new road or widening – criteria for consideration
- AM5 Safeguarding of roads
- AM7 Criteria for considering the impact of development of existing and committed principal roads and wholly discounting potential for through traffic on distributor and access roads
- AM8 Pedestrian priority in road construction and traffic management
- AM9 Provision for cyclists in the network, highway improvements and developments
- AM13 Consideration of the ease and spontaneity of movement by the elderly
- AM14 Compliance with adopted parking standards
- AM15 Provision of accessible spaces for people with a disability
- AM16 Provision of accessible spaces for people with a disability
- LE2 Industrial and Business Areas (IBAs)
- LE4 Loss of industrial floorspace outside designated industrial areas

Airports and Aviation

- A6 Aviation Safety

Also considered relevant are:

- Council's SPD – Former NATS Site, Porters Way, West Drayton
- Council's SPD – Hillingdon Design and Accessibility Statement
- Council's SPD – Hillingdon Design and Accessibility Statement – Residential Layouts
- Council's SPG - Planning Obligations
- Council's SPG - Community Safety by Design
- Planning Policy Statement 1 (Delivering Sustainable Development)
- Planning Policy Statement 1 Supplement (Planning and climate Change)
- Planning Policy Statement 3 (Housing)
- Planning Policy Statement 4 (Planning and Economic Development)
- Planning Policy Statement 9 (Biodiversity and Geological Conservation)
- Planning Policy Statement 10 (Planning for Sustainable Waste Management)
- Planning Policy Guidance 13 (Transport)
- Planning Policy Guidance 15 (Planning and the Historic Environment)
- Planning Policy Guidance 16 (Archaeology and Planning)
- Planning Policy Guidance 17 (Planning for Open Space, Sport and Recreation)
- Planning Policy Guidance
- PPS 22 (Renewable Energy)
- PPS23 (Planning and Pollution Control)
- PPS25 (Development and Flood Risk)
- The London Plan (Consolidated with Alterations Since 2004) 2008

5. ADVERTISEMENT AND SITE NOTICE

Advertisement Expiry Date: 23 December 2009

Site Notice Expiry Date: 11 December 2009

6. CONSULTATIONS

6.1 External Consultees

6.1.1 Local residents/groups

A total of **1521** surrounding occupiers were notified. Site notices were erected in the surrounding area. A public notice was placed in a local paper on 2nd December 2009, and the application was published on the Council's web site. 45 submissions and 1 petition were received in response to the consultation of the original application as submitted.

Of the total submissions, 13 letters of objection as well as 1 petition with 38 signatures have been received from residents raising the following concerns:

Principle

- (1) Question the need for a nursing home and instead, provide sheltered housing
- (2) Question why there should be affordable housing in the development given there is already sufficient in the borough

Density

- (3) The proposal would lead to overpopulation in the area

Impact to the Character and Appearance of the Area

- (4) The flats blocks give the appearance of overcrowding, claustrophobia and will be unsightly

Impact to Neighbours

- (5) Impact from dirt
- (6) Request for hours of construction to be reduced to no later than 5pm
- (7) Impact to light on Lexington House and Kensington House

Transport

- (8) Traffic impacts, accidents and safety (location and nature of the issues was unspecified)
- (9) Increased traffic congestion
- (10) Parking impacts in Porter's Way, North Road and cumulative effect in addition to the neighbouring St Georges Development
- (11) The effect of traffic volume on the ability of pedestrians to cross roads
- (12) Roads are too narrow (roads unspecified)
- (13) Construction traffic impacts in addition to the Park West development
- (14) Concern that car parking may be sold separately when it should be allocated to houses
- (15) Concern that the traffic flow map is inaccurate including no vehicle count on South Road
- (16) The proposal will create a rat-run along Bell Road
- (17) Objects to the first phase having access via Rutters Close. The impact this will have on traffic safety as well as children's play in the street. Also, what guarantees there are that this access is only temporary.

Urban Design, Access and Security

- (18) Car parking will lead to crime and damage to vehicles
- (19) A reduction in dwelling numbers and height (storeys) requested
- (20) Opposed to the east-west cycle route as undermining security

Noise and Air Quality

- (21) Noise impacts (source of noise pollution and what it would effect was unspecified)

Planning Obligations

- (22) Insufficient services (unspecified), schools and hospitals to support the additional homes
- (23) A lack of educational facilities and provision of school places
- (24) Request for s106 monies for open space e.g. Drayton Hall and The Closes and town centre improvements
- (25) Absence of sporting facilities in the development

Other

- (26) Impact on services (The nature of the impact and the services it would affect was unspecified);

In addition, a submission was submitted on behalf of the Yewsley and West Drayton Town Centre Action Group raising the following concerns:

- (27) The medical facility is welcomed although there is concern if this would mean the closure of other medical facilities in West Drayton and Yiewsley
- (28) On-site car parking should be part of planning obligations such that no car parking spaces are sold separately from houses/flat
- (29) Increased traffic movements
- (30) The provision of school places
- (31) Question the need for the nursing home and suggest sheltered housing as an alternative
- (32) Adequate s106 provision should be make for open spaces such as Drayton Hall and The Closes along with improvements to the town centre
- (33) Notes that comments were previously submitted during the SPD consultation process

Of the total number of submissions, 31 letters in support of the scheme were received from residents raising the following:

Principle

- (34) A residential led scheme for this site is preferred as in this proposal
- (35) The proposal reflects the desire of local people i.e. houses with gardens, medical centre and old persons home
- (36) Welcomes new housing, medical centre, nursing home
- (37) The proposal will generate income for local businesses
- (38) The proposal will create jobs including jobs from the older peoples home and medical centre
- (39) Increased population will help the struggling Mulberry Parade and shops in Station Road

Impact to the Character and Appearance of the Area

- (40) New buildings will improve the area which they feel has otherwise been neglected

Impact to Neighbours

- (41) Consider the scheme would help rather than hurt existing residents (unspecified)

Transport

- (42) On site car parking will address potential parking impact upon the area

- (43) Suggestion that highway parking controls in the area should be maintained to alleviate parking stress
- (44) The level of car parking proposed is appropriate

Urban Design, Access and Security

- (45) Landscaping and playspace proposals are welcomed
- (46) Walkways and cycleways proposals are welcomed
- (47) Family housing with gardens is welcomed rather than a scheme comprising just big flat blocks and parking
- (48) The scheme is considered attractive and thoughtfully put together
- (49) The pedestrian link to the overland station is welcomed
- (50) The garden village design concept is in keeping with the area

Housing

- (51) Suggestion that a balance should be struck between housing tenures noting there is a lot of social housing in the area already and another suggestion that social housing would cause more social problems whereas private housing will improve an area
- (52) Welcome the approach of the scheme being a majority of residential dwellings rather than flats

Planning Obligations

- (53) The scheme is giving something back in terms of facilities e.g. medical centre and elderly persons home
- (54) Welcomes any associated opportunity to improve shops along Porters Way
- (55) Request that the Council ensures public facilities and infrastructure (parks, car parking, shops, health centre) are given priority equal to the residential component of the scheme and not have less priority if viability is an issue which might mean there is less facility/infrastructure provision "like so many other projects around the country".

Other

- (56) Request that aspects like the retail, health facility and shared road scheme are conditioned
- (57) Request for the Council to monitor the development to ensure facilities are provided

All residents were renotified of the amendments to the scheme. In response to the reconsultation of the amended application, 63 submissions were received.

Of the total number of submissions, 64 letters of objection (includes 43 proforma letters as well as comments from Mr John McDonnell MP, Cllr Geoff Courtney and the Yiewlsey and West Drayton Town Centre Action Group) as well as 1 petition with 66 signatures were received raising the following concerns in addition to concerns raised previously:

Principle

- (58) Recommends that the land be developed as green space rather than more housing
- (59) Recommends the site be for health facilities and older people only and not housing
- (60) The impact of the proposed shops on the existing Mulberry Parade, noting the vacancies therein

Impact to the Character and Appearance of the Area

- (61) The scheme does not reflect the character of the area which is mostly houses with gardens

Impact to Neighbours

- (62) Nuisance in Rutters Close caused by pedestrian and cycle traffic

Living Conditions for Future Occupiers

- (63) The green space does not include places for children to play
(64) More play facilities recommended on site

Transport

- (65) Concern about parking in Rutters Close and walking through to the NATS development which could impede emergency vehicle access

Urban Design, Access and Security

- (66) Concern about crime with the east west link. Suggestion that the link is not needed as there is a separate connection to Mulberry Parade shops provided
(67) Queries about boundary treatment along Rutters Close with suggestion that landscaping would be a maintenance problem and preference for a solid fence.
(68) The boundary wall to Rutters Close should be high (2m suggested) to minimise people's ability to access the dwellings and thereby prevent indiscriminate parking in Rutters Close
(69) The need to consider the environmental effects of increased traffic (impacts unspecified)
(70) Recommend a redesign such that proposed dwellings do not face Rutters Close

Planning obligations

- (71) The community room needs to be a large hall/community centre
(72) The PCT needs to be considered and should be a larger facility and not just a few rooms
(73) Request for recreational and community facilities be considered (facilities unspecified) and concern that facilities on site and in the area are inadequate
(74) Suggestion that s106 planning obligations should be secured for Drayton Hall, The West Drayton and Young People's Centre.

Other

- (75) Concern that residents were not properly consulted on the Rutters Close bicycle link
(76) Impact upon water pressure
(77) Construction impacts (construction vehicle and machinery noise, dust/dirt and the health impacts of this particularly to people with asthma)

Of the total number of submissions, 1 letter in support of the scheme was received from residents raising the following matters additional to those raised previously:

- (78) Pleased that the Rutters Close vehicular access has now been omitted and all vehicles now required to access the site via Porters Way

In the course of the original consultation and reconsultation exercises, the following issues were raised in submissions which are not relevant to the consideration of the planning merits of this application

- The scheme would contribute additional residents that are not local people
- Querying who are the recipients of social housing

- Concerns are raised on top of existing concerns about Heathrow Third Runway and that this area *“is a hole to have to live in”* whilst paying a *“fortune in rates”*
- Problems encountered with other schemes including the St Georges development including parking impacts, damage to boundary walls, deriving no benefit from facilities including the gymnasium, construction impacts and privacy impacts
- Queries about future street naming
- Suggestion of no-through-road signage
- Request that the decision on the application is made by the Council and not a higher level of government
- Opinion that there has been little or no investment in the local community for years
- Suggests creation of a road to the A408 to ease congestion on Lavender Rise
- Suggests creation of a flyover to Stockley Road to reduce congestion in Porters Way
- Queries the demand for housing given other developments in the area
- Questions the necessity of another big development in West Drayton and suggesting that the Park West development has had difficulty filling apartments
- Opinions previously given as part of the SPD consultation exercise
- Nursery was never provided at the old admiralty site (location unspecified)
- Existing healthcare in the area is stretched and unemployment is high
- The Drayton Garden Village name is confusing
- References to the former illegal parking operation on site
- Comments in respect of the pre-application consultation process about agreement to install a trim (fitness) trail in the scheme and possible financial support to sports clubs in the area
- Comments made by the applicants community consultation representative to residents in pre-application discussion and following submission
- Opinion that there is a lack of school places at the Cherry Lane school
- Works previously and currently on site that have been the subject of separate enforcement investigation and comment
- Issue of burglaries on the NATS site in the time it has been vacant
- General, non-specific reference to comments previously submitted during the SPD consultation exercise
- Meetings and comments in respect of resident association meetings about the strategy for healthcare in the borough by the Hillingdon PCT including discussion and comments about ‘The Green’ Medical Centre
- Suggestion that developers should pay for weekly cleaning of windows and cars of neighbours during construction
- The effect of car parking and vehicular access on emergency access from railway line through Rutters Close
- Loss of medical facilities in the area as a result of providing a facility on this site
- Work by the Council and developer on the scheme and resident involvement welcomed with one resident stating the developer and council *“have done a good job in going out to the local people and taking on the opinions of the people”*. From another resident: *“it’s good to have input into something as it is going through the process and to see developers are providing something for the community rather than just dropping a block of flats in”*.
- Opinion that the area needs improvement and the NATS redevelopment proposal is a *“big step in the right direction”*
- Resident pleased with the information received about the development and *“relieved it is not another St George”* and *“unlike the St George’s development we have been consulted on this site and am assured that it will be an investment within the community, instead of just an investment for large companies”*
- The proposal is seen as good for the local community
- Opinion that the proposal is better than the St Georges development

- Demolition of the “ugly” NATS building welcomed
- Opinion that people in the area consider the scheme is good because they have been involved from the start and that it is “a local development which will benefit local people”.
- Concern that Lavender Rise was not built for use by buses
- Suggestion that houses should be more affordable in general rather than building more social housing

6.1.2 Submissions from Organisations

Veolia Water Company

Extensive discussions have taken place with the company noting resident comments about water pressure. Both the Developer Services and Planning Team of Veolia Water were consulted. Both teams verbally advised that Veolia Water have no specific requirements or input to make as part of the Council’s assessment of the planning application. It was agreed that an informative be included that Veolia Water be contacted by the applicant to agree the detailed design and construction of water supply connection for the development.

6.1.3 Statutory Consultees

Greater London Authority: Stage 1 Report Conclusion of Stage 1 Report (22 Dec 2009)

133 *London Plan policies on land use, housing, mixed-use development, urban design, inclusive access, energy, climate change adaptation and transport are relevant to this application. Whilst the application is broadly acceptable in strategic planning terms, it complies with some of these policies but not with others, for the following reasons:*

- **Housing:** *Exact details of the proportion and tenure split of affordable housing have not been finalised but the indicative contribution of 10.9% appears unduly low. The applicant’s financial viability appraisal is undergoing independent assessment to ensure that the affordable housing offer is the maximum amount feasible for this development*
- **Energy:** *Some details of the energy strategy require clarification as specified in the energy section of this report.*
- **Transport:** *TFL requires a reduction in car parking provision, electric vehicle charging points, further work on the pedestrian environment and contributions towards improvements to bus services, priority and stops. In its existing form, the proposal does not fully comply with London Plan policy 3C.2 Integrating Transport and Development, and policy 6.1 Strategic Approach of the consultation draft replacement London Plan.*

134 *The following changes might, however, remedy the above-mentioned deficiencies, and could possibly lead to the application becoming compliant with the London Plan:*

- **Housing:** *The proportion and tenure split of affordable housing would need to be finalised following completion of an independent assessment and subsequent negotiations between the applicant, Hillingdon Council and the applicant.*
- **Energy:** *The applicant should provide full clarification of the details required in the energy section of this report.*
- **Transport:** *The applicant should continue negotiations with TFL to ensure satisfactory resolution of all issues raised in the transport section of this report and full compliance with the relevant policies of the London Plan.”*

Further comments by the Greater London Authority

Housing

- The GLA will have consideration for the independent viability assessment given 10.9% affordable housing is lower than the London Plan target

Energy

- Clarification is sought in respect of the on-site energy centre heat load and overheating
- Conditions are recommended for the sizing of the energy centre (200sqm) and the photo-voltaic cells (700sqm)

Transport for London (TFL)

Car parking

- Reduce car parking
- Secure a car club on site
- Accessible parking supported
- TFL welcomes a parking management plan which should be conditioned
- Parking controls for Porters Way are recommended
- Electric charging points plus passive provision should be provided

Trip Generation

- TFL accepts the data used
- There is no adverse impact on highway network

Cycle parking

- Recommend CCTV for added security

Walking, cycling and public realm

- New east-west route welcomed
- Request that the PTAL assessment considers the new link
- PERS ('Pedestrian Environment Review System') assessment is needed

Buses

- There are 4 routes to be considered: U5, A10, 222, 350 – The scheme necessitates 1 additional bus per hour (76 passengers in peak and 760 per day)
- TFL seeks a planning contribution
- Alternatively, implementing bus priority networks
- Bus stop contribution also requested

Rail

- Crossrail may increase PTAL (public transport accessibility level) value

Construction, Delivery and Services

- Condition or include in s106 agreement a Delivery and Servicing Plan (DSP), Construction Management Plan (CMP), and Construction Logistics Plan (CLP)

Travel Plan

- Submitted plan excellent and passed the ATTrBuTE assessment although, more attention to promotion and awareness of national campaigns in support of what is already committed to e.g. European Mobility Week

Further informal comments from TFL

The following updated informal advice was provided in respect of planning contributions for buses:

- Scheme would generate need for 2 additional services in the morning peak to mitigate the effect of the development
- Route U5 is closest to the development and most likely to be used and the scheme would add additional 76 trips, although some passengers may walk to Station Road to access route 222

Further comments in writing from TFL

Car Parking

- The reduction in commercial parking is welcomed and on balance, the Authority accepts the level of residential parking
- The 10% accessible parking for people with disabilities is welcomed
- The Car parking management plan is welcomed
- Consideration of a Controlled Parking Zone (CPZ) by the Council is recommended

Car Club: 2 car club parking spaces are welcomed and scope for additional spaces in the future is recommended

Electric Vehicle Charging Points: 5% provision should be specified by condition in each phase given this percentage is lower than the 20% recommended in the draft replacement London Plan

Trip Generation and Highways Issues: Assessment acceptable

Cycle Parking Provision: Acceptable

Walking, Cycling and Public Realm: The west-west link is a positive benefit for the area although, this would be lost if the route is not considered to be safe for residents wishing to use it.

Buses: The Authority welcomes the phased contribution of £420k although, the Authority is concerned that the developer is not willing to make other contributions including bus stop improvements (£34k) as well as bus route priority improvements (s106 and s278 agreement)

Rail: Welcomes further revised PTAL information which accounts for Crossrail and shows the site would be Level 2

Construction, Delivery and Servicing: Conditions are recommended

Environment Agency (EA)

The following conditions of approval are recommended:

- Development in accordance with the Flood Risk Assessment (FRA)
- Approval of a scheme for disposal of foul and surface water
- Approval of a contamination verification report
- Written approval prior to any amendment to the remediation strategy if previously unidentified contamination is found during the development
- Approval of monitoring, maintenance and contingency plans and final report on long term remediation criteria
- Prior approval for any deep foundation works using penetrative methods
- A planning informative noting the separate legal requirement for a site waste management plan (SWMP)

Department for Environment, Food and Rural Affairs (DEFRA)

No comments received

BAA Aerodrome Safeguarding

The Authority has no safeguarding objection and recommends the following condition:

- Future potential conflict with safeguarding criteria to be addressed by landscaping condition

The following observations were also made:

- British Standards apply for construction cranes
- Where applicable to wind turbine impacts, refer to Advice Note 7
- The Authority requests consultation on Reserved Matters

BAA Compass

No comments received

Government Office for London (GOL)

No comments received

English Heritage (EH)

The Authority provided the following advice:

- It is recommended that building L1 and relevant elements connected to it and any associated structures be recorded prior to demolition - EH can give further advice on the recording brief
- It is unlikely that archaeological remains exist on the site and therefore fieldwork or evaluation is not needed.

Hillingdon Primary Care Trust (PCT)

Formal correspondence (18th February 2010)

The Hillingdon PCT offered the following advice:

- The expectation is that contributions would cover mitigation for the first three years of the GP surgery being circa £1.5m
- The PCT are happy to consider a fully equipped GP surgery as well as capacity for additional services in part or full settlement of the above financial contribution subject to detailed design concluding the scale of the facility, timescales, facilities, fit out and cost in terms of rent.
- In the event that agreement on the above cannot be reached, the alternative is for a financial contribution to mitigate the impacts of the development.
- Notes that the nursing home impacts need to be included in a HUDU-based (Healthy Urban Development Unit) contribution.

Further email clarification (25th March 2010, 12th April 2010)

In addition to the above advice, the Hillingdon PCT confirmed for clarity that the PCT is prepared to enter into an agreement with Inland Homes to enable the abovementioned approaches to be progressed i.e. a facility on site or a HUDU financial contribution, amounting to £2,226,468 (Comprising £1,617,410 for the 773 dwellings and £609,058 for the

80 bed nursing home) for healthcare requirements including hospitals bed spaces and GP surgery places as calculated in the HUDU model.

British Waterways (BW)

The Authority provided the following comments:

The potential impact on Grand Union Canal was considered to be limited in terms of visual impact. However there would be an impact on the canal towpath through additional residents using it as a transport link and public open space.

The Authority supports the utilisation of the canal as well as improvements to cycleways, encouraging walking and pedestrian environment improvements around the site and general accessibility improvements. These should also encompass the canal towpath and opportunities in the waterspace strategy.

Further email advice (08th March 2010)

The Authority recommends seeking a contribution to improvements and maintenance to the canal with the likely increased population from over 700 units. Any enhancements to the canal towpath would be guided by the water space strategy.

Network Rail

The Authority advises it has no objection in principle and offers the following advice:

- The Authority recommends that Crossrail is consulted on the application
- It is considered that the proposal will lead to increased patronage of West Drayton Station and therefore a s106 contribution is requested to improve/upgrade existing facilities [unspecified]
- Regarding site layout, a minimum 2m building separation to boundaries is recommended
- Regarding fencing: recommend 1.8m high fence parallel but separated from the railway fence
- Regarding drainage, surface water should not be discharged onto railway land and soak ways are not to be sited within 10m of the Network Rail boundary
- Regarding safety, there should be no impact to safety and stability of the railway network from site work. Demolition should be to an agreed method statement and Network Rail consulted
- Regarding ground levels, the developer is advised to consult with Network Rail regarding changes to site levels and no excavations near railway embankments, retaining walls or bridges
- Regarding environmental issues, siting and design of buildings should take account of noise, vibration and dust from network rail land operations
- Regarding plant, scaffolding, and cranes, there should be no over sailing or potential to fall onto Network Rail land
- Regarding landscaping, all new trees planted should be located at a distance not less than their mature height from the boundary fence to Network Rail land. See lists of permitted and not permitted species detailed by Network Rail

Crossrail

The Authority has considered the implications of this development and advises that it has no comment to make on the application

London Bus Services

No comments received

Transco

No comments received

Metropolitan Police

Advise that the developer is committed to Secure by Design principles. An appropriately worded standard condition of approval is recommended to ensure Safer by Design compliance.

A condition for CCTV is also recommended.

Further email advice (01 February 2010)

In response to concerns raised by residents about the east-west pedestrian and bicycle link, the Crime Prevention Design Advisor has been in discussions with the Metropolitan Police Safer Neighbourhoods Team (SNT), West Drayton. It was agreed that a properly controlled link using CCTV could be a positive improvement for the area with regard to crime control.

Sport England

Sport England noted that their previous advice referred to the need to consider the impact of new community on existing sports facilities. Otherwise an objection from Sport England was likely. The capacity of local facilities stand to be affected by this proposal. Therefore, additional capacity or planning contributions are required.

Further email advice (10 February 2010)

Following informal discussion and advice from Hillingdon planning officers, Sport England offered the following comment:

- It is considered that Stockley Recreation Ground is the optimum place to seek investment to mitigate impacts of the development having reviewed the Active Places Database
- The Authority acknowledges that the financial contribution will depend on the overall scheme viability but nevertheless that an independent review is essential.
- Sport England withdraws its objection subject to the s106 being signed that ensures local sport and recreation resources are given a reasonable share of the overall contribution.

Thames Water

The Authority provided the following comments:

- Waste comments: a grampian condition is recommended for a drainage strategy for on/off site drainage prior to commencement
- Surface Water Drainage: surface water attenuation on or off site is required; no removal of ground water is permitted; prior approval is required from Thames Water to discharge in public sewer
- Petrol and oil interceptors for car parking/washing/repair facilities

- Trade effluent consent is required for any non-residential discharge
- Water comments: Water supply in this area is covered by the Veolia Water Company rather than Thames Water

The Highways Agency

The Authority advises that it raises no objection.

National Air Traffic Services (NATS)

The Authority advises that it has considered the application from technical safeguarding aspects and that it does not conflict with relevant criteria. Therefore, there is no safeguarding objection.

Natural England (NE)

The Authority provided the following comment:

- NE welcomes the tree trail, village greens and ecology areas
- Ecology areas should ensure a continuous wildlife corridors
- NE notes phase 1 Habitat Survey to consider tree removal and bats
- NE supports the proposal and expects all mitigation/enhancement measures in sections 9 and 10 of the Habitat Survey to be in the detailed design
- A condition is recommended requiring an Ecological Mitigation and Management Plan for monitoring, management and funding

Further comments were received by email 26.03.10 confirming a review of the badger survey, that there was no evidence of the presence of badgers and supporting an appropriately worded condition for a pre-commencement survey.

The Wildlife Trusts – Herts and Middlesex

The Trust provided the following comment:

- The Extended Phase 1 Habitat Survey report makes recommendations to mitigate ecological disturbance
- It is requested that the recommendations of the Extended Phase 1 Habitat Survey be followed and appropriately worded conditions are recommended to address the following matters: birds, lighting, bats, trees and bats, landscaping, badgers, reptiles, stag beetles, good building practices
- Further matters to be considered for conditions or informatives include the following: bat boxes, bird boxes, green (ecological) roofs, water saving measures, sustainable urban drainage systems (suds), biodiversity benchmark.

London Fire Brigade

The following comment was made:

- Twelve additional fire hydrants are required for fire fighting to be distributed throughout the development as guided by the Brigade
- A planning informative indicates that hydrants should conform to BS750:1984 and the hydrant indicator plate should conform to BS325117/01/20101976

Further comment was received from the Brigade following reconsultation raising no objection to omitting vehicular access, including emergency access, via Rutters Close.

Inland Waterways

Inland Waterways has no comment to make on the application which, despite its size, is considered to have little or no impact on the nearby Grand Union Canal.

6.2 Internal Consultees

Urban Design and Conservation

The Urban Design and Conservation officer provided the following comment:

“A Design and Access Statement has been produced, containing a part one, which includes the urban design analysis and the masterplan strategy, and a part two which describes the content of the masterplan in detail, and also establishes a design code for the future progress of the design. To ensure high quality design, the design code will be followed up by conditions, for which further details will have to be submitted and approved.

The design code includes information for the approval of layout, scale, access and landscaping. Only ‘appearance’ which refers to detailed building design, has been reserved for future approval.

The design code is considered to be a key document in ensuring that the overall vision for the site is carried through into a well-coordinated and high quality design throughout the forthcoming design process.

The Design Code explains the rationale behind the proposal, which has the roots in the classical English garden suburb tradition, paired with the scheme’s aspirations towards a new, suburban renaissance, as a response to the locality of the site in suburban Greater London.

The Design Code establishes the general layout principles as well as design aspirations for the key places within the scheme, as well as the two different key development areas, in the form of design codes. The design codes take a holistic approach, and include strategies for routes and movement as well as for built form and open spaces, including hard and soft landscaping. The general concept for the site is the Garden Village. As a result, the scheme is characterised by a strong framework of tree planted avenues and connecting greens, the latter a reminiscence of the traditional, much valued English common. The scheme benefits from a diversified provision of high quality open spaces, hard landscaped, urban places as well as smaller and larger green, open spaces.

The ambitious Design and Access Statement is considered to deliver a high quality, comprehensive as well as thorough guidance with high attention to detail, and covers open spaces as well as built elements. The scheme is based on the masterplan which has been worked up in detail to the scale of 1:500, which ensures a robust knowledge base.

The guidance is characterised by the high integration of building and landscape design, which has been carried out to a high level of detail. Consequently the proposal establishes not only building characters, but also identifies typical street sections and provides key visions for open spaces in terms of character, appearance, interface with surroundings, building character and height, key functions as well as type of vegetation and street furniture. A high quality end result is dependent on the implementation of these parameters, each one of which should be in accordance with the vision that the Design Code sets out.

The application site is situated in an area where the traditional suburban low rise residential buildings meets large scale, high density developments, as manifested in the adjacent Park West development. The proposed scheme is considered to relate well in terms of scale to the diverse built context, and varies accordingly with regards to scale, height, massing and built form. Consequently the western part of the site is characterised by a higher density, flatted development in a modern interpretation, whilst the eastern part of the site consists of a more traditional garden suburb low-rise housing development.

The masterplan identifies the underlying principles of the classic garden suburb, which has then been worked up in a contemporary way throughout the design process. The background analysis identifies the existing setting as a valuable and diverse landscape, to which a simple, elegant and functional building concept has been chosen to create an understated contrast between built and green elements. The building concept has then been further developed in response to the existing built context, which varies in terms of scale, height and character. Consequently the Design Code proposes larger apartment blocks, in the form of mansion blocks, in the western part of the site. The mansion blocks have private courtyards to the rear of the buildings which forms part of their setting.

In the eastern part of the site, the Design Code proposes low rise village housing, with a variation in height, massing and density to achieve a sense of a gradually evolving English townscape. The Design Code stipulates a maximum height of 3-4 storey buildings for this part, whilst the location within the development will have to be reflected with regards to height, scale and massing. The indicative elevational drawings are characterised by slender, elegant buildings with generous, elongated fenestration, which creates a strong vertical appearance and a sense of lightness.

The layout of the site benefits generally from being design driven, and provides attractive, functional spaces with social values as well as educational goals in the form of a tree trail.

The design code identifies the following key places within the scheme:

- The Wilderness Corridor
- The Northern Green (Autumn Green)
- The Southern Green (Summer Garden)
- Spring Green
- The winterwalks (3)
- The Local Centre
- Porters Way
- Urban spaces within the 'Garden village'
- Urban spaces within the flatted development ('Village apartments')
- The Promenade

The Promenade provides a diagonal main route leading from the existing shopping parade at Mulberry Parade, via the proposed new Local Centre and diagonally throughout the site and connects to West Drayton Station north west of the site. Two major greens are situated along this diagonal axis. The northern green forms a nave with connections to the existing residential areas to the east of the site and the Station. The green open spaces and the connecting routes have been designed along different season themes, which with an ambitious landscape proposal including vegetation, external materials and different types of street furniture will create a strong identity of contrasting characters throughout the year.

The design code identifies the following general design principles for the different key spaces:

- Definition of area
- Role and functions of the site

- Green key elements
- Design principles such as general character, interface with surroundings, permeability, visual and physical connections with surroundings, key boundaries, social aspects, safety issues
- Built form including scale, height and layout

The Design Code also includes the extent and key content of the two built areas, the village apartments and the village housing for which the code defines:

- Boundaries of areas
- Massing and height
- Key characteristics such as functional form, economic delivery and standardisation
- Active frontages
- Simple form, classic detailing
- Standard detail components
- Roof form; pitched roof
- Bay windows
- Front garden and hedge boundary
- Rear garden
- Provision of allotments
- Shared surfaces of informal character

External lighting forms part of the street furniture, and as such is equally important as benches, signage and litter bins for the overall functionality and character of the site. Although the Design Code does not include external lighting, from an urban design point of view lighting would be required to be submitted in conjunction with the outstanding appearance condition, and is expected to be of high design quality and to further reinforce the defined different characters within the site.

In summary, from an urban design point of view the design code is considered to provide the guidance required to deliver a sustainable, high quality environment in terms of scope, vision, content as well as level of detail. The ambitious proposal is considered to have the potential to improve the functionality, character and appearance for the application area, and to enhance the quality generally of the West Drayton townscape. The RAF West Drayton Garden Village scheme is also considered to be a realistic and thorough proposal, based on well established urban design principles and good landscape architecture.”

Green Spaces

The Green Spaces Team offered the following comments in response to the applicant’s Open Space Assessment:

- 72k sqm identified on site comprising of 31,850sqm private amenity space; 16,147sqm public accessible space, of which 6,450sqm for ecology area and 9,967sqm is useable.
- It is recommended for the scheme to provide funding for Stockley Recreation Ground to meets the needs of its future residents and thereby mitigate demand in addition to amenity spaces provision included within the development

Estates and Evaluation

No comments received

Leisure

Informal advice from Leisure Services indicates indoor sport and recreation planning contributions could be considered to mitigate the impacts of the scheme in accordance with the Planning Obligations SPG.

Environmental Protection Unit (EPU)

The team provided the following comment:

Noise

- Mitigation measures are recommended to reduce demolition and construction impacts
- It is recommended that construction noise should be controlled
- An appropriately worded condition for an Environmental Management Plan is recommended to address the above matters
- A scheme of noise protection is to be conditioned

Vibration

- An appropriately worded condition is recommended for vibration protection measures
- A condition is recommended for a scheme of plant noise mitigation measures to be agreed prior to commencement
- Noise assessment for commercial, medical and nursing home floor areas will be necessary at the reserved matters stage, therefore, an appropriately worded condition is recommended for noise mitigation measures to be approved prior to commencement

Air quality

- The general approach to the air quality methodology appears satisfactory
- A management plan will be required for the demolition/construction phase
- In respect of the energy centre emissions, there is little information regarding location and any stack height calculation
- In relation to impacts from road vehicles, it is recommended that a condition be imposed requiring an air quality assessment of traffic management schemes to establish effectiveness in reducing pollution
- Regarding the requirement for a Travel Plan, this should include amongst other items, the details of the incorporation of cleaner technologies into the scheme; and a contribution to air quality monitoring

Contamination

- In relation to remediation options, what is generally proposed is acceptable in principle, although further site remediation details will be required in the future.
- A Remediation Implementation Plan and Remediation Verification Plan and Materials Management Plan need to be agreed prior to commencement of remediation works on site
- *Planning conditions:*
 - The Council's standard contamination land condition
 - A condition to minimise risk of contamination from imported materials
 - A condition to minimise impact on surrounding residential amenities: dust, odour, wheel washing, loads covered
 - The Council's standard asbestos condition
 - An informative to consult the EPU and EA on matters including controlled waters conditions, waste management issues and site exemptions including mobile plant licences and remedial works.

Education

- The assessment of planning contributions to mitigate the impact of the scheme takes account of the Council's interim population forecast

- The assessment discounts impact on studio and 1-beds in accordance with the council's policy
- A contribution towards education facilities is sought

Housing

Supports the affordable housing offer.

Social Services

No comments received

Waste

The team provided the following comment:

- Houses: 2 recycling bags and 2 refuse bags per week plus 3 garden bags per 2 weeks
- Roads should be designed to support standard refuse collection vehicles
- All flats to have a food waste grinder

Highways Management and Public Lighting

Off-site highways works are suggested between Shockley Road/Lavender Rise, Lavender Rise,/Porters Way and Porters Rise,/Station Road junctions to be given further consideration as part of s278 Highways Act with Hillingdon and discussions with TFL.

Highways (Transport and Traffic)

Trip Generation

The Transport Assessment (TA) treats the site as fully vacant with all generated trips classed as new trips.

The total car trips generated by the development during the AM peak are 328 (2 way) and during the PM peak 292 (2 way).

Nearby committed developments have been considered in the assessment:

The net impact of the development proposals, including committed developments, have been assessed in terms of impact on surrounding roads.

Traffic levels are within the TA are shown to be within capacity.

Conditions/obligations are required to secure the following:

1. Irrespective of whether any works are required as a result of the TA, before development commences, the developer is to submit to and have approved in writing by the Council, a detailed scheme comprising localised carriageway widening at and along the north side of Lavender Rise, at its junction with Stockley Road. The approved scheme shall then be completed by the developer/applicant under a Section 278 agreement prior to occupation of the development, and at no cost to the Council.

2. With regard to Porters Way/ Mulberry Parade/ Lavender Rise – A new road is required linking Porters Way directly to Lavender Rise, bypassing the Mulberry Parade 'dog leg'.

A planning obligation/condition is required for the developer to submit a detailed design of the road link, with footways on both sides, for the LPA's approval prior to the commencement of the development and following approval by the LPA to implement these works under a Section 278 agreement at no cost to the Council.

3. Condition required to provide a phasing programme.
4. Condition required to provide relating to on site parking management.
5. Condition required prohibiting new residents from acquiring parking permits for any Parking Management scheme on the public highway.
6. Condition required for submission of a Construction Management Plan.
7. Section 106: A contribution towards a Parking Management Scheme.

Car Parking

Parking provision should be provided as follows:

House Type	Units	Car parking spaces
Studio flat	12	12
1 bed flat	118	118
1 bed flat(wheel chair)	34	34
2 bed flat	285	285
2 bed flat(wheel chair)	31	31
2 bed house	21	21
3 bed flat	23	35
3 bed house	168	336
3 bed house (wheel chair)	13	26
4 bed house	56	112
4 bed house (wheel chair)	3	6
5 bed house	9	18
Total Residential	773	1034
Total Non-residential		51
Grand total		1085

Therefore the proposed overall provision of 1085 car parking spaces on site is acceptable.

Refuse Collection

Waste tracking diagrams are required to show how the site will be serviced.

A condition/obligation is recommended to secure access via Porters Way.

It is recommended that roads be offered for adoption to the council as the highway authority.

Access Officer/Access Panel

Access Officer:

No concerns at this outline stage and further consideration of the detailed design will be given at reserved matters.

Preliminary access panel discussion comments:

- Housing provision should be for 10% wheelchair accessible housing, not 'adaptable'
- Housing provision to Lifetime Homes Standards is required
- Room dimensions are needed
- There is no key provided on plans
- Recommended stand alone access statement to consider issues in more detail

Sustainability Officer

The following comments have been provided:

- Energy: GLA stage 1 comments should be addressed prior to determination
- Ecology: Natural England to be consulted
- EIA: A request for clarification and further detail regarding chapters 1-3 (Cumulative impacts, site description, methodology), 8 (Socio-economic), 9 (Transport), 10 (Geology), 11 (Water), 12 (Noise), and 13 (Air Quality) was made by correspondence dated 24 November 2009:

Trees/Landscape

The officer provided the following comments:

- Recommends standard conditions TL2, TL3, TL4, TL6, TL7 noting the observations:
 - There are no TPOs on or close to the site
 - The section of the ES in respect of trees is to be clarified
 - A habitat survey is recommended
 - The tree report identifies that an arboricultural method statement and tree protection plan should be submitted before commencement
 - The management of the hedge group on the eastern boundary should be considered
 - Note that any tree surgery requires approval from the Council
 - Tree planting to be included in the rear gardens

Further informal advice 23 March 2010 following negotiations with the ecology consultants:

- Further discussion with regard to the ecological surveys for bats and existing trees confirmed that, the existing trees are to be retained as part of the scheme and protected during the development phase. As such bats should be unaffected by the development.
- Further discussion with regard to the possible presence of badgers on the site confirmed that both Phase 1 and 2 surveys had been undertaken and that a pre-commencement badger survey will be necessary in the future to allow for the potential lapse of time between outline approval and the mobilisation of work on site.

Policy

Policy provided the following comment:

- There are no specific UDP policy designations relating to the application site, apart from the Warwick Road IBA designation in the north west corner.
- The recent Employment Land Study (ELS) recommends the removal of this designation from the entire Warwick Road site.
- Suggestion that the applicant could be more specific about the type of B1 uses that are proposed.
- Other relevant London Plan and Saved UDP policies will need to be considered in relation to detailed matters such as design, transport, planning obligations etc

7. MAIN PLANNING ISSUES

7.1 The Principle of the Development

7.1.1 Residential-led redevelopment

As stated in the Council's adopted SPD (September 2009), the previous use of the site was predominantly a single employment use. However, redevelopment provides an excellent opportunity to create a mixed, balanced and sustainable community as embodied in the Sustainable Community Strategy 2008-2011, the Unitary Development Plan and the emerging Local Development Framework, along with regional and national government policies.

A small parcel of IBA land is identified on the former NATS site, adjoining the railway line in the north-west corner of the site. In respect of the loss of existing employment floorspace and landuse potential, it is noted that the Hillingdon Employment Land Study (2009) recommends that the site should be de-designated as an IBA, but employment uses are nevertheless encouraged as part of a mixed use scheme through a site allocations policy.

Pursuant to the Council's UDP Saved Policies, H8 states that the change of use from non-residential to residential will be permitted in situations whereby:

- A satisfactory residential environment can be achieved;
- The existing use is unlikely to meet demand in the foreseeable future; and
- The proposal is consistent with other objectives of this plan, particularly having regard to the contribution of the existing use to those objectives.

The NATS SPD states that the de-designation will be considered separately through the formal planning process of updating the LDF. At present the IBA designation is applicable through the Hillingdon UDP and the site is a Strategic Employment Location (SEL) under the London Plan. In updating the LDF the Council will consider removing this designation.

Nevertheless, consideration of the industrial nature and employment opportunities of this area has been considered as part of this scheme taking account of the London Plan Policies 3B.4 Industrial Locations, 3B.8 Creative Industries, 3B.10 Environmental Industries and Hillingdon UDP Saved Policies H8, LE1, LE2 and LE3.

It is noted that the Mayor raised no objection to the loss of Industrial Business land, citing the following relevant considerations:

- The former NATS use has since relocated to Swanwick in Hampshire with the result that the application site is surplus to requirements;

- The site is no longer considered suitable for industrial business or other high trip-generating purposes due to its poor accessibility to public transport and close proximity to noise-sensitive residential development both existing and nearing completion;
- The application proposes the re-use of a brownfield site;
- The proposal will contribute new housing towards meeting the borough target set by the Mayor; and
- The scheme will create a sustainable home zone with its own complimentary range of facilities including retail and medical services.

In addition, it is noted that the proposal is predicted to generate 113 jobs.

For the reasons set out above, the loss of industrial and business land is considered justified and a residential-led redevelopment appropriate and acceptable in accordance with the NATS SPD and UDP Saved Policies LE2 and LE4 which enable consideration of a change of use of industrial/employment uses.

7.1.2 Mix of uses

The Council's adopted NATS SPD identifies the range of uses that would be considered acceptable:

- Development primarily for residential purposes (Use Class C3);
- Local facilities in the form of a local centre - including and adjacent to the existing Mulberry Parade shops, incorporating a range of small-scale facilities (Use Class A1 – shops, A2 – financial and professional services, A3 – restaurants and cafes, A5 - takeaways) and community uses, health services and education;
- Small-scale workshops/starter units/ light industry appropriate within a residential area (Use Class B1) to be developed along the northern boundary as a buffer to housing within the site, whilst removing any on-site IBA designations.
- Small scale non-residential institutions (Use Class D1) such as crèche, day nursery, or consulting room compatible with a residential area.
- Small scale residential institutions (Use Class C2) such as residential, education and training centres.

Subject to the considerations set out in this report, the proposal is for an acceptable range of uses in accordance with the adopted NATS SPD as follows:

- 773 residential dwellings (Use Class C3)
- Shop units (Use Classes A1-A3) comprising up to 2 units and total floorspace of 185sqm
- Business units including site management office (Use Class B1) of total floorspace 185sqm
- Primary Health Care facility and separate community use (Use Class D1) of floorspace of 1085sqm
- Nursing Home (Use Class C2) comprising 80 beds

7.2 Density of the Proposed Development

Residential density can be used as an indicator of the overall character and acceptability of a proposal. Applicable guidance for residential development density is provided in Policy 3A.3 'Maximising the Potential of Sites' and Table 3A.2 'Density Matrix' of the London Plan (Consolidated 2008). Additionally, Policy 4.B.1 'Design Principles for a Compact City' seeks development to maximise the potential of sites as one of its criteria.

The density guidance ranges specified in this table are related to the site location, the existing building form and massing, the indicative average dwelling size, and the Public Transport Accessibility Level (PTAL) of the site. Table 3A.2 states that, in suburban locations with a PTAL of less than 2, densities between 150-200 habitable rooms per hectare or 40-65 units per hectare is acceptable.

The provision of 773 residential units (2585 habitable rooms) on the 12.59 ha site gives a density of 61 units per hectare or 205 habitable rooms per hectare.

Whilst slightly over the nominated range, it should be noted that the Mayor's Stage 1 responses considered that the density accords with London Plan Policy 3A.3 and 4.B.1. for the following reasons:

- The scheme is considered to maximise the use of the site
- The illustrative masterplan is considered to be a high quality and inclusively designed proposal including the publicly accessible spaces proposed
- The scheme will contribute to the limitation of climate change proposing energy efficient measures in building design as well as proposing on site energy production which may reduce carbon dioxide emissions by 33%
- The built form and massing is reflective and respectful of the character of the area
- The design is accessible, useable and permeable for all users
- The design will be durable in terms of the building materials and adaptable in terms of the standards of residential and non-residential accommodation, all of which are to be secured by appropriately worded conditions of approval
- The development is considered to be a basis for a safe and secure neighbourhood
- For the above reasons the scheme is considered sustainable
- The scheme will be high quality and attractive to look at given the illustrative material in respect of appearance and landscaping, which are secured by appropriately worded conditions for full details to be supplied at the reserved matters stage.

In addition:

- The scheme is considered to be an appropriate and efficient use of the site, with no symptoms of overdevelopment
- The scheme is significantly less than the density of the adjacent St Georges scheme (340 habitable rooms per hectare in the case of the 574 unit scheme (Ref: 5107/APP/2005/290) which was allowed at appeal on 30th May 2006 (Ref.APP/R5510/A/04/1168236); and
- The subject scheme is also considered a more desirable design response to the site and locality context.

The density of the scheme is considered acceptable for the reasons set out above, and it is considered to comply with London Plan policies 3A.2, 3A.3 and 4B.1 which seek to maximise the use of the site with a design that is appropriate and sustainable.

7.3 Impact on Archaeology

English Heritage has considered the findings of Chapter 15 of the Environmental Statement which was submitted in support of the application. English Heritage is satisfied that it is

unlikely that any archaeological remains exist on the site. Therefore, no fieldwork or evaluation is necessary.

English Heritage has separately recommended an appropriately worded condition that building L1 and associated elements be recorded prior to demolition. Also, that in the event that the original control room and other related fixtures and fittings of L1 are in tact, that an appropriately worded informative is recommended for salvage in consultation with English Heritage prior to commencement on site.

7.4 Airport Safeguarding

BAA Safeguarding and Compass departments and the National Air Traffic Services (NATS) have responded with no objection to the proposal subject to an appropriately worded condition for landscape details to be agreed.

7.5 Impact on the Green Belt and Grand Union Canal

There is no impact to Green Belt land associated with this application.

In relation to the implications for the Grand Union Canal, the application site is in proximity to, albeit separated by network railtrack. The nearest access to the Grand Union Canal towpath is via a pedestrian bridge over the network railtrack from Holy Gardens. Access to the canal for existing and future residents will be significantly enhanced by the east-west pedestrian and cycle link proposed as part of the application.

In respect of regional policy and the Mayor's London Plan Policies for the Blue Ribbon Network, Policy 4C.1 requires boroughs to have regard to the strategic importance of the Blue Ribbon Network, when considering planning applications. Policy 4C.3 requires the Mayor and boroughs to protect and enhance the biodiversity of the Blue Ribbon Network. Policy 4C.4 obliges the Mayor and boroughs to recognise the Blue Ribbon Network as contributing to open spaces, with natural landscapes to be protected and enhanced as well as the creation and enhancement of open spaces in general. For schemes not specifically reliant on the Blue Ribbon Network for transport, leisure and recreation, Policy 4C.6 nevertheless states that schemes should capitalise on the water as an asset and enhance the Blue Ribbon Network in order to improve the quality of life for Londoners as a whole.

In respect of local policy and the Council's UDP Saved Policies, BE31 encourages facilities for recreational use of canals in general, whilst BE32 requires the consideration of the visual impact of schemes on the Grand Union Canal in particular.

Along with consulting the Mayor, the Council consulted Inland Waterways and British Waterways as part of the assessment.

Inland Waterways considered that the scheme would have little or no impact on the canal despite the size of the application.

Although, British Waterways considered there would be limited visual impact from the scheme, it considered there would be an additional impact posed by future residents using it as a transport link and public open space. As such, this impact should be mitigated by a planning obligation in support of improvements to the canal towpath. This could be either a financial contribution or for works in-kind, the latter being subject to a separate agreement for the works to be undertaken by the developer on behalf of British Waterways. The proposal is considered acceptable on this basis.

7.6 Impact on the Character and Appearance of the Area

The requirement to consider the proposal's potential future impact on the character and appearance of the surrounding area is contained in PPS1, PPS3, London Plan Policies 4B.1, 4B.10 and Hillingdon's UDP Saved Policies Pt1.10, BE13, BE19. In addition UDP Saved Policy BE35 requires a high standard of design and providing for an attractive view for sites adjacent to major rail connections into Central London.

In respect of the NATS SPD, the objectives of the site include, amongst other things, the promotion of a high quality scheme reflective of the area's general character as well as reinforcing local distinctiveness.

Along with the Design and Access Statement, Design Coding and 3D perspective drawings, the application is supported by Environmental Statement chapter 16 Townscape and Visual Analysis. The supporting documents provide an analysis of the scheme from vantage points around and within the development. Particular consideration is given to the primary frontage on Porters Way and how to reconcile the bulk and scale of the St Georges scheme adjacent to the site to the west. In addition, the proposal seeks to compliment and support the existing Mulberry Parade shopping frontage to the east of the site.

The GLA stage 1 report was supportive of how the built form is integrated into the surrounding development.

Following extensive pre-application negotiations and review of the abovementioned documents in support of the formal application, the Council's Urban Design officer considered the scheme to be wholly appropriate within the context of the locality.

As such the scheme is considered to suitably integrate with and pose no harmful impact to the character and appearance of the area.

7.7 Impact on neighbours

There is a requirement to consider the impact of a proposal on the amenity of its surroundings and neighbours under PPS1, PPS3, London Plan Policy 4B.10 and Hillingdon's UDP Saved Policies Pt 1. 10, BE19, BE20, BE21, BE22, BE23, and BE24.

7.7.1 During construction

A range of consultees have commented on the Environmental Statement including its potential impacts and their mitigation in the construction phase. Overall, mitigation will be secured with an appropriately worded condition for a Construction Management Plan to be approved prior to commencement of works. Thereafter, the Council's Environmental Protection Unit and Enforcement Teams will consider any complaints should they arise.

7.7.2 Traffic and Parking

The Council's Highways Engineer and TFL have considered the traffic and parking impacts of the scheme on the surrounding area. See section 7.9 for details.

7.7.3 Noise and General Disturbance

In addition to the abovementioned policies for protection of neighbouring amenity, PPG24 specifically requires noise impacts to be evaluated and mitigated.

The predominantly residential nature of the scheme is unlikely to pose any significant impact on the surrounding area, given that all dwellings and flats are set away from property

boundaries and adjacent neighbours. Any likely noise or general disturbance associated with the non-residential uses is considered to be acceptable due to their low scale and complimentary nature. Nevertheless, any effect will be limited to the south-east location adjacent to the Mulberry Parade shops which is considered reasonable and satisfactory.

7.7.4 Privacy, Overlooking and Outlook

The Hillingdon Design and Accessibility Statement (HDAS) SPD Residential Layouts, amongst other amenity criteria, sets a minimum 21m habitable room window to habitable room window separation distance to address potential privacy, overlooking and outlook impacts to neighbours.

The minimum window-to-window separation is achieved in compliance with the HDAS with all neighbours other than in the following exceptions:

- 14m separation between the Block A of the application site and the St George development which fronts Porters Way. A total of 6 windows are affected; although each window is a secondary flank wall window for an open-plan kitchen/living room which otherwise benefits from a considerably larger, unobstructed French doorway/window combination facing another direction.
- 15m separation between dwelling No.263 on the application site and Nos. 52 and 53 Holly Gardens, being maisonette flats which face the application site. However the outlook for these maisonettes will be improved for the following reasons:
 - The existing outlook for Nos. 52 and 53 Holly Gardens is marred by a warehouse building which is 13m away;
 - Proposed dwelling no. 263 would be further away (17m) compared to the existing warehouse, thereby representing an improvement in outlook;
 - No windows are proposed in the flank wall of dwelling nos. 253
 - Dwelling No. 263 is considerably less bulky in size and scale in comparison to the warehouse it replaces and thereby represents an improvement in outlook and openness for Nos. 52 and 53 Holly Gardens
- 14m separation between Block F on the application site and the Mulberry Parade shops that have flats above. A total of 2 windows are affected although, they are small in size and serve non-habitable rooms i.e. storeroom, and hall/stairs. Block F will be a flank wall with no windows. Therefore, the proposal will not pose any significant privacy, overlooking, outlook impact in this situation.
- 18m separation proposed between Block G1 of the application site and Block E of the St Georges scheme which is under construction. Block G1 on the application site is 3 storeys with a blank wall facing Block E of the St Georges scheme. Approved plans for Block E of the St Georges scheme show a 3 storey building with 6 flats (3 x single-aspect and 3 x dual-aspect) flats at this point. Consideration of the loss of outlook particularly for the 3 single aspect units is considered to be balanced by the overall context of the redevelopment of this scale where the majority of neighbour relationships exceed HDAS requirements. Furthermore, it should be noted that extensive negotiations were undertaken to require the reconfiguration of this block to more sensitively consider the impacts to the St Georges scheme. The revised layout is considered to be a significant improvement and acceptable compromise.

Whilst in some situations the separation distances are below the Council's guidelines, this impact is considered marginal or represents an improvement on the current situation as is

the case in the Holly Gardens relationship. As such, there are no significant privacy, overlooking or outlook impacts to warrant refusal of or further amendment to the application.

7.7.5 Overshadowing

The Council's UDP Saved Policies BE20 and BE21 require residential amenity to be protected and in particular, adequate daylight and sunlight to be achieved within properties and for their amenity spaces. To this end the HDAS SPD Residential Layouts also sets a minimum 15m separation distance and 45 degree rule to address potential overshadowing impacts. Provided this criteria is met, the UDP suggests in paragraph 5.23 that ensuring adequate daylight for habitable rooms and amenity space is possible. In addition, the Building Research Establishment (BRE) also publishes the guidance 'Site Layout Planning for Daylight and Sunlight - a Guide to Good Practice' 1998.

A Daylight and Sunlight Assessment is appended to the Design and Access Statement Part 1, providing a transient overshadowing assessment as well as building cross sections to consider any potential impacts to neighbouring properties.

The scheme complies with the requirement to maintain satisfactory levels of light inside neighbouring properties as there are no built form relationships to sole light-source, habitable-room windows in neighbouring properties that are less than 15m. Also, there is no significant overshadowing of amenity space of neighbouring properties. As such the scheme poses no significant overshadowing of neighbours and is therefore considered to be in accordance with UDP Saved Policies BE20 and BE21 which seek to protect neighbour amenity, including daylight and sunlight.

7.8 Living Conditions for Future Occupiers

The consideration of amenity for future occupiers is required by PPS1, PPS3, London Plan Policy 4B.1 and Hillingdon's UDP Saved Policies BE20, BE21, BE23, and BE24.

7.8.1 Floorspace Standards

In addition to the abovementioned policies, the Council's HDAS SPD Residential Layouts specifically sets minimum floorspace criteria for residential development. These standards are also reproduced in the NATS SPD. It is noted that the Mayor has separately introduced minimum floorspace standards in the draft Replacement London Plan 2009 and the consultation draft London Housing Design Guide July 2009.

In addition to the illustrative minimum floorspace figures provided in tables on drawings PA1007-111-227A and 228A, floor area schedules for all 773 residential properties have been submitted. They demonstrate that the minimum HDAS floorspace criteria have been met and exceeded regularly for dwellings, especially family-sized housing. The Stage 1 advice from the GLA states that their minimum criteria would also be met by the proposal. Therefore the scheme has addressed Council and GLA requirements in exceeding minimum floorspace criteria, which will achieve a suitable level of amenity for future occupiers. The scheme is therefore considered acceptable in this regard.

7.8.2 Code for Sustainable Homes

The Code for Sustainable Homes - Technical Guide was published by the Department for Communities and Local Government in April 2008. The accompanying Code for Sustainable Homes: Setting the Sustainability Standards for New Homes, details the assessment process and the performance standards required to meet the different Code levels.

The NATS SPD states that, consistent with the aspiration for low carbon development, all new housing developments on the site should achieve, as a minimum, the requirements of Level 4. However, the achievement of levels 5 or 6 of the Code is strongly encouraged for any site proposals, wherever these are feasible. Note separately that any commercial development should endeavour to achieve a BREEAM 'excellent' rating, unless it can be justified why this cannot be achieved.

Although the application supporting documentation makes reference to targeting Level 3, the developer's financial viability appraisal has been prepared on the basis of achieving Code Level 4. An appropriately worded condition is recommended requiring compliance with Level 4 prior to commencement (and any commercial development to achieve a BREEAM 'excellent' rating).

7.8.3 Accessibility and Lifetime Homes

In accordance with London Plan policies and HDAS requirements, at least 10% of all new housing should be provided to full wheelchair accessibility standards. All homes not being built to full wheelchair accessibility standard should be built to lifetime homes standards. It is noted that some specialist housing may need to be exempt from the requirements to achieve Lifetime Homes as these will need to be designed to meet the specific needs of the potential resident, for example elderly housing.

Although the application is submitted in outline, illustrative plans and annotations make reference to the standards to be achieved including Lifetime Homes. An appropriately worded condition is recommended for full details of compliance with Lifetime Homes Standards to be provided at the reserved matters stage. This requirement is particularly necessary given that the scheme is only being designed to wheelchair adaptable, not accessible standards.

In respect of the wheelchair adaptable housing being provided, 10% of all new housing will be wheelchair adaptable and is distributed throughout the site and unit sizes. The Council's Access Panel wished to see more detailed information pertaining to accessibility. However, the level of information supplied at this outline stage is considered sufficiently detailed to provide enough comfort to the Council's Access Officer that these matters can be suitably addressed at the detailed design stage and secured by condition.

7.8.4 Amenity Space

The NATS SPD and Policy BE23 of the UDP states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of the occupants, which is usable in terms of its shape and siting. It should be of an appropriate size, having regard to the size of the dwelling and character of the area. Any unusable or inconveniently located amenity space should be excluded from the calculations.

The table below is a summary of the amenity space across the site and shows that the proposed scheme exceeds the minimum requirements.

HDAS Private/Communal Amenity Space Requirement				
Dwelling type	No. dwellings	Space required	Total required	Total provided
Studio flat	12	20	240	<i>Taken from individual unit breakdowns in Supplementary Planning Statement (March 2010)</i>
1 bed flat	118	20	2,360	
1 bed flat wheelchair adaptable	34	20	680	
2 bed flat	285	25	7,125	
2 bed flat wheelchair adaptable	31	25	775	
2 bed house	21	60	1,260	
3 bed flat	23	30	690	
3 bed house	168	60	10,080	
3 bed house wheelchair adaptable	13	60	780	
4 bed house	56	100	5,600	
4 bed house wheelchair adaptable	3	100	300	
5 bed house	9	100	900	
Total	773	-	30,790	

On a plot-by-plot basis and in the majority of cases, dwellings have a private garden in excess of the minimum HDAS requirement and flats have a combination of a private balcony/terrace and semi-private communal space.

Overall, it is considered that the scheme is likely to provide for sufficient and satisfactory quality amenity space. As such the provision of amenity space is considered to accord with the intent of NATS SPD, UDP Saved Policy BE23 and the HDAS, which require sufficient provision of amenity space for future occupiers in the interest of residential amenity.

In addition to private and communal spaces, the provision of well-connected and integrated publicly accessible open space is a central feature of the design. A total of 10,202sqm of publicly accessible open space is proposed as follows:

- 3790sqm - Autumn green (Phase 5)
- 3412sqm - Spring green (Phase 4)
- 3000sqm - The wilderness corridor framing the northern border of the site which also serves an open space function along with its ecological value

Overall, the scheme is provided with a desirable range of open space sufficient for the needs of future residents as summarised in the table above.

7.8.5 Children's Playspace

Policies 3A.17 and 3D.13 of the London Plan (Consolidated 2008) as well as the Mayor's SPG 'Providing for Children and Young People's Play and Informal Recreation', seek a sufficient quantum (10sqm per child), quality and amenity of children's playspace in

developments. Saved Policy R1 of the Hillingdon UDP also seeks the suitable provision of playspace in developments. In considering this requirement, the child yield estimated for this scheme is 230. Therefore the scheme should provide a total of **1,991sqm** in accordance with the Council Policy or **2,300sqm** based on GLA Policy.

In the course of negotiations, additional drawing PA1007-2000-212A was supplied confirming the integration of playspace into the design of the public realm and amenity spaces of the development. A total of **3,606sqm** of dedicated child playspace is distributed across the site, thereby exceeding the minimum requirements of the Council and GLA. The spaces proposed are as follows:

Phase 1: 59 dwellings

- 180sqm doorstep play area (Opposite plots 53, 54, 55)

Phase 2: 188 dwellings

- 55sqm doorstep play area (Opposite the nursing home)
- 90sqm doorstep play area (Adjacent block F)

Phase 3: 163 dwellings

- 90sqm doorstep play area (Opposite plots 142, 143)
- 150sqm doorstep play area (Opposite plot 149)

Phase 4: 157 dwellings

- 115sqm doorstep play area (Opposite plots 82, 83)
- 110sqm doorstep play area (Opposite plots 110, 111, 112, 113)
- 230sqm local area of play (Within Spring Green)
- 800sqm neighbourhood area of play (Within Spring Green)

Phase 5: 206 dwellings

- 100sqm doorstep play area (Opposite plots 201, 202, 203, 204)
- 180sqm doorstep play area (Behind Block G)
- 90 sqm doorstep play area (Opposite Block G)
- 55sqm doorstep play area (Opposite plots 264, 265)
- 186 local area of play (Within Autumn Green)
- 1125sqm neighbourhood area of play (Within Autumn Green)

The GLA stage 1 response advises that the provision of child playspace would meet the immediate needs of younger children, whilst facilities to serve the needs of children over 12 years would be met by facilities in the local area. The Council's Green Spaces team is seeking financial contributions to mitigate the scheme through the enhancement of Stockley Recreation Ground. The onsite provision of playspace and contribution to Stockley Recreation Ground is considered to address the play space needs of the development.

The scheme is considered to comply with the abovementioned policies which seek to ensure the adequate provision of child playspace within developments.

7.8.6 Privacy, Overlooking and Outlook

Addressing potential privacy, overlooking and outlook aspects has been the subject of considerable review, negotiation and amendment to achieve suitable relationships on a block-by-block and unit-by-unit basis. This level of detailed assessment is a key aspect underlying the up-to-date illustrative masterplan under consideration namely, drawings Nos. 1533-11A and PA1007-2000-242A. The supporting Design and Access Statement Part 1a –

Amendments to Masterplan following consultation (March 2010) catalogues the design changes in this regard.

The scheme accords with the HDAS requirement:

- All habitable room window to habitable room window relationships between residential blocks achieve the 21m requirement
- All habitable room window to habitable room window relationships for dwellings across rear gardens achieve the 21m requirement

Overall, it is considered that there are no unacceptable privacy, overlooking and outlook impacts despite instances where there are separation distances less than 21m. Extensive negotiations with the Council's Urban Design and Conservation Officer have achieved a desirable design-driven layout with landscaping and plot-by-plot arrangement of terraces properties and larger flat blocks. Any unacceptable relationships have resulted in properties being completely redesigned or in fact, deleted, thereby, designing out these problem areas. The resultant proposal achieves suitable amenity for future residents and is therefore supported on this basis.

7.8.7 Noise and General Disturbance

As with noise and general disturbance to neighbours the scheme is not considered to pose any significant impacts upon itself. In addition, the Council's EPU have recommended measures to mitigate the impacts of the surrounding environment on the future residents particularly the impact of road and railway noise.

7.8.8 Overshadowing

The Council's UDP Saved Policies BE20 and BE21 require residential amenity to be protected and in particular, adequate daylight and sunlight to be achieved inside properties and for their amenity spaces. To this end the HDAS SPD Residential Layouts also sets a minimum 15m separation distance and 45 degree rule to address potential overshadowing impacts. Provided this criteria is met, the saved UDP suggests in paragraph 5.23 that ensuring adequate daylight for habitable rooms and amenity space is possible, even in instances where a substantial building and in particular when it is near a property boundary. In addition, the Building Research Establishment (BRE) also publishes the guidance 'Site Layout Planning for Daylight and Sunlight - a Guide to Good Practice' 1998.

A Daylight and Sunlight Assessment is appended to the Design and Access Statement Part 1, providing a transient overshadowing assessment. In summary, transient and permanent overshadowing of any amenity space is within a reasonable limit. In terms of internal light levels, the minimum 15m requirements is achieved across the site and where it is not, properties benefit from a dual aspect which offers sufficient relief. As such, the scheme poses no significant impact upon itself in respect of overshadowing and is acceptable on this basis.

7.9 Traffic Impact, Car/cycle Parking, Pedestrian Safety

PPG13 seeks to integrate planning and transport. Its objectives include:

- promoting more sustainable transport choices;
- promoting accessibility using public transport, walking and cycling;
- reducing the need for travel, especially by car.

Both PPS1 and PPS3 seek to create sustainable developments.

The London Plan (Consolidated 2008), Policies 2A.1 and 3A.7 state that developments should be located in areas of high public transport accessibility. In addition to this criteria Policy 3C.1 also seeks to promote patterns and forms of development that reduce the need for travel by car. Policy 3C.2 advises that, in addition to considering proposals for development having regard to existing transport capacity, boroughs should “...take a strategic lead in exploiting opportunities for development in areas where appropriate transport accessibility and capacity exists or is being introduced”. Policy 3C.19 indicates that boroughs as well as TFL should make better use of streets and secure transport, environmental and regeneration benefits, through a comprehensive approach of tackling adverse transport impacts in an area. In respect of Policy 3C.20, the Mayor, TFL and boroughs will work together to improve the quality of bus services, including consideration of the walkways en route to bus stops from homes and workplaces, to ensure they are direct, secure, pleasant and safe.

In respect of Hillingdon UDP Saved Policies AM1, AM2, AM6, AM7, AM8, AM9 and AM10 the following issues have been listed in the NATS SPD to help inform the master planning of the site, and need to be specifically addressed in a Transport Assessment (TA) and Travel Plan. These include, but are not limited to:

- Provision of a high quality pedestrian and cycle link connecting the site with West Drayton Town Centre, West Drayton Rail Station, and the surrounding areas, maximising key views and amenity for users along the way;
- Increased use of public transport, walking and cycling, with a realistic approach to car parking requirements in this Outer London location;
- Reduced traffic speeds, improved road safety and personal security;
- Consolidation of delivery and freight movements;
- The objectives of the air quality management plan;
- Reduced vehicle carbon emissions for the development as a whole through modal shift and reduction in on-site car parking and ownership where appropriate and achievable;
- Consistency with the Local Implementation Plan; and
- Consistency with advice from TFL and relevant local and London wide policies.

The NATS SPD also states the redevelopment of the site should have regard to the following:

- Homes Zones: The incorporation of “homezone” concepts across the site is supported. Any proposed home zone should include provisions such as shared pedestrian, cycle and vehicle space, restraint on car movement and restraints on car parking.
- Public Transport requirements: In accordance with Saved Policy AM2 along with PPG 13 and London Plan Policy 3C.9, a review of the impact on local public transport from the new development will be required. Planning obligations may be sought in accordance with the Council’s adopted Planning Obligations SPD toward public transport improvements, along with improvements to the pedestrian and cycling facilities on and around the site.
- Car Parking: Proposals for the site should aim to reduce reliance on the private motor vehicle. Car parking for all uses should comply with Council’s standards applicable at the time. The design and layout of car parking will need to comply with the Council’s adopted standards. The introduction of car clubs, facilities for electric cars and other initiatives will need to be investigated and will be expected to be delivered
- Walking and cycling: The site layout should provide legibility, distinctive identity and encourage opportunities for travel that are not reliant on the car. In particular pedestrian and cycle routes that provide direct access from the former NATS site to West Drayton Station, linking with Porters Way and Rutters Close need to be provided.

- **Accessibility:** The redevelopment of the site will need to demonstrate a commitment to making public transport and the pedestrian environment accessible to everyone, especially disabled people. Although a consideration in developing the site masterplan, full details will come forward at reserved matters stage.

With respect to transport, the application is supported by a transport assessment and travel plan along with drawings detailing access, turning (refuse vehicle swept paths) and parking (cars, bicycles, car club, motorcycle allowance, 10% accessible parking provision allowance). Transport has also been considered as part of the EIA, particularly in chapters 5 Construction and Phasing (which contains the framework Construction Management Plan) and 9 Transport Accessibility and Movement of the ES.

The car parking provision is summarised in the Highway Engineer's comments. Bicycle parking provision across the development is summarised below.

Bicycle Parking provision			
Use	Quantum	Required spaces	Proposed
Residential (Class C3)	773 dwellings	490*	775
Nursing Home (Class C2)	3,630sqm	43	43
Health Facility and community room (Class D1)	1,085sqm	14/16	24
Offices (Class B1)	185sqm	4	6
Shops (Classes A1/A2/A3)	185sqm	2/4	0
Energy Centre	200sqm	<i>n/a</i>	<i>Incl. in office</i>
Other		<i>n/a</i>	48 (<i>visitor</i>)
Total		553/557	896

*Requirement based on calculating spaces using the detailed mix of the 773 scheme using the UDP Saved Policies Standards

The transport requirements and implications of the scheme have been considered by the GLA, TFL and the Council's Highways (Transport and Traffic) and Highways (Management and public lighting) officers.

The following brief summary is provided in respect of the key transport considerations:

- All vehicular access is via Porters Way and reflects the existing points of entry onto the site;
- All vehicular access and movements even temporary arrangements for phase 1 as well as refuse and emergency vehicles is omitted from Rutters Close;
- The level of parking provision is balanced by the need to reduce car use in favour of alternative sustainable transport modes in recognition of the site's outer London location and the objective of ensuring suitable parking provision on site addresses the needs of future residents and not at the expense and further pressure of parking in surrounding streets;
- The local road system is considered capable of accommodating the increase in traffic associated with the scheme as advised by TFL and the Council's Highways Engineer;
- Planning contributions are secured in support of improved TFL buses services and bus stop upgrades to DDA standards to mitigate the increased demand posed by the development;
- The proposal is considered to achieve an appropriate and acceptable east-west linkage. This will improve connectivity to West Drayton station as well as the wider

pedestrian and cycle links in the area, and also links to the Grand Union Canal and Stockley Recreation Ground. Residents' concerns about safety, security and crime have been considered in detail by the Metropolitan Police Crime Prevention Officer and they are considered to be suitably resolved by CCTV monitoring.

- Specific details including the allocation of car parking spaces, minimum 10% accessible parking spaces, car club spaces, cycle parking, motorcycle parking, construction management plan, construction logistics plan, Delivery and Servicing Plan will be secured as part of planning conditions and/or through the s106 agreement; and

It is considered that the application has addressed the potential transport impacts of the scheme with details for on-site matters being secured as part of planning conditions. The scheme therefore accords with the abovementioned policies to seek to ensure that developments are suitably located and sufficiently cater for the transport needs of its occupiers without significant detrimental impacts to the surrounding area and road network.

7.10 Urban Design, Access and Security

Exemplar design quality is an aspiration of PPS1, PSS3 as well as London Plan Policies 4B.1 and 4B.10.

The NATS SPD states that the redevelopment of the former NATS is an opportunity to create an area that is exemplary in terms of sustainable and high quality design, contributing to the local distinctiveness and providing a community that people are proud to live and work in. The design should be underpinned by the following objectives as referred to in the SPD:

- A new physical framework that considers the site and adjoining land in a comprehensive manner, providing consistency across and within the site boundaries;
- A design and landscape strategy that incorporates a system of green open spaces and water features to create a robust green and blue framework for the site;
- A balance of land uses and level of development that contributes to economic, social and environmental objectives to improve the quality of life for people and respects the green and built context;
- A fully integrated layout with a high quality public realm designed in parallel with the built elements, to contribute to the local distinctiveness of the site and to create a strong sense of place;
- A sympathetic integrated approach towards the linkage of the site with neighbouring areas and any area within the site itself;
- A sustainability driven approach to layout, orientation of buildings, functionality, adaptability, the use of natural building materials, recycling of materials and resourcefulness with water; and
- Contemporary, high quality architecture which provides for variation throughout the site and a strong local distinctiveness.

Whilst subject to reserved matters and discharge of conditions, the outline scheme for consideration of layout, scale and access along with illustrative information pertaining to appearance and landscaping, is considered to have addressed these objectives. The scheme is based on a comprehensive masterplan which has been the subject of extensive pre-application negotiation as evidenced by the supporting drawings, Design and Access Statement, Design Coding and ES.

The Council's Urban Design officer recommends the scheme to be appropriate and acceptable, being the makings of a high quality scheme for the following reasons:

- The rationale of the design has its roots in the classical English garden suburb tradition, paired with the scheme's aspirations towards a new, suburban renaissance, as a response to the locality of the site in suburban Greater London.
- The general concept for the site is the Garden Village. As a result, the scheme is characterised by a strong framework of tree planted avenues and connecting greens, the latter a reminiscence of the traditional, much valued English common. The scheme benefits from a diversified provision of high quality open spaces, hard landscaped, urban places as well as smaller and larger green, open spaces.
- The supporting detailed information indicates the scheme will achieve a high integration of building and landscape design. This includes building characters, typical street sections and a key vision for open spaces and their interface with surroundings.
- The proposed scheme is considered to relate well in terms of scale to the diverse built context, and varies accordingly with regards to scale, height, massing and built form.
- The green open spaces and the connecting routes have been designed along different season themes. The illustrative landscape proposal information indicates the scheme will create a strong identity of contrasting characters throughout the year.
- In summary, the supporting information indicates the scheme has the realistic ability based on sound principles to realise a sustainable, high quality environment. In this way, it has the potential to improve the functionality, character and appearance for the application area and also, to enhance the quality generally of the West Drayton townscape.

Overall, the outline application and its illustrative masterplan are considered to be the makings of a high quality development, subject to the detailed design coming forward as part of the reserved matters, and the discharge of conditions approval. The scheme is therefore recommended to Committee as being a high quality design-driven development in line with the aspirations of the Council's SPD and the abovementioned policies which seek high quality design in development proposals.

7.11 Access for People with a Disability

See section 6.2 for comments by the Council's accessibility officer and panel. In respect of provision for access for people with a disability see section 7.8.3 in respect of housing and 7.9 in respect of transport and parking. It should be noted that further detail will come forward as part of reserved matters with requirements for residential and non-residential aspects of the scheme being secured by appropriately worded conditions if the committee was to approve the application.

7.12 Housing Mix, Affordable Housing and Special Needs Housing

Pursuant to the Mayor's Policy 3A.5, boroughs should identify housing needs within their area, including affordable housing and family housing.

7.12.1 Mix

Paragraph 20 of Planning Policy Statement 3 states that the *"key characteristics of a mixed community are a variety of housing, particularly in terms of tenure and price and a mix of different households such as families with children, single person households and older people"*.

Policy 3A.5 of the London Plan states that the development should *"...offer a range of housing choices, in terms of housing sizes and types, taking account of the housing*

requirements of different groups, such as students, older people, families with children and people willing to share accommodation”.

The Mayor’s Housing SPG also provides strategic level guidance on the unit mix for new residential development, to meet the needs of London’s future population.

In relation to the Council’s UDP Saved Policies, H4 states that wherever practical, that a mix of units of different sizes should be provided including and in particular units of 1 or 2 bedrooms. Policy H5 states that the Council will also encourage dwellings suitable for large families where appropriate.

The NATS SPD states that a mix of housing sizes will be required across the site, in accordance with the West London Housing Partnership Investment Guide 2008-11, published 2007, or its replacement. Particular reference is made in respect of the preferred mix of the affordable housing tenure as follows:

- 1 bedroom – 15%
- 2 bedroom – 35 %
- 3 bedroom – 25%
- 4 bedroom – 15%
- 5 bedroom – 10%

The application proposes 773 residential units. The mix of the affordable tenures is set out below having regard to the NATS SPD (and aspirations of the West London Housing Partnership Investment Guide 2008-11) as well as the GLA’s Housing SPG.

Total Scheme					Market Housing			
Unit size	Tot	Total Hab. rooms	%	GLA Target %	Tot	Habitable rooms	%	GLA Target %
Studio	12	12	0.5	0	12	12	0.5	0
1bed	152	304	11.8	20	152	304	13.3	20
2bed	337	1011	39.4		337	1011	44.2	
3bed	204	816	31.8	10	162	648	28.3	10
4bed	59	354	13.8		47	282	12.3	
5bed	9	72	2.7		4	32	1.4	
Total	773	2569	100	100	714	2289	100	100

Affordable Housing										
Social rented						Intermediate				
Unit size	Total	Hab rooms	%	LBH Tgt %	GLA Tgt %	Total	Hab rms	%	LBH Tgt %	GLA Tgt %
Studio		-	-	0	0	-	-	-	0	0
1bed		-	-	15	10	-	-	-	15	30
2bed		-	-	35	80	-0	-	-	35	60
3bed	24	96	47.5	25		18	72	92.3	25	
4bed	11	66	32.7	15	10	1	6	7.7	15	10
5bed	5	40	19.8	10		-	-	-	10	
Total	40	202	100	100	100	19	78	100	100	100

In addition, the NATS SPD refers to the aspiration of the West London Housing Partnership Investment Guide 2008-11 that boroughs should seek a target of at least 15% family sized housing (3+ bedrooms) which is also encouraged in the Mayor's draft Housing Strategy. The amount of family sized housing proposed is 35% based on unit numbers or 48% based on habitable rooms, thereby exceeding the minimum requirements.

The Council's Housing Team has undertaken extensive pre-application negotiations with the applicant and Homes and Communities Agency (HCA) in respect of the offer and it supports the scheme as suitably addressing housing need in the area. The scheme is considered acceptable on this basis.

7.12.2 Affordable Housing

PPS3 states that the Government is committed to providing high quality housing for people who are unable to access or afford market housing.

Policy 3A.9 of the London Plan sets the strategic target that 50% of all new housing provision should be affordable through all available mechanisms and not just planning gain. In addition, Policy 3A.10 encourages councils to have regard for the need to encourage rather than restrain residential development, as well as having regard to the individual circumstances of a site. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements.

In respect of Council's UDP Saved Policy Pt1.17 states that the Council will seek the maximum acceptable amount of affordable housing.

However, paragraph 3.52 of the London Plan states that in estimating affordable housing provision from private residential or mixed-use developments, boroughs should take into account economic viability. Boroughs should take into account the individual circumstances of the site as part of financial viability and the subsequent level of affordable when assessing the scheme.

Taking into account the viability of the scheme, and noting that the level of affordable housing was raised by the GLA in their Stage 1 advice, the Council has sought an independent financial viability appraisal of the scheme. The financial viability appraisal was assessed by an independent consultant. This assessment has confirmed that the Council is seeking the maximum affordable housing offer balanced with the need to provide for a full package of contributions. No further monies are available, noting that one of the significant costs of the scheme are the site decontamination and remediation costs which are essential to make the site suitable for residential occupation.

The scheme proposes 10.9% affordable housing based on habitable rooms, along with a package of planning contributions to mitigate the impacts of the scheme. Given the balance to be struck between providing affordable housing and other planning contributions to mitigate the impacts of the scheme, in accordance with Circular 05/05, it is considered that the maximum amount of affordable housing has been achieved. As noted previously, the Council's Housing Team has undertaken extensive pre-application negotiations with the applicant and Homes and Communities Agency (HCA) in respect of the offer and supports the scheme as suitably addressing housing need.

With respect to the affordable housing split and London Plan Policy 3A.9, 70% of the affordable housing should be social rent and 30% should be intermediate rent. Of the 10.9% affordable housing offer, 72% is social housing and 28% is intermediate rent. This is acceptable to Council's Housing Team, being reflective of the London Plan requirement. As

such the scheme accords with the abovementioned policies which seek to maximise the affordable housing provision to satisfy housing need.

7.12.3 Specialist Housing

PPS3 states that local planning authorities should plan for a mix of housing on the basis of different types of households that are likely to require housing. This specifically includes people with a disability and the elderly.

Policy H10 of the Council's UDP Saved Policies states that the provision of accommodation for people in need of care including nursing homes or shelter housing should be:

- Conveniently located for shops, services and public transport
- Comply with parking and amenity guidelines

The NATS SPD states that provision should be required for specialist housing for older people and for adults with learning disabilities.

The application proposes a nursing home of 80 rooms and up to 3,630m². It has suitably addressed the abovementioned policy in the following ways, namely:

- The nursing home is suitably located with respect to facilities and transport including the proposed commercial uses, medical facility, Mulberry Parade and bus stops in Porters Way; and
- The nursing home provides for car parking, bicycle parking and amenity space provision to facilitate its operation.

Note that no objection was raised by the Council's Housing Team or the GLA in respect to the provision of the nursing home on site or the non-provision of a shelter home.

As such the proposal is acceptable in this regard as having addressed the policy aspiration of providing specialist housing in an appropriate way thereby addressing this specialist need.

7.13 Trees, Landscaping and Ecology

The requirement for consideration of the range of natural features of a site and locality including tree protection, landscaping and ecology are identified in PPS1, PPS9, London Plan Policies 2A.1, 3D.8, 3D.14, 3D.15 and the Council's UDP Saved Policies BE38, EC2, EC3 and EC5.

The NATS SPD states that a high standard of landscape design should be provided as part of any development. Landscaping should be carefully considered at an early stage in the design process. The development should consider existing trees which can be retained. Re-development will also need to promote greening, create natural connections, provide opportunities for physical activity, relaxation and healthy living.

The NATS SPD also states that:

- Vegetation provides a visual screen and a buffer to help attenuate the effects of noise alongside the Great Western Railway line.
- It is also likely to act as a wildlife corridor providing a valuable habitat for many species.
- There are significant individual and groups of trees on the Porters Way frontage and within the site; and
- Any masterplan should ensure that as many as possible are retained.
- Landscaping can also be used to provide an important buffer between the new development and existing housing.

UDP Saved Policies EC2, EC3 and EC5 are of relevance to nature conservation and wildlife. The Trees and Landscape officer noted the recommendations for ecological mitigation are presented in section 9.0 of the Habitat Survey. Measures include the protective fencing of retained trees, and the retention and enhancement of the soft landscape buffers on the northern and eastern boundaries. Habitat protection techniques are suggested. These clauses address the interests of breeding bird habitats, bats, reptiles, wild mammals, stag beetles and surface water drain protection.

The Council's Trees and Landscape officer also advises that there are no Tree Preservation Orders or Conservation Area designations affecting trees on, or close to the site. The officer also noted the considerable array of supporting information with which to consider trees, landscaping and ecology including Plans, ES, Design and Access statement, Design coding and the landscape management/maintenance plan. Notwithstanding this, landscaping is a reserved matter.

The officer advised that habitat creation and enhancement opportunities are noted in the ES. These include:

- Landscaping proposals designed to maximise the site's ecological value
- Ecological enhancement will need to be developed in accordance with BAA safeguarding guidance against potential bird strike
- The creation of living roofs and /or walls is recommended.
- Planting should seek to include appropriate native species with reference to Natural England's database 'Gardening with Wildlife in Mind'.
- The provision of bird and bat boxes amongst other measures is listed.
- Volume 2 of the Environmental Statement recommends a pre-commencement badger survey.

In addition, it is noted that UDP Saved Policy BE38 seeks the protection and enhancement of the landscape:

- The Tree Report confirms that prior to the commencement of work on site, an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) should be submitted for approval by the local planning authority.
- The Arboricultural Implications Assessment (Appendix 14.3 of the ES) questions the future contribution (and useful life expectancy) of some of the Horse Chestnuts on the Porter's Way frontage. However their retention is proposed on plan.
- The hedge group on the eastern boundary includes conifers with an estimated height of 8-10 metres. These species have the potential to grow considerably taller and may cause nuisance / lead to a loss of light to the houses and rear gardens of Mulberry Crescent. This hedge should be reviewed with regard to its future management.
- Any required tree surgery should also be identified and submitted for approval by the local planning authority – other than urgent work to dead, dying or dangerous trees.
- Tree planting within the site should include planting within private gardens
- Detailed management / maintenance proposals will be required to ensure that the shared / communal landscape is managed and maintained in accordance with the design objectives for the site.

Overall, the Council's Trees and Landscape officer concluded there was no objection to the scheme subject to standard tree/landscape conditions TL2, TL3, TL4, TL6, TL7 being imposed if the Council was to consider approval of the application.

The application was also referred to Natural England and the Wildlife Trust. No objection was raised by these organisations subject to the appropriately worded conditions of approval.

7.14 Sustainable Waste Management

PPS10 Planning for Sustainable Waste Management requires a more sustainable approach to waste management, moving the management of waste up the 'waste hierarchy' of reduction; reuse; recycling and composting; using waste as a source of energy; and, only disposing as a last resort.

The application is supported by a Waste Strategy, Waste Management Plan as well as drawings describing waste vehicular access into the site.

The Highways and Waste teams confirmed that waste arrangements could be suitably accommodated on the site.

7.15 Renewable Energy/Sustainability

The NATS SPD refers to the London Plan, PPS 1 and supplement to PPS 1 which state that dealing with climate change is an integral and essential part of the development process. The London Plan specifically states that dealing with climate change cannot be considered as a set of add-ons and must be integral to the development process. The Government has recently announced very ambitious targets to limit greenhouse emissions through the Climate Change Act, 2008 and there is a wide range of planning policies and building control regulations that will assist in achieving the targets. Proposals need to demonstrate measures to mitigate against climate change, by limiting greenhouse gas emissions, and adapting to the already inevitable impacts of climate change, through layout, design and a range of other measures. Initiatives have other beneficial environmental, economic and social outcomes.

In respect of energy in particular, PPS 22 - Renewable Energy, outlines the government's preferred approach to planning for renewable energy, and encourages small-scale renewable energy projects in all new developments. The London Plan and the Mayor's Energy Strategy also outline the requirements for renewable energy. In accordance with the London Plan Policy 4A.4 (*Energy assessment*), an assessment of the energy demand and carbon dioxide emissions is required, including consideration of energy and carbon dioxide (CO₂) emissions. A scheme needs to demonstrate the expected energy and CO₂ emission savings (an overall 20% reduction is targeted) from the energy efficiency and renewable energy measures incorporated in the development, including the feasibility of combined cooling, heat, and power (CCHP), combined heat and power (CHP) and community heating systems. This assessment should form part of the sustainable design and construction statement in support of a planning application.

Proposals are also required to demonstrate compliance with London Plan Policy 4A.6 (*Decentralised Energy: Heating, Cooling and Power provision*) illustrating that their heating, cooling and power systems have been selected to minimise CO₂ emissions. The GLA sought clarification regarding the energy assessment.

In relation to energy, the application is supported by a Renewable Energy Strategy, Sustainable Design and Construction Statement as well as further advice from Metropolis Green (Correspondence dated 04 March 2010).

The scheme proposes the following features:

- Mayor's 'Be Lean' policies 4A.3 and 4A.4: demand reduction and energy efficiency measures to achieve 11% CO₂ emission reductions;

- Mayor's 'Be Clean' policies 4A.4 and 4A.6: A site-wide District Heating Network (DHN) involving a Combined Heat and Power (CHP) plant serving the whole site is predicted to achieve 33% CO2 emission reductions. This would be situated in the proposed energy centre in the south east of the site; and
- Mayors 'Be Green' policy 4A.7: Either 700sqm of photo-voltaic (PV) panels or a 150kw biomass boiler which would achieve CO2 emission reductions of 3%/2% respectively. The photovoltaic panels would be cited on the roofs of blocks A and E

It is noted that Code 4 can be achieved although, it will require more than just energy performance and measures in the building fabric alone as stated in the Renewable Energy Strategy. An appropriately worded condition is recommended if the Council was to consider approval of the application.

In respect of BREEAM the Renewable Energy Strategy confirms that a pre-assessment has been completed indicating that an Excellent rating is possible although, this is subject to the detailed design coming forward. An appropriately worded condition is recommended in this regard if the Council was to consider approval of the application.

Subject to the further consideration by the Mayor at Stage II, the scheme is considered to have addressed the abovementioned policies and is supported in this aspect. If the Council is minded to support the application, appropriately worded conditions of approval are recommended in respect of securing the lean, efficient, sustainable and renewable energy measures proposed.

7.15.1. Environmental Impact Assessment (EIA)

In accordance with the Town and Country Planning statutory procedures set out in the Town and Country Planning (Environmental Impact Assessment)(England and Wales) Regulations 1999, the subsequent amendments of 2006 and 2008 and following the EIA scoping opinion issued by LBH 05 October 2009, the current application is supported by an Environmental Statement (ES).

The following considerations form part of the ES:

- Background information, overall approach, site and surroundings, development proposal
- Construction and phasing
- Consideration of alternatives
- Planning framework
- Socio-economic
- Transport, accessibility and movement
- Ground conditions and hydrogeology
- Flood risk and water resources
- Noise and vibration
- Air quality
- Biodiversity
- Archaeology and cultural heritage
- Townscape and visual analysis
- Residual impacts
- Cumulative impacts

In the course of the assessment issues and points of clarification were sought by the Council's Sustainability officer. Information was received and the application was renotified/reconsulted prior to bringing this report to Committee. There is no matter

outstanding in respect of the ES, the development being considered acceptable having regard to the full range of issues summarised in this report.

7.15.2 Sustainable Design and Construction

The London Plan Policy 4A.3 (*Sustainable design and construction*) encourages development to meet the highest standards of sustainable design and construction. In accordance with London Plan Policies 4B.1 and 4A.9 any proposals should contribute to the mitigation of the effects of climate change which includes minimising overheating and heat island effects, managing solar gain in summer, contributing to reducing flood risk, minimising water use and protecting and enhancing green infrastructure for example. The NATS SPD states that consistent with the aspiration for low carbon development, all new housing developments on the site should achieve, as a minimum, the requirements of Level 4. However, the achievement of levels 5 or 6 of the Code are strongly encouraged for any site proposals, wherever these are feasible. Any commercial development should endeavour to achieve a BREEAM “excellent” rating.

These issues have been considered throughout section 7 and where applicable, appropriately worded conditions of approval are recommended if the Council is minded to grant planning permission.

7.16 Flooding Issues

The national policy PPS25 seeks to avoid inappropriate development in areas of flooding risk as well as directing development away from areas of highest risk. London Plan Policies 4A.12, 4A.13 and the Council’s UDP Saved Policies Pt1.12, OE7, OE8 and OE9 require flood risk to be addressed in proposals.

Within the ES, a flood risk assessment has been supplied confirming that the site is situated in an area of low risk (Flood Zone 1). The assessment also demonstrates that the proposal would not have an adverse impact to neighbouring properties as it will not increase flood risk through increased surface runoff.

The application was considered by the Environment Agency who raised no objection subject to an appropriately worded condition for the development to be carried out in accordance with the flood risk assessment. The scheme is therefore considered to comply with the abovementioned policies.

7.17 Noise and Air Quality Issues

Pursuant to central government, Mayoral and borough policy and guidance and the borough’s environmental screening opinion, the Environmental Statement has considered the potential noise and air quality impacts associated with the development and appropriately worded conditions of approval are recommended if the Council is minded to grant planning permission.

7.18 Comments on Public Consultation

The Principle of the Development

Section 7.1 of this report covers issues 1-2, 31, 34-39, 58-60 raised by submissions

Density

Section 7.2 of this report covers issue 3 raised in submissions

Impact on the Character and Appearance of the Area

Section 7.6 of this report covers issues 4, 40, 61 raised in submissions

Impact to Neighbours

Section 7.7 of this report covers issues 5-7, 41, 62 raised in submissions

Living Conditions for Future Occupiers

Section 7.8 of this report covers issues 63, 64 raised in submissions

Transport

Section 7.9 of this report covers issues 8-17, 29, 42-44, 65, 78

Urban Design, Access and Security

Section 7.10 of this report covers issues 18-20, 45-50, 66-70 raised in submissions

Housing

Section 7.12 of this report covers issues 51-52 raised in submissions

Noise and Air Quality Issues

Section 7.17 of this report covers issue 21 raised in submissions

Planning Obligations

Section 7.21 of this report covers issues 22-25, 28, 30, 32, 53-55, 71-74 raised in submissions

Other Comments

- Issue 26 concerning impact to services was not explicit enough to address
- Issues 27, 33 and the bullet points at the end of section 6.1.1 are not relevant planning considerations
- Issue 56 concerning suggested conditions, these have been included in section 2
- In respect of Issue 75, consultation on the scheme including all supporting information is as per section 6 and has been carried out in line with the Council's normal procedures
- In respect of Issue 76 and water pressure, no objection was raised by Thames Water or the Veolia Water company as reported in sections 6.1.2 and 6.1.3
- In respect of Issue 77 and construction impacts, an appropriately worded condition for a management plan is recommended in section 2.

7.19 Phasing

The applicant has provided an indicative phasing programme notwithstanding the s106 planning agreement for the final phasing details to be agreed. The number of dwellings in each phase is as follows:

- Phase 1 - 59 dwellings
- Phase 2 - 188 dwellings
- Phase 3 - 163 dwellings
- Phase 4 - 157 dwellings
- Phase 5 - 206 dwellings

7.20 Contamination

Pursuant to PPS23 as well as the borough's environmental screening opinion, the ES has considered the potential contamination associated with the previous use. Both the Council's

EPU team and the Environment Agency raise no objection, subject to appropriately worded conditions of approval if the Council is minded to grant planning permission.

7.21 Planning Obligations

Planning obligations are normally entered into under Section 106 of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991). There are exceptions to this, namely s.278 agreements under the Highways Act 1980, which relate solely to highway works and s.299 agreements that apply to Crown and Duchy land.

As part of the proposal the applicant has submitted an open book financial viability appraisal in support of the scheme. The Council independently engaged consultants to evaluate the open book financial viability appraisal. Following extensive negotiation with the developer's consultant, the Council's consultant confirmed that, in their professional opinion that viability was an issue, largely due to the high costs of decommissioning the site. As such, the Council is not considered to be in a position to seek further contributions to those identified in section 2. They are considered to be the maximum.

The contributions requested are as follows:

- (i) The provision of affordable housing equivalent to a minimum of 10.9% of the total number of habitable rooms comprised within the residential units on the site and for which 72% are to be of the social rent tenure
- (ii) A financial contribution of £3,998,412 towards education facilities
- (iii) The provision of a Primary Care Trust facility in Block F and to include the fitout of the premises to a specification agreed with the Hillingdon PCT as well as a peppercorn rent for minimum 3 years. In the event that a PCT facility is not secured on site, the payment of a financial contribution of £337,574 towards healthcare facilities
- (iv) A financial contribution of £392,220 towards indoor/outdoor sport and recreation facilities
- (v) A financial contribution of £420,000 towards TFL bus services
- (vi) A financial contribution of £34,000 towards bus stop improvements
- (vii) A financial contribution of £25,000 towards a parking management study
- (viii) The provision of a 10 year Sustainable Travel Plan
- (ix) The provision of a minimum of two car club spaces on site
- (x) An undertaking to enter into a s278 agreement for highway works between the junction of Station Road and Porters Way and the junction of Stockley Road and Lavender Rise, subject to a detailed design to be agreed between TFL, the Council's Highways Engineer and the applicants highways Engineer, and which is not limited to and includes possible widening of Lavender Rise and straightening of the Porters Way and Lavender Rise connection
- (xi) An undertaking to enter into a s278 agreement for highway works between the junction of Station Road and Porters Way and the junction of Stockley Road and Lavender Rise, subject to a detailed design to be agreed between TFL, the Council's Highways Engineer and the applicants highways Engineer, and which is not limited to

and includes possible widening of Lavender Rise and straightening of the Porters Way and Lavender Rise connection

- (xii) An undertaking to enter into a s278 agreement for pedestrian connectivity works to Porters Way and the link between the application site and West Drayton Station having regard to the PERS audit and subject to a detailed design to be finally agreed between TFL, the Council's Highways Engineer and the applicant's Highways Engineer
- (xiii) The provision of a community facility on site of not less than 204sqm, fitted out to a standard to be agreed with the Council and available for use by the community at large on a not-for-profit basis
- (xiii) A financial contribution of £34,000 towards library facilities
- (xiv) A financial contribution of £250,000 towards improvements to the Mulberry Parade public realm
- (xv) A financial contribution or works in kind with the agreement of British Waterways of £200,000 towards the Grand Union Canal
- (xvi) The provision of a satisfactory training and employment opportunities as well as a coordinator on site to be agreed with the Council
- (xvii) An undertaking to provide a heat distribution network on site with the final detailed design to be agreed with the Council and the GLA
- (xviii) A financial contribution of £80,304 or equivalent to 1.5% of total value of the contributions sought, whichever is the greater, for the monitoring of the s106 and Travel Plan
- (xix) An undertaking to establish and maintain a management company with responsibilities set out in Section 5 'Estate Management Arrangements' of the Planning Statement including a parking management plan and to be finally agreed with the Council

It should be noted that these heads of terms do not include all obligations requested by consultees as they were not sufficiently explicit nor justified in accordance with the Circular, namely:

- Network Rail: A planning contribution was requested for the upgrade to West Drayton Station. However, no explicit information was provided when requested by Council officers as to the amount of money; the works it would be spent on; any indication of the actual impact posed; or justification against the Circular for seeking the contribution.
- The HUDU-based healthcare contribution requested by the Hillingdon PCT (£2,226,468), given that the Council's SPD is the borough's adopted approach to securing planning contributions. Furthermore, there was insufficient justification provided as to how the contribution sought related to the development and how the contributions would be spent. Finally, given that the viability of the scheme could not afford to deliver any further s106 contributions, there was a requirement to balance healthcare provision with the other necessary contributions sought.

For avoidance of doubt and as per advice from the Council's Highway Engineer and TFL, a s278 agreement pursuant to the Highway Act 1980 is a matter with financial obligations which is in addition to the s106 planning agreement set out in this report.

Overall, it is considered that the maximum contributions have been sought in light of the financial viability of the scheme and that the package appropriately mitigates and compensates for the impacts of the scheme. Subject to the signing of the section 106, the scheme is considered to be acceptable for the reasons set out in this report. The scheme is therefore recommended for approval on this basis.

8. OBSERVATIONS OF BOROUGH SOLICITOR

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. CONCLUSION

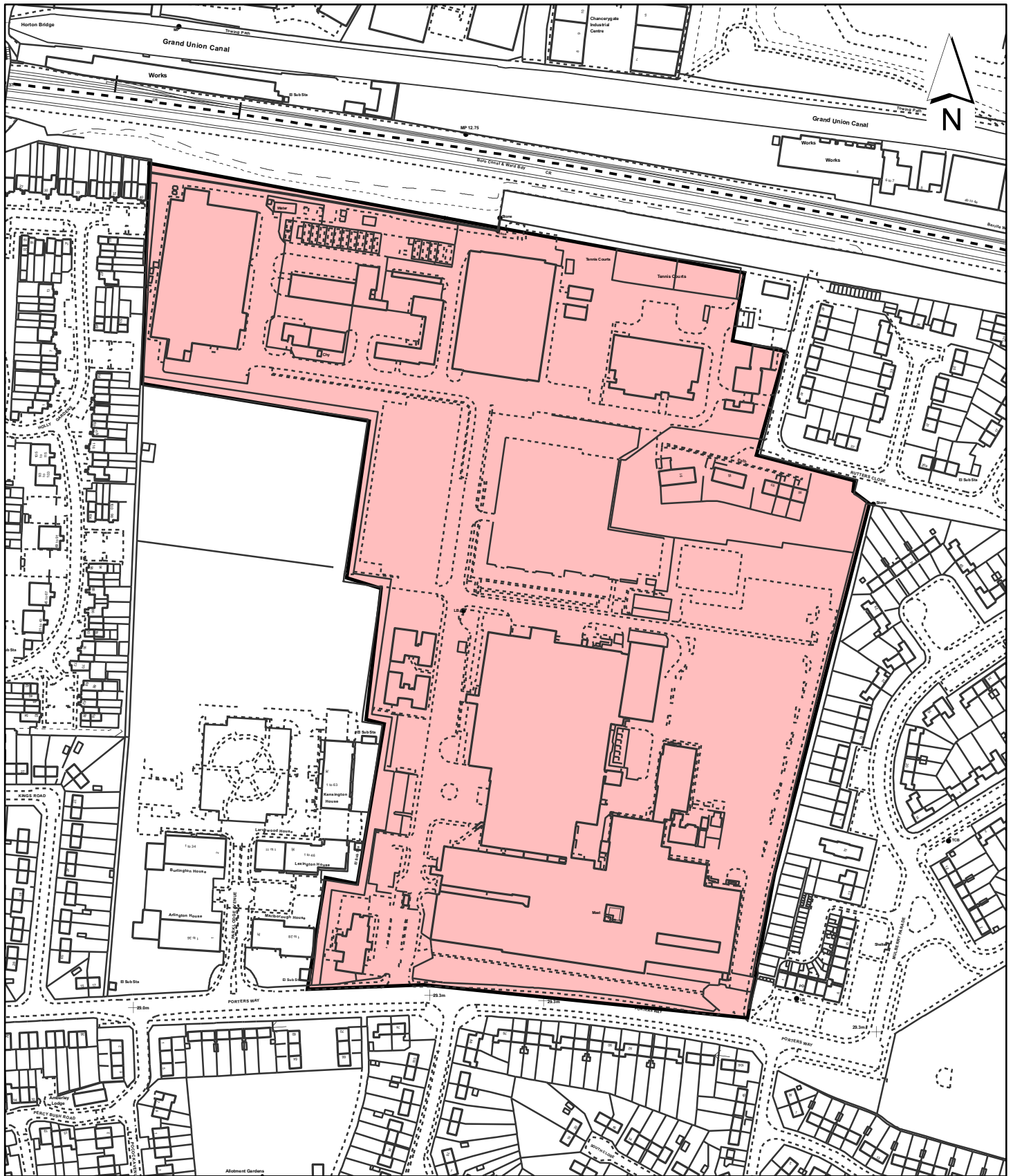
For the reasons provided throughout this report, the scheme is considered to be appropriate and acceptable and to comply with the relevant policies and planning guidance for the site. Subject to the conditions of approval and heads of terms in section 2, the application is recommended for approval.

10. REFERENCE DOCUMENTS:

Council's SPD – Former NATS Site, Porters Way, West Drayton
Council's SPD – Hillingdon Design and Accessibility Statement
Council's SPD – Hillingdon Design and Accessibility Statement – Residential Layouts
Council's SPG - Planning Obligations
Council's SPG - Community Safety by Design
Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Statement 1 Supplement (Planning and climate Change)

Planning Policy Statement 3 (Housing)
Planning Policy Statement 4 (Planning and Economic Development)
Planning Policy Statement 9 (Biodiversity and Geological Conservation)
Planning Policy Statement 10 (Planning for Sustainable Waste Management)
Planning Policy Guidance 13 (Transport)
Planning Policy Guidance 15 (Planning and the Historic Environment)
Planning Policy Guidance 16 (Archaeology and Planning)
Planning Policy Guidance 17 (Planning for Open Space, Sport and Recreation)
Planning Policy Guidance
PPS 22 (Renewable Energy)
PPS23 (Planning and Pollution Control)
PPS25 (Development and Flood Risk)
The London Plan (Consolidated with Alterations Since 2004) 2008

Contact Officer: Jason Traves **Telephone Number:** 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**Former National Air Traffic Services (NATS) Headquarters
Porters Way, West Drayton**

LONDON BOROUGH OF HILLINGDON

Planning & Community Services

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

Planning Application Ref:

5107/APP/2009/2348

Scale

1:3,000

Planning Committee

Central and South

Date

May 2010



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement

Address P5 CAR PARK SEALAND ROAD HEATHROW AIRPORT

Development: Erection of an Energy Centre comprising two buildings (Energy Centre Building and Operations Building) and associated infrastructure (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).

LBH Ref Nos: 66849/APP/2010/479

Drawing Nos: 19757-00-GA-200-000011 2.0 (Ground Floor Layout)
19757-00-GA-200-000012 3.0 (Site & Location Plans)
19757-10-GA-200-000006 2.0 (First Floor Layout)
19757-20-GA-200-000005 2.0 (Roof Layout)
19757-XX-SE-200-000012 3.0 (Energy Centre Elevations)
19845-XX-SE-200-000002 3.0 (Operations Building External Elevations)
19757-XX-SE-200-000013 2.0 (Building Sections)
19757-00-GA-200-000013 2.0 (Landscape Plan)
Schematic - Heat Links Plan
Unnumbered GCI images
Design and Access Statement dated December 2009
Supporting letter from Heathrow Airport Limited dated 26/02/10
Noise Assessment Report dated November 2009
Air Quality Assessment dated December 2009
Sustainability Statement dated November 2009

Date Plans Received: 02/03/2010 **Date(s) of Amendment(s):**
Date Application Valid: 02/03/2010

1. SUMMARY

BAA has submitted this proposal for consultation under Part 18 of the Town and Country Planning (General Permitted Development) Order 1995 (GPDO). It proposes the erection of an energy centre and associated infrastructure to serve the new proposed Terminal 2A (T2A) (formerly referred to as Heathrow East Terminal), Terminal 2B (T2B) (formerly referred to as the Midfield Pier), the Central Terminal Area (CTA) and Terminal 5 (T5), at the P5 Car Park at Heathrow Airport.

The outline planning permission for T2A, granted in July 2007 (ref: 62360/APP/2006/2942), included the provision of an energy centre, to serve the new terminal, in this location. An Environmental Impact Assessment accompanied that application, and a detailed design for the energy centre was subsequently approved in December 2008.

Since that time, and in compliance with the requirements of the S106 agreement, which formed part of the planning approval for T2A, BAA have developed a more strategic plan for the provision of energy across Heathrow. The aim of this is to provide increased flexibility of operation and to achieve wider CO2 reductions. Accordingly, the development goals for the airport have now changed such that the energy centre is required to not only serve T2A and T2B, but also the other terminals and buildings within the CTA. This has resulted in the need for significant changes to the functioning and scale of the proposed energy centre. As a result, details of the revised scheme can no

longer be progressed under the original T2A planning consent and need to be progressed via a new application/consultation.

A Screening Opinion in respect of the new proposed energy centre was issued to the Council earlier this year, and it was subsequently confirmed that an Environmental Impact Assessment would not be required. Accordingly, the applicant has chosen to progress the proposal under Part 18 of the GPDO.

It is not considered that the proposal would have any significant adverse impacts in terms of visual or residential amenity and it would have significant benefits in terms of reducing emissions across the airport and meeting the goals set out in the Heathrow Wide Energy Strategy. The proposal complies with relevant UDP and London Plan policies and, accordingly, it is recommended that no objections be raised.

2. RECOMMENDATION

No objection subject to the following consultations and informatives:

1 NONSC Submission of scheme to deal with risks of contamination

Prior to the commencement of development (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A preliminary risk assessment which has identified:

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

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

REASON

To protect local controlled waters from the effects of historic land use in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

2 NONSC Submission of verification report relating to contamination

Prior to commencement of development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the

reporting of this to the local planning authority.

REASON

To ensure that any and all contamination identified is suitably managed in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 NONSC Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

REASON

To ensure that unsuspected contamination is suitably managed in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 NONSC Details of surface and foul drainage system

The development hereby permitted shall not be commenced until details of the surface and foul drainage system for the site has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented in accordance with the approved details before completion of the development.

REASON

This to ensure pollution of the receiving surface water is prevented and the existing surface water drainage system is not overloaded, in compliance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5 NONSC Unexpected contamination

If during the development works unexpected contamination is found that was not identified by previous site investigations this shall be reported in writing to the Local Planning Authority, and a remediation scheme shall be agreed with the Local Planning Authority. All works forming part of this remediation scheme shall be implemented and validated to the satisfaction of the Local Planning Authority before any building is occupied.

REASON

To ensure that the occupants and users of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6 NONSC No import of contaminated soils or materials

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. All imported soils shall be inspected and tested for chemical contamination, and the results of this testing shall be submitted to and approved by the Local Planning Authority.

REASON

To ensure that the occupants and users of the development are not subject to any risks from soil contamination in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

NONSC

~~7~~ Unless otherwise agreed with the Local Planning Authority, development of the Energy Centre hereby approved shall not commence until a scheme which specifies the provisions to be made for the control of noise emanating from the development has been submitted to, and approved by, the Local Planning Authority. The scheme shall include such combination of physical, administrative measures, noise limits and other measures as may be approved by the Local Planning Authority. The scheme shall be fully implemented before the development is occupied/use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To protect amenity of occupiers of neighbouring noise sensitive residential and other properties in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 NONSC Environmental Management Plan

Before the development hereby approved commences, an Environmental Management Plan shall be submitted to, and approved by, the Local Planning Authority. The Environmental Management Plan shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The Environmental Management Plan shall address issues including hours of work, noise and vibration, air quality, water quality, visual impact, waste management, plant and equipment, site transportation and traffic management including routing and permitted hours for construction traffic and construction materials deliveries.

REASON

To protect the environment and occupiers of the surrounding area from the adverse effects of demolition, construction and enabling works associated with the development in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

9 TL5 Landscaping Scheme - (full apps where details are reserved)

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -

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

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated

structures),

· Retained historic landscape features and proposals for their restoration where relevant.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

10 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

11 TL7 Maintenance of Landscaped Areas

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

12 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1 152 **Compulsory Informative (1)**

The decision to raise NO OBJECTION has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 153 **Compulsory Informative (2)**

The decision to raise NO OBJECTION 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 (February 2008) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
A4	New development directly related to Heathrow Airport
A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM7	Consideration of traffic generated by proposed developments.

3 13 **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).

4 111 **The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal

contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

5 112 Notification to Building Contractors

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and consideration/informatives attached to this planning consultation. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

6 115 Control of Environmental Nuisance from Construction Work

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

7 134 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination

Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

8 158 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.

For further information please contact Peter Sale, Hillingdon Education and Business Partnership Manager: contact details - c/o British Airways Community Learning Centre, Accommodation Lane, Harmondsworth, UB7 0PD. Tel: 020 8897 7633. Fax: 020 897 7644. email: p.sale@btconnect.com .

9

The Environment Agency have advised that details of the surface and foul drainage system for the site should include the following:

- locations of all surface and foul water pipes and installations;
- locations of all manholes (both SW or FW);
- locations of all oil/fuel/diesel storage;
- types and locations of interceptors and/or settlement tanks/devices;
- chemical and/or hazardous material storage locations;
- refuse and recycling storage;
- all other locations and plans of activities or materials that might impact on the drainage system.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a 0.95ha irregularly shaped plot currently forming the northern part of the P5 staff car park at Sealand Road. The site is currently used as a surface level employee car park comprising a tarmac surface, lighting columns, large bus shelter and peripheral landscaping. Vehicular entry is from the roundabout at the junction of Sealand Road and Southampton Road and egress is via a left turn only exit onto Sealand Road.

The north and east of the site is bounded by link roads leading to the airside cargo road tunnel. Beyond these to the north is the British Airways World Cargo Centre surface level car park and the airport's VIP facility. Beyond the tunnel link road to the east is Grassed Area 17A which comprises a large, mainly hard surfaced area previously used for a variety of temporary uses including construction pre-fabrication. The Council raised no objections to a consultation for the erection of a concrete batching plant in this location in October 2008 (ref: 55377/APP/2008/2165). To the south of the site is part of the P5 car park to be retained and a Terminal 4 baggage transfer building beyond which is the Southern Perimeter Road. To the west the site is bounded by Sealand Road beyond which is a vacant site with planning consent for the erection of 640 bedroom 6-storey hotel and two drive-through restaurants. The Gate Gourmet catering facility lies beyond this site.

The entire site falls within the Heathrow Airport boundary as shown on the Hillingdon Unitary Development Plan Proposals Map.

3.2 Proposed Scheme

It is proposed to erect an energy centre to supply T2A, T2B, the CTA and T5 with an element of their energy needs through renewable sources. The proposal forms part of the wider Heathrow Airport Energy Strategy, which sets out the overall strategy for reducing energy demand and reducing CO2 emissions through the use of renewable energy sources across the airport, and accords with the requirements of the S106 Agreement for T2A.

The proposals comprise the following:

- Two buildings, the energy centre building itself and an adjacent operations building.
- A low temperature hot water heat link which would run via the cargo tunnel to T2A and the CTA. The pipe route north from the energy centre to T2A would be buried in trenches within the existing tunnel.
- A low temperature hot water heat link to the existing site of the Thames Valley Power CHP Plant (which is due to be decommissioned during 2010) in the cargo area to the west, for connection to the existing heat link to T5. The pipe route west from the energy centre to the existing building would be variously buried in trenches, surface mounted and earth banded.
- Decommissioning of existing Boiler House 448 in the CTA and conversion of part of the building into a header building to receive the new heat link.
- Associated infrastructure.

The energy centre building would be located relatively centrally within the site. It would be two-storeys in height and would provide a floor area of approximately 2,000m². It would measure approximately 41m by 31m by 18m high, with five 35m high flues, and one 33m high flue. The building would house the renewable CHP plant, wood chip delivery area, natural gas boilers and associated mechanical and electrical equipment.

The north end of the energy centre building would be louvred to provide combustion air to the boilers, and four structural bays within the building would facilitate the replacement and major maintenance of the boilers through this facade in the future, as and when required.

The proposed two-storey operations building would be located towards the western side of the site and would measure approximately 19m by 13m by 9m high with a floor area of approximately 400m². This building would provide ancillary accommodation for maintenance operatives using and controlling the energy centre building. It would be occupied by up to nine people at any one time and would comprise a control room, office, rest room, WC facilities, workshop, reception, plant room and storage areas.

The buildings would be finished in silver/grey metal cladding, consistent with that seen on many buildings on airport. The flues would be constructed on stainless steel.

An 11kV electrical substation is located immediately to the west of the proposed energy centre building and would facilitate external access by EDF without the necessity to enter the main building. An immediately adjacent area has been safeguarded for a new substation to serve potential future expansion of the energy centre to further meet Heathrow's energy needs. This would form part of a future application/consultation should BAA choose to pursue this in the future.

There would be a single access to the site for operational and delivery vehicles, which would be gained off Sealand Road. Within the site there would be a marked one-way anti-clockwise road layout circling the energy centre to exit back onto Sealand Road.

The plans indicate that 12 car parking spaces would be provided for staff and visitors to the site. In addition, it would appear that four spaces would be provided for larger vehicles. Oil storage and gas metering facilities and an associated vehicle lay-by would be provided to the north of the site.

BAA have advised that the proposals would be implemented in stages. Stage 1 would connect the energy centre with T2A/B and the Thames Valley Power site. Excess heat from the energy centre would be used to supply T5 via the Thames Valley Power site. Stage 2 would connect the energy centre with the CTA and decommission the existing Boiler House 448. The built envelop of the energy centre building would be completed as part of stage 1 works, but it is the natural gas boilers which would be installed in two phases.

This project comprises the first stage in developing a Heathrow-wide Energy Strategy aimed at reducing carbon dioxide emissions by 34% by 2020 (measured against a 1990 base figure) and providing a more integrated system of energy supply. However, it should be noted that this application would not have a negative impact on the agreed energy efficiency or percentage or carbon reduction, achieved at T2A, and that a 40.5% reduction in carbon dioxide emissions, compared to a building fully compliant with Part L of the Building Regulations, and inclusive of the reduction in carbon dioxide from onsite renewable sources, and a 20% reduction in carbon dioxide emissions through the application of on site renewable energy sources, would still be achieved in compliance with the approved planning application and associated S106 agreement (refs: 62360/APP/2006/2942 & 62360/APP/2009/2232).

These targets would be met by the inclusion of a 1.8MW electrical output combined heat and power (CHP) plant which would be fuelled by biomass. This would be the first choice

source of energy production for most of the year, simultaneously producing 9MW thermal output. This source of energy would be supplemented by four 10MW natural gas boilers, two of which would be required at Stage 1, as noted above, and a further two at Stage 2. These would supplement the energy supply to cope with the demand during peak hours. The heat link from T5 would be used to provide standby heat should the biomass plant be out of operation. The gas boilers would also be able to be fired on gasoil in the event of a disruption in the supply of natural gas.

3.3 Relevant Planning History

Comment on Relevant Planning History

Outline planning permission was granted for Heathrow East Terminal, now referred to as Terminal 2A (T2A), which will replace terminals 1 and 2 at Heathrow Airport, in July 2007. As part of that application permission was also granted for a number of ancillary buildings, including an energy centre, to be located on the P5 Car Park towards the southern side of the airport. It was originally proposed that the energy centre incorporate biomass boilers to provide 10% renewable energy for the scheme. However, during the application stage these were substituted with a biomass gasification plant to meet an increased requirement for 20% renewable energy on site. Subsequent design development of the plant revealed that it was not possible to accommodate the gasification plant within the extent of the approved energy centre building. As such, full planning permission was granted to locate the plant in a separate building adjacent to the energy centre in November 2008.

Reserved matters in respect of the Energy Centre were approved in December 2008 and reserved matters for the Terminal Building and forecourt area were approved in January 2009. Notably a number of conditions relating to both the terminal and energy centre sites have been discharged since the grant of planning permission.

Following the acquisition of the old control tower site within the Central Terminal Area, a revised outline planning application was submitted to vary condition 27 (relating to building dimensions) of the original planning permission for T2A. This application proposed narrowing the width of the terminal in order to accommodate a new multi-storey car park on the adjacent site. This application was approved earlier this year and reserved matters relating to the new outline consent, and a GPDO consultation relating to the proposed new multi-storey car park, are currently under consideration.

Since the original grant of planning permission for T2A BAA have been working on a Heathrow Wide Energy Strategy in compliance with their S106 obligations and, in addition to T2A and T2B, the energy centre is now required to also serve the other terminals and buildings within the CTA and T5. This has resulted in the need for significant changes to the Energy Centre, hence the need for this consultation.

In brief, the most relevant planning history can be summarised as follows:

62360/APP/2006/2942 - Development of a replacement passenger terminal building in the Central Terminal Area to include passenger processing, baggage, retail, office and associated facilities, an integral pier comprising gate rooms; air bridges and nodes; provision on an airside road; forecourt layout including vertical connections to public transport facilities; minor road configurations; energy centre and ancillary buildings and infrastructure; provision of boreholes; ancillary supporting infrastructure and plant; demolition of existing structures (including Terminal 2, Queens Building and part of Terminal 1); provision of enabling works including service diversions and associated infrastructure (Outline application) - Approved 02/07/07

62360/APP/2008/2786 - Proposed gasification plant - Approved 18/11/08

62360/APP/2008/2788 - Reserved matters (details of access, appearance, landscaping, layout and scale) in respect of the proposed energy centre, in compliance with conditions 2, 3 and 4, together with details of conditions 7 (lighting scheme) 8 (soft and water landscaping), 11 (bird hazard management plan), 12 (external building design), 14 (hard and soft landscaping), 20 (surface water drainage), 23 (surface and foul water drainage) and 24 (site foundations) in compliance with outline planning permission ref: 62360/APP/2006/2942 dated 02/07/07 (development of a replacement passenger terminal building in the Central Terminal Area) - Approved 19/12/08

62360/APP/2008/3080 - Reserved matters (details of layout, scale, appearance, access and landscaping) in respect of the proposed terminal building and forecourt site, in compliance with conditions 2, 3 and 4 of outline planning permission ref: 62360/APP/2006/2942 dated 02/07/07: Development of a replacement passenger terminal in the Central Terminal Area - Approved 14/01/09

62360/APP/2009/2232 - Variation of condition 27 (building dimensions) of planning permission ref: 62360/APP/2006/2942 dated 02/07/07; Development of a replacement passenger terminal building in the Central Terminal Area - Approved 08/01/10

62360/APP/2010/648 - Reserved matters (details of layout, scale, appearance, access and landscaping) in respect of the proposed terminal building and forecourt site, in compliance with condition 2 of planning permission ref: 62360/APP/2009/2232 dated 08/02/10; Variation of condition 27 (building dimensions) of outline planning permission ref: 62360/APP/2006/2942 dated 02/07/07 (development of a replacement passenger terminal building in the Central Terminal Area) - No decision to date

4. Planning Policies and Standards

Hillingdon Unitary Development Plan Saved Policies (September 2007)
London Plan (Consolidated with Alterations since 2004)
Planning Policy Guidance 13: Transport
Planning Policy Guidance 24: Planning and Noise
Planning Policy Statement 1: Delivering Sustainable Development
Planning Policy Statement 22: Renewable Energy
Planning Policy Statement 25: Development and Flood Risk
Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality
Supplementary planning Document - Accessible Hillingdon

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.27 To ensure that development at Heathrow Airport for airport purposes mitigates or redresses any adverse effects on the environment.

Part 2 Policies:

BE13 New development must harmonise with the existing street scene.
BE36 Proposals for high buildings/structures in identified sensitive areas

- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- A4 New development directly related to Heathrow Airport
- A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
- AM7 Consideration of traffic generated by proposed developments.

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **2nd April 2010**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

GREATER LONDON AUTHORITY
Do not wish to comment.

NATIONAL AIR TRAFFIC SERVICES (NATS)
No objection.

BAA SAFEGUARDING
No objection.

ENVIRONMENT AGENCY
No objection subject to considerations regarding protection of controlled waters and contamination.

LONDON BOROUGH OF HOUNSLOW
No objection.

ENGLISH HERITAGE
No objection.

Internal Consultees

URBAN DESIGN OFFICER

Outline planning permission was granted in July 2007 for Heathrow East Terminal (HET), which will replace Terminal 1 and Terminal 2. In addition to the main terminal building, the outline planning permission for HET gave consent for a number of ancillary buildings, including an Energy Centre (EC) and a Gasification Plant in this location. A detailed design was subsequently approved for the energy centre in December 2008 with a floor area of 1120 m2 at ground floor level, and 790

m2 at first floor level.

In order to achieve further CO2 reductions, and provide more efficient and flexible energy supply for the larger Heathrow area, BAA has developed a more strategic plan for the provision of energy across the Heathrow area, and subsequently proposes the provision of an energy centre and associated infrastructure to serve not only the forthcoming Terminal 2A (formerly HET), but also Terminal 2B, the Central Terminal Area (CTA) and Terminal 5 (T5). The development, which will be located in the same position as previously proposed, adjacent to the World Cargo Centre in Sealand Road, will be set behind a secure site boundary.

The increase in capacity of the Energy Centre has had a fundamental impact on the height, scale and functioning of the proposed building. Consequently the proposed floor area has increased to 2,000m2, with external measures of 41 m x 31 m x 18 m, with five 35m high flues, and one 33m high flue. In comparison with the consented scheme, the eaves height of the main Energy Centre building has increased by 2.6 metres, the length of the building by two metres and the width by 1 metre. The north side of the building will be louvred. The building would accommodate a CHP plant fuelled by biomass, a wood chip delivery area, natural gas boilers and associated technical equipment. The building has been carefully designed to fulfil a number of strict airfield operational constraints.

The scheme also incorporates a two-storey operations building located towards the western side of the site, measuring approximately 19m x 13m x 9m, with a floor area of approximately 400m2. The site would have a landscaped verge along the west and northwest sides of the application site.

An 11 kV substation is located in the immediate vicinity of the site. In addition, an adjacent area has been reserved for a new substation to serve any further expansion of the Energy Centre.

Externally the main Energy Centre building would be finished in silver/grey cladding, as the previously consented proposal, which is consistent with the T5 Campus Design Guidelines. The flues would be built in stainless steel.

The scale of the proposed development reflects the functionality of the buildings, and is considered to integrate well from a visual point of view with other large scale utilitarian buildings within the Heathrow area, such as the adjacent World Cargo Centre. The use of external materials are selected to strictly match the corporate design philosophy which applies within the Heathrow area, a light, contemporary approach with profiled cladding panels, translucent elements, exposed and colour coated aluminium, and consistent colour scheme in various shades of grey and silver.

The landscaping scheme has been developed in the same light character. The security fence will be screened behind a framework of structural green hedges and tree planting.

HIGHWAY ENGINEER

No objection, as the current proposal would not result in a significant increase in traffic over and above that relating to the previously approved proposal.

TREES/LANDSCAPING

The roadside verges on the publicly visible north and west boundaries of the site contain wide strips of mature shrub planting whose height provides a degree of eye-level screening. This is one of the few areas of planting in an area of Heathrow Airport which is primarily used in a functional/operational capacity.

There are no Tree Preservation Orders or conservation Area designations affecting the site.

While there is little scope for soft landscaping, the opportunity has been taken to retain the verge planting supplemented with new Birch and to reinforce the boundary planting on the north, south and west by adding Birch trees, Beech hedging and evergreen groundcover, where space permits. In total, 14No. new trees will be planted, with effective hedging along the critical boundaries and massed evergreen planting on the west boundary.

The planting plan includes a schedule of plants.

Saved policy BE38 seeks the retention and enhancement of landscape features as an integral part of development. Given the operational requirements of this site the two most sensitive boundaries have been reinforced with soft landscape proposals. The east boundary is defined by a retaining wall and deep cutting which limits the opportunity for landscape enhancement.

The effectiveness of the planting proposals will depend on the quality of the specification of work and the future establishment and maintenance provision.

No objection subject to conditions TL5, TL6 and TL7.

ENVIRONMENTAL PROTECTION UNIT

- Contamination

Contaminated land aspects of Heathrow East have previously been discussed in relation to the combined permission for the Terminal and Energy Centre (Condition 21 of 62360/APP/2008/2942) and the permission for the Gasification Plant (Condition 2 of 62360/APP/2008/2786). A contaminated land report by Jacobs, consultants to BAA was submitted to the Council. This was an interpretative report on the site investigation of the Energy Centre area. The report featured 5 boreholes and 3 trial-pits with chemical testing. Elevated contaminants were not found and there appeared to be no significant risk to current or future users of the site. Levels of gas were not found in the ground that would justify gas protection measures. The report however advised a watching brief for unknown contamination particularly in the old river channel area.

Although the report was not submitted with this consultation, Environmental Protection Unit Officers have a copy on file. Therefore a contaminated land condition requiring further investigations is not required. However a consideration should be attached to any decision to ensure that the imported soil is clean and to stress a watching brief for unknown contamination given the filled river channel and relatively wide spacing of exploratory boreholes. As there is a landscaped area the soil imports should also be clean and tested.

- Air Quality

No objections are raised to this proposal.

The proposal consists of a base load biomass fired CHP plant of 11.5 MWth input and 4 natural gas fired boilers of 10.7 MWth input.

Emissions from the proposed energy centre will be regulated under the Environmental Permitting Regulations of 2007, by virtue of the requirements placed on the aggregated combustion plant sector under Part A1 of the regulations.

These facilities fall to be regulated by the Environment Agency.

Ultimately, once the phased commissioning of the Energy Centre is completed, the assessment outlines significant reductions in emissions of Oxides of Nitrogen and of Particulate. The submitted Air Quality Assessment sets out projected decreases in emissions of approximately 1.3% in terms

of NOX and 9.7% in terms of particulates.

There are wider benefits from reduced fossil fuel consumption and combustion efficiency gains, which will also contribute to the UK's policy of progressive decarbonisation of energy supplies.

- NOISE

The Energy Centre proposed in the present application is similar to that covered by previous planning application 62360/APP/2006/2942, although that application also covered a new passenger terminal.

The noise report, prepared by Jacobs dated November 2009, claims to show that noise from operation of the Energy Centre can be made acceptable using noise mitigation measures comprising acoustic louvers, silencers for the biomass and boiler flues, and treatment for vehicle reversing alarms. In order to ensure the use of adequate noise mitigation measures to control noise from operation of the Energy Centre, appropriate considerations should be attached should no objection be raised to the consultation.

ACCESS OFFICER

Does not wish to comment.

SUSTAINABILITY OFFICER

The development of the Biomass Combined Heat and Power facility to serve Heathrow Airport is supported and it is acknowledged that it is the first phase of a wider energy strategy.

The flexibility in design that will allow for future expansion is also supported. As discussed with BAA, the future expansion should consider the potential to include the wider area outside the boundary of the airport. This will provide an opportunity of wider energy reductions that can benefit existing communities and areas. Further discussions will be required to realise these opportunities.

Any future expansion of the biomass burner will be considered with regards to its impacts on local air quality. Whilst it is broadly accepted that biomass is a renewable form of energy and helps to reduce global carbon emissions, it does impact on local air quality. The size of the unit falls under the thresholds for Environment Agency permitting, but any future expansion will need to be considered further.

The submitted report suggests that the biomass will be sourced within a 50mile radius of the airport. This approach is supported, however it should be noted that there is no policy requirement to fulfil this obligation. The recent consultation on the review of the PPS1 supplement states:

"Where a local requirement relates to a decentralised energy supply system fuelled by bioenergy, local planning authorities should not require fuel sources to be restricted to local sources of supply."

No objections are raised.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposed development is directly related to the provision of services and facilities at Heathrow Airport on operational land. It is therefore Permitted Development in accordance with Class A of Part 18 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 and does not require planning permission. However, in accordance with the Order, the airport operator must consult with the local

planning authority before commencing any development.

7.02 Density of the proposed development

Not applicable to this type of development.

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

The site does not fall within an Archaeological Priority Area and there are no Conservation Areas or Listed Buildings within the vicinity of the site.

BAA have advised that trial trenching was undertaken at the site in 2007. No significant cultural heritage was unearthed and it was therefore concluded that no further investigation work was required at the site. Notably English Heritage have raised no objections.

7.04 Airport safeguarding

BAA Safeguarding and National Air Traffic Services (NATS) have been consulted as part of this consultation. No objections have been received.

7.05 Impact on the green belt

Not applicable. There is no Green Belt land within the vicinity of the site.

7.07 Impact on the character & appearance of the area

This part of Heathrow Airport is characterised airport related facilities, functions and infrastructure. The site is previously developed and is surrounded by operational development including the World Cargo Centre, Terminal 4, car parking and live aircraft operations.

The proposed energy centre and operations building would be slightly larger than the previously approved energy centre and gasification plant at the site. Nevertheless, they would not be dissimilar in design and are consistent with the design vision for the Heathrow Airport campus and the T5 Campus Design Guidelines.

Given the height of the flues, the proposed development would be clearly visible from the immediately surrounding area and it is likely some views would exist from outside the airport boundary. Nevertheless, the development would be of a size and scale which would be in keeping with other large scale development at Heathrow Airport. The development would be seen in context with surrounding airport related buildings and activities and it is not considered that it would be out of keeping with the character and appearance of this busy airport location or surrounding area. Notably, the application site is located over 200m from the airport boundary and some distance from the nearest residential receptor. Accordingly, views from outside the airport are likely to be long-distance views where the building would be seen in context with the wider airport and surrounding built form.

Whilst relatively functional in design, the appearance of the buildings and materials used would be consistent with those adopted across the airport. The visual appearance of the development is considered to be acceptable in this location and would accord with the objectives of UDP policy BE13.

7.08 Impact on neighbours

The application site is located in an airside location, the nearest residential properties being located over 250m away to the south west. Surrounding airport related development, the Southern Perimeter Road and the Duke of Northumberland and Longford Rivers provide a significant barrier between the development and these properties and, as such, it is not considered that there would be any significant adverse impacts on residential amenity as a result of the development. No objections have been

raised by officers in the Council's Environmental Protection Unit subject to considerations.

7.09 Living conditions for future occupiers

Not applicable to this type of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposed development would generate a small amount of additional traffic during both construction and operation. Construction impacts are predicted to be minor and temporary and BAA have advised that the contractor would be required to sign up to the Heathrow Clean Vehicles Programme. Operational impacts would be permanent but are estimated to be of the order of four to eight additional HGV deliveries per day, depending on the size of the vehicle, for transport of wood chip to the site. This compares to an anticipated four to six vehicle trips per day for the previously approved energy centre and gasification plant. As such, the vehicle movements associated with the entire site would be low. These are likely to access the airport via the strategic road network and the impact on the borough's roads is considered to be negligible.

Notably, the Environmental Statement submitted with the original outline planning permission for T2A, demonstrated that traffic movements associated with the construction phase of the development, including those associated with the then proposed energy centre and gasification plant, would not have a significant impact on the road network in and around the airport. Furthermore BAA submitted a separate application providing details of construction routes in and around the airport, in compliance with conditions attached to that outline consent. Whilst the functioning and scale of the proposed energy centre has significantly changed, it is not considered that it would lead to a significant increase in traffic to and from the site, over that assessed as part of the original scheme.

The applicant has advised that site workers would be relocated from other parts of the Heathrow complex, including the soon to be decommissioned Boiler House B448 in the Central Terminal Area. As such, they would not add to the overall traffic accessing the airport. 12 car parking spaces, plus space for the parking and manoeuvring of larger vehicles would be provided at the site for staff, visitors and maintenance workers. This is considered to be acceptable for the operational needs of the building.

BAA and not the London Borough of Hillingdon are the Highway Authority for roads within the airport boundary and, accordingly, the impacts of the development on the airport road network are for BAA to assess. Nevertheless, it is not considered that the proposed development would give rise in a significant increase in traffic to or from the site which would be detrimental to highway or pedestrian safety.

7.11 Urban design, access and security

This issue has been largely addressed in part 7.07 of the report. The size, scale, mass and design of the proposed buildings are considered to be appropriate for this location and would be consistent with BAA's design vision for the Heathrow airport campus and the T5 Campus Design guidelines, which were successfully applied to buildings across the Terminal 5 campus to ensure high quality building design was adopted.

The building and lighting scheme have been carefully designed to fulfil a number of strict airfield operational constraints and, whilst functional in its design, the building scale and design is considered to integrate well from a visual point of view with other large scale utilitarian buildings within the Heathrow area.

The materials for the development have been chosen so that they are visually consistent with the general palette of materials used on the operational buildings within the airport, and this is considered to be entirely acceptable in this location, visually in keeping with the

character and appearance of the surrounding area.

7.12 Disabled access

The main energy centre building and plant within would be primarily designed for unmanned operation. The only visitors to the facility would be BAA maintenance staff to carry out routine checks or repairs to equipment. These maintenance duties would require access to all parts of the building and to the various internal plant and, as such, would need to be carried out by fully physically able operatives. The applicant has advised that the BAA maintenance schedule for Heathrow will ensure that only fully able-bodied operatives are utilised for work on this site and no specific disabled access is required.

Despite the above BAA have advised that various measures, such as entrance doors with clear openings of at least 1000mm and clearly distinguishable from the surrounding building facade, and staff WCs of a size suitable for use by an ambulant disabled person, would be provided. They have also advised that with regard to emergency access, a fire strategy for the site is to be devised in conjunction with the Fire Officer, and taking into consideration the evacuation of disabled persons.

In order to provide a high level of pedestrian and vehicular legibility around the site appropriate signage would be used.

Given the nature of the development these measures are considered to be fully acceptable and, notably, the Council's Access Officer has raised no objections to the scheme.

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

This is an operational site and currently contains limited landscaping. However, there are wide strips of existing mature shrub planting along the western and northern boundaries, which provide a degree of eye-level screening. These verges would be retained and reinforced with the planting of additional birch trees, beech hedging and evergreen ground cover. Hedging would also be provided along the southern boundary. This reflects planting schemes seen elsewhere around the airport and is considered to be acceptable in this locations, particularly given the operational requirements of the site. Notably, this would be one of the few areas of planting in an area of Heathrow Airport which is primarily used in a functional/operational capacity.

The retention and enhancement of landscape features as an integral part of development, especially along the most sensitive boundaries, complies with UDP Policy BE38 and, notably, the Council's Trees/Landscape Officer has raised no objections subject to considerations.

7.15 Sustainable waste management

BAA have confirmed that the development would comply with their adopted Construction Waste Strategy, which provides guidance on waste targets and contract arrangements for removal and processing of construction waste. This would be applied through the development of a Site Waste Management Plan for the construction phase of the development.

The main waste generated during the operation of the plant would be wood ash. However, it is predicted that this would account for less than 1% of fuel throughput. It is anticipated that, in common with other biomass projects, this waste would be sold for use

as agricultural fertiliser.

These waste management methods are considered to be acceptable and, it should be noted, that the airport operator ultimately has discretion over which waste management methods are used.

7.16 Renewable energy / Sustainability

The energy centre design concept is founded on the provision of a sustainable form of power generation to satisfy the Terminal 2A S106 requirements in relation to reduction of carbon emissions. These required a 20% reduction in carbon dioxide emissions through the use of on site renewable energy sources, and a 40.5% reduction in carbon dioxide emissions overall through the combined use of renewable energy sources and sustainable building design. The newly proposed energy centre would not only ensure that these targets are met, but would also contribute towards meeting the energy needs of other terminals and buildings within the CTA, and meeting Terminal 5's heat demands. This forms the first phase in developing a Heathrow Wide Energy Strategy aimed at reducing carbon dioxide emissions across the airport, consistent with the detailed Energy Strategy submitted to and agreed by the GLA as part of the S106 agreement associated with the original outline consent for T2A.

The applicant has submitted a Sustainability Statement in support of the consultation. This provides details relating to the performance, function and operation of the proposed energy centre and also details sustainability measures which would be adopted through the design and construction of the buildings.

The biomass CHP plant would be powered by wood chip from a renewable source. Initial surveys indicate that the required standard of fuel would be available in sufficient volumes from sustainable sources within a 50 mile radius of Heathrow. This would minimise emissions from vehicles associated with wood chip delivery and BAA have confirmed that predictions on overall Co2 savings have taken account of factors such as planting, harvesting, processing and delivery of wood chip. When the fuel supplier, delivery vehicles and distances are confirmed, it would be possible to complete an additional calculation to incorporate the specific transport arrangements. However, it is likely that the variance in the calculations will be much less than 10% as generic transport arrangements have already been considered.

The Air Quality Assessment submitted with the consultation suggests that once fully operational, and due to the decommissioning of the Thames Valley Power gas turbine, located within the Cargo area, the predicted overall mass emissions across the airport are predicted to reduce by approximately 1.3% in terms of NOx and 9.7% in terms of particulates. However, it should be noted that the renewable heat and electricity generated by the development will mean that emissions are also avoided elsewhere and, as such, the overall benefits could be higher than this.

In terms of sustainability, the applicant has used the London Sustainability Checklist in order to ensure relevant standards and policy objectives are applied where relevant. This demonstrates that a number of sustainable measures would be adopted, including use of sustainable building materials, design, and construction techniques.

It is considered that the development would provide a net overall benefit in terms of sustainability and reduction in emissions across the airport. This complies with the aims of the Heathrow Wide Energy Strategy, Government sustainability objectives and relevant London Plan policies.

7.17 Flooding or Drainage Issues

The site does not fall within a floodzone. However, due to their previous involvement in the T2A development, which involved the provision of an energy centre on this site, the Environment Agency were consulted. No objections have been raised subject to considerations relating to contamination.

7.18 Noise or Air Quality Issues

- Noise

A Noise Assessment Report has been submitted in support of the consultation. This provides details of noise monitoring, likely noise generation and appropriate mitigation measures which would be put in place. It concludes that noise levels emanating from the proposed energy centre are unlikely to exceed relevant noise level limit criteria at the nearest residential receptors. Nevertheless, mitigation measures in respect of the biomass and boiler flues, and to the louvres on the northern side of the boiler room are recommended. It is also recommended that careful consideration be given to the use of reversing alarms. These recommendations can be included as considerations in the event that no objections are raised to the consultation. Notably, officers in the Council's Environmental Protection Unit have raised no objections subject to suitable considerations.

- Air Quality

Given the nature of the application, in addition to the fact that it falls within an Air Quality Management Area, the applicant has submitted an Air Quality Assessment. This concludes that whilst initially the energy centre could have a negligible or slight adverse impact on local air quality, the decommissioning of the Thames Valley Power gas turbine in the cargo area is likely to mitigate this. Once the phased commissioning of the energy centre is completed significant reductions in emissions of NOx and particulates would be achieved. It predicts decreases in emissions of approximately 1.3% in terms of NOx and 9.7% in terms of particulates. It also notes that wider benefits may be achieved through the reduced demand for heat and energy elsewhere around the airport, as a result of the proposal. Notably, officers in the Council's Environmental Protection Unit have raised no objections to the scheme.

7.19 Comments on Public Consultations

No comments received.

7.20 Planning obligations

Not applicable to this type of application.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

- Contamination

Condition 21 of the T2A planning permission required the applicant to carry out a detailed site investigation to establish if the site is contaminated, to assess the degree and nature of contamination present, and to determine its potential for pollution of the environment. These details were submitted to and agreed by the Council in respect of the energy centre site in January 2008 (ref: 62360/APP/2007/3443). Therefore further investigation is not required as part of this consultation. Notably officers in the Council's Environmental Protection Unit have raised no objections on grounds of contamination subject to an appropriate consideration to ensure any imported soils are clean and a watching brief kept for potential contamination.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

It is not considered that the proposed development would have an adverse impact on the character or appearance of this part of the airport, or on the amenity of the occupiers of the nearest residential properties. It would provide at least 20% renewable energy to T2A in compliance with the requirements of the planning permission and S106 agreement for that development, in addition to meeting an element of the energy demands for other buildings within the Central Terminal Area and a portion of Terminal 5's heat needs. It would have significant benefits in terms of reducing emissions across the airport and meeting the goals set out in the Heathrow Wide Energy Strategy. The proposal complies with relevant UDP and London Plan policies and, accordingly, it is recommended that no objections be raised.

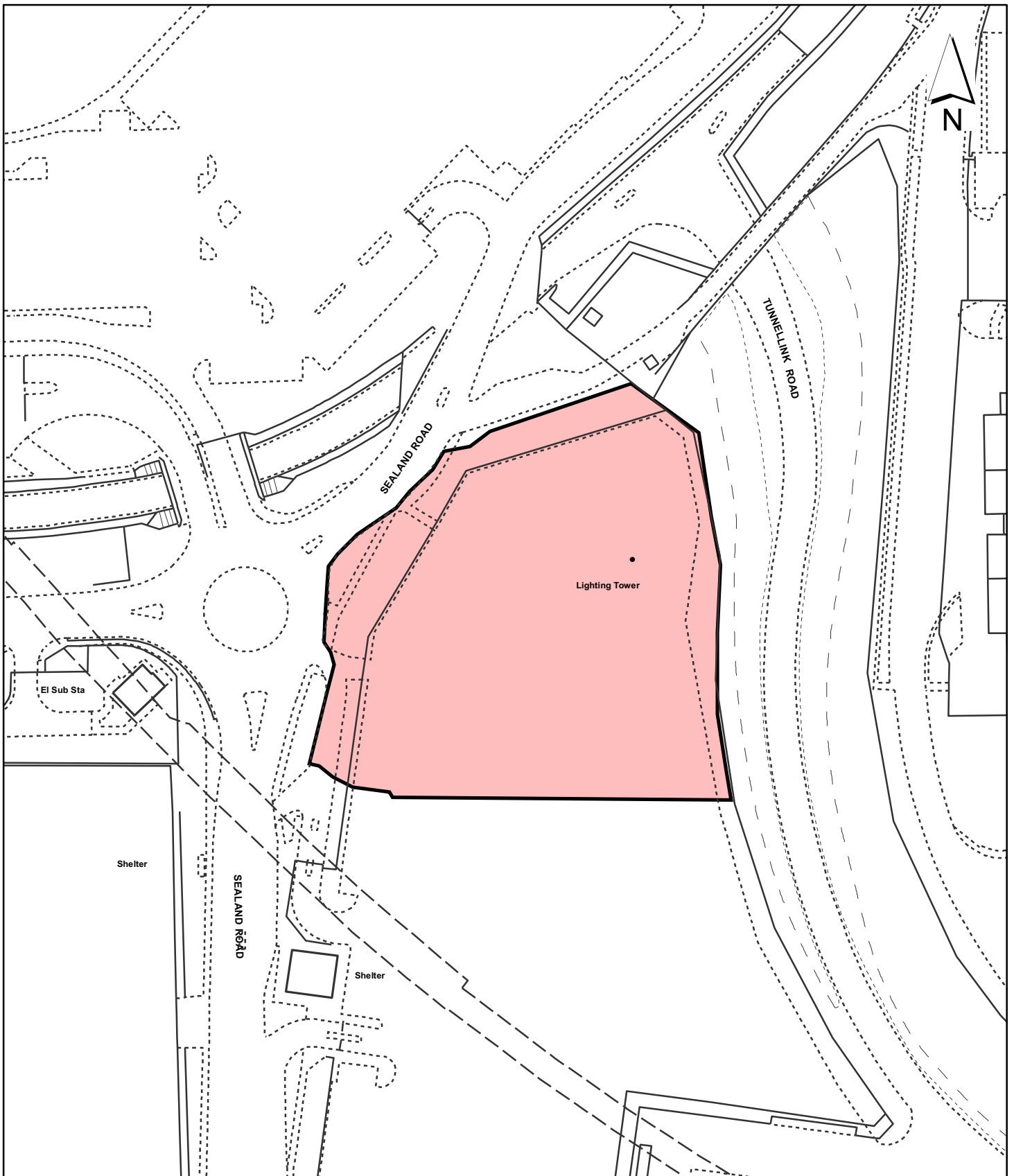
11. Reference Documents

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Council's Supplementary Planning Guidance - Noise
Council's Supplementary Planning Guidance - Air Quality


Supplementary planning Document - Accessible Hillingdon

Contact Officer: Johanna Hart

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**P5 Car Park
Sealand Road
Heathrow Airport**

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

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

Planning Application Ref:

66849/APP/2010/479

Scale

1:1,250

Planning Committee

Central and South

Date

May 2010



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement

Address LAND AT 92 - 104 HIGH STREET YIEWSLEY

Development: Application for a new planning permission to replace extant planning permission ref. 59189/APP/2005/3476 (Erection of a four storey building for a mixed use development comprising retail units (C1) at ground floor and 54 residential units on the upper floors (C3) with basement parking ,involving demolition of existing buildings)in order to extend the time limit for implementation of the planning permission for a further 3 years from the date of approval

LBH Ref Nos: 59189/APP/2010/403

Drawing Nos:

Date Plans Received: 25/02/2010 **Date(s) of Amendment(s):**

Date Application Valid: 25/02/2010

1. SUMMARY

Planning permission is sought to extend the time frame of a previous permission by a further three years. The application proposes full planning permission for the redevelopment of this site by the erection of a four storey building for a mixed use development comprising retail units (Class A1) at ground level and 54 residential units on the upper floors (Class C3) with basement parking.

Although the previous planning permission has now expired the application was submitted as an extension of time to the previous permission and was submitted prior to the previous permission lapsing. The previous planning permission is a substantive material consideration, particularly in light of changes to procedures introduced in October 2009 concerning applications to extend planning permissions.

The proposal would provide two modern retail units on the ground floor of the building which would strengthen the primary shopping area of Yiewsley Town Centre and also result in environmental improvements to the public domain at the front of the site. The proposal also includes affordable housing provision in accordance with adopted policy.

All details are identical to those previously approved. Changes to London Plan policy require that a 20% saving from decentralised and renewable or low-carbon sources be applied across the site. The applicant proposes that this target be met by way of improvements in the energy efficiency of the building through design and construction measures and applying low and zero carbon technology, such as the installation of Photovoltaic Panels on the roof of the units.

A section 106 agreement has already been signed to provide various planning obligations, however this existing agreement will need to be varied by way of a Deed of Variation tied to this permission to ensure that the obligations of the legal agreement are linked to this permission.

The proposal complies with current London Plan and UDP policies. Accordingly, approval is recommended.

2. **RECOMMENDATION**

2.1 That the application be determined by the Head of Planning and Enforcement under delegated powers, subject to the completion of a deed of variation to planning permission 59189/APP/2005/3476 be entered into to provide for the following obligations:

(i) The provision of affordable housing equivalent to 35% of the total number of residential units on the site of which at least 70% are to be of social rented tenure.

(ii) A contribution of £75,560 towards the provision of education facilities within the borough.

(iii) A contribution of £14,728 towards primary health care facilities within the Borough.

(iv) A contribution of £57,226 towards open space improvements at Yiewsley Recreation Ground.

(v) A contribution of £10,000 towards Town Centre enhancements.

(vi) A contribution of £2,500 for very £1m worth of construction costs towards construction training and recruitment measures.

b) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Deed of Variation 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 Deed of Variation and conditions of approval.

e) That subject to the above, the application be determined by the Head of Planning and Enforcement under delegated powers, subject to the completion of the Deed of Variation 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 attached:

1 T8 **Time Limit - full planning application 3 years**

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 M1 **Details/Samples to be Submitted**

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 M5 **Means of Enclosure - details**

Before the development is commenced, details of boundary fencing or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The approved means of enclosure shall be erected before the development is occupied and shall be permanently retained thereafter.

REASON

To safeguard privacy to adjoining properties in accordance with Policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 NONSC Screening of Communal Area

Development shall not begin until details of the screening of the proposed communal amenity areas at first and fourth floor levels have been submitted to, and approved by, the Local Planning Authority and none of the residential units hereby approved shall be occupied until the approved screening has been erected and such screening shall thereafter be permanently retained.

REASON

To safeguard the privacy of the future occupiers of the proposed residential units and the occupiers of neighbouring residential properties in accordance with Policy H24 of the adopted Hillingdon Unitary Development Plan.

5 N11 Control of plant/machinery noise

No plant and/ or machinery shall be used on the premises until a scheme for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is occupied/use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

6 TL5 Landscaping Scheme - (full apps where details are reserved)

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -

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

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),

- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 TL7 Maintenance of Landscaped Areas

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

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

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

REASON

To ensure that the loading, roads, turning facilities and parking areas are satisfactorily laid out on site in accordance with Policies AM3 and AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

10 NONSC Cycle Storage

No development shall commence until details of the proposed cycle storage facilities on the site have been submitted to, and approved by, the Local Planning Authority, such details to comprise a minimum of 54 spaces for the proposed residential units and 13 spaces for the proposed retail units. The approved facilities shall be provided before the development is occupied and shall thereafter be permanently retained.

REASON

To ensure that adequate cycle storage facilities are provided on site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan.

11 DIS3 Parking for Wheelchair Disabled People

The development shall not be occupied until the proposed car parking provision for wheelchair disabled people shown on drawing no. 1028 DP01 Rev A has been provided and thereafter these facilities shall be permanently retained.

REASON

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with Policy AM5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Note: wheelchair users are not the only category of people who require a 'disabled' parking space. A Blue Badge parking space can also be used by people who have a mobility impairment (full-time wheelchair users account for only a small percentage of this category) including elderly people, visually impaired people having a sighted driver, children having bulky equipment such as oxygen cylinders that have to be transported with them, etc.

12 NONSC Site survey and remediation scheme

Before any part of this development is commenced a site survey to assess the land contamination levels shall be carried out to the satisfaction of the Council and a remediation scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved by the Local Planning Authority. The remediation scheme shall include an assessment of the extent of site contamination and provide in detail the remedial measures to be taken to avoid risk to the occupiers and the buildings when the site is developed. All works which form part of this remediation scheme shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). The condition will not be discharged until verification information has been submitted for the remedial works.

REASON

To ensure that the occupants and users of the development are not subject to any risks from contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

DIS2

Development shall not be approved unless details for Access to Buildings for People with Disabilities (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 that people with disabilities have adequate access to the development in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan Policies (February 2008) Policies 3A.13, 3A.17 and 4B.5.

14 DIS4 Signposting for People with Disabilities

Signplates, incorporating a representation of the Universal Wheelchair Symbol, should be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such signplates should identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of additional services. Signs for direction and location should have large characters or numerals and clearly contrast with the background colour.

REASON

To ensure that people with disabilities are aware of the location of convenient facilities in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

15 DIS5 Design to Lifetime Homes Standards & to Wheelchair Standards

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Hillingdon Design and Accessibility Statement: Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (February 2008) Policies 3A.5, 3A.13, 3A.17 and 4B.5.

16 H7 Parking Arrangements (Residential)

Before the development commences, details shall be submitted to and approved in writing by the Local Planning Authority setting out the parking arrangements to service the development including the marking out, designation and allocation of parking spaces. Once approved, the car parking spaces shall be permanently retained and used for no other purpose.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

17 H1 Traffic Arrangements - submission of details

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

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan . (February 2008).

18 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

19 OM5 Provision of Bin Stores

No development shall take place until details of facilities to be provided for the screened storage of refuse bins within the site have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON

To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents, in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

20 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 4B.1 and 4B.6 of the London Plan.

21 OM19 Construction Management Plan

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

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

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

22 SUS4 Code for Sustainable Homes details (only where proposed as

No development shall take place until an initial design stage assessment by an accredited assessor for the Code for Sustainable Homes and an accompanying interim certificate stating that each dwelling has been designed to achieve level 3 of the Code has been submitted to, and approved in writing, by the local planning authority. No dwelling shall be occupied until it has been issued with a final Code certificate of compliance.

REASON

To ensure that the objectives of sustainable development identified in policies 4A.1 and 4A.3 of the London Plan (February 2008).

23 SUS5 Sustainable Urban Drainage

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

REASON

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) /if appropriate/ and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

24 SUS2 Energy Efficiency Major Applications (outline where energy s

No development shall take place on site until an energy efficiency report has been submitted to, and approved in writing by the Local Planning Authority. The energy efficiency report shall demonstrate how the Mayors Energy Hierarchy will be integrated into the development, including a full assessment of the site's energy demand and carbon dioxide emissions, measures to reduce this demand and the provision of 20% of the sites energy needs through on site renewable energy generation. The methods identified within the approved report shall be integrated within the development and thereafter permanently retained and maintained. Should the choice of renewable energy source include biomass or biofuel technology, an air quality assessment would be required.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with policies 4A.1, 4A.3, 4A.4, 4A.6, 4A.7, 4A.9, and 4A.10 of the London Plan (February 2008).

25 SUS6 Green Travel Plan

Prior to the commencement of the development hereby permitted a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

- (1) targets for sustainable travel arrangements [insert desired for target(s)];
- (2) effective measures for the ongoing monitoring of the Travel Plan;
- (3) a commitment to delivering the Travel Plan objectives; and
- (4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with Policies 3C.1, 3C.2 and 3C.3 of the London Plan (February 2008).

26 SUS8 Electric Charging Points

Before development commences, plans and details of 2 electric vehicle charging point(s), serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To encourage sustainable travel and to comply with London Plan Policy 4A.3.

27 NONSC Service Delivery

No deliveries servicing the development shall take place outside the hours of 0800 and 1800 Monday to Friday and 0800 and 1300 hours on Saturdays. No deliveries servicing the development shall take place on Sundays, Bank Holidays or Public Holidays.

REASON

To ensure that the amenity of the occupiers of adjoining or nearby properties is not adversely affected in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

28 NONSC Access Barrier

Prior to the commencement of the development hereby approved details of means to secure the car parking area, such as a full height access gates servicing the residential development, incorporating facilities for its operation by disabled persons, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the secure access arrangements shall be installed in accordance with the approved details and maintained so long as the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3A.5 of the London Plan and HDAS: Accessible Hillingdon.

29 NONSC Grey Water Recycling

Prior to commencement of the development hereby approved details demonstrating the incorporation of either rainwater greywater recycling facilities into each of the buildings shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall thereafter be installed, maintained and retained for the lifetime of the building.

REASON

In order to provide a sustainable form of development and promote water conservation in compliance with Policies 4A.3 and 4A.16 of the London Plan 2008.'

30 NONSC Aerials

Unless otherwise agreed in writing by the Local Planning Authority, no antenna, masts, poles, satellite dishes or the like shall be erected atop of the building here by approved.

REASON

To ensure that the apparatus does not detract from the visual amenities of the area and is considered acceptable on a temporary basis only, in accordance with Policy BE37 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

31 NONSC Retail Restriction

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any other revoking and re-enacting of this provision with or without modifications), there shall be no additional retail floor space created including the amalgamation of the two retail units unless otherwise approved in writing by the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all implications of the development and to ensure that the development does not have a detrimental impact on the town centre, in accordance with Policy S11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Planning Policy Statement 4: Planning for Sustainable Economic Growth.

INFORMATIVES

1 152 **Compulsory Informative (1)**

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

2 153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE5	Siting of noise-sensitive developments
H4	Mix of housing units
S11	Service uses in Primary Shopping Areas
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
H8	Change of use from non-residential to residential

3 115 **Control of Environmental Nuisance from Construction Work**

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours 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 and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) 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.

4 134 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from

www.drc-gb.org.

· Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

5 13 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).

6 111 The Construction (Design and Management) Regulations 1994

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

7 112 Notification to Building Contractors

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

8 124 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

9

To promote the development of sustainable building design, you are encouraged to investigate the use of renewable energy sources which do not produce any extra carbon dioxide (CO₂) emissions, such as solar, geothermal and fuel cell systems.

10

In reaching this decision, the London Borough of Hillingdon's Central & South Planning Committee were mindful of the particular circumstances of the application, namely the impact of the development on the character, appearance and vitality of Yiewsley and West Drayton Town Centre; the quality of the environment created for future occupiers of the development; the impact on the amenities of the occupiers of neighbouring residential properties; the contribution of the proposal to the provision of affordable housing and other public benefits and the impact on local highway conditions.

11

Plans relevant to this application include: Design Statement, Planning Overview Statement, Transport Assessment received 24/01/06, Baseline Noise Assessment received 01/03/06, 1028 DP00 Rev A, DP01 Rev A, DP02, DP03 Rev A, DP04 Rev A, DP05 Rev A, DP06 Rev A, DP07 Rev A, DP08 Rev A received 05/04/06.

12 15 **Party Walls**

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

carry out work to an existing party wall;

build on the boundary with a neighbouring property;

in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

13 125 **Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

14 123 **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 19 **Community Safety - Designing Out Crime**

Before the submission of reserved matters/details required by condition [], you are advised to consult the Metropolitan Police's Crime Prevention Design Advisor, Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel. 01895 250538).

16

The applicant is encouraged to discuss with Council officers in conjunction with the Metropolitan Police Crime Prevention Officer whether on site CCTV cameras can be linked to the Councils central CCTV system.

3. CONSIDERATIONS

3.1 Site and Locality

The site has an area of approximately 0.24ha and is located on the east side of Yiewsley High Street immediately to the south of its junction with Fairfield Road. The site forms part of the Primary Shopping Area of Yiewsley and West Drayton Town Centre as shown on the Hillingdon Unitary Development Plan Proposals Map.

The site comprises a terrace of two storey buildings of varying ages and designs incorporating retail units at ground floor with residential accommodation above. There is a service yard at the rear of the site with access via a service road from the High Street. On the opposite side of the High Street facing the site is St Matthew's Church.

The site has a Public Transport Accessibility Level (PTAL) of 3, within a range of 1 to 6, (6 being the most accessible).

3.2 Proposed Scheme

Full planning permission is sought for the redevelopment of the site by the erection of a four storey building for a mixed use development comprising 2 retail units on the ground floor, with floor areas of 662 and 617 sq metres respectively, and 54 residential units on the upper floors comprising 27 one bedroom and 27 two bedroom flats. Communal gardens areas are proposed at first floor level and on the roof of the proposed building. A car parking area for 64 vehicles would be provided at basement level with access via a ramp from Fairfield Road. The servicing of the retail units would take place at the rear of the building via the existing service road from the High Street.

The application seeks to extend the expiry date of planning permission ref: 59189/APP/2005/3476 for a further three years. Under the new procedures for extensions to the time limits for implementing existing planning permissions, introduced in October 2009, applicants can apply to their LPA for a new planning permission to replace an existing permission which is in danger of lapsing, in order to obtain a longer period in which to begin the development.

All details are identical to those previously approved. Change in London Plan policy requires a reduction in CO2 emissions of 20% from on site renewable energy generation. The applicant has submitted an Energy Statement and proposes that this target be met by way of improvements in the energy efficiency of the building through design and construction measures and applying low and zero carbon technology, such as the installation of Photovoltaic Panels on the roof of the units.

3.3 Relevant Planning History

Comment on Relevant Planning History

The most relevant previous planning application at the site can be summarised as follows:

59189/APP/2005/3476 - Erection of a four storey building for a mixed use development comprising retail units (C1) at ground floor and 54 residential units on the upper floors (C3) with basement parking - Approved 27 February 2007.

4. Planning Policies and Standards

As mentioned in 3.2 of the report, since the grant of planning permission for the mixed use development, there has been one key change in policy, namely the London Plan was considered with alterations in 2008 introducing a new Carbon Reduction target of 20% reduction in CO2 emissions (Policy 4A.3, 4A.4, 4A.6 and 4A.7). The applicant proposes that this be achieved by way of improvements in the energy efficiency of the building through design and construction measures and applying low and zero carbon technology, such as the installation of Photovoltaic Panels on the roof of the units. It should also be noted that other policy changes cover issues such as grey-water recycling and accessibility improvements (which are also part of the revised Accessible Hillingdon 2010 HDAS SPD).

Relevant Planning Policies and Standards:

Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Guidance Note 3 (Housing)
Planning Policy Guidance Note 13 (Transport)
Planning Policy Guidance Note 24 (Planning and Noise)
Supplementary Planning Guidance - Residential Layouts
HDAS: Accessible Hillingdon (2010)
Council's Revised Parking Standards (December 2002)
The London Plan (Consolidated with Alterations since 2004)

UDP Designation:
Yiewsley/West Drayton Major Town Centre

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- | | |
|--------|---|
| PT1.10 | To seek to ensure that development does not adversely affect the amenity and the character of the area. |
| PT1.16 | To seek to ensure enough of new residential units are designed to wheelchair and mobility standards. |
| PT1.17 | To seek to ensure the highest acceptable number of new dwellings are provided in the form of affordable housing. |
| PT1.18 | To maintain, enhance and promote town centres as the principle centres for shopping, employment and community and cultural activities in the Borough. |
| PT1.39 | To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed. |

Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE5	Siting of noise-sensitive developments
H4	Mix of housing units
S11	Service uses in Primary Shopping Areas
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM7	Consideration of traffic generated by proposed developments.
H8	Change of use from non-residential to residential

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **29th March 2010**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

90 adjoining owner/occupiers, the Metropolitan Police and Yiewsley Resident Associations, including the Yiewsley Community Involvement Group, the Yiewsley & West Drayton Town Centre Action Group and the Yiewsley & West Drayton Community Centre, were consulted. The following comments were received:

Yiewsley & West Drayton Town Centre Action Group:

The group do not oppose the application for a time extension, however they wish the following points be considered:

'Demolition of the site took place long before the words 'credit crunch' came into the vocabulary. In consequence the prime position of the site in the High Street has had a detrimental effect both on the community and the retail sector. If it is within the remit of the Council, the consideration should be for a one-year extension only. To give the developers another 3 years would further accelerate the decline of the High Street'.

Officer Comment: The length of time for which permission may be extended is covered by the Town and Country Planning Act 1990; default periods are set out, with discretion to grant longer or

shorter permissions if this is justified on planning grounds. In order to be consistent with other decisions issued by the Council at this time, it is considered appropriate to grant planning permission for a period of three years in this instance. This is further discussed in section 7.22 of the report.

Commercial Boat Operators Association:

The Association do not oppose the application, but recommend that a significant amount of material be brought to and from the site using the canal.

Officer Comment: Policy AM18 of the UDP requires, where appropriate, in developments adjoining the Grand Union Canal to seek to secure canalside facilities for canal borne freight.

Metropolitan Police: No objection.

Other:

'Currently we have too many new/old retail units empty and it seems that every time one does open, it is a fast food or similar and this area already has too many. With reference to residential units - again far too many for the infrastructure (doctors/dentists/schools etc) to cope with. Roads in this area are already congested and there is never enough parking allocated with new build (design/accident) leaving pavements littered with cars'.

Officer Comment: The above comment relates to the following London Plan and UDP Policies: UDP H4-mix of housing units, UDP AM2 and UDP AM7-assessment of traffic generation and impact on congestion, 3A.7, 3A.4, 3A.10, 4B.5, 3D.1, 3D.2 and 3D.3. The scheme accords with the aims of these Policies.

Internal Consultees

Policy and Environmental Planning Team:

With regard to this application for an extension, Policy have no further comment to that which was made as part of the original application.

Original comments were that the principle of a mixed-use housing-led retail development on the site is acceptable. In particular, the London Plan refers to the need to maximise the intensification of mixed use site and sites in Policy 4B.3 that Boroughs should ensure that development proposals achieve the highest possible intensity of use compatible with the local context. The Plan seeks a density range on urban sites with a PTAL score of 3 of between 100-150 units per hectare (upha) or 300-400 habitable rooms per hectare (hrpa). The proposal would result in a density of 185 upha or 462 hrpa. Whilst this is marginally above the density range envisaged by the London Plan, as long as the quality of the design and layout of the scheme and its compatibility with the local context is acceptable, there is no planning policy objection to the proposal. It is considered that the proposed redevelopment of the site would provide an opportunity to enhance Yiewsley and West Drayton Town Centre and is supported in planning policy terms.

Urban Design:

With regard to this application for an extension, the Principal Urban Design officer for the Council has no objection as the scheme remains the same in principle in terms of scale, height, massing and overall design.

Conservation:

The Principal Conservation officer for the Council has no comments on the scheme, but notes that St Matthew's Church and the Council Offices, which lie to the west and north of the site are currently included within the 2010 draft Local List of Buildings of Architectural and Historic Importance.

Officer comments: The proposals are not considered to have an adverse impact on the setting of these buildings.

Waste Development:

The Council's Waste Development Manager has no objection to the application, subject to conditions OM1, OM5 and OM7.

Trees & Landscaping:

The Council's Principal Landscape Architect has no objection to the application, subject to conditions TL5, TL6 and TL7, as previously approved under the original planning permission.

Environmental Protection - Soil Contamination:

The Council's Contaminated Land officer has no objection to the application, subject to a condition relating to a Site Survey and Remediation Scheme, as previously approved under the original planning permission. The officer notes that this condition requires verification information in order to demonstrate the remedial works have been carried out.

Environmental Protection - Environmental Health:

The Council's Environmental Health Technical officer has no objection to the application, but notes that should the choice of renewable energy source include biomass/biofuel, this would require an air quality assessment to be submitted, as per condition SUS2.

Housing:

The Council's Housing Supply Team have no objection to the extension of the original planning permission.

Education:

The Council received an education contribution as part of the original application. The Education and Children's Service Team has advised that as this application is identical to the original application, no further Education comments are required.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within Yiewsley / West Drayton Major Town Centre as identified on the Proposals Map of the Unitary Development Plan. Furthermore, the site does not fall within a Conservation Area or Area of Special Local Character and the existing buildings are not of any special architectural or historic merit. As such, and in accordance with the original application, there is no objection in principle to the extension of permission for the demolition and the redevelopment of the site for retail / residential purposes at a higher density than currently existing.

London Plan Policy 3D.1 seeks to permit new retail development which is appropriate in type and scale to the function of its location within the shopping hierarchy. Whilst the proposed development would see a marginal reduction in the amount of retail floor space on the site from 1360 to 1279 sq metres in a primary shopping frontage, it is considered that the two modern purpose units proposed would both be appropriate in scale and type to their location and would enhance the quality of retail units in the Yiewsley and West Drayton Shopping Centre and would not be likely to damage the general pattern of local shops. Nonetheless, in light of changes to the retail makeup of Yiewsley town centre since the previous permission, it is now considered that a condition ensuring the two units cannot be amalgamated into a single unit is required. Subject to this condition, no objection is therefore raised to the principle of the development.

7.02 Density of the proposed development

The proposed scheme would have a density of approximately 185 units per hectare (upha) or 462 habitable rooms per hectare (hrpha). Whilst this is marginally above the density range envisaged by the London Plan for an urban site with a PTAL score of 3 (100-150 upha or 300-450 hrpha), it is considered that the scheme would be of a high standard of design and site layout which would be compatible with the local context. No objection is therefore raised to the density of development proposed.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

The proposed building would be of a contemporary design with a four storey section fronting the High Street and 2 three storey wings to the rear fronting Fairfield Road and the service road from the High Street respectively. The building would incorporate a number of design features in order to break down its mass and scale including the provision of lightweight balconies and screens. It would be finished in a mixture of facing brickwork, rendered masonry, wall cladding, glazed curtain walling and man-made slate roof tiles. Full details of the materials to be used can be secured by condition in the event of planning permission being granted. Overall, it is considered that the bulk, scale and design of the building would be appropriate having regard to its location in the High Street and its relationship with neighbouring buildings including St. Matthew's Church facing the site.

At ground floor level the façade of the building would be set back approximately 4.5 metres further from the High Street than the present buildings on the site. This would enable tree planting and the extension of the public realm area in front of the building. It is considered that this would significantly enhance the street frontage in this part of the Town Centre.

7.08 Impact on neighbours

Adequate separation distances in excess of the guidelines in the Hillingdon Design and Accessibility Statement would be provided between habitable room windows in the proposed building and neighbouring residential properties in High Street, Fairfield Road and Albert Road. In the event of planning permission being granted, a condition is recommended requiring details of the screening of the proposed communal gardens at first floor level and on the roof of the proposed building to be agreed with the Local Planning Authority to ensure acceptable levels of privacy for the future occupiers of the development and the occupiers of the neighbouring residential properties. The proposed building would not result in any undue loss of light to, or outlook from, neighbouring properties.

7.09 Living conditions for future occupiers

The proposed residential units would have an internal living environment considered

appropriate, ranging between 44 and 64 sq metres. Whilst the smallest units would be below the guideline in the adopted Hillingdon Design and Accessibility Statement Supplementary Planning Document for a 1 bedroom flat (50 sq metres), all of the units would have a satisfactory internal layout and outlook and receive adequate levels of natural light. In relation to the provision of outdoor amenity space, two communal garden areas are proposed at first floor level and on the roof of the proposed building. It is considered that these would provide two significant areas of useable amenity space for the future occupiers. In addition private balconies are proposed for each of the flats. The overall amount of amenity space provided would be 1339 sq metres. This is in excess of the guidelines contained in the Hillingdon Design and Accessibility Statement for the number and type of units proposed (1215 sq metres). Accordingly it is considered that a satisfactory standard of residential amenity would be created for the future occupiers.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highway Engineer raises no objection to the development in terms of the traffic generated on the highway network. The on-site servicing arrangements for the proposed retail units involving the use of the existing service road from the High Street are also considered acceptable. The proposed car parking provision of 64 spaces comprising 1 space per residential unit and 10 spaces for the retail units accords with the UDP Revised Parking Standards and the more recent London Plan Standards and is considered acceptable given the site's location along a public transport corridor and within a major town centre. The provision of spaces for people with disabilities and on-site cycle parking facilities can be secured by appropriate planning conditions. Further conditions are recommended for electric charging (in light of the London Plan policy changes) and parking allocation.

7.11 Urban design, access and security

Refer to section 7.07 of the report.

7.12 Disabled access

Refer to section 7.13 of the report.

7.13 Provision of affordable & special needs housing

The application proposes a total of 19 affordable housing units within the scheme which would comprise 35% of the total number of residential units. Of these, 13 (70%) would comprise social rented units and 6 (30%) intermediate units. The level of provision therefore accords with the adopted UDP target at the time of the application of a 35% affordable housing proportion comprising 25% social rented and 10% intermediate housing (a tenure split of 70% social rented and 30% intermediate) and is considered acceptable. An s106 agreement was signed for the 2005 planning permission to this effect, dated 20 February 2007. As part of this extension application, a Financial Viability Appraisal (FVA) has been submitted and validated to demonstrate that this is the maximum amount of Affordable Housing that can be delivered by the scheme.

In accordance with Policy 3A.4 of the London Plan, 10% of the total number of units have been indicated to be designed to full (or capable of easy adaption to) wheelchair standard. This provision can be secured by way of a condition. The applicant has also indicated that the remainder of the units would be built to 'Lifetime Homes' standards.

7.14 Trees, landscaping and Ecology

The scheme provides for street tree planting along the High Street frontage with further

tree planting to the rear, off Fairfield Road. A communal garden/roof terrace is proposed at first floor level. An additional 600 sq metre roof garden/amenity area is proposed on the fourth floor. For an urban housing scheme in a High Street location, the provision of roof gardens is considered an imaginative way of enhancing the visual quality of the living environment and in accordance with UDP Policy BE38. However, the aesthetic quality and use of these spaces by the residents may pose particular technical issues and require high quality landscape design, specification, implementation and maintenance. It is considered that these issues can be addressed by way of a condition.

7.15 Sustainable waste management

Waste and recycling facilities can be secured by condition.

7.16 Renewable energy / Sustainability

In accordance with London Plan Policy 4A.3, 4A.4, 4A.6 and 4A.7, a 20% Carbon Reduction target using renewable energy from low carbon sources should to be incorporated into the scheme. Since the original application the London Plan Carbon Reduction target has changed from 10% to 20%.

As part of the extension application, the applicant has submitted an Energy Statement, outlining options as to how this 20% reduction could be met.

The Energy Statement has considered a range of options, including:

- (1) Design and construction innovations, such as natural daylight maximisation and improvements to the building air tightness
- (2) Solar water Heating
- (3) Photovoltaic Panels
- (4) Biomass Boiler
- (5) Combined Heat and Power
- (6) Heat Pumps

The applicant has indicated that a preferred scenario would be to meet this 20% reduction by way of improvements in the energy efficiency of the building through a combination of design and construction measures and applying low/zero carbon Photovoltaic Panel technology.

As this Energy Statement is only a preliminary assessment of options, further detailed assessment and chosen options would be required. If Biomass were to be considered the choice of renewable energy source, an air quality assessment would need to be submitted along side the detailed information. Provision of these details can be secured by appropriate planning conditions, in the event of planning permission being granted.

7.17 Flooding or Drainage Issues

A grey-water recycling condition is proposed in light of the latest London Plan policies.

7.18 Noise or Air Quality Issues

Noise matters can be addressed by way of a condition in the event of planning permission being granted. Conditions are also proposed controlling hours of use and delivery hours for the retail units.

7.19 Comments on Public Consultations

Refer to 6.1 of this report.

7.20 Planning obligations

The s106 agreement was completed on 20 February 2007 following the grant of the 2005 permission.

The s106 makes provision for the following:

1. 35% of the total number of units to be delivered as Affordable Housing (19 units)
2. Education contribution of £75,560
3. Health contribution of £14,728
4. Open Space contribution of £56,226
5. Town Centre contribution of £10,000
6. Construction training equal to 2,500 for every £1million build cost

For this extension application, the applicant has submitted a Financial Viability Appraisal (FVA) demonstrating that they are unable to provide for any additional planning obligations as part of this proposal.

The FVA has been validated, and therefore no further planning obligations are required as a result of this proposal.

A section 106 agreement has already been signed to provide various planning obligations, however this existing agreement will need to be varied by way of a Deed of Variation tied to this permission to ensure that the obligations of the legal agreement are linked to this permission.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Extending the life of planning permission:

As mention in 3.2 of the report, the application seeks to extend the expiry date of planning permission ref: 59189/APP/2005/3476 (approved 27 February 2007), under the new procedures for extensions to the time limits for implementing existing planning permissions, introduced in October 2009. This new procedure requires an application for an extension to be submitted, acknowledged as valid and registered with the LPA prior to the expiration date of the planning permission, under the provisions of Paragraph 11 of the new procedure:

'an LPA and the Secretary of State (in the event of an appeal) retain jurisdiction to determine an application even if the original permission has expired after the application was made but before determination'.

This application was made on the 24 February 2010, acknowledged as valid and registered as of the 25 February 2010, in advance of the expiration date, being 27 February 2010. As such, it is considered that the Council have to ability to determine this application and that the now expired original application would not compromise this position as it expired post-submission and registration.

Time limit for planning application:

The length of time for which permission may be extended is covered by the Town and Country Planning Act 1990; default periods are set out, with discretion to grant longer or

shorter permissions if this is justified on planning grounds. The applicant has requested that the Council consider granting a three year extension on the time limit. In order to be consistent with other decisions issued by the Council at this time, it is considered appropriate to grant planning permission for a period of three years in this instance.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

10. CONCLUSION

This application relates to the renewal of planning permission ref: 59189/APP/2005/3476 which expired on 27 February 2010. All details are identical to those previously approved. Changes to London Plan policy requires a 20% saving from decentralised and renewable or low-carbon sources be applied across the site. The applicant proposes that this target be met by way of improvements in the energy efficiency of the building through design and construction measures and applying low and zero carbon technology, such as the installation of Photovoltaic Panels on the roof of the units.

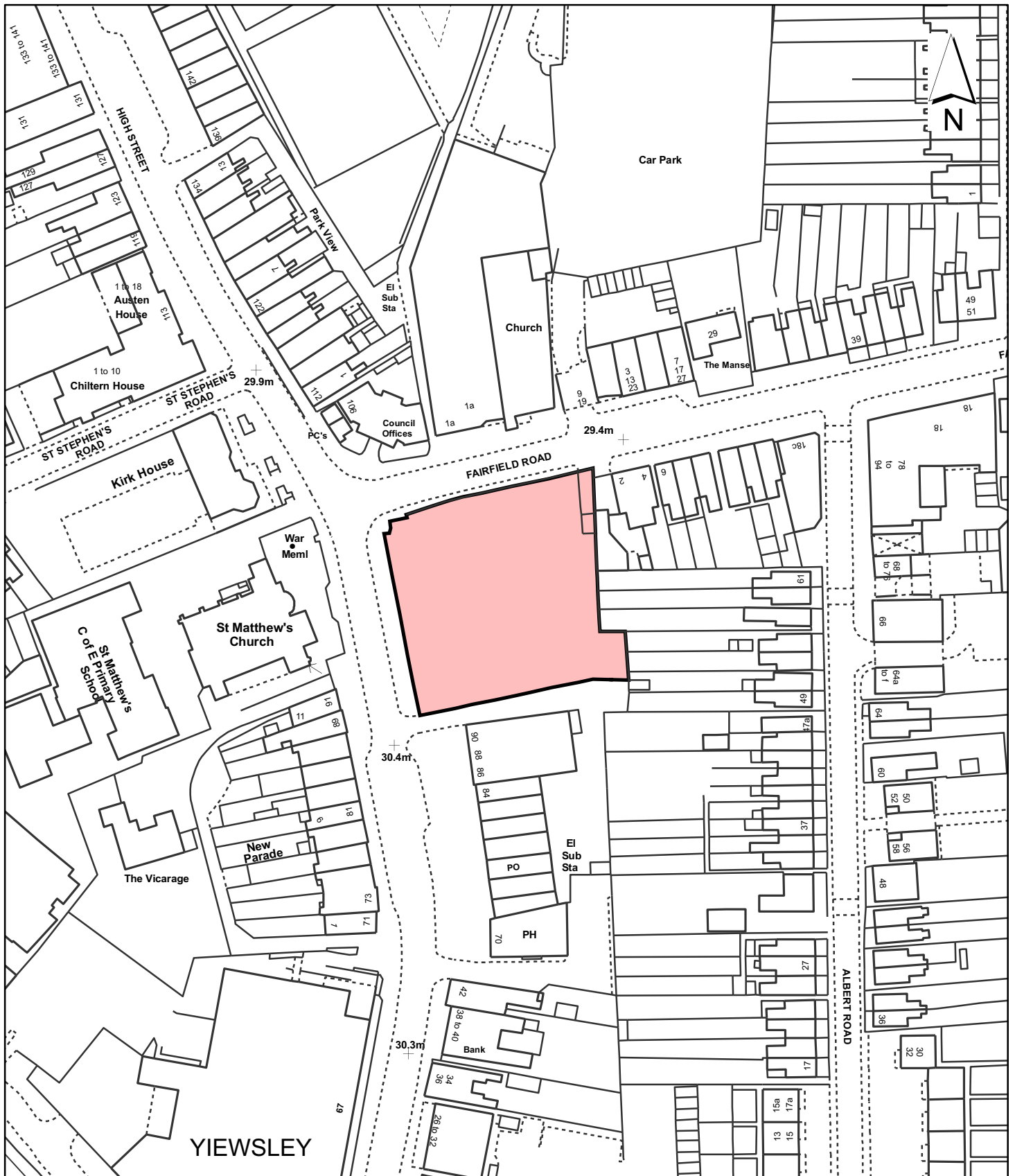
The application complies with current London Plan and UDP policies, and accordingly, approval is recommended.

11. Reference Documents


Hillingdon Unitary Development Plan Saved Policies (September 2007).
Supplementary Planning Guidance - Residential Layouts.
London Plan (Consolidated with Alterations since 2004).
Planning Policy Statement 1 (Delivering Sustainable Development).
Planning Policy Guidance Note 3 (Housing).
Planning Policy Guidance Note 13 (Transport).
Planning Policy Guidance Note 24 (Planning and Noise).
Town and Country Planning (General Development Procedure) Order (Amendment No.3, published 8 September 2009).
DCLG Guidance: Greater Flexibility for Planning Permissions, November 2009.

Contact Officer: Tabitha Knowles

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address	
92 - 104 High Street Yiewsley	
Planning Application Ref:	Scale
59189/APP/2010/403	1:1,250
Planning Committee	Date
Central and South	May 2010

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

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



HILLINGDON

LONDON

Report of the Head of Planning & Enforcement

Address 18 HAMILTON ROAD HAYES

Development: Single storey outbuilding to rear for use as store/ playroom/gym (Retrospective application.)

LBH Ref Nos: 16785/APP/2009/2719

Drawing Nos: 1:1250 scale Location Plan
1:200 scale Block Plan
DEC/09/03

Date Plans Received: 17/12/2009 **Date(s) of Amendment(s):**

Date Application Valid: 17/12/2009

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the south west side of Hamilton Road and comprises a two storey semi-detached house with a single storey rear extension and an outbuilding at the bottom of the rear garden, the subject of this planning application. The attached house, 16 Hamilton Road, lies to the north west and has an outbuilding at the bottom of the rear garden along the side boundary with 14 Hamilton Road. To the south east lies 20 Hamilton Road, a two storey semi-detached house which has not been extended. The street scene is residential in character and appearance, comprising two storey semi-detached houses, and the application site lies within the development area as adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

1.2 Proposed Scheme

Planning permission is sought for the retention of an outbuilding at the bottom of the rear garden. The outbuilding is set some 200mm from the side boundary with 16 Hamilton Road, some 200mm rising to 1m from the rear boundary, and some 300mm from the side boundary with 20 Hamilton Road. It measures 6.9m wide, 7.1m deep and finished with a flat roof 2.7m high.

There is a double door and windows in the front elevation of the outbuilding, facing the application property, and the outbuilding comprises shower/WC facilities. The applicant has advised that the outbuilding is used as a store/gym.

1.3 Relevant Planning History Comment on Planning History

A complaint was received by the planning enforcement section on the 21 April 2009

concerning an alleged unauthorised erection of an outbuilding. A search of Council records indicated that no application for planning permission had been sought or granted.

An initial site visit by a planning enforcement officer was conducted on the 22 April 2009. It was established that an outbuilding was under construction at the bottom of the rear garden of the property. It was noted that the level of the ground within the immediate vicinity of the outbuilding was raised and the footprint of the outbuilding was approximately 46sq.m which was nearly the same as the original dwellinghouse of approximately 49sq.m.

On 5 May 2009 a letter was sent informing the owner that the development in its current form was unauthorised and action was necessary to demolish the outbuilding to remedy the breach in planning control. The owner was advised that he was at liberty to discuss the matter with a duty planning officer at the Civic Centre to consider regularisation through a retrospective planning application.

On 12 June 2009 a letter was received from the owner stating that the roof would be lowered in line with current planning policies. On the 17 June 2009 a revisit to the site established that the erection of the outbuilding had been completed. Measurement taken from ground level to the flat roof gave the height as approximately 2.9 metres, significantly greater than the permitted maximum height of 2.5 metres under the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No2) (England) Order 2008. Note should be made that the ground level had been increased to within one brick of the outbuilding's damp proof course.

A further letter was sent to the owner on the 26 June 2009 informing him that no application for a Certificate of Lawful Development or application for retrospective planning permission had been received by the Council's planning department and the completed outbuilding did not benefit from planning permission. Consequently the breach in planning control had not been remedied as requested. The owner was advised that the matter would be referred to the planning committee for authorisation to serve an enforcement notice.

A report was presented to the Central & South Planning Committee on the 29th October 2009 and Members resolved to issue an Enforcement Notice in the public interest, for the following reasons:

a) The outbuilding, by reason of its overall scale, height and the size of its footprint, is not subordinate or ancillary to the original dwellinghouse. The development also results in a visually intrusive development with a loss of residential amenity to neighbouring properties. Furthermore, the design of the outbuilding appears as a discordant feature out of keeping with the character of surrounding built form and detrimental to the appearance of the residential area. Therefore the development would be contrary to policies BE13, BE19 and BE21 of the UDP.

b) Expediency has been accessed concerning the design and size of the outbuilding under the HDAS Supplementary Planning Document; Residential Layouts section 4 and Residential Extensions section 9 concerning ancillary buildings. Furthermore, the bulk, height, proportion, and floor space of the outbuilding is not subordinate to the original dwellinghouse and its position in close relation to adjoining residential sites fails to accord with the guidance

c) Under the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No2) (England) Order 2008 Class E., the height of the outbuilding in relation to its proximity to the boundary of the curtilage of the dwellinghouse fails to benefit from 'deemed' planning permission.

d) It appears to the Council that the outbuilding development has been substantially completed within the last four (4) years.

The Enforcement Notice was issued on the 16 November 2009 and a time for compliance with the notice of three months given. The outbuilding is now unlawful and subject to prosecution.

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- Not applicable

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

EXTERNAL:

9 adjoining owner/occupiers have been consulted. 2 letters of objection has been received making the following comments:

- (i) The outbuilding falls outside of the permitted allowance;
- (ii) The outbuilding is extremely large for a gym/store;
- (iii) The garden level has been raised; and
- (iv) There is an enforcement notice served on the outbuilding

Officer comments: On point (i), the outbuilding does not constitute permitted development, hence the submission of this application. On point (iii), this matter does not form part of this current application. The remaining points are addressed in the report.

INTERNAL:

Councillor Eginton (Ward Councillor):

Requests that this application is determined by the planning committee.

4. UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

BE13 New development must harmonise with the existing street scene.

BE19 New development must improve or complement the character of the area.

BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions (adopted in August 2006 and to form part of the emerging Local Development Framework documents): 9.0 Detached Outbuildings

5. MAIN PLANNING ISSUES

The main issues for consideration relate to the effect of the proposal on the character and appearance of the surrounding area and on residential amenity.

The detached outbuilding, by reason of its overall size, bulk, scale, siting, design represents a visually intrusive and overdominant form of development which is considered to detract from the character and appearance of the surrounding area. The outbuilding extends to be within 0.5m of the side boundaries, contrary to paragraph 9.3 of the Hillingdon Design & Accessibility Statement(HDAS): Residential Extensions, and has a footprint at least equal to that of the original house.

The surrounding area is characterised by outbuildings at the bottom of rear garden. Some are of a similar size to that which lies at the application property, notably at 30 Hamilton Road and at 19 Hughes Road, which lie to the rear of the application property. However, the Council's planning records indicate that planning permission has not been granted for these outbuildings. In considering this matter, it is highly likely that these outbuildings were erected under previous General Permitted Development legislation. Overall, it is concluded that outbuilding is contrary to policies BE13 and BE19 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and section 9.0 of the Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions.

Although the outbuilding is over 20m from the rear elevations of neighbouring properties, the size and scale of the outbuilding when combined with the siting on the immediate property boundary is such that the outbuilding is considered to be incongruous and visually intrusive. It is considered to be an un-neighbourly form of development contrary to Policy BE21 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Over 100sq.m of private amenity space has been retained for the existing 3 bedroom house, in accordance with policy BE23 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

For the reasons outlined above and that the development is contrary to the aforementioned policies of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) this application is recommended for refusal.

6. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The detached outbuilding at the bottom of the rear garden, by reason of its overall size, siting, bulk, scale, design and appearance, represents an incongruous and visually obtrusive form of development which is detrimental to the character and appearance of the surrounding area and results in a loss of residential amenity to neighbouring properties. The development is therefore contrary to policies BE13, BE19 and BE21 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and section 9.0 of the Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions.

INFORMATIVES

Standard Informatives

1 The decision to REFUSE 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 The decision to REFUSE 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, and to all relevant material considerations, including Supplementary Planning Guidance:

Policy No.


BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions (adopted in August 2006 and to form part of the emerging Local Development Framework documents): 9.0 Detached Outbuildings

Contact Officer: Sonia Bowen

Telephone No: 01895 250230



Notes

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Site Address	
18 Hamilton Road Hayes	
Planning Application Ref:	Scale
16785/APP/2009/2719	1:1,250
Planning Committee	Date
Central and South	May 2010

**LONDON BOROUGH
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**Planning &
Community Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
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Report of the Head of Planning & Enforcement

Address 50 HIGH STREET UXBRIDGE

Development: Change of use of ground and first floor from Class A1 (Retail) to Class A2 (Financial and Professional Services.)

LBH Ref Nos: 36976/APP/2010/353

Drawing Nos: E1
A2
A1
E2
U39 XP2001 Rev 0
U39 XP1001 Rev 0
1:1250 Site Location Plan
Supporting Planning Statement
Town Centre Plan BRS-2195_04-01
Land Use Plan BRS-2195_01-1C

Date Plans Received: 18/02/2010 **Date(s) of Amendment(s):**
Date Application Valid: 09/03/2010

1. **SUMMARY**

The application site is within the primary shopping area of Uxbridge Town Centre, and the application seeks permission for the change of use of the unit from A1 (retail) use to a mixed A2 (Financial & Professional Service), to be used as a bank. No external alterations are proposed as part of this application. Whilst an A2 use would not normally be viewed as an acceptable use within the designated primary shopping area, the Local Planning Authority has identified a number of limited uses which are considered to compliment or support the retail function within these areas, with Banks and Building Societies being one of these accepted uses. Therefore, in this instance, this proposed A2 Banking use would be considered acceptable, subject to appropriate safeguarding conditions to limit the use to a 'Bank or Building Society' only.

The application is recommended for approval

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 T8 **Time Limit - full planning application 3 years**

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 OM1 **Development in accordance with Approved Plans**

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 and BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 RCU2 Use Within Same Use Class

The premises shall be used for a bank or building society and for no other purpose (including any other purpose in Class A2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987).

REASON

Specify, in accordance with Policy S6 and S11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4 HLC3 Hours of Use

No persons other than staff shall be permitted to be on the premises between the hours of 2200 hours and 0700 hours Monday to Saturday, and 1800 hours and 1000 hours on Sundays and Bank Holidays.

REASON

To ensure that the amenity of the occupiers of adjoining or nearby properties is not adversely affected in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

BE1	Development within archaeological priority areas
S6	Change of use of shops - safeguarding the amenities of shopping areas
S11	Service uses in Primary Shopping Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures

AM7 Consideration of traffic generated by proposed developments.
AM14 New development and car parking standards.

3 11 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 13 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).

5 15 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

carry out work to an existing party wall;

build on the boundary with a neighbouring property;

in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning & Community Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

6 125 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

7 134 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

· The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with

- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located in the Uxbridge Town Centre on the south west side of the High Street, in close proximity to the entrance to the Underground Station. The site comprises a ground and first floor unit within the Pavillions Shopping Centre. The ground floor is currently being used for an A1 (retail use) with the first floor used for retail and ancillary retail use. The site has a double frontage and can be accessed from both the High Street and from within the shopping centre. This area of the High Street is pedestrianised and falls within the Primary Shopping Area of Uxbridge Town Centre as identified in the Hillingdon Unitary Development Plan (UDP) (Saved Policies September 2007).

3.2 Proposed Scheme

The application seeks planning permission for the change of use of the unit from A1 (retail) to A2 (Financial & Professional Service). No external alterations are proposed as

part of this application.

The supporting planning statement submitted with the application states, the proposed operator 'Metro Bank', will operate as a new concept in retail banking. It is intended the bank will operate 7 days a week and will open much later than a traditional bank, with 8am to 8pm as core trading hours (with longer hours being considered as the business matures, from 7am to 10pm). This is considered to allow for banking at more convenient hours for the local population.

In addition, this statement comments, the layout of the bank will be more akin to a retail unit than a traditional bank. With the latter normally using 50% of the ground floor area for customer service and operation, whereas it is intended the Metro Bank will give over 85 to 90% of the ground floor to customer service areas. Furthermore, due to the intended fully glazed shop front that would be installed (subject to future planning consent being granted), the site would maintain a lively and active frontage during peak times for the town centre core retail area.

3.3 Relevant Planning History

36976/A/86/3018 Richards Shops 50 High Street Uxbridge
Advertisement (P)

Decision: 04-04-1986 Approved

36976/ADV/2000/46 50 High Street Uxbridge
INSTALLATION OF FIVE INTERNALLY ILLUMINATED, LETTERING ONLY FASCIA SIGNS
AND ONE INTERNALLY ILLUMINATED, LETTERING ONLY PROJECTING SIGN

Decision: 24-08-2000 Approved

36976/ADV/2001/93 50 High Street Uxbridge
INSTALLATION OF AN INTERNALLY ILLUMINATED STATIC SHOP SIGN

Decision: 31-10-2001 Approved

36976/ADV/2007/75 50 High Street Uxbridge
INSTALLATION OF ONE ILLUMINATED FASCIA SIGN.

Decision: 06-08-2007 Approved

36976/APP/2007/1799 50 High Street Uxbridge
INSTALLATION OF AN EXTERNAL SECURITY SHUTTER TO SHOPFRONT.

Decision: 06-08-2007 Refused

36976/B/86/0301 Richards Shops 50 High Street Uxbridge
Alterations to elevation (P)

Decision: 09-04-1986 Approved

36976/E/97/3013 50 High Street Uxbridge
Installation of an internally illuminated fascia sign

Decision: 19-06-1997 Approved

Comment on Relevant Planning History

None

4. Planning Policies and Standards

Policy 3D.1 Supporting town centres
Policy 3D.2 Town centre development
Policy 3D.3 Maintaining and improving retail facilities

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

BE1	Development within archaeological priority areas
S6	Change of use of shops - safeguarding the amenities of shopping areas
S11	Service uses in Primary Shopping Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

43 letters were sent to interested parties/neighbours and no responses have been received.

Internal Consultees

Environmental Protection Unit - do not wish to recommend any conditions in respect of the application, however, would recommend the construction site informative is applied for any proposed works.

Officer comment - this application relates to change of use only and therefore this informative would not be considered necessary

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The Local Planning Authority will resist proposals that would result in the loss of Class A1 shop use in core areas and will examine very closely similar proposals for other parts of these centres. The principle for a change of use from A1 to a non-A1 use in a primary frontage can be established where there remain adequate retail facilities to accord with the character and function of the shopping centre, in order to maintain the vitality and viability of the town centre.

Policy S6 the Unitary Development Plan (Saved Policies September 2007) states changes of use applications will be granted where; a frontage of design appropriate to the surrounding area is maintained or provided; the use would be compatible with neighbouring uses and will not cause unacceptable loss of amenity to nearby residential properties; and would have no harmful effect on road safety or worsen traffic congestion. The frontage of the building would be maintained as no exterior alterations are proposed. Loss of residential amenity and highway issues are dealt with below, and as such, the proposal would comply with the criteria listed in Policy S6 of the UDP (Saved Policies September 2007).

Policy S11 establishes the criteria where service uses would be permitted in primary shopping frontages. To maintain the viability of the retail function of a centre, class A1 units should be separated by no more than 12m and at least 70% of the remaining frontage should remain in A1 use. Whilst, the July 2008 survey found that the frontage within the Primary Shopping Area still within A1 use is at 75% and therefore exceeds this threshold, it is noted the proposal would not meet the minimum separation distances, due to the banking use on the adjacent site, and therefore should this consent be granted, a frontage of 24m of non-A1 use would result. However, it is further considered that these two units are two stand alone units, with the entrance to the Pavillions Shopping Centre on one side and the road junction with Windsor Street on the other and as such would not result in a typical shopping frontage. It is further noted that this area of the town centre supports most of the banks within the town centre, and this is considered to result in a reasonable choice of banking facilities for users of the centre.

It is considered that it would be difficult to argue that the proposed A2 (Banking) use would harm the vitality and viability of the primary shopping area. Therefore it is considered that the proposed change of use would comply with the intentions of policy S11 of the UDP (Saved Policies September 2007).

7.02 Density of the proposed development

n/a No housing is proposed.

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

The application site is within an Archaeological Priority Area, however there are no ground works proposed as part of this application and therefore the proposal would comply with Policy BE1 of the UDP (Saved Policies September 2007).

7.04 Airport safeguarding

The application is not within a safeguarding area.

7.05 Impact on the green belt

The application is not within the Green Belt.

7.07 Impact on the character & appearance of the area

There are no external alterations proposed as part of this application and the existing frontage will be retained. Therefore the proposal would comply with Policy BE13 of the UDP (Saved Policies September 2007).

7.08 Impact on neighbours

Policy OE1 states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties and policy OE3 states buildings or uses which have the potential to cause noise annoyance will only be permitted if the impact can be mitigated. The proposed use is not considered to result in any additional noise and disturbance, over and above the current authorised use of the site. As such, the proposal is considered to accord with policies OE1 and OE3 of the UDP (Saved Policies September 2007).

7.09 Living conditions for future occupiers

No housing is proposed.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is situated within the Pavillions Shopping Centre and is in close proximity to both the Town Centre bus terminal and the Underground Station entrance. As such, the site is considered to have good public transport access. It is not considered the traffic generation between A1 and a mixed A2 would be materially different. The proposal would therefore comply with the intentions of AM7 and AM14 of the UDP (Saved Policies September 2007).

7.11 Urban design, access and security

This application relates to change of use only and as such the existing frontage, access and security arrangements would not be altered by this proposal.

7.12 Disabled access

The application is for change of use only and does not involve any alterations to the building.

7.13 Provision of affordable & special needs housing

No housing is proposed.

7.14 Trees, landscaping and Ecology

The application is for change of use only.

7.15 Sustainable waste management

The application is for change of use only and it is not considered the proposed use would have an adverse affect on waste management issues.

7.16 Renewable energy / Sustainability

The application is for change of use only and does not involve any alterations to the building.

7.17 Flooding or Drainage Issues

The site is not within a flood zone, and no other drainage issues have arisen.

7.18 Noise or Air Quality Issues

The application is for change of use only.

7.19 Comments on Public Consultations

None

7.20 Planning obligations

None

7.21 Expediency of enforcement action

None

7.22 Other Issues

None

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are 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).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

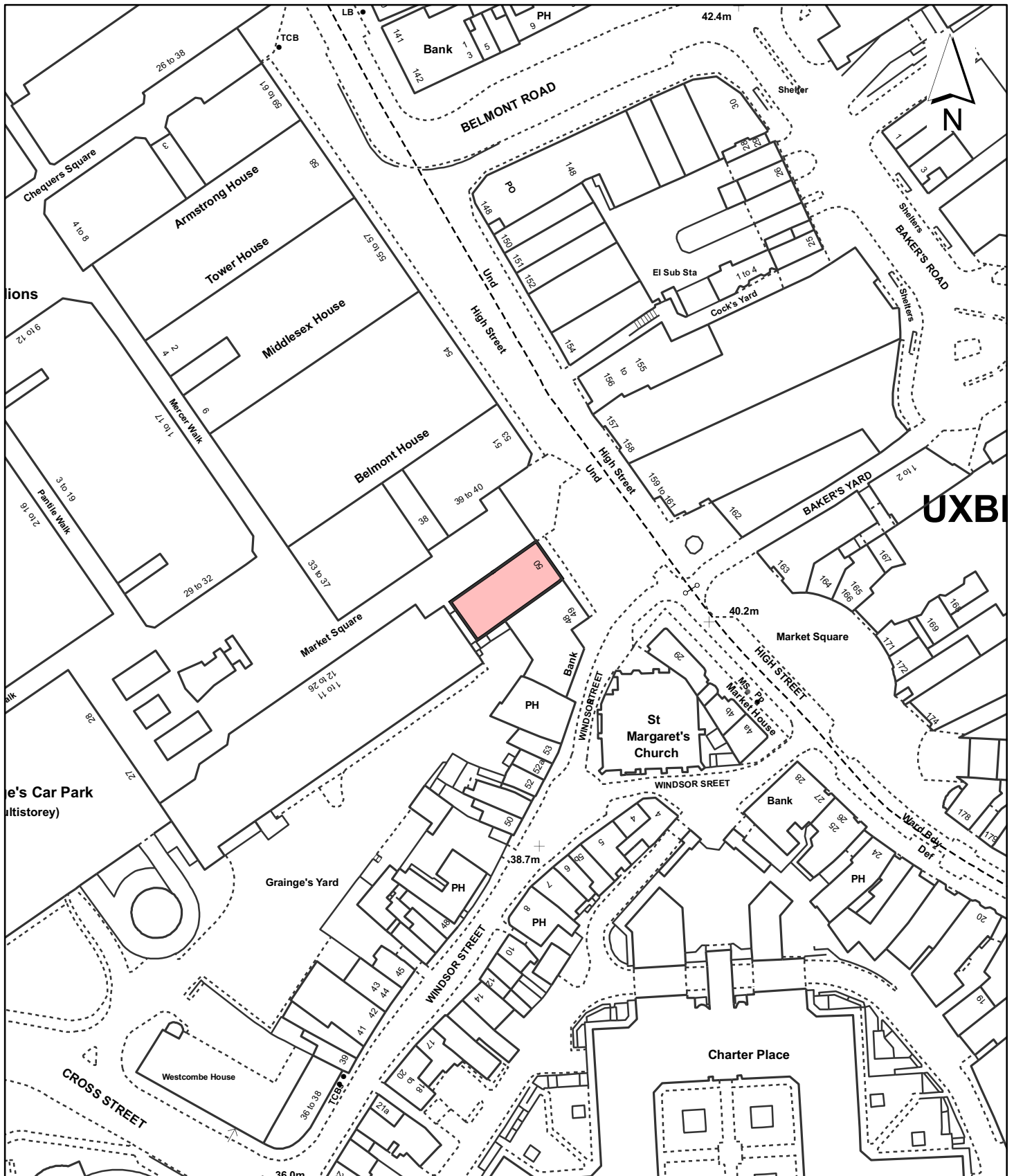
It is considered that whilst the application site is within the primary shopping area of the Town Centre, the proposed change of use from an A1 use (retail) to an A2 use (financial and professional services), subject to a safeguarding condition, limiting that use to a bank or building society only, the proposal would support the retail function of the town centre, and as such would not harm the viability or vitality of the Primary Shopping Area. It is therefore recommended that the planning permission be granted.

11. Reference Documents

Hillingdon Unitary Development Plan Saved Policies September 2007
The London Plan (2008)

Contact Officer: Catherine Hems

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**50 High Street
Uxbridge**

**LONDON BOROUGH
OF HILLINGDON**
**Planning &
Community Services**

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

Planning Application Ref:

36976/APP/2010/353

Scale

1:1,250

Planning Committee

Central and South

Date

May 2010



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Plans for Central & South Planning Committee

25th May 2010



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Page 205

Report of the Head of Planning & Enforcement

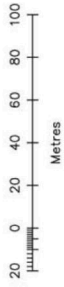
Address: FORMER NATIONAL AIR TRAFFIC SERVICES (NATS)
HEADQUARTERS, PORTERS WAY, WEST DRAYTON

Development: Proposed mixed-use redevelopment comprising 773 dwellings (12 studios, 152 one-bedroom flats, 316 two-bedroom flats, 21 two-bedroom houses, 23 three-bedroom flats, 181 three-bedroom houses, 59 four-bedroom houses and 9 five-bedroom houses); Class D1 Primary Healthcare facility and community facility (max. 1,085m²); Class C2 Nursing Home (max. 3,630m²); Classes A1-A3 Shop units (max. 185m²); Class B1 Business units including site management office (max. 185m²); Energy Centre (max. 200m²) with combined heat and power unit; foul water pumping station; associated access roads from Porters Way and Rutters Close (pedestrian and cycle access only); 1,085 car parking spaces; cycle parking; public open space areas; cycleways and footpaths; and landscaping works (Outline application to consider access, layout and scale whilst appearance and landscaping are reserved)

LBH Ref Nos: 5107/APP/2009/2348

Date Plans Received: 12.11.09 **Date(s) of Amendment(s):** 23.03.10
08.03.10
30.03.10
15.04.10
27.04.10
29.04.10
12.05.10

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Application Drawing



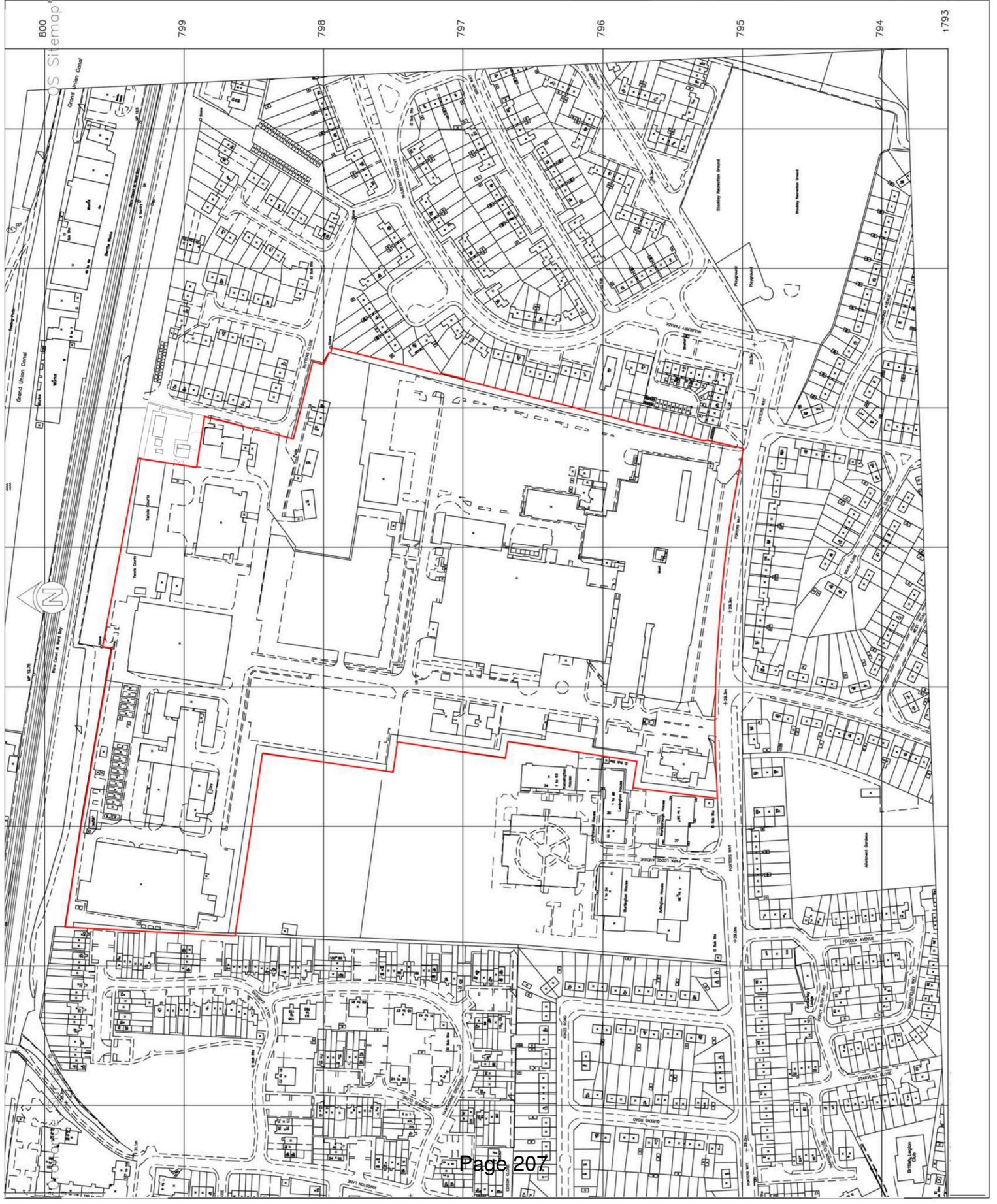
ARCHITECTURAL CONSULTANTS
UNIT 15, FINNS BUSINESS PARK, CRONDALL, SURREY, GU10 5HP
TEL: 01252 852027
FAX: 01252 852008
E-MAIL: info@architect.co.uk



Site
Drayton Garden Village
Porters Way
WEST DRAYTON
Middlesex

Drawing Title
Location Plan

Scale	Date	Drawing No.
1:2500 @ A3	Nov 09	1533/10





Application Drawing



Site of Drayton Garden Village, Porters Way, West Drayton
Masterplan - Coloured

Rev: A Drawing updated to reflect changes to masterplan
Rev: B Drawing amended to reflect latest access requirements for entrance to parking in SE corner of site

PA1007-500-240B
Scale 1:500 @ A0 plus
Nov 2009





Application Drawing



Site of Drayton Garden Village, Porters Way, West Drayton
Masterplan

Rev: A Drawing updated to reflect changes to masterplan
 Rev: B Drawing amended to reflect latest access requirements for entrance to parking in SE corner of site

PA1007-500-241B
 Scale 1:500 @ A0 plus
 Nov 2009



Legend

- 775 no. Residential Units
- 80 bed Nursing Home
- Primary Health Care Trust facility at Ground Floor
- CHP Energy Centre
- Existing ATC Site
- B1 office suites at first floor level
- Site Management Office

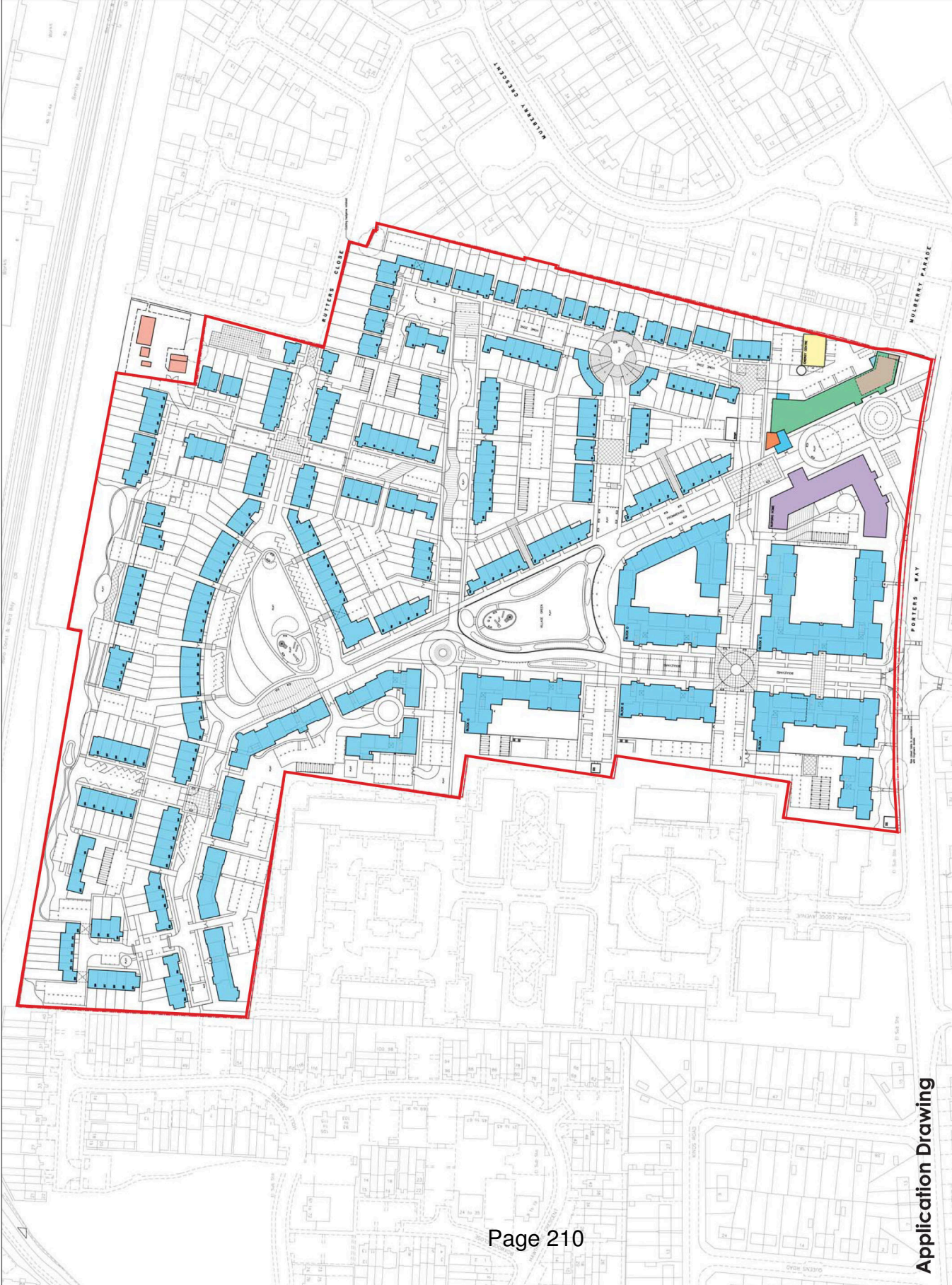
Notes:

The Building described as the Primary Health Care Facility and contained with accommodation schedule reference Block F has been designed as a flexible space to accommodate potential alternative configurations. The alternative layouts will be dependant upon the final spatial requirements of the PCI, the provision of a flexible space that can be shared between the PHC facility and the Community and may also incorporate small retail units .

The potential retail units will be controlled to ensure that they complement both the Medical Centre and the existing users on Mulberry Parade.

The flexible space will sit alongside the Site Management Office and will function as a community space that can be hired by local residents.

Contained at the upper floors will be B1 Office suites and 18 apartments.



Site of Drayton Garden Village,
Porters Way, West Drayton
Building Typology

Rev. A Drawing updated to reflect changes to masterplan



PA1007-2000-211A
Scale 1:2000 @ A3
Nov 2009

Legend

- 7 Storey
- 6 Storey
- 5 Storey
- 4 Storey
- 3 Storey
- 2 Storey
- 1 Storey

(+ 10.4) Existing levels
 + 10.4 Proposed levels

Levels are based upon OSG836 National datums derived from the National GPS Network. Noted heights are maximum building heights above datum.



PA1007-2000-210A
 Scale 1:2000 @ A3
 Nov 2009

Rev. A Drawing updated to reflect changes to masterplan, zbuilding heights added

Site of Drayton Garden Village,
 Porters Way, West Drayton
 Built Form and Massing



PLANNING COMMUNITY SERVICES
 27 APR 2010
 RECEIVED
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- 7 storey buildings on adjacent ParkWest Development.
- 6 storey development 19.0m above external GL
- 5 storey development 16.0m above external GL
- 4 storey development 13.0m above external GL for flat roofed buildings, 14.0m for pitched roof apartment building
- 3 storey development 11.0m above external GL for shallow pitched roof apartment buildings, 11.6m for pitched roof houses
- 2 storey development 9.0m above external GL for pitched roof houses
- 1 storey development 4.5m above external GL

Building Heights

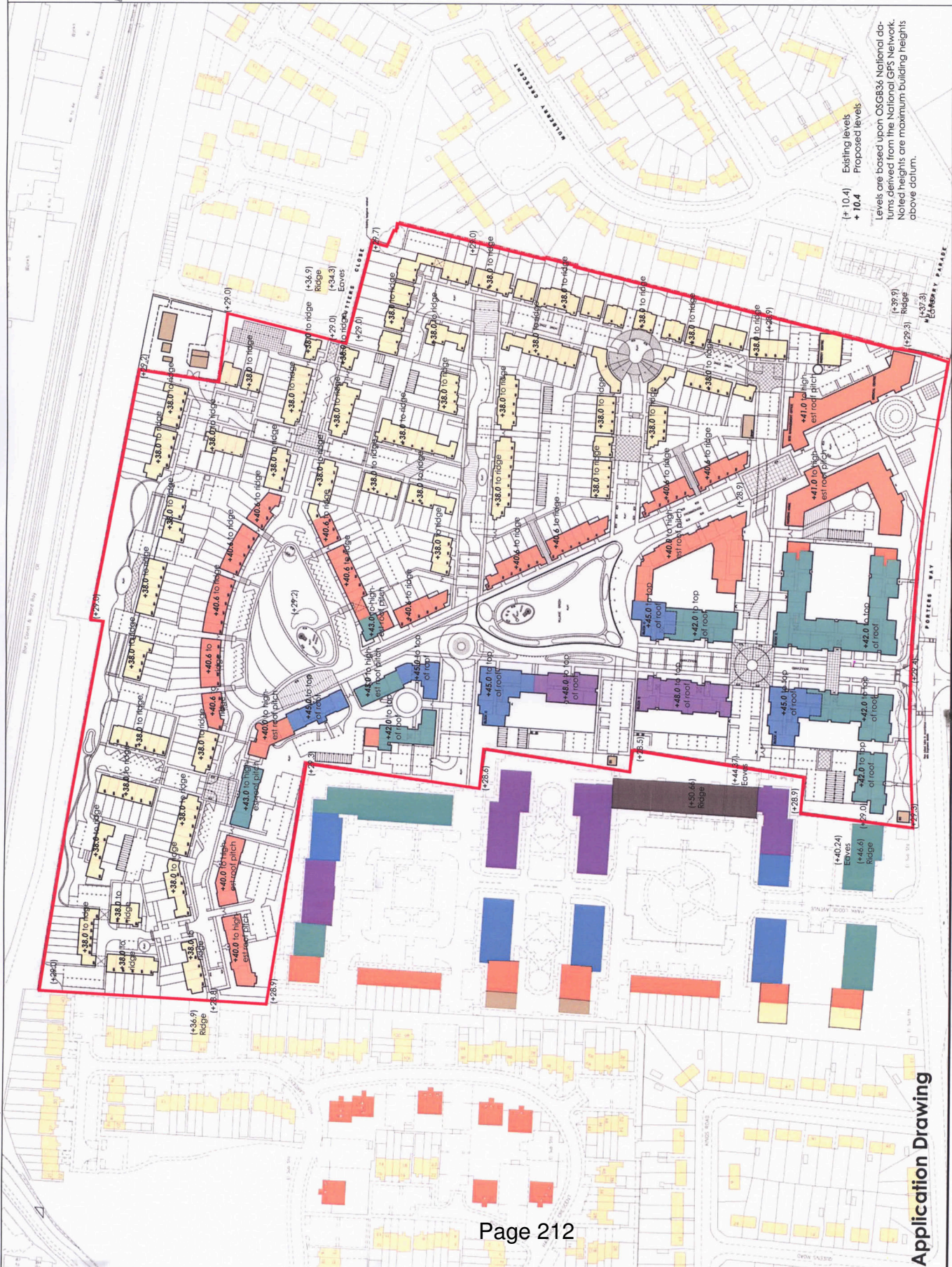
Comparative heights are taken as actual numbers of habitable floors within each relevant building. Note that for buildings on the ParkWest scheme many of the buildings contain floors within large roof spaces. Please also note that within this development many of the buildings when viewed elevationally are substantially higher than those proposed on the Drayton Garden Village site due to the comparative difference between pitched roofs and flat roofs on the larger apartment buildings.

For clarity the following storey heights have been assumed

- Houses:
2.85m floor to floor plus pitched roof
 - Apartments:
Large blocks - 3.6m g/f plus general
2.85m floor to floors
Small Blocks pitched roof 2.85 m floor to floors plus pitched roof.
- Note heights exclude lift overruns which are set behind parapet walls



PA1007-2000-2188
 Scale 1:2000 @ A3
 Nov 2009



Existing levels
 + 10.4
 Proposed levels

Levels are based upon OSGB36 National datums derived from the National GFS Network. Noted heights are maximum building heights above datum.

Rev: A
 Rev: B
 Drawing updated to reflect changes to masterplan
 Update to provide additional levels information and clarification of heights
 Apr 2010

Application Drawing

Site of Drayton Garden Village,
 Porters Way, West Drayton
 Storey heights relative to surroundings



Legend

- General Structural Landscaping
- Ecology Boundaries
- Play Areas
- Apartment Amenity
- Rear Gardens to Houses
- Amenity Area to Nursing Home

Amenity Provision

A fundamental part of the scheme design is the extensive provision of amenity for residents and visitors to the site. The amenity provision is delivered through a variety of differing formats, both public and private, and with differing characteristics, homes zones, private gardens, balconies, village greens, landscaped routes.

The total combined area of amenity space available to occupants is about 57% of the total site area. However, not only is the quantum considered to be of a good level, but the variety and character comes together to create a special place that has been identified through its Garden Village roots.



Rev. A Drawing updated to reflect changes to masterplan. Amenity description amended to respond to consultation responses

PA1007-2000-212A
Scale 1:2000 @ A3
Nov 2009



Site of Drayton Garden Village,
Porters Way, West Drayton
Land Use & Amenity Provision



Car Parking.

Car Parking spaces allocated the in accordance with Planning Re-part.

- 100% for flats
- 120% for 2 & 3 bed houses
- 200% for 4 & 5 bed houses
- 153 visitors spaces overall
- 51 spaces total allocated for non-residential
- 10% of all spaces sized and allocated for disabled users.

Cycle storage:
In secure locked enclosures. Provision at: 100% for all flats and 2 bed houses, 200% for all 3+ bed houses in accordance with TfL standards.

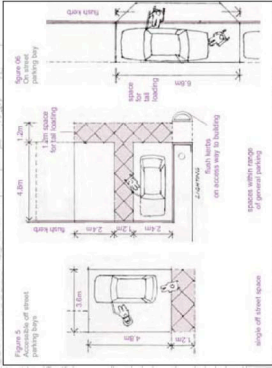
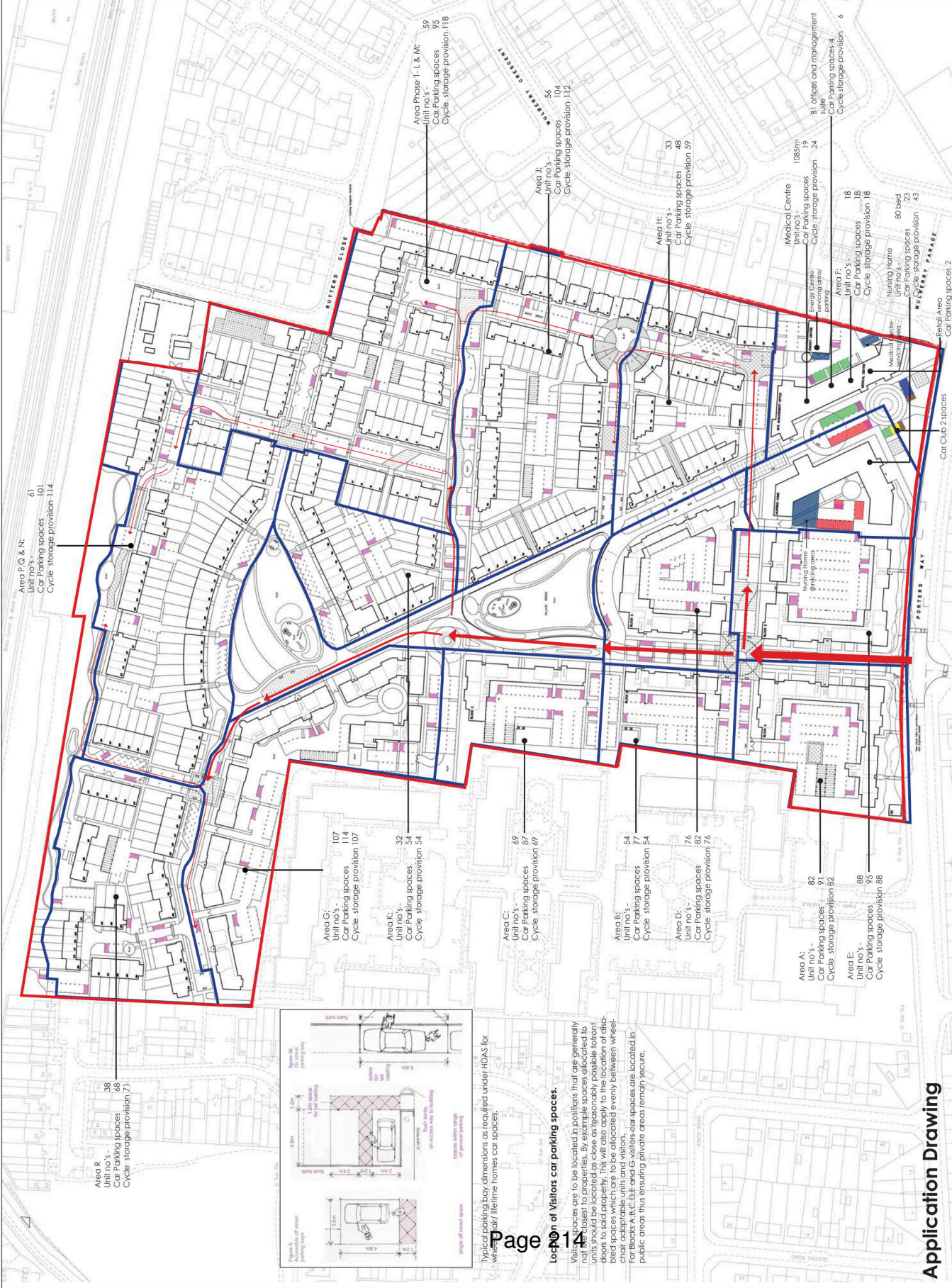
Car parking to be set out to ensure that numbers of spaces are directly related in proximity terms to the units they are provided for.

Allow 5% of total provision as car charging points across the site evenly distributed and located as part of visitor allocation

An allowance of 20 spaces will be made available for motorcycle parking, spread across all phases.

Relative traffic flows related to parking provision.
Thicker lines describe greater vehicle numbers

- 2 spaces allocated for retail units
- 4 spaces allocated for offices, management suite
- 2 spaces allocated for Car Club
- 19 dedicated spaces allocated for Medical Centre
- 23 dedicated spaces allocated for Nursing Home
- Parking for disabled persons at 10% of total provision



Typical parking bay dimensions as required under HDS for wheelchair access.

Page 14

Location of Visitors car parking spaces.

Visitor parking spaces are to be located in positions that are generally not visible to the public. The location of visitor parking spaces should be located as close as reasonably possible to the entrance to the site. This will also apply to the location of disabled spaces which are to be allocated evenly between wheelchair accessible units and visitors.

For blocks A, B, C, D, E and G visitors car spaces are located in public areas thus ensuring private areas remain secure.

Application Drawing

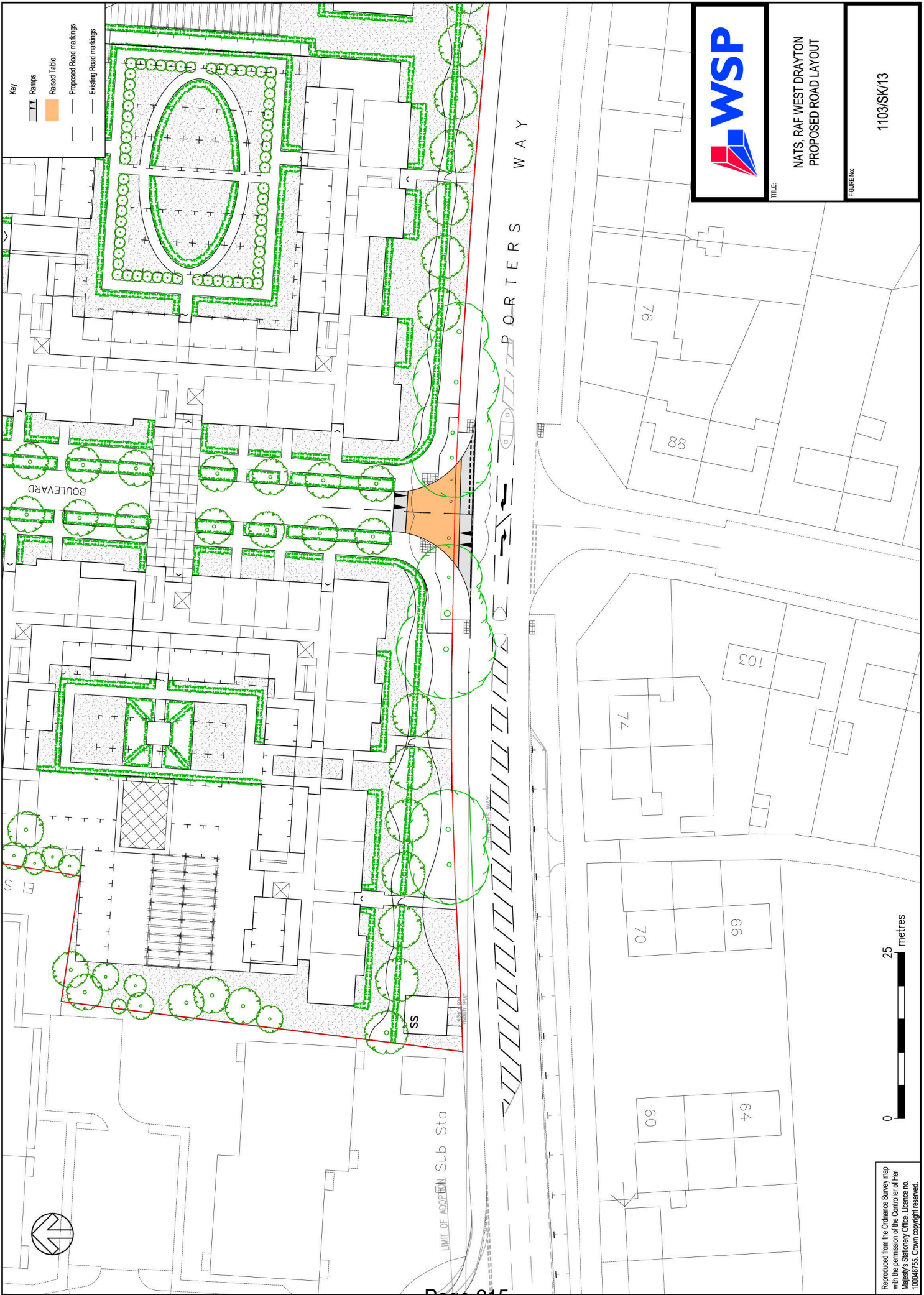
Site of Drayton Garden Village,
Porters Way, West Drayton
Parking Layout and Parking Strategy



Rev: A Drawing updated to reflect changes to masterplan. Parking numbers revised.
Rev: B Details regarding disabled car spaces provided. Car Club spaces identified.
Rev: C Cycle provision updated in accordance with LPA request. Parking for disabled persons added.
Rev: C Parking allocation amended.
22/03/10
25/03/10

PA1007-2000-214C
Scale 1:2000 @ A3
Nov 2009



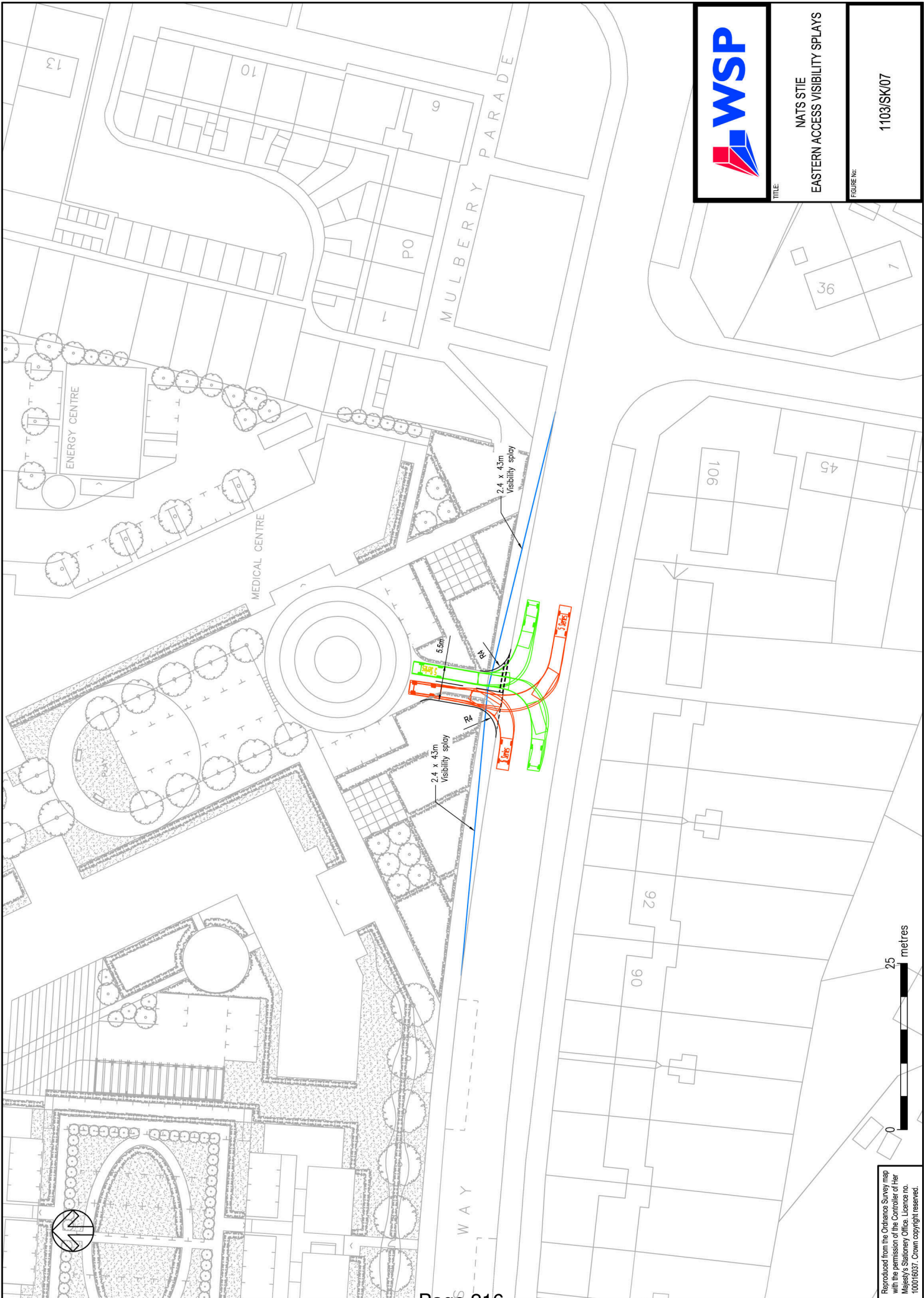


TITLE
**NATS, RAF WEST DRAYTON
 PROPOSED ROAD LAYOUT**

FIGURE NO.
1103/SK/13



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TITLE: NATS STIE
EASTERN ACCESS VISIBILITY SPLAYS

FIGURE NO: 1103/SK/07



CCTV camera surveillance from Park West Scheme

New railings on DGV site to provide enclosure

Connection between existing route and Drayton Garden Village to be minimum 3.0m wide

Hard paved square with good quality lighting and tree planting providing front door to Drayton Garden Village from Holly Gardens

Railings to be altered to provide new connection into Drayton Garden Village

Existing railings as provided to be replaced with new access from Park West to Holly Gardens

Existing pedestrian and cycle route

Pedestrian footpaths

Dropped kerbs to enable movement of cyclists

Bollards limit vehicle movements



Site of Drayton Garden Village,
Porters Way, West Drayton
Holly Gardens Entrance



PA1007-100-292
Scale 1:200 @ A3
Mar 2010



Drayton Garden Village, West Drayton Landscape Masterplan

Project: Inland Developments
 Location: Drayton Garden Village, West Drayton
 Client: Landscape Masterplan
 Date: OCT. 2009
 Scale: 1:1000 @ A1
 Author: ALC
 Contact: HCS
 Address: INL 16946 10 A

ACD Landscape Architects
 The Old Bays, Roodsbourne Rail Business Centre, Grange Lane, Malmesbury, Wiltshire, SN1 6 0ES
 T: 01666 825646 F: 01666 824654
 Surrey Place, Mill Lane, Godalming, Surrey, GU7 1EY
 T: 01483 424384 F: 01483 424384
 E: mail@acdlandscape.co.uk
 W: www.acdlandscape.co.uk

ACD
 landscape architects

Legend

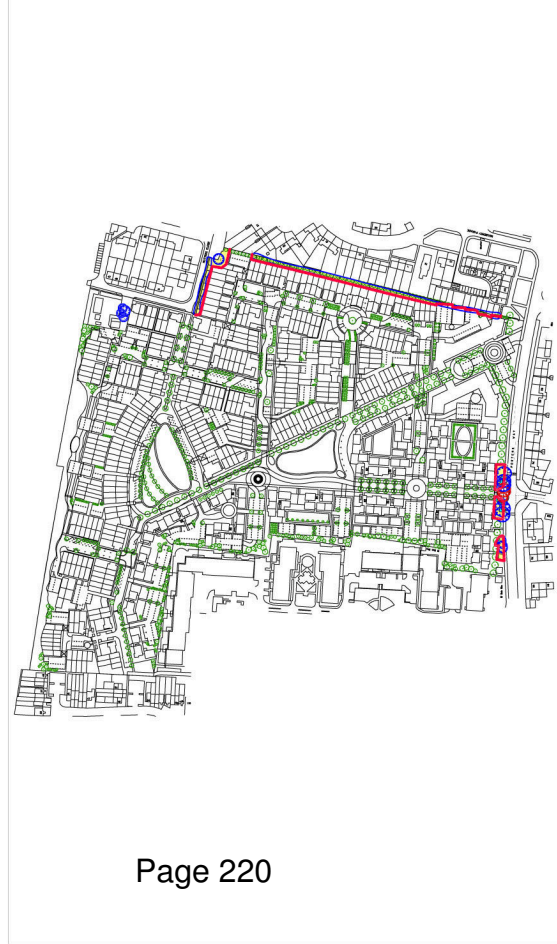
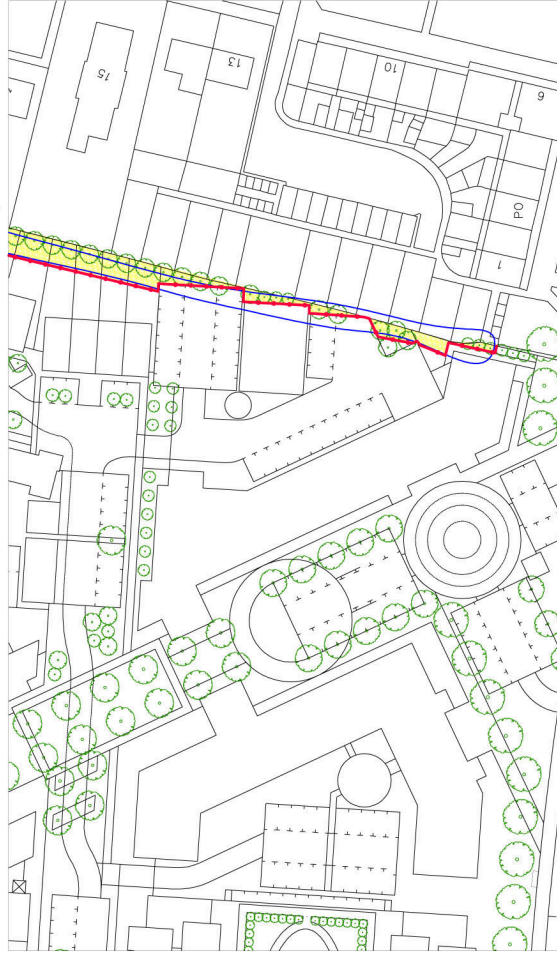
- Existing trees and vegetation proposed for retention to receive supplementary planting to increase screening and biodiversity.
- Proposed structure tree planting within Winter Walk to include root barriers, root directors, underground geying, irrigation tubing, tree guards, tree grilles and urban tree soils to provide suitable growing conditions for root zone. Specimens are to be Extra Heavy Standards to 425-600cm in height with a clear stem up to 2m.
- Proposed structure tree planting within Spring Green to include root barriers, root directors, underground geying, irrigation tubing, tree guards, tree grilles and urban tree soils to provide suitable growing conditions for root zone. Specimens are to be Extra Heavy Standards to 425-600cm in height with a clear stem up to 2m.
- Proposed structure tree planting within Summer Garden to include root barriers, root directors, underground geying, irrigation tubing, tree guards, tree grilles and urban tree soils to provide suitable growing conditions for root zone. Specimens are to be Extra Heavy Standards to 425-600cm in height with a clear stem up to 2m.
- Proposed structure tree planting within Autumn Green to include root barriers, root directors, underground geying, irrigation tubing, tree guards, tree grilles and urban tree soils to provide suitable growing conditions for root zone. Specimens are to be Extra Heavy Standards to 425-600cm in height with a clear stem up to 2m.
- Proposed structure tree planting within Boulevard to include root barriers, root directors, underground geying, irrigation tubing, tree guards, tree grilles and urban tree soils to provide suitable growing conditions for root zone. Specimens are to be Extra Heavy Standards to 425-600cm in height with a clear stem up to 2m.
- Proposed hedge planting beneath structure trees to be planted in a double staggered row and maintained in a neat clipped form to a maximum height of 1m. Hedging species to be a minimum of 5L (or equivalent bare rooted specimens) in size with a planting density starting at 4 per m.
- Proposed structure tree planting along Porters Way, frontage to include root barriers, root directors, underground geying, irrigation tubing, tree guards, tree grilles and urban tree soils to provide suitable growing conditions for root zone. Specimens are to be Extra Heavy Standards to 425-600cm in height with a clear stem up to 2m.
- Proposed hedge planting beneath structure trees to be planted in a double staggered row and maintained in a double staggered row with a clear stem up to 2m.
- Proposed decorative tree planting within Spring Green to include single, angular short wooden staking with expandable rubber tree ties and irrigation tubing. Specimens are to be Multi-Stemmed Specimens to min 450cm in height, featured in form.
- Proposed decorative tree planting within Summer Garden to include short double staking with expandable rubber tree ties with root barrier around back edge of herb line with irrigation tubing. Specimens are to be Extra Heavy Standards to 425-600cm in height with a clear stem up to 2m.
- Proposed decorative tree planting within Autumn Green to include short double staking with expandable rubber tree ties with root barrier around back edge of herb line with irrigation tubing. Specimens are to be Extra Heavy Standards to 425-600cm in height with a clear stem up to 2m.
- Proposed native tree planting along northern, eastern and western boundaries to include short single staking with expandable rubber tree ties with root barrier around back edge of herb line with irrigation tubing. Specimens are to be a mixture of featured and clear stemmed specimens ranging in size from Light Standard to 250-300cm in height, up to Heavy Standards to 425-600cm in height. Proposed native hedge along site boundary, beneath tree planting, to be planted in a double staggered row, and maintained at maximum natural height and 'wild' form with selective thinning every 5 years. Native shrub planting to be included to provide alternative species to hedge and shrub species to be a minimum of 5L (or equivalent bare rooted specimens) in size with a planting density starting at 4 per m.
- Proposed rear garden tree planting to include short single staking with expandable rubber tree ties. Specimens are to be Light Standard to 250-300cm in height with clear stem up to 1.5m.
- Proposed trees within Home Zone areas to include root barriers, root directors, underground geying, irrigation tubing, tree guards, tree grilles and urban tree soils to provide suitable growing conditions for root zone. Specimens are to be Extra Heavy Standards to 425-600cm in height with a clear stem up to 2m.
- Proposed hedge planting within Village Housing areas to be planted in a double staggered row and maintained a neat form at 0.8m. Hedging species to be a minimum of 5L (or equivalent bare rooted specimens) in size with a planting density starting at 4 per m.
- Proposed sculptures/features incorporated within landscape. Examples to include a large scale sundial within the Summer Garden, a tree showing winter form in Winter Walk and a range of locally sourced sculptures and features within the apartment units.
- Proposed play facilities to be designed and laid out in line with the 'Nature Play Concept' to provide a variety of play facilities for a range of age groups using natural materials. Play spaces are to include play features in line with the overall concept for that Green.
- Proposed pergolas over parking areas to include a range of evergreen and herbaceous climbing plants that are readily trained to provide instant impact within their areas. Screened climbing plants are to be included.
- Proposed planting beds to include a variety of herbaceous, ornamental shrubs, specimen shrubs and architectural plants to provide variety within their areas. Shrubs are to be a minimum of 5L in size with planting densities starting at 4 per m.
- Proposed native wildflower seed mix to provide an alternative soft surface with seasonal displays of flowers. To include a proportion of native bulbs-species. Wildflower mixes are to be species rich to enhance site biodiversity.
- Proposed amenity grass areas to receive either good quality amenity grade grass seed, for larger public areas, or good quality amenity grade turves for private areas.
- Proposed rear garden areas to proposed units with optional vegetation plot if requested.
- Please Note: Climbing plants are to be incorporated into the vertical realm of residential buildings to include a range of evergreen and herbaceous climbing plants that are readily trained to provide instant impact within their areas. Screened climbing plants are to be included. That is, to be incorporated across the whole site, identifying species with clear plant labelling. The final stages of The Winter Walk, where an interpretation board is to be located that outlines the final plant structure trees and trees within the Wilderness Corridor are to be included within the final.



DRAYTON GARDEN VILLAGE TREE PROTECTION PLAN



Consultancy
Project Management & Planning
SURREY PLACE, MILL LANE, GODALMING
SURREY, GU7 1EY TEL: 01483 425714 FAX: 01483 434384
Copyright © ACD Arboriculture. All rights reserved. It is hereby acknowledged that the design of this plan is the property of ACD Arboriculture and shall remain the property of ACD Arboriculture.
Client: DRAYTON GARDEN VILLAGE
Job Title: TREE PROTECTION PLAN
Drawing No: INL 16946-03
Scale: 1:500 @ A1 DATE: 05/10/09
Drawn by: TRG CHECKED BY: []
Rev: DATE: DETAILS: DRAWN:



LEGEND

- A. PLANTING LINE:** Of high quality and value in such a way as to be able to make a substantial contribution.
- B. PROTECTION LINE:** Of moderate quality and value in such a way as to be able to make a contribution.
- C. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- D. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- E. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- F. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- G. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- H. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- I. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- J. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- K. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- L. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- M. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- N. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- O. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- P. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- Q. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- R. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- S. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- T. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- U. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- V. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- W. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- X. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- Y. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.
- Z. PROTECTION LINE:** Of low quality and value in such a way as to be able to make a contribution.

RESTRICTIONS WITHIN TREE PROTECTION AREAS
Within the exclusion area of the fencing, the following shall apply:

- No mechanical excavation, whatsoever.
- No excavation by any other means without arboricultural site supervision.
- No storage of materials, equipment or vehicles within the protection area.
- No storage of fuel or materials.
- No storage of any chemical including cement wastings.
- No vehicle access.
- No tree felling.
- No tree lopping.

In addition to the above, further precautions are necessary adjacent to trees:

- No substances injurious to tree health, including salts, oil, lubricants, cement (including cement slurry) or any other material, shall be stored or used within or adjacent to the protection zone of any tree.
- No tree shall be such that it comes within five metres of any tree.

PHASING & MONITORING OF DEVELOPMENT
The arboricultural protection on this site must be carried out in the following order:

1. Tree removal and access excavation planning
2. Installation of tree protection fencing
3. Site meeting with project arboriculturist, Local Authority Tree Officer, site manager and groundworkers.

Phase 2: Entire construction phase subject to monthly site monitoring visits from project arboriculturist

1. Construction of scaffolding
2. Uprights to be driven into the ground
3. Fencing to be secured to uprights with wire ties and where necessary stainless steelbolt clamps
4. Installation of no dig surface as per Arboricultural Method Statement NLS (table 1)
5. Installation of tree protection fencing - to be carried out only after agreement with Council and project arboriculturist.
6. Removal tree surgery
7. Installation of tree protection fencing
8. Installation of tree protection fencing
9. Installation of tree protection fencing
10. Installation of tree protection fencing

The above phasing must not be changed without approval from the project arboriculturist and agreement with the Council.



TREE PROTECTION FENCING
This Tree Protection Plan shows the alignment of tree protection fencing (TPF). All TPF shall be installed prior to any of the following taking place:

- Plant and material delivery
- Site stripping
- Site preparation
- Site installation
- Landscaping

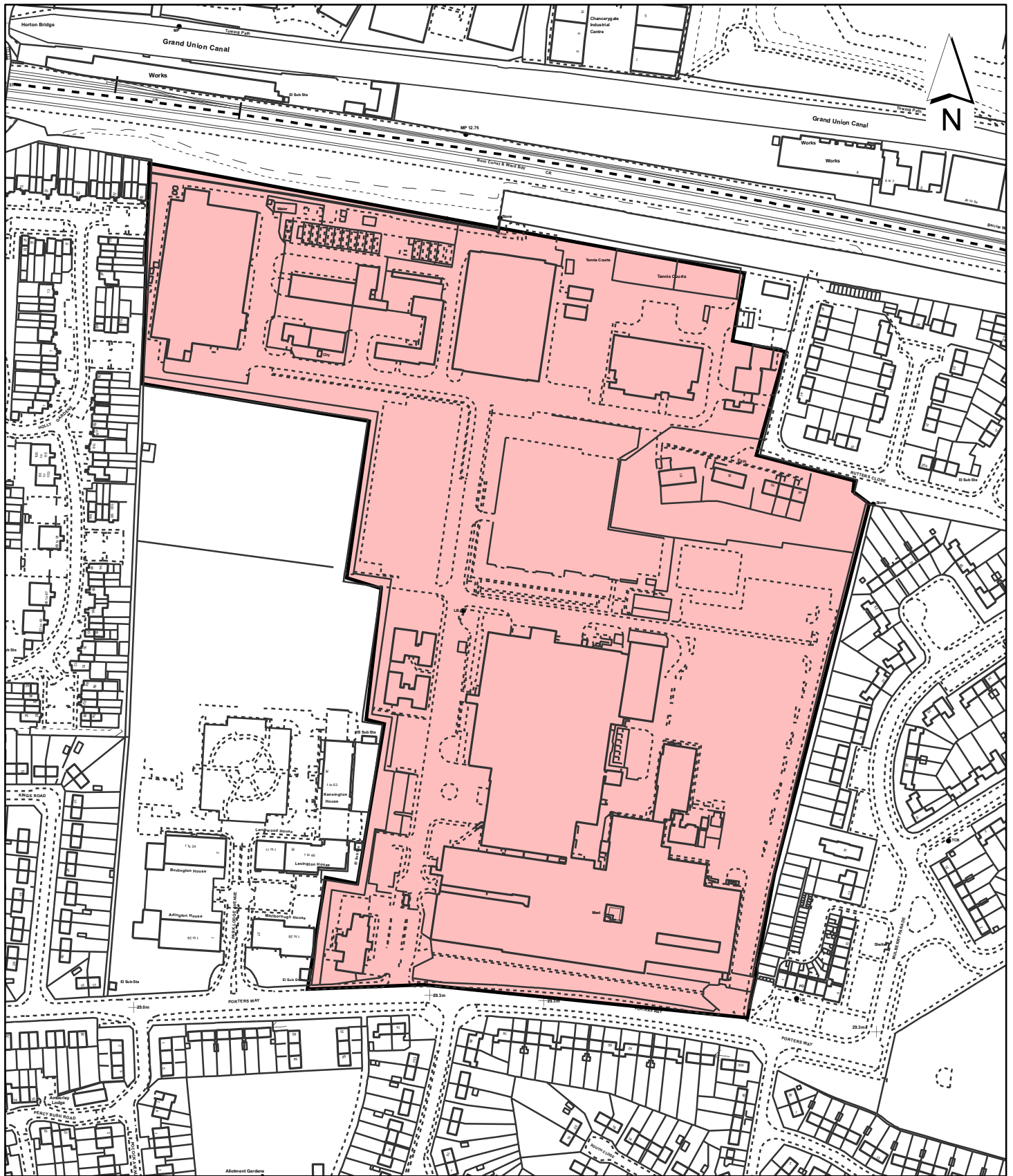
Once erected, all TPF will be regarded as sacrosanct and will not be removed or altered without prior recommendation by the project arboriculturist and approval of the local planning authority.

Where necessary, the project arboriculturist will be consulted on the proposed TPF alignment. The project arboriculturist will be required to submit a detailed TPF alignment plan to the local planning authority for approval. This plan shall be submitted to the local planning authority for approval. The project arboriculturist will be required to submit a detailed TPF alignment plan to the local planning authority for approval. This plan shall be submitted to the local planning authority for approval.

Should any alternative method of fence construction be proposed, consultation with the project arboriculturist will be required to verify the efficacy of the proposed design prior to forming the local planning authority and obtaining their consent.

At all times, the project arboriculturist, being the project's ground protection, construction work commences. At weather outside may be erected on the barriers.

TO BE READ IN CONJUNCTION WITH METHOD STATEMENT INL 16946/03



Notes

 Site boundary

For identification purposes only.

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Site Address

**Former National Air Traffic Services (NATS) Headquarters
Porters Way, West Drayton**

LONDON BOROUGH OF HILLINGDON

Planning & Community Services

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

Planning Application Ref:

5107/APP/2009/2348

Scale

1:3,000

Planning Committee

Central and South

Date

May 2010



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement

Address P5 CAR PARK SEALAND ROAD HEATHROW AIRPORT

Development: Erection of an Energy Centre comprising two buildings (Energy Centre Building and Operations Building) and associated infrastructure (Consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).

LBH Ref Nos: 66849/APP/2010/479

Date Plans Received: 02/03/2010

Date(s) of Amendment(s):

Date Application Valid: 02/03/2010

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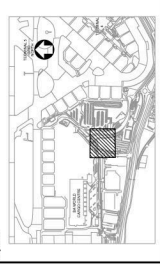
Information on the use of this drawing is available on the recorded response to the tender. The information is available on the BAA website at www.baa.com and on the BAA website at www.baa.com.

Model File Reference: Lst - 51st Model Files (including path), Version 5.18.0.0

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- 10000-XX-M3-XXX-000027
 - 19757-00-M2-200-000009
 - 19846-XX-GA-700-000001
 - 19846-XX-GA-700-000002

Rev	Date	Version Description	Des	Chk	App
1.0	16.10.09	R2 - FOR REVIEW/APPROVAL	JSH	HM	MR
2.0	20.11.09	P1- ISSUED FOR TENDER	CEJ	HM	MR
3.0	19.02.10	R2- ISSUED FOR OFFER/ APPROVAL	CEJ	HM	MR

Key Plan



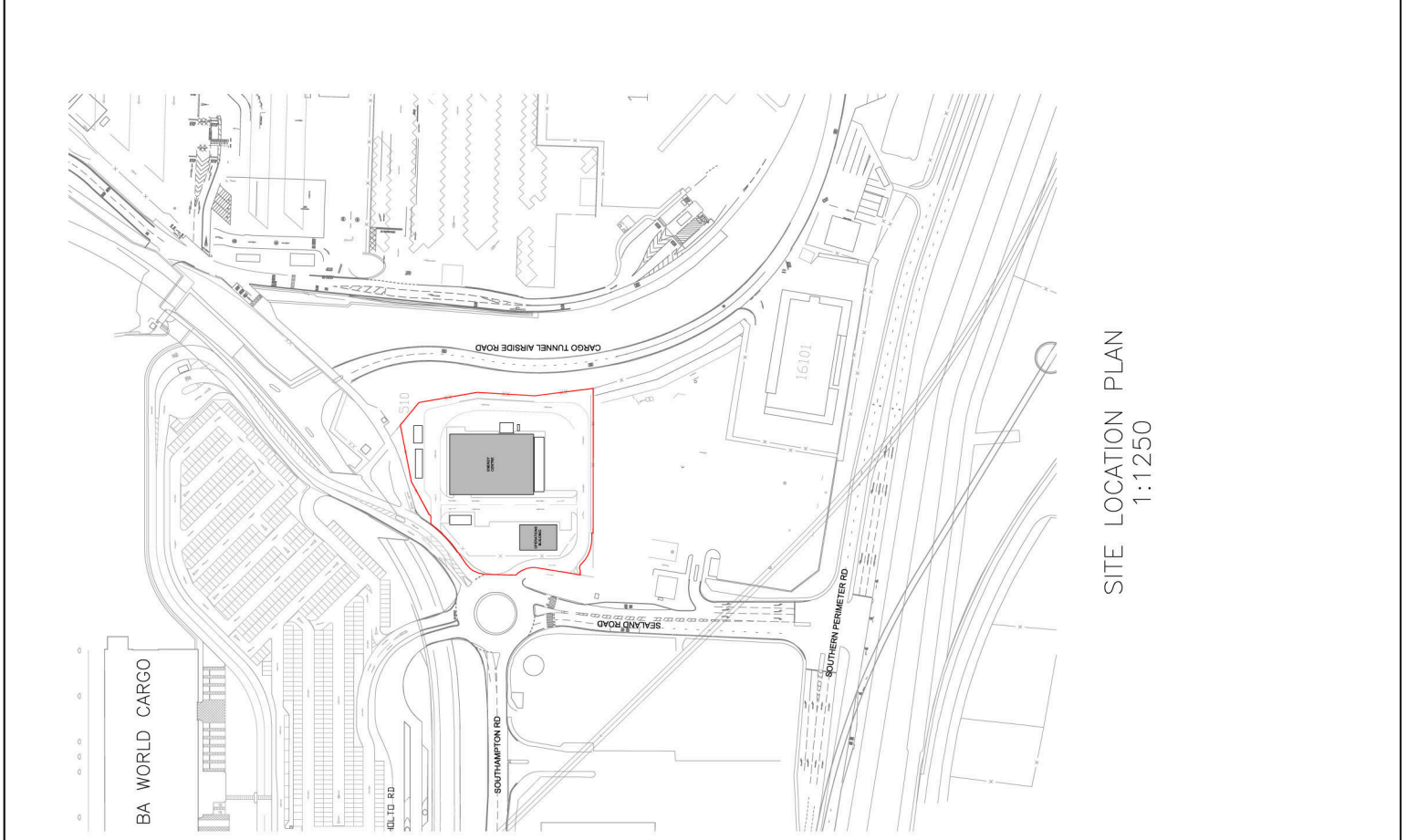
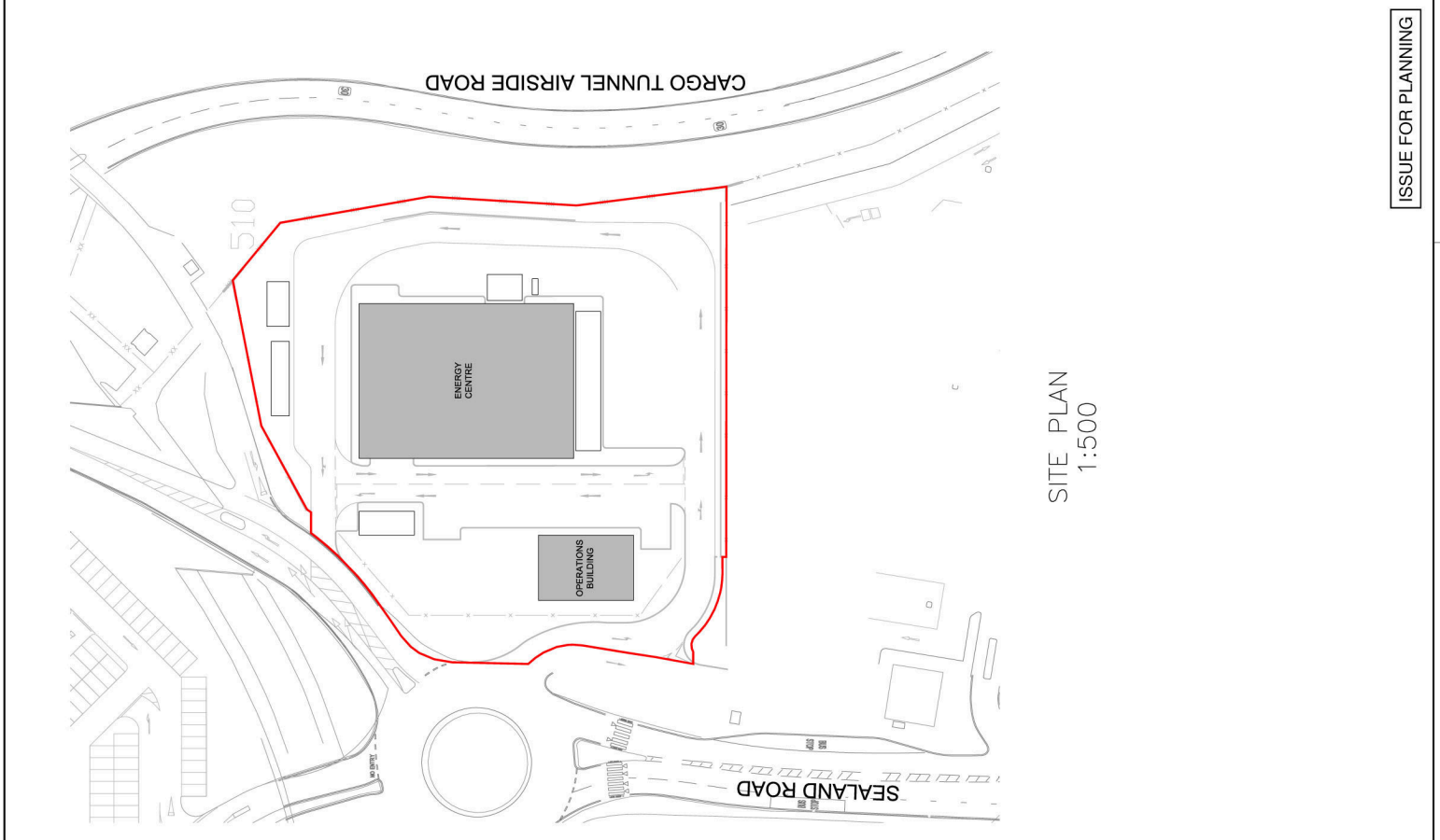
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 407 LONDON ROAD, HERTINGFORD, HERTS, ENGLAND
 TEL: +44(0)1839 593 5000 FAX: +44(0)18 935 2517
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Project: HEATHROW
 Client: BAA
 Project Name: ENERGY INFRASTRUCTURE PROJECT

ENERGY CENTRE & OPERATIONS BUILDING SITE & LOCATION PLANS

Common Language Series		BAA Project No.
BUILDING, STRUCTURE & FABRIC		23821
BUILDING, STRUCTURE & FABRIC		
Drawn By	Checked By	Drawn Date
N. Wooding	J. Heath	15.10.09
Checked Date	Drawn By	Drawn Date
16.10.09	M. Robinson	16.10.09
Version	Drawn By	Drawn Date
19757-00-GA-200-000012	J. Heath	15.10.09
3.0	M. Robinson	16.10.09
	Version	Drawn Date



ISSUE FOR PLANNING

BAA
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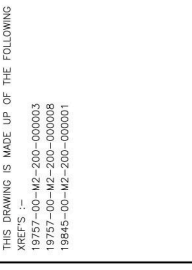
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19757-00-M2-200-000003
19757-00-M2-200-000008
19845-00-M2-200-000001

Rev	Date	Version Description	Des	Chk	App
2.0	24.02.10	P1 - ISSUED FOR EXTERNAL APPROVAL	GH	HM	MR
1.0	16.10.09	R2 - FOR REVIEW/APPROVAL	GH	HM	MR



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Project: HEATHROW
Client: BAA
Contract: ENERGY INFRASTRUCTURE PROJECT

Common Language Series

Building Structure & Fabric	23821
Building Structure & Fabric	23821
Building Structure & Fabric	23821
Checked By	J Health
Checked Date	15.10.09
Checked By	M. Robinson
Checked Date	16.10.09
Version	1:200 @ A1
Project Number	19757-00-GA-200-000011
Version	2.0

ENERGY CENTRE & OPERATIONS BUILDING GROUND FLOOR LAYOUT

Issue: HEATHROW
Client: BAA
Contract: ENERGY INFRASTRUCTURE PROJECT

Common Language Series

Building Structure & Fabric	23821
Building Structure & Fabric	23821
Building Structure & Fabric	23821
Checked By	J Health
Checked Date	15.10.09
Checked By	M. Robinson
Checked Date	16.10.09
Version	1:200 @ A1
Project Number	19757-00-GA-200-000011
Version	2.0

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19757-10-M2-200-000003
19757-10-M2-200-000007
19845-10-M2-200-000001

Rev	Date	Version Description	Des	Chk	App
2.0	16.10.09	ISSUED FOR EXTERNAL APPROVAL	JH	NM	NR
1.0	16.10.09	R2 - FOR REVIEW/APPROVAL	JH	NM	NR



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PROJECT: HEATHROW
ENERGY INFRASTRUCTURE PROJECT

ENERGY CENTRE & OPERATIONS BUILDING FIRST FLOOR LAYOUT

Common Language Series		BIM Project No.
BUILDING, STRUCTURE & FABRIC		23821
BUILDING, STRUCTURE & FABRIC		
Drawn By	Checked By	Checked Date
N. Wooding	J. Heath	15.10.09
Drawn By	Checked By	Checked Date
M. Robinson	J. Heath	16.10.09
Drawn By	Checked By	Checked Date
M. Robinson	J. Heath	16.10.09
Drawn By	Checked By	Checked Date
M. Robinson	J. Heath	16.10.09

ISSUE FOR PLANNING

19757-10-GA-200-000006 2.0



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- 19757-20-M2-200-000001
 - 19757-20-M2-200-000006

Rev	Date	Version Description	Des	Chk	App
2.0	14.02.07	ISSUED FOR EXTERNAL APPROVAL	GH	HM	MR
1.0	16.10.09	R2 - FOR REVIEW/APPROVAL	GH	HM	MR



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Project: HEATHROW
 Description: ENERGY INFRASTRUCTURE PROJECT

ENERGY CENTRE & OPERATIONS BUILDING ROOF LAYOUT

Common Language Series

BAW Project No: 23821

BUILDING, STRUCTURE & FABRIC

BUILDING, STRUCTURE & FABRIC

Drawn By: J Wooding

Checked By: J Heath

Drawn Date: 15.10.09

Checked Date: 15.10.09

Drawn Scale: 1:200 @ A1

Checked Scale: 1:200 @ A1

Drawn Version: P3

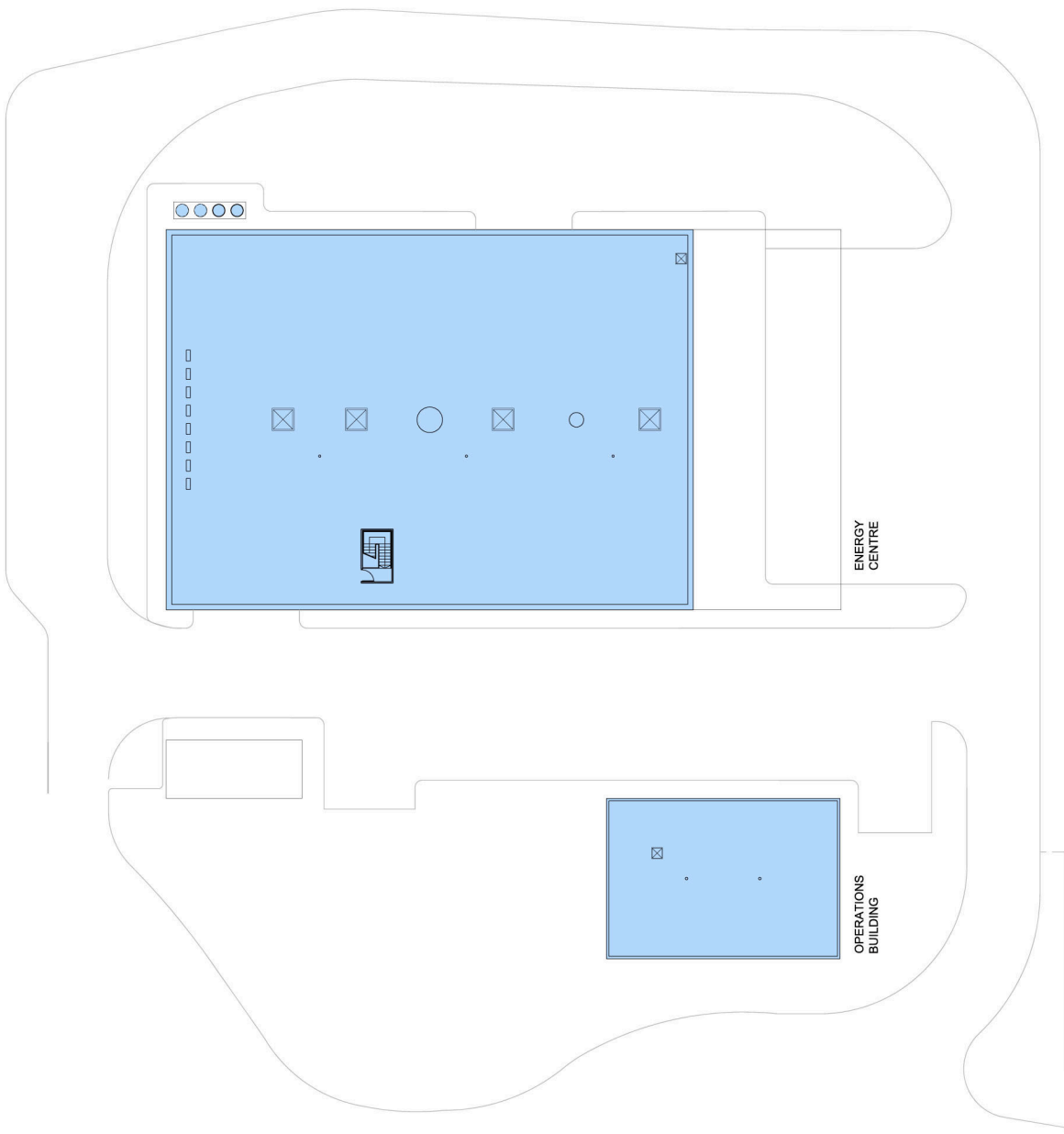
Checked Version: P3

Document Ref: BAW-200-000006

System Number: 19757-20-GA-200-000005

Version: 2.0

ISSUE FOR PLANNING



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THIS DRAWING IS MADE UP OF THE FOLLOWING XREF'S :-

- 19757-XX-M2-200-000012

19757-XX-M2-200-000012

Ver	Date	Version Description	Des	Chk	App
1.0	16.10.09	FOR EXTERNAL APPROVAL	CS	NR	CS
2.0	25.11.09	FOR EXTERNAL APPROVAL	CS	NR	CS
1.0	16.10.09	FOR REVIEW/APPROVAL	CS	NR	CS



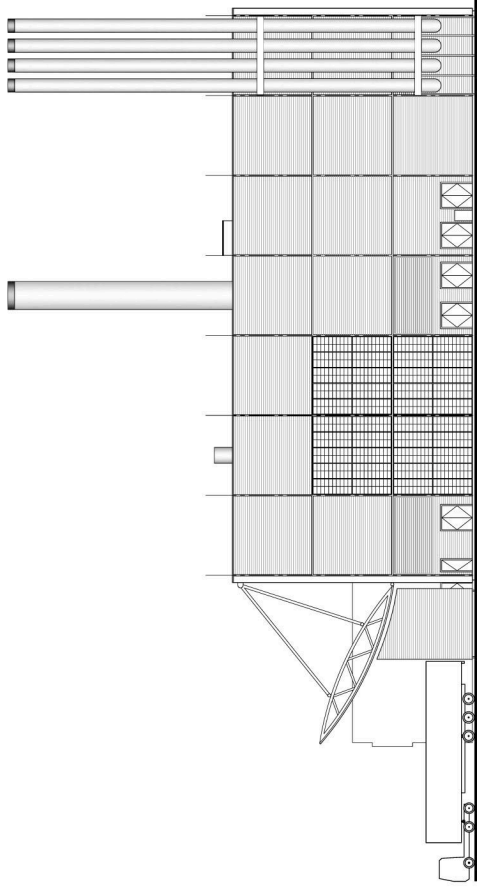
JACOBS

JACOBS INFRASTRUCTURE SURVEY
407 LONDON ROAD, ENGLAND
TEL: +44(0)18 93 5000 FAX: +44(0)18 935 2517
WEBSITE: WWW.JACOBS.COM

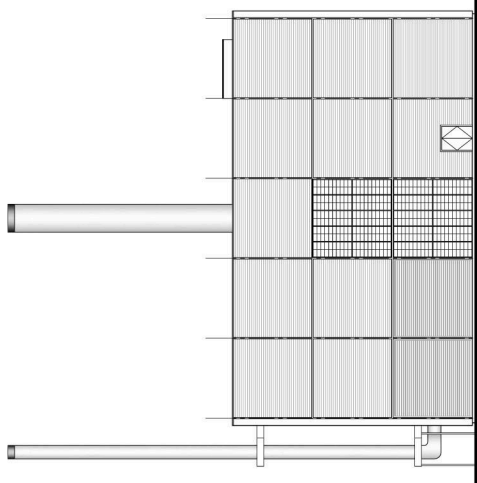
Project: HEATHROW
ENERGY INFRASTRUCTURE PROJECT

**ENERGY CENTRE
ELEVATIONS**

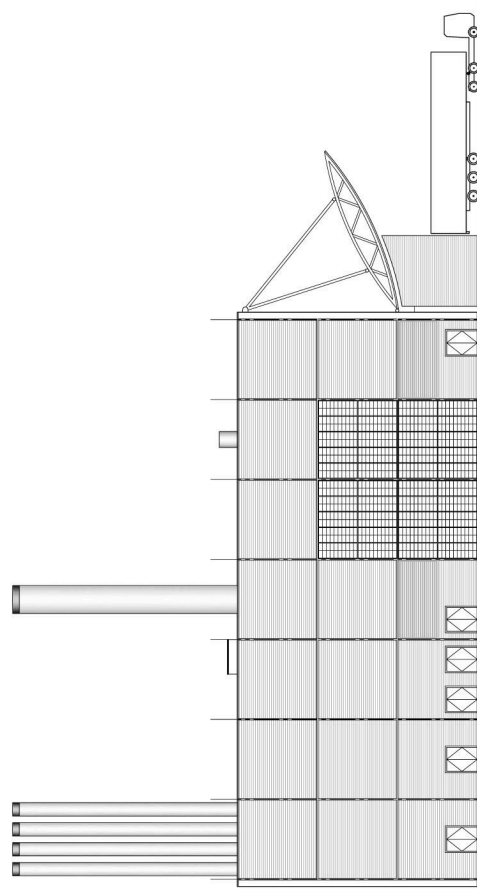
Common Language Series		BAA Project No.
BUILDING STRUCTURE & FABRIC		23821
BUILDING STRUCTURE & FABRIC		
Drawn By	J. Heath	
Checked By	N. Wooding	
Issue Date	15.10.09	
Issue No.	1.200 (B. A1)	
Version	P3	
19757-XX-SE-200-000012		3.0



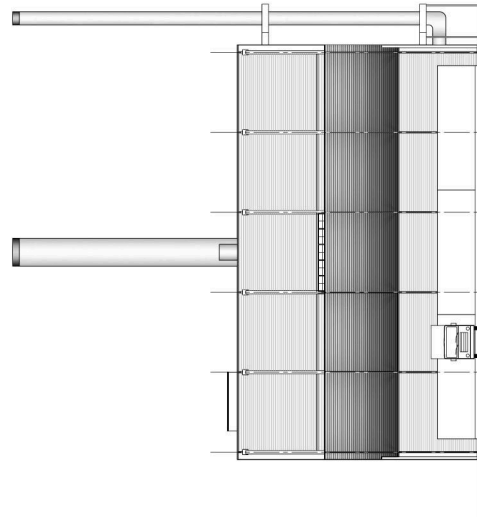
EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION

ISSUE FOR PLANNING

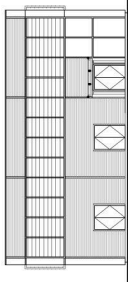
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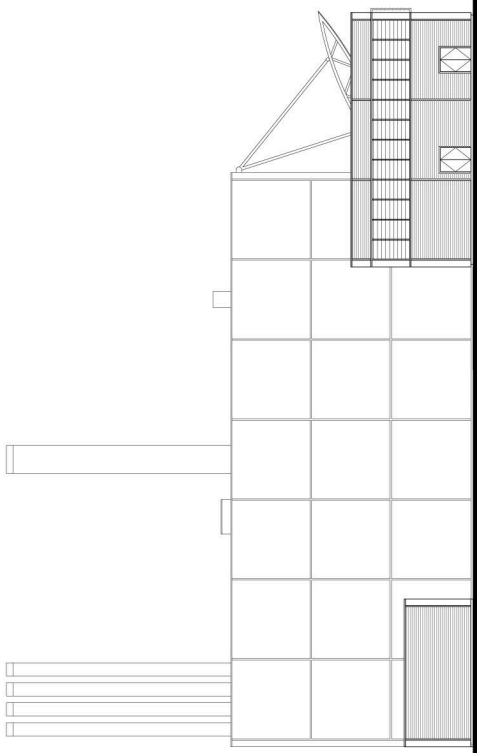
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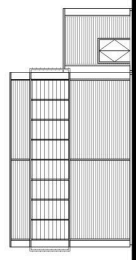
NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION

Ver	Date	Version Description	Des	Chk	App
1.0	16.10.09	R2 - FOR REVIEW/APPROVAL	CZ	HM	UR
2.0	20.11.09	R2 - ISSUED FOR TENDER	CZ	HM	UR
3.0	16.10.09	R2 - FOR REVIEW/APPROVAL	CZ	HM	UR



JACOBS

JACOBS HOUSE 66, BEL ENGLAND
407 LONDON EC1A 3DF
TEL: +44(0)118 933 5000 FAX: +44(0)118 935 2517
WWW.JACOBS.COM

Project: HEATHROW
Client: BAA
Contract: ENERGY INFRASTRUCTURE PROJECT

Operations Building
External Elevations

Common Language Series		BAA Project No.
BUILDING, STRUCTURE & FABRIC		23821
BUILDING, STRUCTURE & FABRIC		
Drawn By	Checked By	Checked Date
N. Wooding	J. Heath	15.10.09
M. Robinson		16.10.09
Issue No.	Revision	
1	1200 @ A1	P3

ISSUE FOR PLANNING

19845-XX-SE-200-000002 3.0

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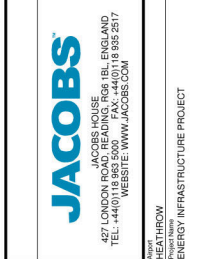
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Rev	Date	Version Description	Drawn	Check	Appr
1.0	16.10.09	R2 - FOR REVIEW/APPROVAL			
2.0	16.02.10	R3 - ISSUED FOR EXTERNAL APPROVAL			



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TEL: +44(0)1893 500000 FAX: +44(0)1893 501577
WWW.JACOBS.COM

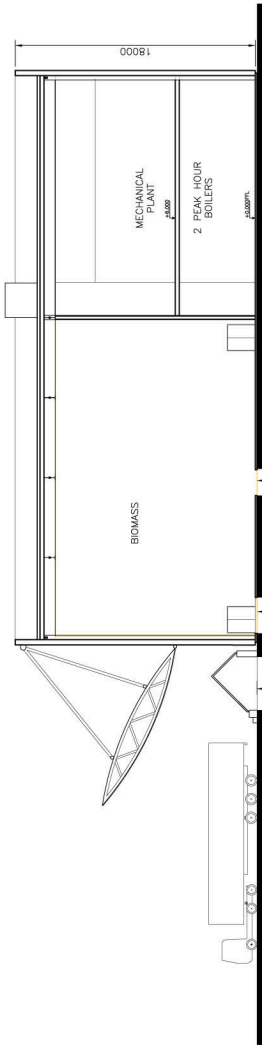
HEATHROW ENERGY INFRASTRUCTURE PROJECT

ENERGY CENTRE & OPERATIONS BUILDING BUILDING SECTIONS

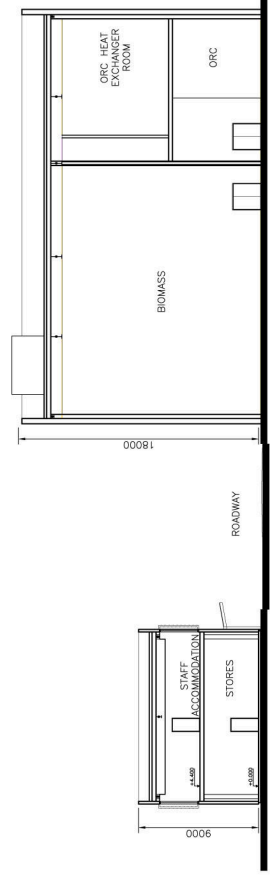
Common Language Series
BAA Project No: 23821
Building, Structure & Fabric
Drawing No: 19757-XX-SE-200-000013
Checked By: N. Wooding
Drawn By: J. Heath
Issue Date: 15.10.09
Revision: 16.10.09
Scale: 1:200 @ A1
Drawing Level: BAA-Proc-Series System number

19757-XX-SE-200-000013 | 2.0

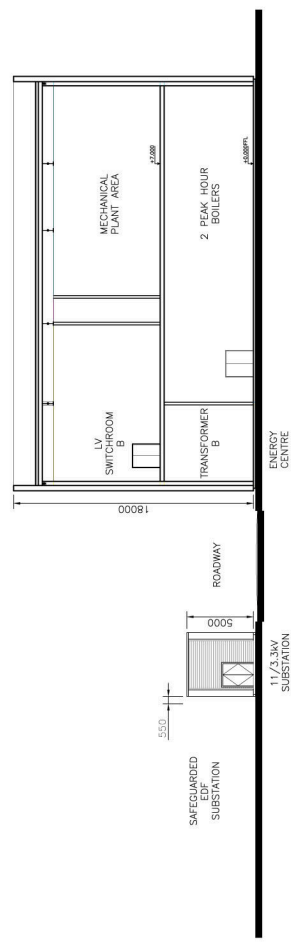
ISSUE FOR PLANNING



SECTION A-A

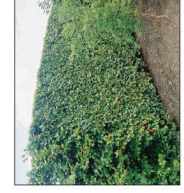
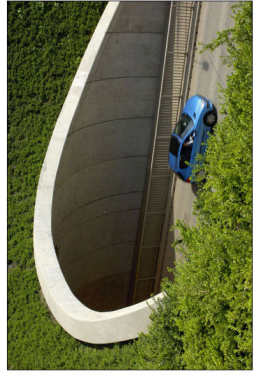
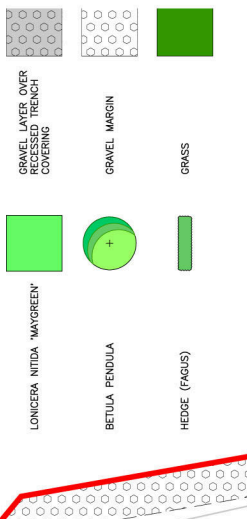


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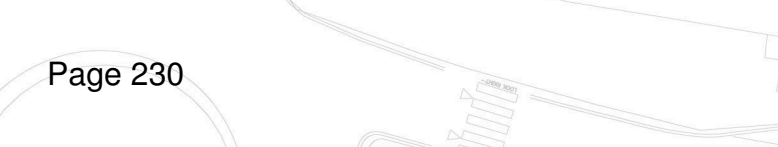
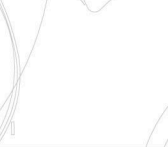


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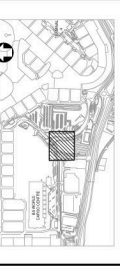
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Shrub	LONICERA NITIDA 'MAYGREEN'	0.8m	0.5m	CONTAINER GROWN	6
Tree	BETULA PENDULA	5m	4.5m	BEST SPREAD	4758
Shrub	FAGUS SYLVATICA	2m	1.5 - 1.5m	CONTAINER GROWN	14
	COMMON BEECH	2m	1.5 - 1.5m	CONTAINER GROWN	142
	HEDE (FAGUS)				



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	COMMON BEECH	2m	1.5 - 1.5m	CONTAINER GROWN	142
	HEDE (FAGUS)				



Ver	Date	Version Description	Drawn	Checked	Appr
2.0	24.02.10	ISSUED FOR EXTERNAL APPROVAL	JH	NH	MR
1.0	18.10.09	FOR REVIEW/APPROVAL	JH	NH	MR



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 TEL: +44(0)1895 830000 FAX: +44(0)1895 8317
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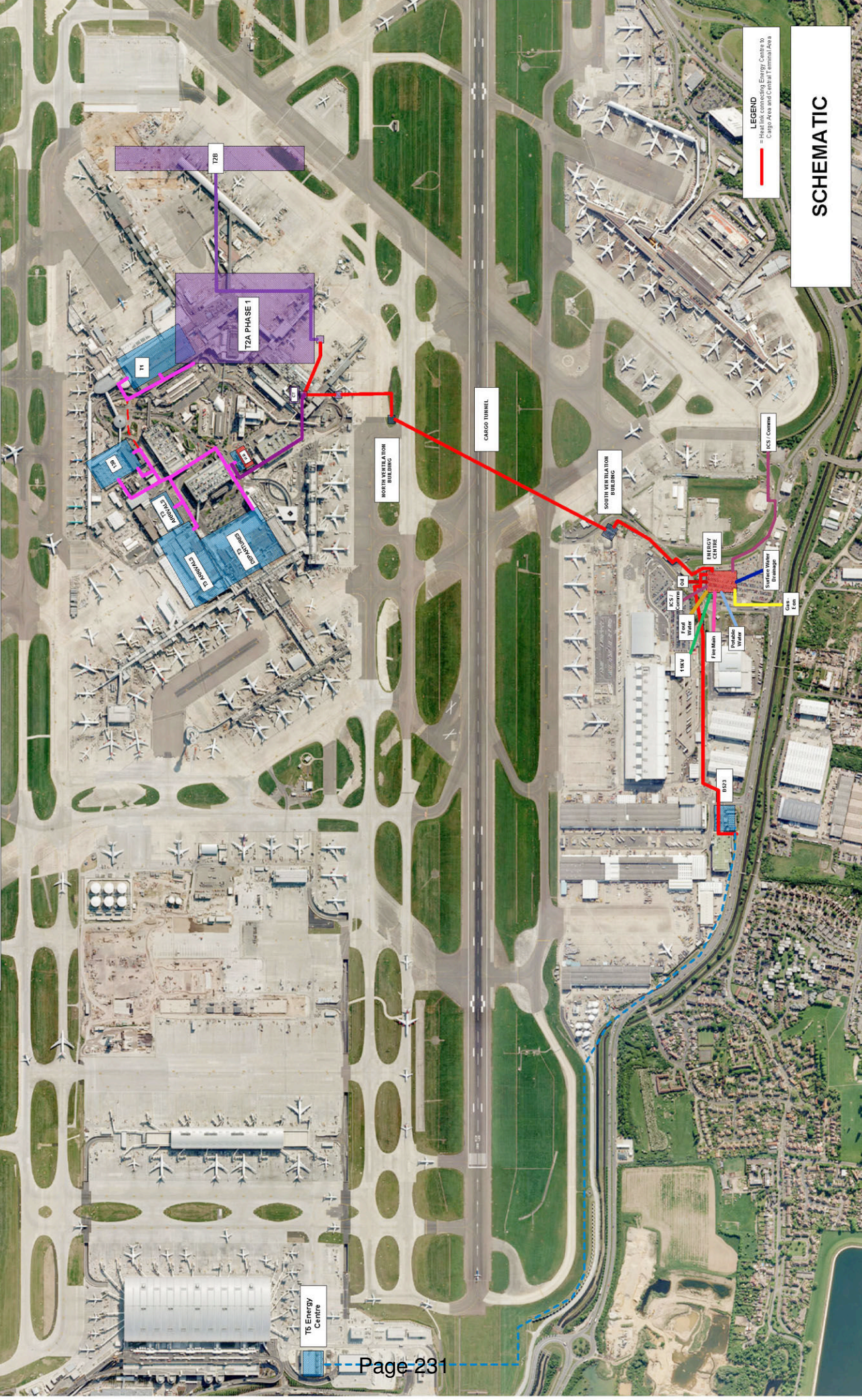
HEATHROW
 ENERGY INFRASTRUCTURE PROJECT

ENERGY CENTRE & OPERATIONS BUILDING LANDSCAPE PLAN

Common Landscape Scheme		BAA Project No.
BUILDING STRUCTURE & FABRIC		23821
JACOBS		
Drawn By	Checked Date	Drawn Date
N. Wooding	15.10.09	15.10.09
M. Robinson	16.10.09	1.200@A1
Issue No.	Version	
PG		

ISSUE FOR PLANNING

HEATHROW AIRPORT - ENERGY INFRASTRUCTURE PROJECT

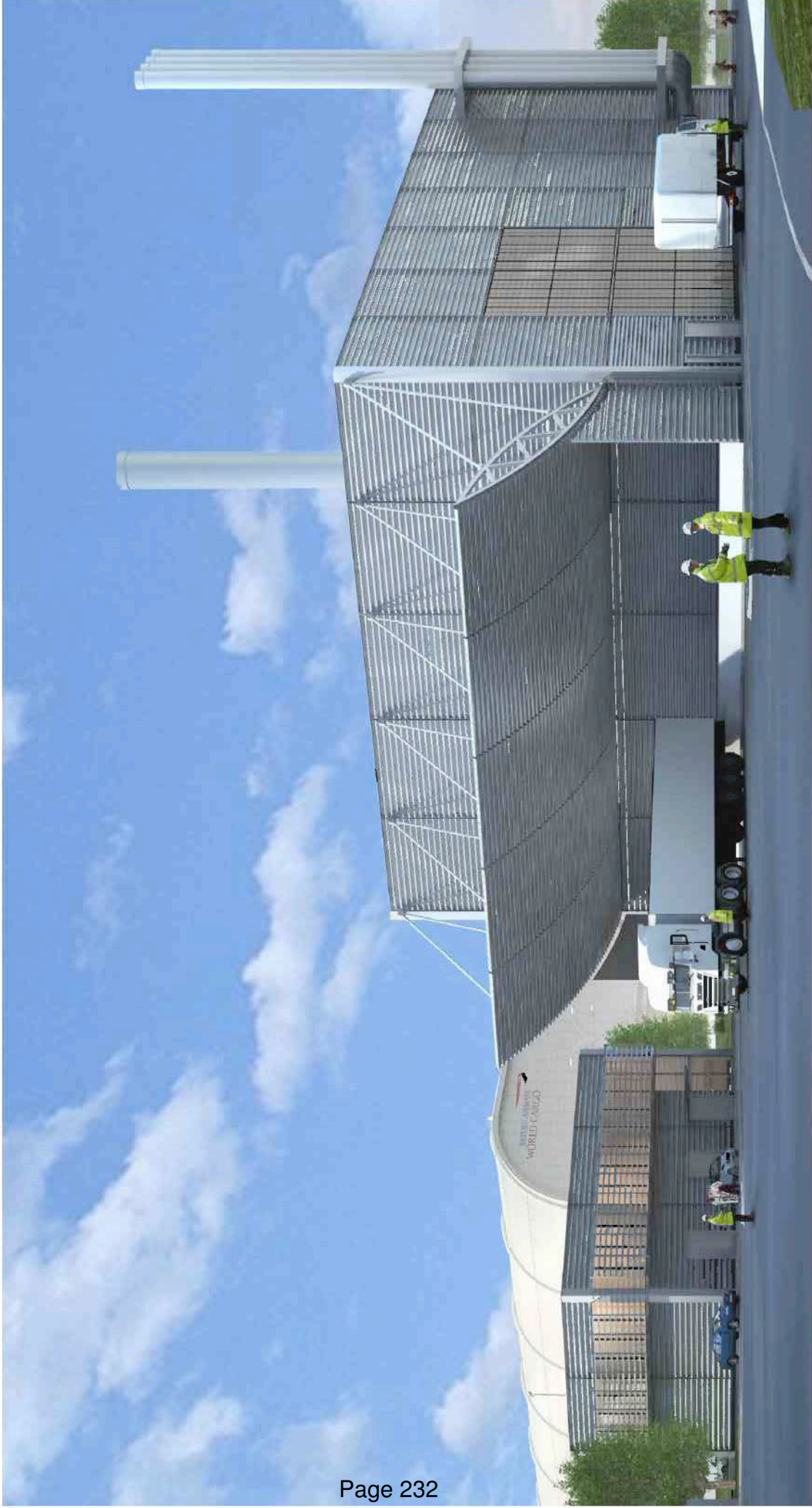


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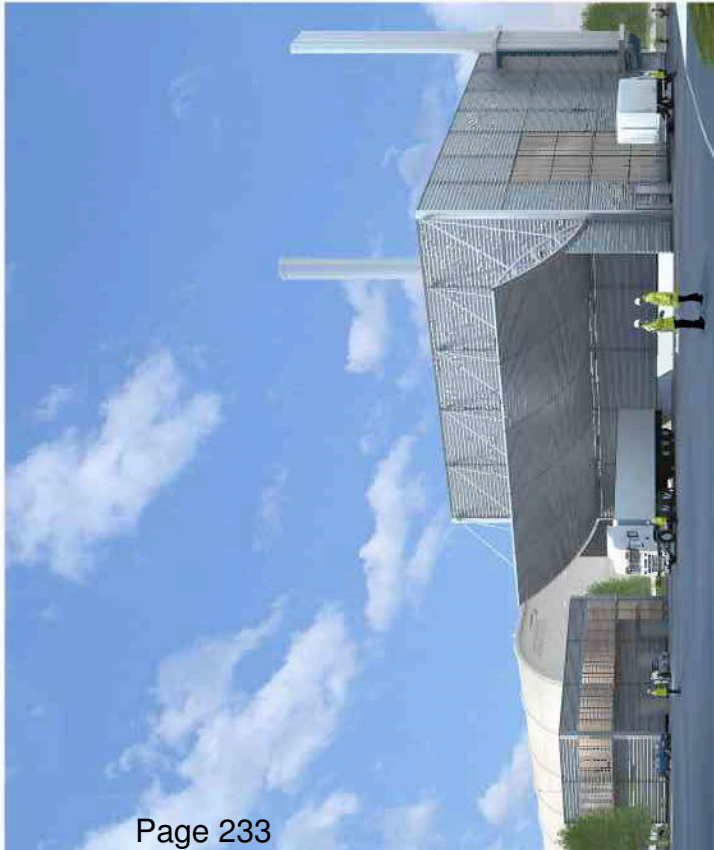
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- Cargo Area and Central Terminal Area

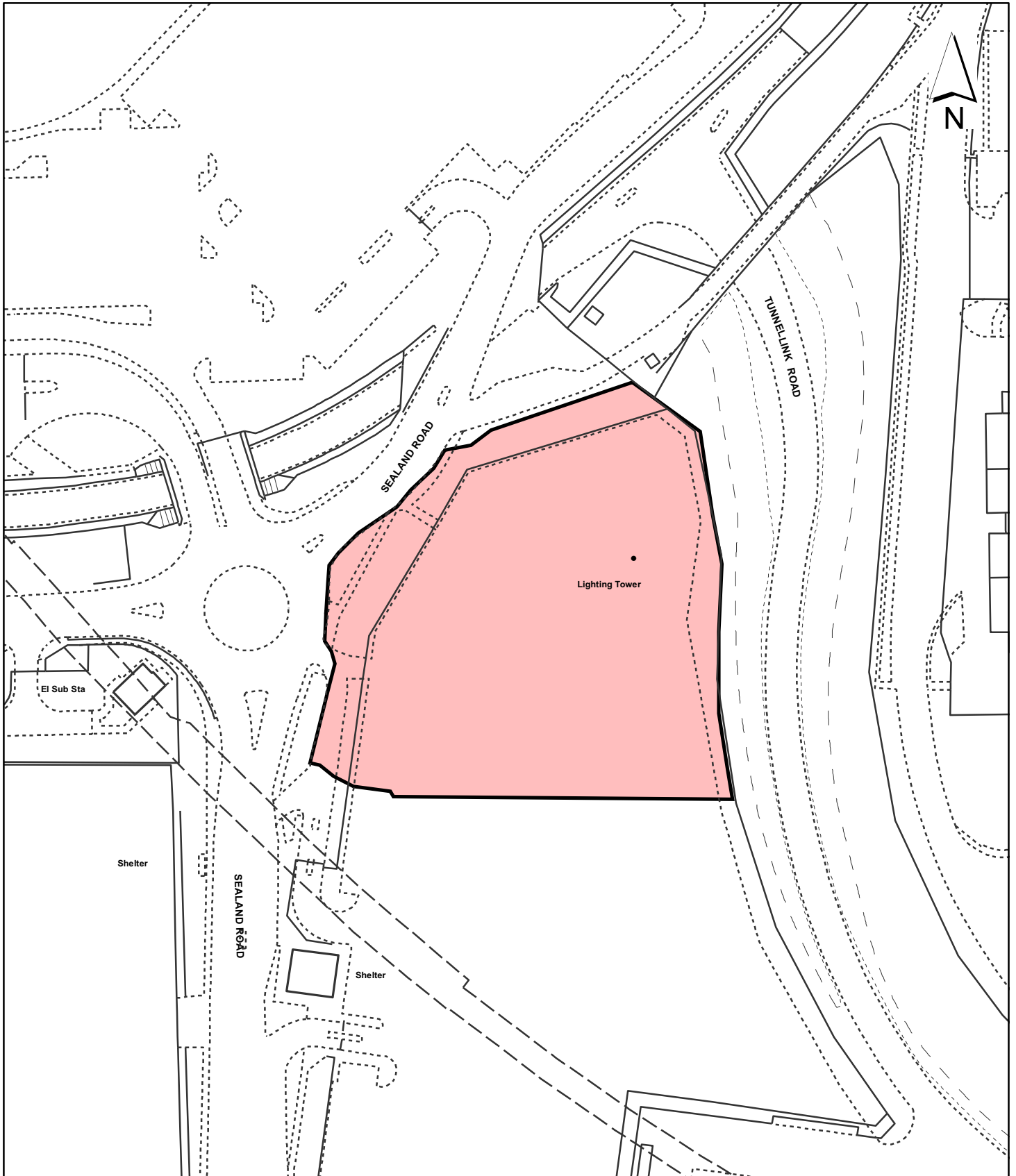
SCHEMATIC

ENERGY INFRASTRUCTURE PROJECT




ENERGY INFRASTRUCTURE PROJECT





Notes

 Site boundary

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Site Address

**P5 Car Park
Sealand Road
Heathrow Airport**

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

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

Planning Application Ref:

66849/APP/2010/479

Scale

1:1,250

Planning Committee

Central and South

Date

May 2010



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement

Address LAND AT 92 - 104 HIGH STREET YIEWSLEY

Development: Application for a new planning permission to replace extant planning permission ref. 59189/APP/2005/3476 (Erection of a four storey building for a mixed use development comprising retail units (C1) at ground floor and 54 residential units on the upper floors (C3) with basement parking ,involving demolition of existing buildings)in order to extend the time limit for implementation of the planning permission for a further 3 years from the date of approval

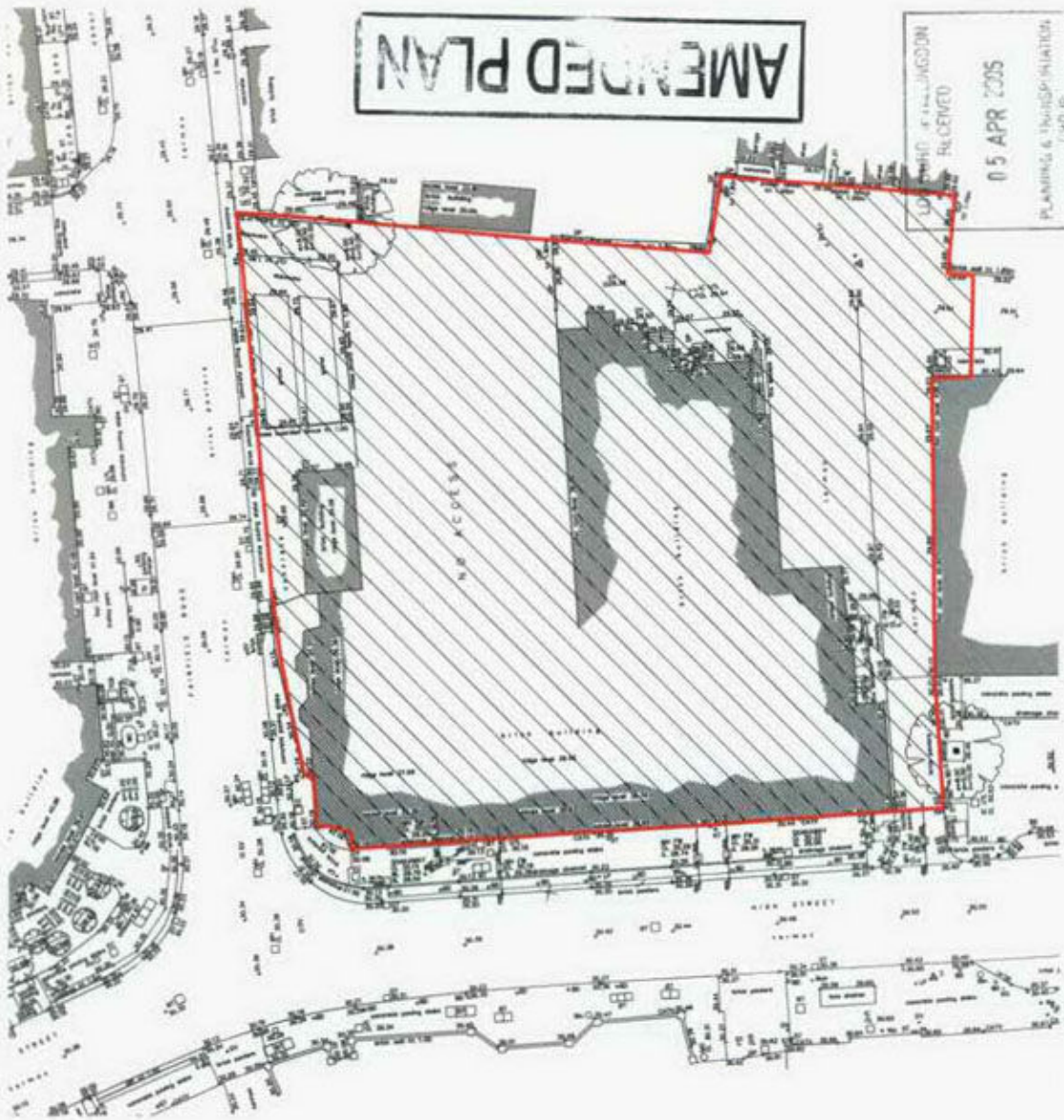
LBH Ref Nos: 59189/APP/2010/403

Date Plans Received: 25/02/2010

Date(s) of Amendment(s):

Date Application Valid: 25/02/2010

59189/APR/2005/3476

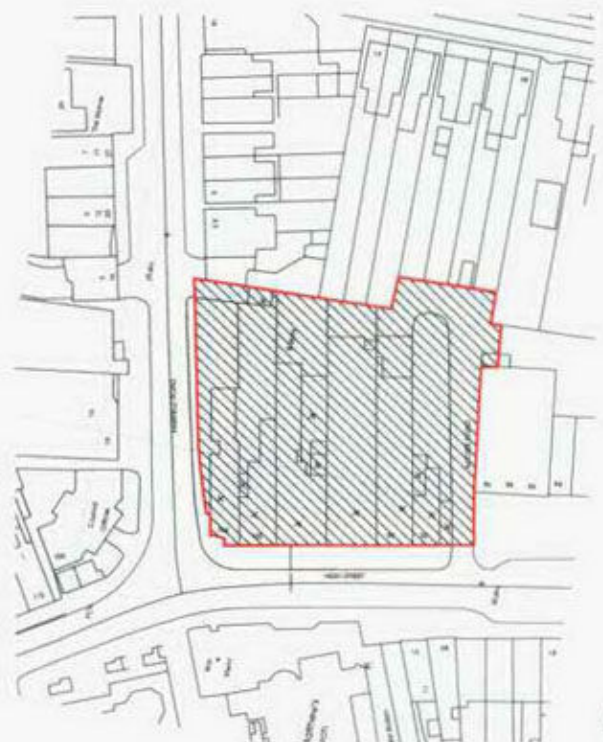
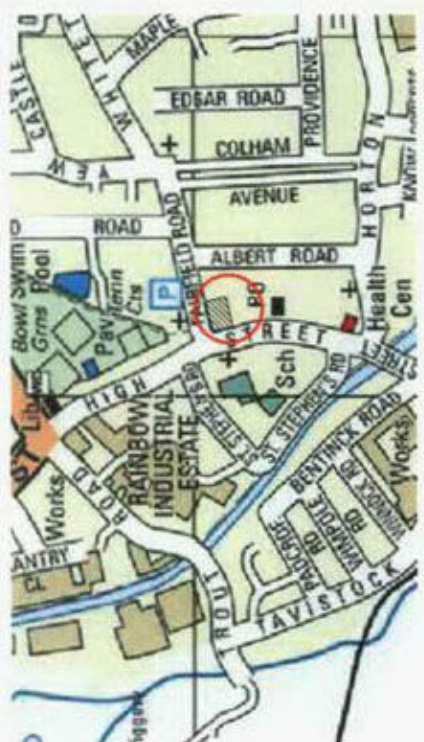


St John Spencer Estates and Developments LTD



MIXED USE DEVELOPMENT
10-104 HIGH ROAD
VEWSELEY
PLANNING
1028 DP00

DATE 2005
JRC
PLANNING
1028 DP00



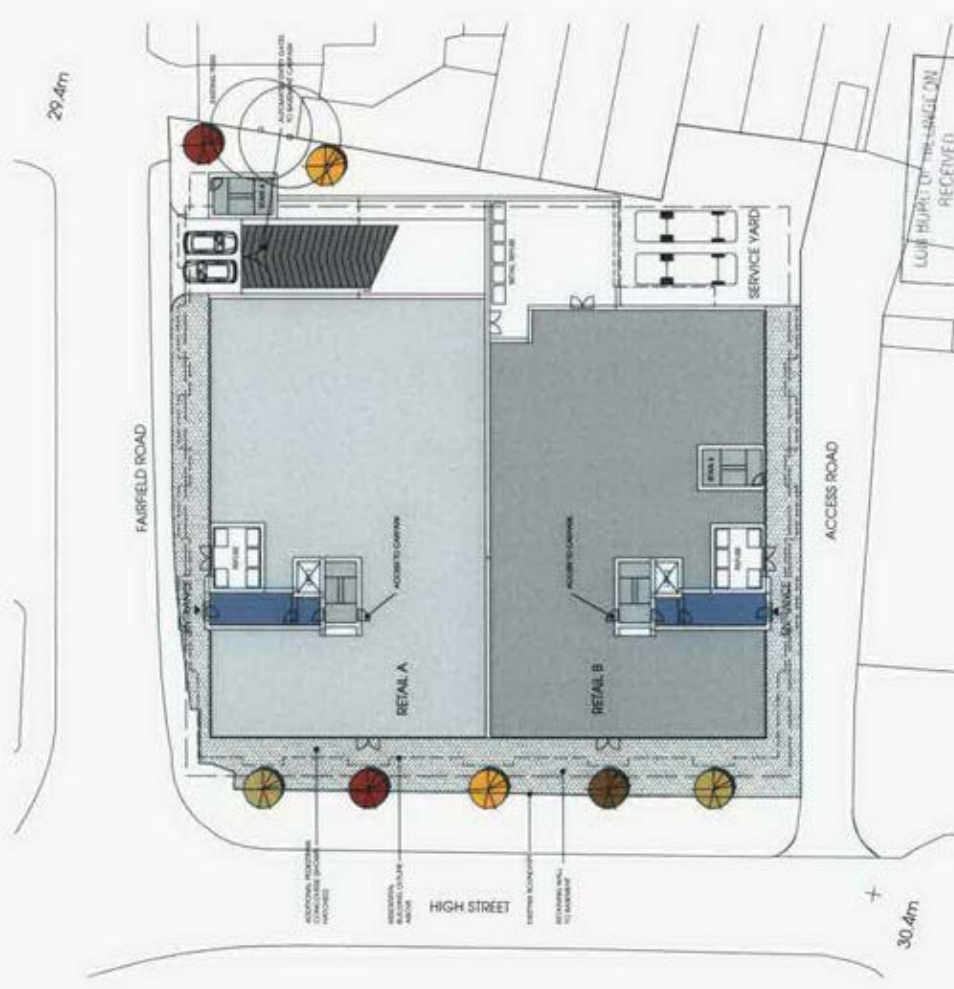
PROJECT BY 1001 G. BISHOP
1001 G. BISHOP 1001 G. BISHOP 1001 G. BISHOP 1001 G. BISHOP

1001 G. BISHOP 1001 G. BISHOP 1001 G. BISHOP 1001 G. BISHOP 1001 G. BISHOP



1 PLAN LEVEL 01 - BASEMENT

PARKING SCHEDULE
 - 54 No spaces for residential units (1:1 provision)
 - 10 No spaces for retail staff
 = 64 No total parking spaces



2 PLAN LEVEL 02 - GROUND FLOOR

AMENDED PLAN

LUIS HUI/PT OF THE LANCENON
 RECEIVED
 15 APR 2005
 PLOT No: 6 TOWN OF HUI/PT/10/10



St John Spencer Estates and Developments LTD

BASED USE DEVELOPMENT
 20.0M HIGH ROAD
 WENSLEY

17/2008/1
 JPC
 DETAIL PROPOSAL

1028 DP01

D/C 2005

1:1000 (As Shown) (Scale of Plan)
 1:1000 (As Shown) (Scale of Plan)
 1:1000 (As Shown) (Scale of Plan)



1 PLAN LEVEL 01 - FIRST FLOOR



2 PLAN LEVEL 02 - SECOND FLOOR

LOH BURS UP HILLWOOD
REMOVED
05 APR 2005
PLANNING & DESIGN PARTNERS
GROUP

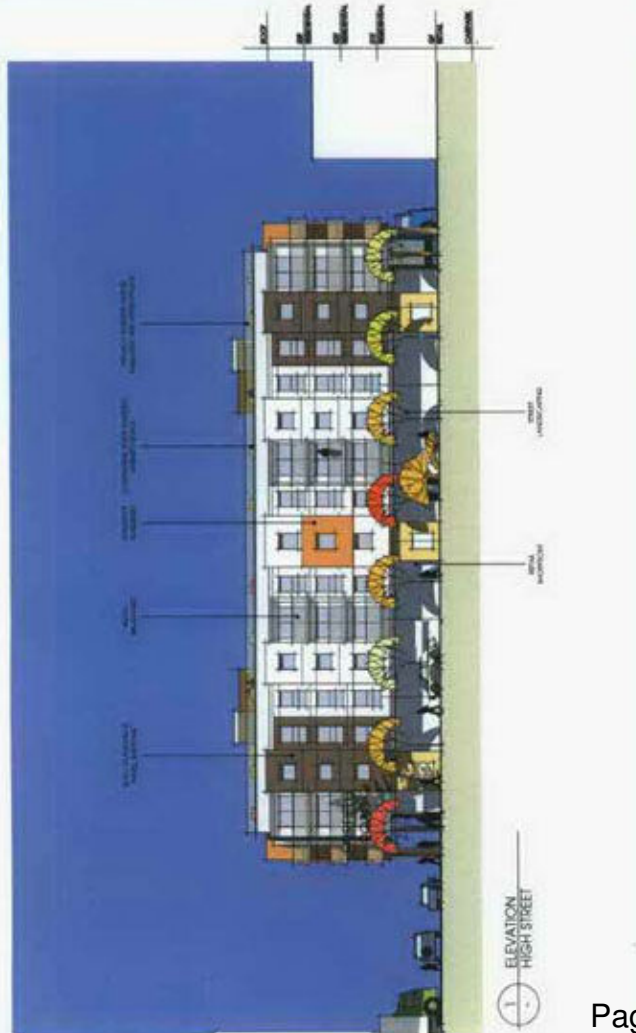
AMENDED PLAN



St John Spencer Estates and Developments LTD

MIXED USE DEVELOPMENT
92-104 HIGH ROAD
NEWBLEY
PLANS
LEVEL 03 - FIRST FLOOR
LEVEL 04 - SECOND FLOOR
1028 DP02
12/08/04
JPC
DEC 2005
DETAIL PROPOSAL

1:1000
1:500
1:200
1:100
1:50
1:20
1:10
1:5
1:2
1:1
1:0.5
1:0.2
1:0.1



Project: MIXED USE DEVELOPMENT
 92-104 HIGH ROAD
 WETWILEY
 ELEVATIONS
 Date: 12/2006A1
 Author: JFC
 Title: DETAIL PROPOSAL
 No: 1028
 Rev: DPO5
 Scale: A



St John Spencer Estates and Developments, LTD
AMENDED P'AN



1 PERSPECTIVE
FAIRFIELD ROAD



2 PERSPECTIVE
NW HIGH STREET



3 PERSPECTIVE
SW HIGH STREET



4 PERSPECTIVE
NE HIGH STREET

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DATE: 10/10/2006
 DRAWN BY: JACOB
 CHECKED BY: JACOB
 APPROVED BY: JACOB

PROJECT: 1028 DP06
 CLIENT: JOHN SPENCER ESTATES AND DEVELOPMENTS LTD
 ADDRESS: 90-104 HIGH ROAD, VIEWLEY, LEEDS LS17 8JG

DATE: DEC 2005
 DRAWN BY: JACOB
 CHECKED BY: JACOB
 APPROVED BY: JACOB

PROJECT: 1028 DP06
 CLIENT: JOHN SPENCER ESTATES AND DEVELOPMENTS LTD
 ADDRESS: 90-104 HIGH ROAD, VIEWLEY, LEEDS LS17 8JG

DATE: DEC 2005
 DRAWN BY: JACOB
 CHECKED BY: JACOB
 APPROVED BY: JACOB

PROJECT: 1028 DP06
 CLIENT: JOHN SPENCER ESTATES AND DEVELOPMENTS LTD
 ADDRESS: 90-104 HIGH ROAD, VIEWLEY, LEEDS LS17 8JG

DATE: DEC 2005
 DRAWN BY: JACOB
 CHECKED BY: JACOB
 APPROVED BY: JACOB

PROJECT: 1028 DP06
 CLIENT: JOHN SPENCER ESTATES AND DEVELOPMENTS LTD
 ADDRESS: 90-104 HIGH ROAD, VIEWLEY, LEEDS LS17 8JG

DATE: DEC 2005
 DRAWN BY: JACOB
 CHECKED BY: JACOB
 APPROVED BY: JACOB

PROJECT: 1028 DP06
 CLIENT: JOHN SPENCER ESTATES AND DEVELOPMENTS LTD
 ADDRESS: 90-104 HIGH ROAD, VIEWLEY, LEEDS LS17 8JG

AMENDED PLAN

JOHN SPENCER ESTATES AND DEVELOPMENTS LTD
 90-104 HIGH ROAD, VIEWLEY, LEEDS LS17 8JG



MIXED USE DEVELOPMENT
 90-104 HIGH ROAD
 VIEWLEY
 PERSPECTIVES

DATE: DEC 2005
 DRAWN BY: JACOB
 CHECKED BY: JACOB
 APPROVED BY: JACOB



NOV 12 DEC 2006
JPC
DETAIL PROPOSAL
1028 DP07

MIXED USE DEVELOPMENT
45-104 HIGH ROAD
NEWBLEY
IN RESPECTIVES
AERIAL

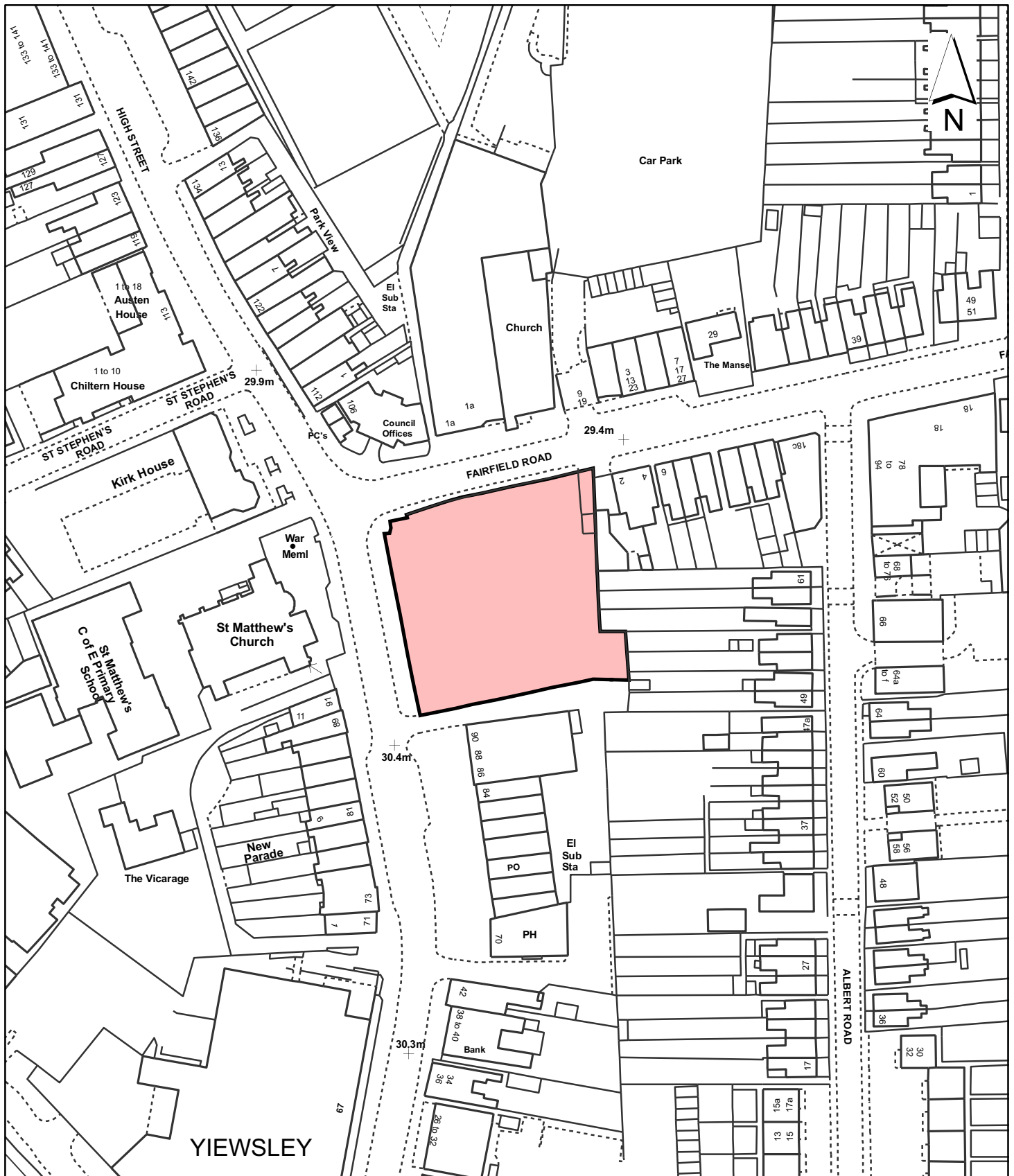


St John Spencer Estates and Developments LTD


AMENDED PLAN



10/2004
10/2004
10/2004
10/2004
10/2004



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Site Address	
92 - 104 High Street Yiewsley	
Planning Application Ref:	Scale
59189/APP/2010/403	1:1,250
Planning Committee	Date
Central and South	May 2010

**LONDON BOROUGH
OF HILLINGDON**

**Planning &
Community Services**

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



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement

Address 18 HAMILTON ROAD HAYES

Development: Single storey outbuilding to rear for use as store/ playroom/gym
(Retrospective application.)

LBH Ref Nos: 16785/APP/2009/2719

Date Plans Received: 17/12/2009

Date(s) of Amendment(s):

Date Application Valid: 17/12/2009

HAMILTON ROAD

PAVEMENT

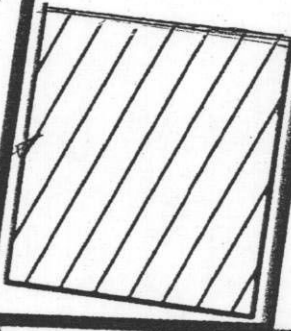
ERTG PARKING

18

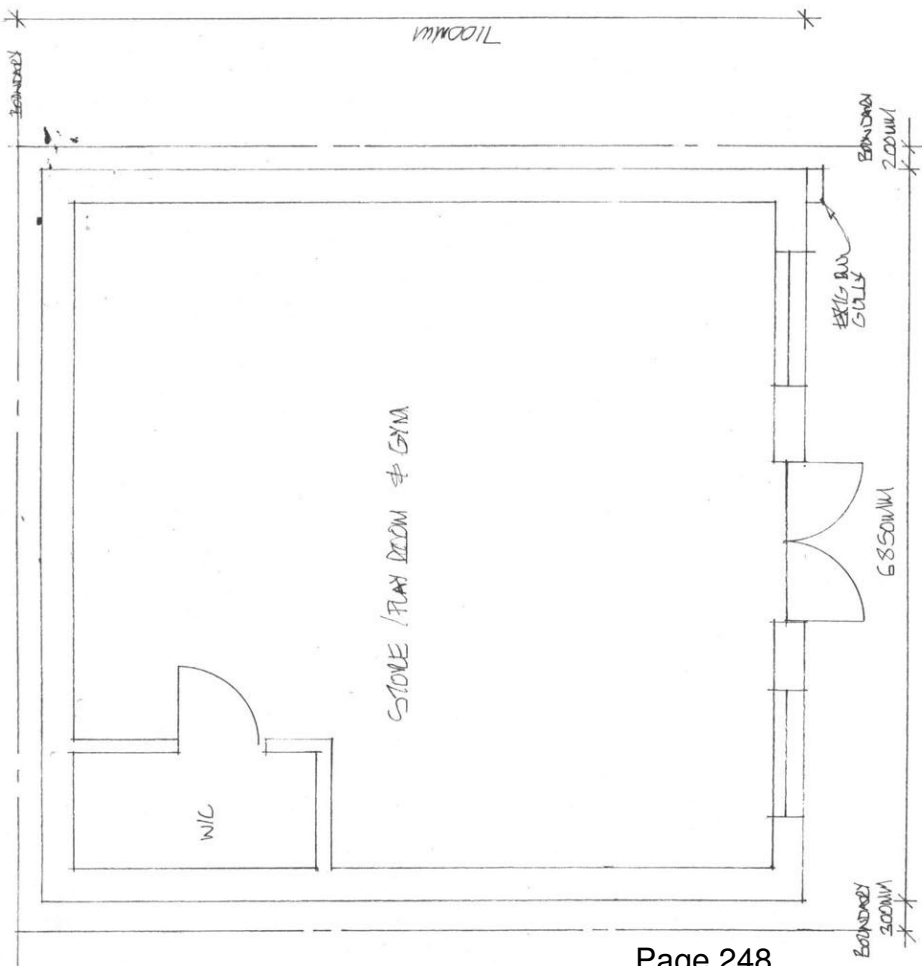


LOW BORO OF HILLINGDON
RECEIVED
17 DEC 2009
PLANNING & TRANSPORTATION
GROUP

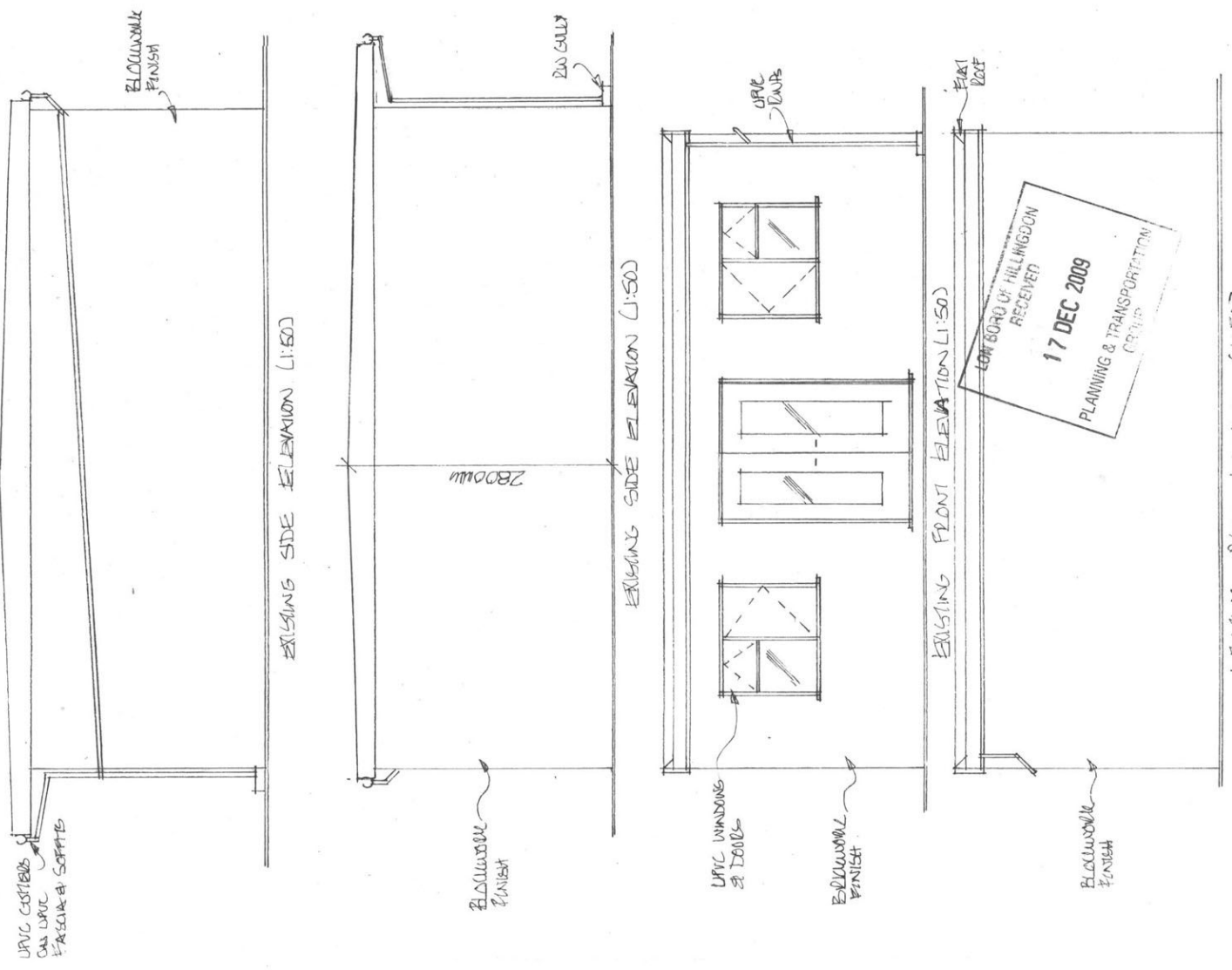
STONE/GYM/
PARKING



BLOCK PLAN (1:200)
18, HAMILTON Page 247, HAYES.
○ = TREES



EXISTING GROUND FLOOR PLAN (1:50)




EXISTING SIDE ELEVATION (1:50)

EXTENSION OF REAR GARDEN STORE/
 PLAY ROOM / GYM @ :-
 18, HAMILTON ROAD, HAYES,
 MIDDLESEX, UB'S 3AR
 SCALE :- 1:50
 DWG NO. :- DEC/09/03
 DRAWINGS :-



Notes

 Site boundary

For identification purposes only.

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Site Address

**18 Hamilton Road
Hayes**

**LONDON BOROUGH
OF HILLINGDON
Planning &
Community Services**

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

Planning Application Ref:

16785/APP/2009/2719

Scale

1:1,250

Planning Committee

Central and South

Date

May 2010



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement

Address 50 HIGH STREET UXBRIDGE

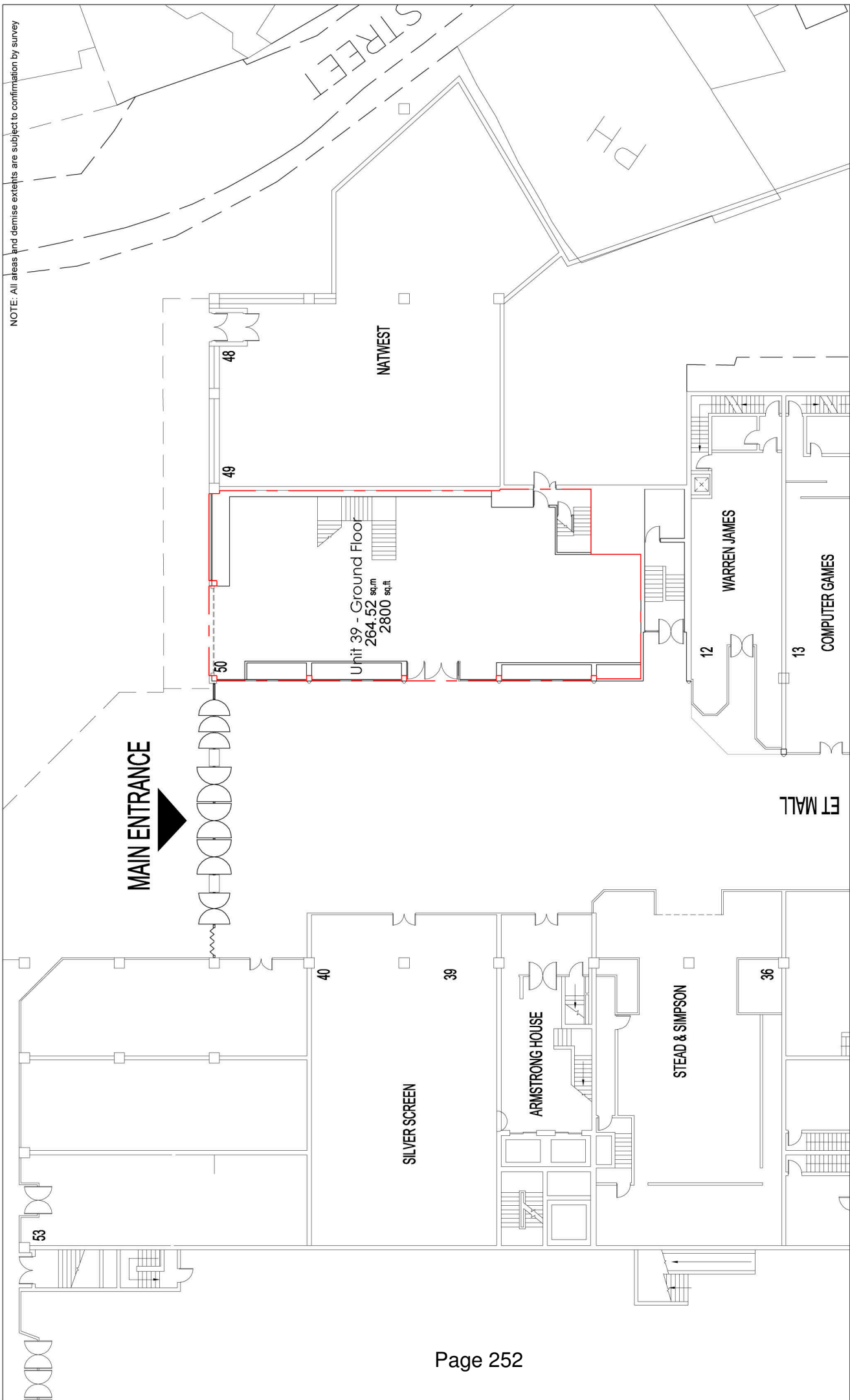
Development: Change of use of ground and first floor from Class A1 (Retail) to Class A2 (Financial and Professional Services.)

LBH Ref Nos: 36976/APP/2010/353

Date Plans Received: 18/02/2010 **Date(s) of Amendment(s):**

Date Application Valid: 09/03/2010

NOTE: All areas and demise extents are subject to confirmation by survey

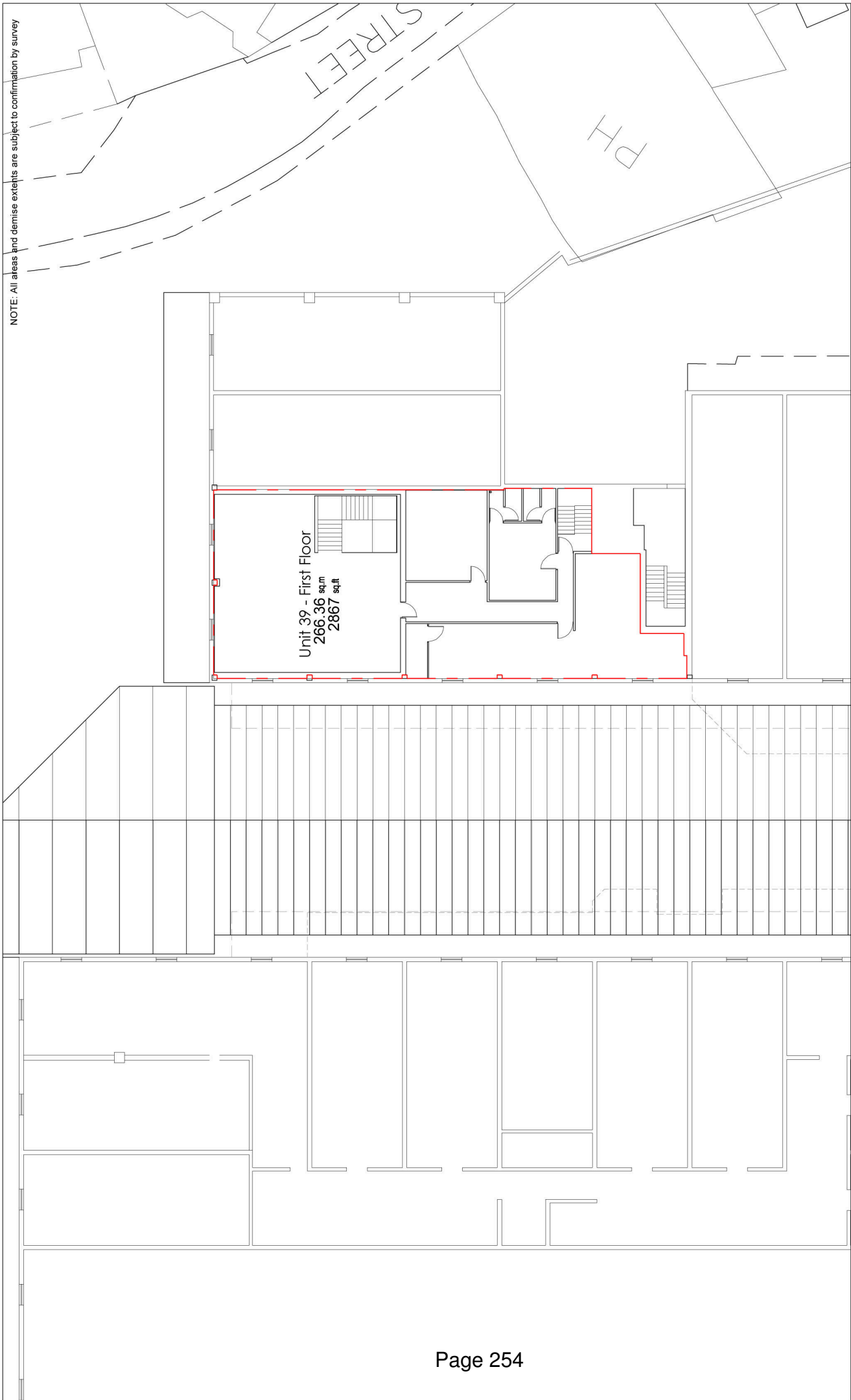


MALL PAVILIONS - UXBRIDGE

50 High Street - Existing Ground Floor



NOTE: All areas and demise extents are subject to confirmation by survey



Unit 39 - First Floor
266.36 sq.m
2867 sq.ft

STREET

PH



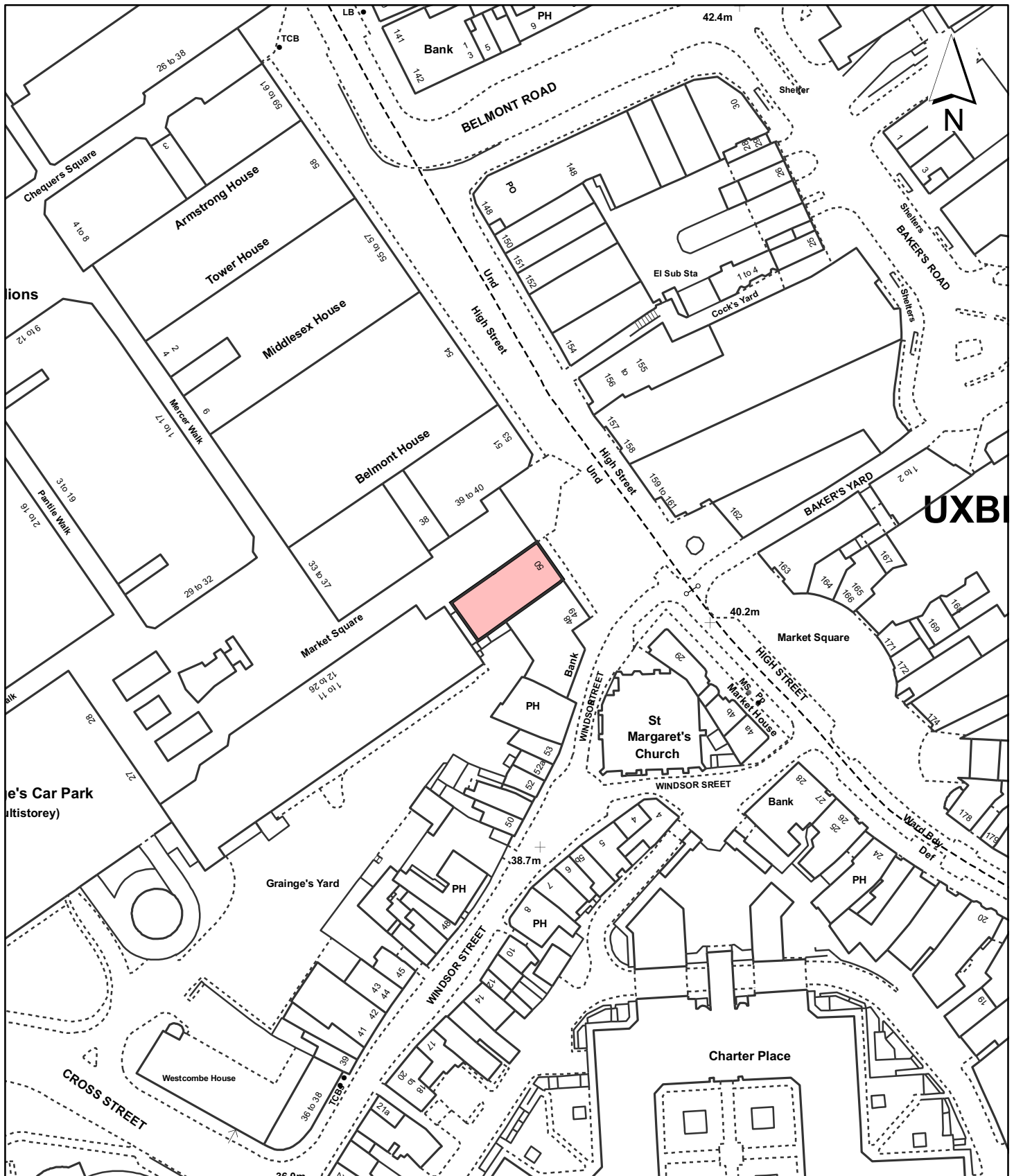
MALL PAVILIONS - UXBRIDGE

50 High Street - Existing First Floor


brookerflynn
ARCHITECTS

Scale: 1:200 @ A3

Oct 08 U39 XP2001 Rev 0



Notes

 Site boundary
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Site Address	
50 High Street Uxbridge	
Planning Application Ref:	Scale
36976/APP/2010/353	1:1,250
Planning Committee	Date
Central and South	May 2010

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OF HILLINGDON**

**Planning &
Community Services**

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HILLINGDON
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