



HILLINGDON  
LONDON



# Central & South Planning Committee

**Date:** TUESDAY, 8 JUNE 2010  
**Time:** 7.00 PM  
**Venue:** COMMITTEE ROOM 6 -  
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  
Peter Curling

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# Useful information

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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

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- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting
- 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 without a Petition

	Address	Ward	Description & Recommendation	Page
6	Former Hayes Stadium, Judge Heath Lane, Hayes - 49996/APP/2009/2766	Botwell;	Application to vary condition 5 (to allow for revisions to the siting, layout and design; layout and design of the Homezone, highways, car parking layout; and amenity space provision) of planning permission ref: 49996/APP/2008/3561 dated 27/08/2009 for the redevelopment of the site to include demolition of existing buildings; Erection of 261 new residential units (consisting of 165 flats and 96 houses); Landscaping incorporating open spaces, tree planting and play space; Provision of energy efficient and renewable energy technology; Vehicular and cycle parking; and retention of vehicular access off Judge Heath Lane	1 - 44

			<b>Recommendation: Delegated powers, Subject to the completion of a Deed of Variation to planning permission 49996/APP/2008/3561</b>	
7	Former MOD Document Record Office, Bourne Avenue, Hayes - 8399/APP/2010/545	Pinkwell;	Reserved matters (details of access, appearance, landscaping, layout and scale for two units with ancillary offices and associated car parking including an overflow car park) in compliance with condition 3 of planning permission ref:18399/APP/ 2005/3415 dated 02/03/2006 (Variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 and 30 (to allow separate phased submissions of details relating to residential and employment components of the development) of outline planning permission ref:18399/APP/2004/2284 dated 19/08/2005: Redevelopment of the site for a mixed-use development)  <b>Recommendation: Delegated powers subject to no objections being received from Crossrail</b>	45 - 64
8	Southall Gas Works, Hayes By Pass - 54814/APP/2009/430	Townfield;	Demolition of 16-32 (even) The Crescent; 1-11 (odd) Randolph Road; remediation of the land and redevelopment of the site to deliver a mixed use development for up to: 320,000m <sup>2</sup> of residential, up to 14,200m <sup>2</sup> for non-food retail, up to 5,850m <sup>2</sup> of food retail, up to 1,750m <sup>2</sup> of Class A2-A5 uses, up to 9,650m <sup>2</sup> of hotel, up to 3,000m <sup>2</sup> of conference and banqueting, up to 4,700m <sup>2</sup> of leisure forming a cinema, up to 2,550m <sup>2</sup> of health care facilities, up to 3,450m <sup>2</sup> of education facilities, up to 3,500m <sup>2</sup> of office/studio units, up to 390m <sup>2</sup> of sports pavilion, an energy centre and associated car, coach and cycle parking, landscaping, public realm, open space and	65 - 72

			<p>children's play space; and full details submitted (layout, scale, appearance and landscaping) for the following accesses: Pump Lane Link Road New access road from the Hayes bypass to the Application Site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Eastern Access New access road from Southall centre to the site, including land currently occupied by properties on The Crescent. Minet Country Park Footbridge Central pedestrian and cycle access to the Minet Country Park, bridging over the Canal and Yeading Brook. Springfield Road Footbridge Northern pedestrian and cycle access to Minet Country Park and Springfield Road. Widening of South Road across the railway line - Widening of south road over the railway line for the creation of a bus lane. Accesses onto Beaconsfield Road (Outline Application with full details of accesses)</p> <p><b>Recommendation: Approval subject to S106 Agreement</b></p>	
9	Hayes Gate House, 27 Uxbridge Road, Hayes - 2385/APP/2009/2613	Townfield;	<p>Change of use of ground floor from Class B1 (offices / light industry) to wholesale cash and carry with ancillary restaurant/canteen</p> <p><b>Recommendation: Refusal</b></p>	73 - 92

### Non Major Application with a Petition

	Address	Ward	Description & Recommendation	Page
10	Land forming part of 1 Welwyn Way, Hayes - 65550/APP/2010/350	Charville;	<p>Two storey one-bedroom end-of-terrace dwelling with associated parking and amenity space</p> <p><b>Recommendation: Approval</b></p>	93 - 110

## Non Major Application without a Petition

	Address	Ward	Description & Recommendation	Page
11	69 Raleigh Avenue, Hayes - 26561/APP/2009/2669	Barnhill;	Erection of a single storey rear extension (involving demolition of part existing extension) (Part retrospective application)  <b>Recommendation: Approval</b>	111 - 122
12	Data Centre Building (Antonin Artaud), Brunel University, Kingston Lane, Hillingdon - 532/APP/2010/509	Brunel;	Installation of Supply Generator and associated fuel tank  <b>Recommendation: Approval</b>	123 - 136
13	6 Elm Lawn Close, Uxbridge - 25819/APP/2010/179	Uxbridge North;	Part two storey, part single storey side and rear extension and conversion of roof space to habitable use to include 3 rear, 3 side and 1 front rooflight involving demolition of existing single storey outbuildings to rear (Part Retrospective application)  <b>Recommendation: Approval</b>	137 - 148

## **PART II - MEMBERS ONLY**

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.

14 Enforcement Report

15 Enforcement Report

### **Any Items transferred from Part 1**

### **Any Other Business in Part 2**

### **Plans for Central and South Planning Committee**

Pages 165 - 226



## Report of the Head of Planning & Enforcement

- Address** FORMER HAYES STADIUM JUDGE HEATH LANE HAYES
- Development:** Application to vary condition 5 (to allow for revisions to the siting, layout and design; layout and design of the Homezone, highways, car parking layout; and amenity space provision) of planning permission ref: 49996/APP/2008/3561 dated 27/08/2009 for the redevelopment of the site to include demolition of existing buildings; Erection of 261 new residential units (consisting of 165 flats and 96 houses); Landscaping incorporating open spaces, tree planting and play space; Provision of energy efficient and renewable energy technology; Vehicular and cycle parking; and retention of vehicular access off Judge Heath Lane.
- LBH Ref Nos:** 49996/APP/2009/2766
- Drawing Nos:** 1204/P009 Rev: H  
1204/P011 Rev: F  
1204/P012 Rev: F  
1204/P013 Rev: F  
1204/P014 Rev: E  
1204/P220 Rev: A  
1204/P221 Rev: A  
1204/P222 Rev: A  
1204/P223 Rev: A  
1204/P224 Rev: A  
1204/P225 Rev: A  
1204/P226 Rev: A  
1204/P227 Rev: A  
1204/P228 Rev: A  
Planning, Design and Access Statement
- Date Plans Received:** 22/12/2009      **Date(s) of Amendment(s):**
- Date Application Valid:** 26/03/2010

### 1. SUMMARY

The application seeks to vary condition 5 of planning permission ref: 49996/APP/2008/3561 to enable changes to be implemented to the consented development. The proposals involve the removal of five flats within block G and associated car parking, and their replacement with five x 5-bedroom houses, providing a natural extension to the crescent. In addition, the proposal involves the removal of one x 4-bedroom unit from the crescent, and replacement with a further 5-bedroom unit; amendments to the siting of Block F and Block G; an extension to the proposed Homezone; relocation of wheelchair accessible units to the ground floor of blocks J, K, O and P; revisions to the Highway and car parking layouts; and minor elevation changes.

There is no significant change to the density of the development, which remains the same as the consented scheme in line with the upper limits of London Plan guidance in terms of the number of units, but is marginally higher in terms of habitable rooms. Density is increased by 7 in terms of habitable rooms over that already consented. Nevertheless, the layout, design, bulk and scale of the proposed buildings is considered appropriate for the site and existing surrounding development. The scheme would

provide acceptable environmental conditions for future occupiers.

The amended site layout indicates that, as per the consented scheme, adequate separation distances would be provided between the proposed buildings and neighbouring residential properties in Cromwell Road, Judge Heath Lane and Burbage Close, ensuring that there would be no undue impact on the occupiers of these properties by reason of loss of light, outlook or privacy. The development should therefore not result in unacceptable impacts on the amenities of neighbouring properties or to the character and appearance of the area. In addition, highway, parking, security and ecological issues have been satisfactorily addressed.

The amended site layout also indicates an overall increase of amenity space on the site, which is welcomed. There is a very marginal shortfall of shared amenity space serving the 1 and 2 bed units, but this must be counter balanced with the benefits of increasing the number of family units on the site. In this regard the proposal is considered to result in a better unit mix and improved urban design outcome compared with the extant planning permission.

Subject to the recommended conditions and the amended planning obligations to be secured by a Deed of Variation to the S106 Agreement, the application is recommended for approval.

## **2. RECOMMENDATION**

**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 49996/APP/2008/3561 to be entered into provide for the following obligations:**

### **2. RECOMMENDATION**

- 1. That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008.**
- 2. That the application be referred to the Secretary of State as a departure from the provisions of the Development Plan.**
- 3. That the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:**
  - (i) A financial contribution of £99,518 for healthcare facilities and places.**
  - (ii) A financial contribution of £586, 484 (including secondary school contribution provided for as part of this varied scheme) for education facilities and places**
  - (iii) A financial contribution of £12,485 towards library provision.**
  - (iv) A financial contribution of £35,000 towards employment/construction training initiatives**
  - (v) A financial contribution of £30,000 towards bus shelter upgrading**
  - (vi) The submission of a Travel Plan (effective for a minimum period of 10 years), including a bond of £20,000.**
  - (viii) Provision of affordable housing equivalent to 34% of the total number of habitable rooms, which shall be reflected in the revised schedule table.**
  - (ix) To retain the existing sports hall until the earlier of (a) a date of two years from the completion date of the sale of the sports hall or (b) such time as Botwell Green Leisure Centre facilities have been provided and are open to the public.**

(x) The applicants pay a sum £5000 for compliance, project management, administration and monitoring of the completed planning (and/or highways) agreement(s)

4. That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.

5. If the S106 Agreement has not been finalised within 6 months, the application is to be referred back to the Planning Committee for determination at the discretion of the Director of Planning and Community Services.

6. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.

7. That subject to the Secretary of State not calling in the application and 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 issue a direction under Article 7 of the Order that he/she is to act as the local planning authority for the purpose of determining the application, and on the completion of the S106 Agreement, the application be deferred for determination by the Director of Planning and Community Services under delegated powers.

8. 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. Such details shall include:

- (i) fenestration and doors
- (ii) entrance piers
- (iii) balconies
- (iv) boundary walls and railings
- (v) porches
- (vi) comprehensive colour scheme for all built details

**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 M3 Boundary treatment - details**

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the buildings are occupied or in accordance with a timetable agreed in writing by the Local Planning Authority. Development shall be carried out in accordance

with the approved details.

**REASON**

To safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**4 OM13 Demolition Protocols**

The applicant is to prepare a selective programme (or demolition protocol) to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed from the site safely and intact for later re-use or processing, which is to be submitted to the Local Planning Authority prior to the commencement of demolition work.

**REASON**

To establish an 'audit trail' for demolition materials based on an established Demolition Protocol which will encourage more effective resource management in demolition and new builds, in accordance with London Plan (February 2008) Policies 4A.30 and 4A.31.

**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 complies with Policy BE13 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 and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

**REASON**

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**7 TL1 Existing Trees - Survey**

Prior to any work commencing on site, an accurate survey plan at a scale of not less than 1:200 shall be submitted to and approved in writing by the Local Planning Authority. The plan must show:-

- (i) Existing and proposed site levels.
- (ii) Routes of any existing or proposed underground works and overhead lines including their manner of construction.

**REASON**

To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## **8 TL2 Trees to be retained**

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

If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place 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.

## **9 TL3 Protection of trees during site clearance and development**

Prior to the commencement of construction work, the fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained, as shown in the Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan (Appendix 12 of the Environmental Impact Assessment), shall be erected in accordance with the details approved and kept in place for the duration of the construction period.

### **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).

## **10 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: -

- Construction, planting, specification and maintenance of the green roofs
- 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).

#### **11 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).

#### **12 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).

**13 OM5 Provision of Bin Stores**

No development shall take place until details of facilities to be provided for the secure screened storage of refuse and recyclable bins within the site and a Site Waste Management Plan (SWMP) 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).

**14 OM11 Floodlighting**

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

**REASON**

To safeguard the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and/or in the interests of highway safety and London Plan (February 2008) Policy 4B.1.

**15 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, including those for children's play areas, 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.'

**16 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.

- (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 adjoining roads. Provision shall be made within the site to ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway.
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process. Construction traffic should avoid peak morning and evening hours. The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.
- (vi) All materials to be used on the site shall be stored within the site.

#### REASON

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

#### **17 RPD5 Restrictions on Erection of Extensions and Outbuildings**

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 extension to any dwellinghouses nor any garages, sheds or other outbuildings shall be erected without the grant of further specific permission from the Local Planning Authority.

#### REASON

So that the Local Planning Authority can ensure that any such development would not result in a significant loss of residential amenity in accordance with policy BE21 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **18 RCU3 Loss of Garage(s) to Living Accommodation (Not Garage Courts)**

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990, the garages shall be used only for the accommodation of private motor vehicles incidental to the use of the dwelling house as a residence.

#### REASON

To ensure that adequate off-street parking to serve the development is provided and retained, in accordance with policy AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **19 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).

**20 H7 Parking Arrangements (Residential)**

The parking areas (including where appropriate, the marking out of parking spaces) including any garages and car ports shown on the approved plans, shall be constructed prior to the occupation of the development and thereafter 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).

**21 H16 Cycle Storage - details to be submitted (Residential)**

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage for 350 bicycles have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to the occupation of the development and thereafter permanently retained.

**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).

**22 DIS1 Facilities for People with Disabilities**

All the facilities designed specifically to meet the needs of people with disabilities that are shown on the approved plans shall be provided prior to the occupation of the development and thereafter permanently retained.

**REASON**

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policies 3A.13, 3A.17 and 4B.5.

**23 DIS5 Design to Lifetime Homes Standards & to Wheelchair Standards**

Details of the internal design of 26 units 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' and the compliance of the remaining units to lifetime homes standards shall be submitted to and approved in writing by the Local Planning Authority before development commences. Such details shall include a management plan for the maintenance and breakdown of lifts serving the blocks of flats. Thereafter, the units shall be constructed in accordance with the approved details.

**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.

**24 SUS1 Energy Efficiency Major Applications (full)**

The measures to reduce the energy demand and carbon dioxide emissions of the development and to provide 20% of the sites energy needs through renewable energy generation contained within the submitted report entitled HBS Energy Strategy December 2008, Edition 5 shall be integrated into the development and thereafter permanently retained and maintained.

**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 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) and to ensure the development does not increase the risk of flooding in accordance 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.

**26 NONSC Employment & training Strategy**

Before development commences, an employment and training strategy shall be submitted to and approved by the Local Planning Authority. The strategy shall include measures to promote and encourage the employment on the site of residents within the London Borough of Hillingdon; to encourage as far as reasonable and practical, the patronage of tradesmen, suppliers, retailers and businesses within the borough and to use reasonable endeavours to ensure that during the period of construction, all vacancies for jobs on the site capable of being filled by residents of the borough are, wherever possible, advertised in the local press and local job centres and are notified to the Council or its nominee prior to the commencement of recruitment.

**REASON**

In order to ensure that local residents and businesses benefit from the development, in compliance with Policies 3B.1 and 3B.11 of the London Plan (February 2008).

**27 NONSC Flood Risk**

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by Barnard & Associates, Job No. 07046 dated February 2009 and the following mitigation measures detailed within the FRA:

- Limiting the surface water run-off generated by the 1 in 100 year climate change critical storm so that it will not exceed the run-off rate of 17.5l/s from the developed site and not increase the risk of flooding off-site.
- Provide attenuation of surface water in SUDS systems outlined in the FRA including green roofs, detention ponds, permeable paving, tanks and above ground storage.

**REASON**

To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site and to improve water quality, in compliance with Policies OE7 and OE8 of the Hillingdon Unitary development Plan Saved Policies (September 2007) and Policy 4A.9 of the London Plan (February 2008).

**28 NONSC Surface Water Scheme**

Prior to the commencement of development, the detailed design of the surface water system shall be submitted and approved by the Local Planning Authority.

**REASON**

To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site and to improve water quality, in compliance with Policies OE7 and OE8 of the Hillingdon Unitary development Plan Saved Policies (September 2007) and Policy 4A.9 of the London Plan (February 2008).

**29 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 prevent pollution to controlled waters in compliance Policy 4A.17 of the London Plan (February 2008).

**30 NONSC Surface Water Infiltration**

No infiltration of surface water drainage into the ground is 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 controlled waters.

**REASON**

To prevent pollution to controlled waters in compliance Policy 4A.17 of the London Plan (February 2008).

**31 NONSC Foundation Design**

Piling or any other foundation designs 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 shall be carried out in accordance with the approved details.

**REASON**

To avoid creating a pathway that would expose groundwater to contamination. And to prevent pollution to controlled waters in compliance Policy 4A.17 of the London Plan (February 2008).

**32 NONSC Drainage Strategy**

Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, 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**

The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

**33 NONSC Childrens Play Areas**

Development shall not commence until details of the three children's play areas have been submitted to and approved in writing by the Local Planning Authority. The details shall include surface treatments, means of enclosure, lighting and associated infrastructure, including play equipment. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

**REASON**

To ensure that adequate facilities have been provided and that the development presents a satisfactory appearance, in accordance with Policies BE13, BE23 and R1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**34 NONSC Tree Protection**

Details of supervision of tree protection in relation to the approved development referred to in the approved Arboricultural Impact Appraisal and Method Statement, together with a programme of arboricultural input / works shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing.

**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).

**35 NONSC Ecological Management Plan**

No development shall take place until the applicant has submitted to and agreed in writing with the Local Planning Authority an Ecological Management Plan (EMP) for the site, based on the mitigation strategy set out in the Ecological Appraisal dated November 2008. This should include the following elements:

- (i) Agreement and implementation of best practice techniques identified to avoid impacts during construction
- (ii) Detailed design of mitigation enhancement, including species, numbers and grades
- (iii) Completion of a detailed Landscape Management Plan incorporating the ecological mitigation strategies identified above.
- (iv) Provision for future management of the site to maintain its biodiversity interest.

The scheme shall be carried out in accordance with the approved Ecological Management Plan.

**REASON**

To ensure that the proposed development will not have unacceptable ecological effects on the locality in accordance with Policies EC1 and E5 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**36 NONSC Site Survey**

Development shall not begin until a site survey to assess contamination levels has been carried out to the satisfaction of the Local Planning Authority. The survey shall be

undertaken at such points and to such depth as the local planning authority may stipulate. A scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved in writing by the local planning authority and all works that form part of this scheme shall be completed before any part of the development is occupied.

**REASON**

To ensure that the occupants of the development are not subjected to any risks from soil contamination in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.33 of the London Plan (February 2008).

**37 NONSC Sound Insulation**

Development shall not begin until a sound insulation scheme for protecting the proposed development from road traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

**REASON**

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.20 of the London Plan (February 2008).

**38 AR3 Sites of Archaeological Interest - scheme of investigation**

No development shall take place until the applicant, their agent or successor in title has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. Thereafter development shall only take place in accordance with the approved scheme. The archaeological works shall be carried out by a suitably qualified body acceptable to the Local Planning Authority.

**REASON**

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with Policy BE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**39 NONSC Electric Charging points**

Prior to commencement of the development hereby approved, details of the installation (including location and type) of at least two secure electric vehicle charger points within the car parking areas must be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charger points shall be installed prior to occupation of the development and retained for the lifetime of the building.

**REASON**

To comply with London Plan Policy 4A.3 and to encourage sustainable travel.

**40 NONSC Parking allocation**

Development shall not begin until details of the method of control for the designation and allocation of parking spaces to individual properties including the flats and for their sole use be submitted to and approved in writing by the Local Planning Authority.

REASON

In order to ensure that sufficient parking is provided, in accordance with Policy AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**41 NONSC Screening for Balconies**

No development shall take place until details all roof gardens and balconies, including obscure screening have been submitted to and approved by the Local Planning Authority. The approved screening, where necessary, shall be installed before the development is occupied and shall be permanently retained for so long as the development remains in existence.

REASON

To ensure that the development presents a satisfactory appearance and to safeguard the privacy of residents in accordance with Policies BE13 and BE24 of the Hillingdon Unitary Development Plan Saved policies (September 2007).

**42 NONSC Obscure glazing**

The bathroom windows in the flank elevations shall be glazed with obscured glass and non-opening except at top vent level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with Policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**43 NONSC Car Club Parking Bays**

Two of the parking spaces hereby approved shall be reserved for use by the car club and not used for any other purpose, without the written approval of the Local Planning Authority.

REASON

To ensure that adequate on site parking is provided, in accordance with Policy AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the Council's Car Parking Standards.

**44 NONSC Street Lighting**

Before the development hereby permitted commences details of street lighting shall be submitted to an agreed in writing by the local planning authority. No flats or houses hereby permitted shall be occupied until the agreed scheme has been completed in its entirety.

REASON

In the interests of highway and pedestrian safety in accordance with Policies AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**45 NONSC Waiting restrictions**

In the event that the roads within the site not being adopted by the Local Authority, no waiting restrictions shall be implemented without the prior written consent of the Local Authority.

REASON

In the interests of highway and pedestrian safety in accordance with policies AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

## INFORMATIVES

### 1

With regard to surface water drainage it is the responsibility of a 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. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

With regard to water supply, this comes within the area covered by the Three Valleys Water Company.

### 2

Specific security needs identified for the application site include the following:

1. CCTV coverage of certain key areas within the development, namely the 3 Children's Play Areas and the Promenade by the Pond, the main vehicular entrance to the development and the pedestrian entrance to and from the school. This could be a simple fixed camera system for deterrence and retrospective investigation only and not monitored system.

2 Railing off green spaces to prevent vehicles mounting /damaging the grass and conversely children running into or damaging cars. The Promenade should be railed and bollarded off to prevent cars parking all over it.

4. In the Housing Association stock, provisions should be made for house-holders to accommodate their bicycles within their gardens. This will reduce the number of large unused bike stores. Where rooms for bins have been provided within the shell of buildings, these areas should first be used for bike storage as these rooms are obviously covered and easier to secure.

5. On the Bath Crescent style houses opposite "The Arena" the front doors are deeply recessed (to accommodate the door into the bin store). These houses have no natural surveillance from houses opposite them so are even more vulnerable because of this. The entrance detail to these houses should be reconsidered. These houses should have individual balconies. Otherwise all the French doors will have to be full PAS 24.

You are advised to submit details to expedite the specified security needs in order to comply with Condition 15 of this planning permission.

In addition to the above, for this site to achieve 'Secured by Design' accreditation, you are advised to consult with the local Police Crime Prevention Design Adviser (CPDA). The CPDA's contact number is 0208 246 1769.

### 3

Opportunities for Work Experience

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London

Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please refer to the enclosed leaflet and contact Peter Sale, Hillingdon Education and Business Partnership Manager: contact details - c/o British Airways Community Learning Centre, Accommodation Lane, Harmondsworth, UB7 OPD. Tel: 020 8897 7633. Fax: 020 897 7644. email: p.sale@btconnect.com"

**4**            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.

**5**            I2                    **Encroachment**

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

**6**            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).

**7**            I5                    **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.

**8**            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.

**9 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 (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).

**10 I12 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.

**11 I13 Asbestos Removal**

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).

**12 I14 Installation of Plant and Machinery**

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;

The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

**13 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 or Bank 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.

**14** I16 **Directional Signage**

You are advised that any directional signage on the highway is unlawful. Prior consent from the Council's Street Management Section is required if the developer wishes to erect directional signage on any highway under the control of the Council.

**15** I17 **Communal Amenity Space**

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

**16** I18 **Storage and Collection of Refuse**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

**17** 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).

**18** I21 **Street Naming and Numbering**

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

**19**

Your attention is drawn to conditions 2, 3, 4, 6, 7, 9, 10, 12, 13, 14, 15, 16, 19, 21, 23, 24, 25, 26, 27, 28, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 45 and 46 which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of these conditions. For further information and advice contact: Planning and Community Services Group, Civic

Centre, Uxbridge (Tel: 01895 250230).

## 20

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Acts.

## 21 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).

## 22 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.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
HDAS	'Residential Developments'
LPP 3A.10	London Plan Policy 3A.10 - Special Needs and Specialist Housing.
LPP 3A.13	London Plan Policy 3A.13 - Special needs and specialist housing
LPP 3A.15	London Plan Policy 3A.15 - Protection and enhancement of the social infrastructure and community facilities
LPP 3A.21	London Plan Policy 3A.21 - Adequate provision of pre-school places
LPP 3A.3	London Plan Policy 3A.3 - Maximising the potential of sites
LPP 3A.5	London Plan Policy 3A.5 - Housing Choice
LPP 4A.13	

LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.
LPP 4A.7	London Plan Policy 4A.7 - Renewable Energy
LPP 4B.5	London Plan Policy 4B.5 - Creating an inclusive environment.
OE1	Protection of the character and amenities of surrounding properties and the local area
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
R1	Development proposals in or near areas deficient in recreational open space
R3	Indoor sports, leisure and entertainment facilities
R4	Proposals that would involve the loss of recreational open space
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

## 23

You are advised that any application submitted pursuant to the discharge of condition 32 (drainage strategy), will be put back to Committee for determination. This is in order for the Central/South Planning Committee to assess whether sufficient sewage capacity is made available to cope with the new development.

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The site has an area of approximately 3.57 hectares and was formerly occupied by Hayes Sports Centre, Stadium and ancillary facilities. The stadium comprised an athletics running track and grandstand with capacity for a maximum of 900 spectators. The former boxing club has now been relocated to a purpose built building, fronting Judge Heath Lane. The site has been cleared and the redevelopment of the site has been commenced.

The character of the surrounding area is predominantly residential, comprising a mix of mainly two storey terraced and semi-detached dwellings. The site is bounded by residential properties to the south, east and west and by Rosedale College to the north. Adjacent to the eastern boundary of the site at Burbage Close lies a more recent residential development comprising a mix of houses and flats rising to 3 storeys in height. To the west, the site boundary consists of the rear gardens of semi-detached houses in Cromwell Road, while to the south, along Judge Heath Lane, are two storey semi-detached houses set behind a landscaped hedge. To the north, the site provides an open outlook across the playing fields belonging to Rosedale College.

The site is located approximately 4 km south east of Uxbridge Town Centre and 1.5 km to the north west of Hayes Town Centre and has a Public Transport Accessibility Level (PTAL) of 1b, within a range of 1 to 6, (6 being the most accessible).

#### 3.2 Proposed Scheme

Planning permission is sought to vary condition 5 of planning permission ref: 49996/APP/2008/3561, dated 27/09/2009 for the redevelopment of site to include

demolition of existing buildings, erection of 261 new residential units (consisting of 165 flats and 96 houses); landscaping incorporating open spaces, tree planting and play space; provision of energy efficient and renewable energy technology; vehicular and cycle parking; and retention of vehicular access off Judge Heath Lane. Condition 5 reads:

'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).'

A variation to Condition 5 is sought to allow for revisions to the siting, layout and design of the development; layout & design of the Homezone, highways and car parking as well as changes to the amenity space provision.

The proposed changes are set out below:

#### Layout, Siting and Design

- a) The two pedestrian accessways to Rosedale College have been omitted and the space between Blocks D and E reduced to 1.5m and between G and H reduced to 3.5m. This is in response to objections raised by Rosedale College and comments from the Metropolitan Police and is intended to increase security within the development.
- b) Block F has been repositioned north-west by approximately 1m. One 2 bedroom flat has been installed within the roof on the south west side.
- c) Two Harlington three-bedroom houses have been removed from the Block G terrace.
- d) The flatted block containing 5 flats (three 2-beds and two 1-beds) has been removed from Block G and associated car parking omitted. This has made way for five additional Chiswick Crescent 5 bedroom houses at the northern end of the Grand Crescent (Block G and H).
- e) The omission of three flats at the southern end of the Grand Crescent to enable the inclusion of two Ealing Crescent 4-bedroom houses and one further 5-bedroom house.
- f) The Crescent units have been relocated to allow all 5-bedroom units to be located at either end of The Crescent.
- g) Two 2-bedroom flats incorporated into the roofs at the corners of Blocks R and X.

#### Unit Mix

Whilst the overall number of units remains the same, the proposed unit mix varies slightly. The scheme proposes 62 one bed flats, 98 two bed flats, 61 three bed houses, 28 four bed houses and 12 five bed houses. There is no change to the unit mix of the affordable units. A total of six studio flats will be lost overall and replaced by six 5-bedroom family houses.

#### Car and Cycle Parking and Highways

The amended layout, siting and design results in the following in terms of car parking:

- a) Car park access at rear of Block F relocated to side of the building, Block F car park layout amended with the removal of four disabled car parking spaces to reflect relocation of wheelchair flats across the scheme.
- b) Disabled car parking has been relocated from Blocks F and G to Blocks O and P (four spaces around the Arena).
- c) End on car parking spaces have been added around the Arena (instead of parallel parking), to provide improved provision for the flats within the scheme, which was previously low and a concern for members. A total of 11 additional spaces are provided on this basis.
- d) Parking to the north of block P amended to be Angled (45 degree) car parking, to conform to highway safety requirements.
- e) Block B, J and K car parks re-planned. Within J, removal of one disabled parking space relocated to west side of entrance road, adjacent to Block K. Parking adjacent to Block K amended to include 7 spaces.
- f) Block B car park remains 10 spaces, but has been re-orientated to 45 degrees spacing in order to allow sufficient space for cars to manoeuvre, giving a clear distance of 5.5m in accordance with highways requirements of 4m.
- g) Overall car parking increases by 7 spaces from 282 to 289 spaces.
- h)) The proposed 'Homezone' has been extended to incorporate the northern road of the site, around the arena and opposite the Promenade. To facilitate this, the road widths have been increased by 0.5m to allow a 6m highway width.

#### Amenity/Open Spaces

- a) Total amenity space provision is 13,188sq metres, up from 12,752sq metres that is consented.
- b) Total private amenity provision is 10,511sq metres, up from 9,910sq metres that is consented. The net gain is allocated to the new 5 bedroom houses.
- c) A reduction of public open space from 2842 to 2677sq metres. This is as a result the reduction in the area of the Arena open space, reduced to incorporate extra parking and widening of the carriageway necessitated by the extension of the Homezone.

#### Wheelchair Units & Accessibility

The 26 wheelchair units have been relocated within the site so that they are all located at ground floor level. The changes are as follows:

- a) Block F - 4 no. two-bedroom wheelchair flats removed at first and second floors; Block G - removal of one two-bed wheelchair flat;
- b) Block J - three end-of-crescent two-bedroom wheelchair flats removed;
- c) Block J - two wheelchair flats added at ground floor;
- d) Block K - two wheelchair flats added at ground floor level;
- e) Block O and P - 4 no. two-bedroom wheelchair flats added at ground floor level;
- f) Lift cores removed from Blocks F, O, P, J and K.

## Elevational Changes

- a) All French windows reduced in height from 2.4m to 2.1m. To reveal stone head detail and accommodate suspended ceilings servicing and curtain poles.
- b) Block J & K - North elevations - cycle store door removed and located internally. To enable the storage of residents bicycles more secure.
- c) Block B and D - Ground and first floor window sizes adjusted to 1050mm high. To suit internal kitchen layout.
- d) Blocks X & R roof raised by 1.5 m South elevation, 5 bay window and velux windows added. To accommodate 2 bedroom flat.
- e) South Elevation Block X - 1st & 2nd floor window heights reduced to 1050mm. To accommodate kitchen layout.
- f) Block O - South Elevation entrance porch redesigned to accommodate lobby and additional bedroom window added at 1st, 2nd & 3rd floors. To increase daylight and ventilation to bedrooms.
- g) Block P - North East elevation - cycle store door removed and located internally, entrance porch details changed, 1st floor window above porch size changed. As per Blocks J & K.
- h) Blocks V & T stone window heads within stucco base omitted. To be consistent with the rest of the scheme.
- i) Blocks J & K - 3rd floor windows amended, bay detail refined.
- j) Rear of all houses: ground floor 2 No. windows either side of conservatories moved inside. To improve the rear elevation composition should a conservatory not be built and to accommodate boiler extract.
- k) Block H all houses rear 2nd floor single pane windows increased to double pane. To increase light and ventilation to bedrooms.
- l) Blocks O & P East elevations wheelchair entrance porches shown and balconies above. For relocated wheel chair units.
- m) All terrace houses - 2nd floor single 3 pane window replaced with 2 No. 2 pane windows. To increase light and ventilation to bedrooms.
- n) Block D, 2 No. double windows added at 1st & 2nd floors To give additional aspect to the flats.
- o) Block C & A 1st floor - 4 bay window changed to 3 bay window and 1 bay window. To suit bedroom layouts.
- p) Block N ground, 1st & 2nd floor window sizes adjusted. To suit kitchen layouts.
- q) Block P SW elevation ground floor single pane window replaced with double pane to match size of adjacent casement.

r) Rosedale College Boundary - Entrance gates and piers replaced with close boarded fencing. Alternative arrangement following discussions with Rosedale College.

s) Blocks P & O double canopy added above wheelchair flat entrance doors. Porch to shelter visitors.

#### Trees

The large tree located to the east of the site entrance (T3) will be retained in response to the Council's Trees and Landscaping Officer's comments.

### 3.3 Relevant Planning History

#### Comment on Relevant Planning History

Outline planning permission was granted for residential development in October 2006, including the provision of a new boxing club.

A planning application, was submitted in December 2007, for the redevelopment of the site in two phases for 310 residential units (with 40% affordable housing), landscaping incorporating new open spaces and play areas and associated parking (involving demolition of existing buildings).

In April 2008, the application was refused mainly on the grounds of high density, high level of congestion on the traffic flow, lack of amenity spaces and family accommodation. The applicant appealed, but the applicant withdrew this appeal in February 2009.

In March 2008, another application was submitted for a similar proposed scheme (303 residential units with 48% affordable housing and more family houses than the previous schemes) was withdrawn at the end of April 2008.

The most recent planning history for the site relates to a full Planning Permission ref: 49996/APP/2008/3561, which the current application is seeking to amend, submitted by the current applicant in December 2008, for the redevelopment of the site for 261 residential units (consisting of 165 flats and 96 Houses of which 34% would be affordable); landscaping incorporating new open spaces, tree planting and play space; provision of energy efficient and renewable energy technology; vehicular and cycle parking; and retention of vehicular access off judge heath lane.

## 4. Planning Policies and Standards

### 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.

PT1.13 To seek to ensure the provision of 8000 additional dwellings in the Borough



between 1 January 1987 and 31 December 2001.

- PT1.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.
- PT1.21 To seek publicly accessible recreational open space in association with proposals for development where appropriate to help reduce deficiencies in recreational open space or to ensure that provision does not fall below accepted standards.
- PT1.17 To seek to ensure the highest acceptable number of new dwellings are provided in the form of affordable housing.
- PT1.22 To seek the retention of existing recreation open space where there is an identified demand for such a facility or it makes a significant contribution to the visual amenity of the built up area.
- PT1.29 To seek, in conjunction with other London boroughs, to contribute a proportion of the regional sand and gravel requirement and London-wide landbank, and to protect the amenities of those living, working and recreating in and travelling through that part of the Borough south of the M4 motorway from an over-concentration of aggregate working.

Part 2 Policies:

- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- 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.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- H4 Mix of housing units
- H5 Dwellings suitable for large families
- HDAS 'Residential Developments'
- LPP 3A.10 London Plan Policy 3A.10 - Special Needs and Specialist Housing.
- LPP 3A.13 London Plan Policy 3A.13 - Special needs and specialist housing
- LPP 3A.15 London Plan Policy 3A.15 - Protection and enhancement of the social

	infrastructure and community facilities
LPP 3A.21	London Plan Policy 3A.21 - Adequate provision of pre-school places
LPP 3A.3	London Plan Policy 3A.3 - Maximising the potential of sites
LPP 3A.5	London Plan Policy 3A.5 - Housing Choice
LPP 4A.13	
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.
LPP 4A.7	London Plan Policy 4A.7 - Renewable Energy
LPP 4B.5	London Plan Policy 4B.5 - Creating an inclusive environment.
OE1	Protection of the character and amenities of surrounding properties and the local area
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
R1	Development proposals in or near areas deficient in recreational open space
R3	Indoor sports, leisure and entertainment facilities
R4	Proposals that would involve the loss of recreational open space
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **12th May 2010**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

The application has been advertised as a departure from the development plan in the local paper and 427 surrounding owners/occupiers were consulted. 1 letter of objection has been received raising the following points:

- (i) To many residential units are to be crammed onto the site.
- (ii) The proposal will put a strain on local Health services and schools.

The following external bodies were also consulted:

GREATER LONDON AUTHORITY (GLA)

No response received. This will be reported at Committee.

TFL

The Section 73 application includes modifications to the layout and design of the site including the addition of 16 car parking spaces (from 282 spaces previously permitted to 298 spaces, an increase in the parking ratio to 1.14 spaces per unit from 1.08 spaces per unit).

TfL does not generally support such increases in car parking and it is not considered to be strictly necessary for the success of the scheme. Notwithstanding this, it is accepted that the proposed increase in parking of 16 spaces would not result in a noticeable impact on the operation of the highway network and on balance, given the mix of the units and the relatively low public transport accessibility of the site, TfL does not have any in principle objections to the proposals.

Officer Comment: It should be noted that 289 parking spaces are in fact proposed, an increase of 7 from the extant permission.

#### ENVIRONMENT AGENCY

We have assessed this application as having a low environmental risk.

#### HILLINGDON PRIMARY CARE TRUST

No response.

#### TRANSCO

No response.

#### ENGLISH HERITAGE (ARCHAEOLOGY)

No response.

#### SCOTTISH & SOUTHERN ELECTRIC

No response.

#### LONDON FIRE BRIGADE

No response.

#### METROPOLITAN POLICE

No objection to the proposal.

#### THAMES WATER UTILITIES

No response has been received. This will be reported at Committee.

#### SPORT ENGLAND

No response.

#### LAKE VIEW RESIDENTS' ASSOCIATION

No response.

#### PRINCES PARK RESIDENTS' ASSOCIATION

No response.

### **Internal Consultees**

#### **POLICY AND ENVIRONMENTAL PLANNING**

##### **1. Site**

The application site has an area of 3.48 hectares. The site is located within the Developed Area as identified on the Proposals Map of the Saved Unitary Development Plan.

##### **2. London Plan (Consolidated with Alterations since 2004) Feb 2008**

The London Plan sets strategic targets to increase the overall provision of housing in London. Detailed development control criteria are not considered in the London Plan with the exception of density (PTAL - Public Transport Accessibility Levels) and Parking.

Policy 3A.3 seeks to maximising the potential of sites, compatible with local context and design principles in Policy 4B.1 (Design principles for a compact city) and with public transport capacity. Boroughs are encouraged to adopt the residential density ranges set out in Table 3A.2 (Density matrix (habitable rooms and dwellings per hectare) and which are compatible with sustainable residential quality.

London Plan Policy 3A.5 (Housing Choice) encourages Boroughs to ensure that new developments offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups, all new housing is built to 'Lifetime Homes' standards and 10% of new housing to be wheelchair accessible. Local guidance is provided in Hillingdon Design and Accessibility Statement (HDAS) the Council's Supplementary Planning Document, which contains more details of lifetime homes.

## 2. Planning History

Outline planning permission was granted for redevelopment of site for residential use at a density of 49 units per hectare (involving the demolition of existing sports stadium) (49996/APP/2006/421). The density of the proposed development was approved at 49 dwellings per hectare or 171 habitable rooms per hectare subject to a 106 agreement.

Planning permission was granted for development of site for residential use at a density of 75 units per or 273 habitable rooms per hectare subject to a 106 agreement (49996/APP/2008/3561).

## 3. Main Policy Issues

### Principle of development

This has already been established, therefore there is no objection.

### Housing density

The previous planning permission (2008/3561) approved density of the proposed development at 75 units per hectare or 273 habitable rooms per hectare subject to a 106 agreement.

The proposed amendments for the current scheme, result in an increase of 7 habitable rooms per hectare from 273 hr/ha to 280 hr/ha. This results from an increase of large family houses.

Based on a suburban setting and PTAL 1b, the proposed density exceeds the density matrix at 50-75 units for 2.7-3.0 habitable rooms per unit for the current scheme. Where transport proposals will change the public transport accessibility ranking, there may a shift to a higher density range. Officers need to be satisfied that the proposal is the most efficient use of the site when considering its poor public transport access. HDAS guidance should be used.

### Mix of housing

The revised mix does not change the affordable housing by unit numbers or area. The affordable percentage by habitable rooms has been reduced by 2% to 34% due to the increase in large family houses. Compared with the approved scheme (2009/2766), officers should be satisfied that the percentage reduction of affordable housing by habitable rooms meet the requirements of the viability test.

The split of affordable housing tenure remains the same as the approved scheme (2008/3561) at a 70:30 social rented: intermediate units. Policy has no further comments.

### Loss of open space/sport facilities

The principle loss of open space to residential use was established by virtue of the outline consent granted in 2006 (ref: 2006/421) and the scheme approved in 2008 (ref: 2008/3561). The previously

approved scheme (ref: 2008/3561) secured by way of a legal agreement adequate, accessible, alternative sport facilities elsewhere in the borough. As there has been no material change to policy, policy has no further comments.

#### Amenity space

The Design and Access Statement submitted with this scheme states that overall the revisions to the scheme provide an improvement in terms of quantum of amenity space and an increase in total provision of amenity space compared with the approved scheme (2008/3561).

Although there may be an overall improvement in terms of quantum of amenity space, the amenity space proposed for the additional 5-bedroom houses are marginally below the SPD standard of 100m<sup>2</sup>.

In addition, there has been a reduction in the communal amenity space in front of the 4/5 bedroom houses due to increased parking spaces. Any sub-standard amenity space previously approved was justified by access to the communal amenity space in front of the 4/5 bedroom houses.

Officers would need to be satisfied that the proposed amenity space for the additional 5 bedroom houses and the communal amenity space in front of the 4/5 bedroom houses will result in an appropriate internal living environment for future occupiers consistent with the design outcome of the previously approved scheme.

#### 4. Conclusion

Officers would need to be satisfied that the proposed density of housing is appropriate for the site given its location and its relationship with the adjoining residential properties and poor public transport access and that the affordable housing by habitable rooms meets the viability test.

#### ENVIRONMENTAL PROTECTION UNIT

I refer to your request for comments on the details submitted in respect of the above application. EPU have no comments to make in respect of the above variation.

#### EDUCATION SERVICES

Under the previously used model, secondary school places weren't sought & building costs were slightly lower. Based on this model, an uplift of £44,484 towards education contributions is required.

#### ADULT SOCIAL CARE HEALTH & HOUSING

Thanks for the opportunity to comment on the above planning application.

The application primarily varies the mix of private units on the site and increases the total habitable rooms by 14. The affordable housing is unaffected and remains at 88 units or 34% as previously agreed. This does result in a net loss of 2% when the affordable housing is calculated on a habitable room basis so on that basis the affordable housing has reduced slightly from 36 -34%.

The application does make some improvements to the affordable element in that wheelchair accessible units are relocated to the ground floor and disabled parking bays have been repositioned nearer to the units.

We are happy to support this planning application providing that all the affordable housing complies with lifetime home standards and that the wheelchair accessible units within the affordable housing units are fully compliant with the Accessible Hillingdon SPD standards.

URBAN DESIGN OFFICER

The layout of the scheme has been revised in tandem with urban design advice, and are considered to retain and the fundamental elements of the approved development including density of the scheme, the compact layout, the level of amenity space, permeability, flexibility and character. The changes are as such supported in urban design terms.

#### WASTE STRATEGY MANAGER

No objection subject to waste condition.

#### HIGHWAY ENGINEER

It is considered that the trip generation would not be increased significantly by the amended scheme over and above that already approved. The additional 7 parking spaces are supported given the sites low PTAL of 1b.

No objections are raised on highway/traffic grounds.

## **7. MAIN PLANNING ISSUES**

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

The principles of a residential development and demolition of the sports stadium on this site have been established through previous planning permissions. Outline planning permission ref: 49996/APP/2006/421 was granted in October 2006 for a residential development and the demolition of an existing sports stadium. More recently, for the site relates to a Planning Permission ref: 49996/APP/2008/3561, approved in December 2008, for the residential development of the site (261 residential units) and demolition of the sports stadium, which the current Section 73 application is seeking to amend.

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

Density guidelines are provided by the London Plan. These guidelines take into account public transport accessibility, the character of the area and type of housing proposed. The site has a PTAL score of 1b. Taking this into account, the London Plan density guideline is 150-200 hr/ha or 50 to 75 units per hectare (u/ha), within a suburban setting with a low PTAL.

The previous planning permission (2008/3561) for a development of 261 units, was approved at 75 dwellings per hectare and 273 habitable rooms per hectare or 3.6 habitable rooms per unit.

The current scheme also proposes 261 units, which would have a total of 975 habitable rooms. This would provide a residential density for the development of approximately 75 units per hectare (u/ha) and 280 habitable rooms per hectare (hrph) or 3.7 hr/unit. The proposed scheme would be within the higher end of the London Plan table 3A.2 density matrix in terms of units, as per the consented scheme.

Although the amended development would be slightly higher in terms of habitable rooms per hectare (7hrph) than the consented scheme, this is due to the omission 6 studio flats and the addition of six 5 bedroom houses. The addition of six 5 bedroom houses meets a recognised housing need within the Borough and is considered to make more efficient use of the site.

Furthermore, it is considered that site specific issues (dealt with elsewhere in the report), including design, environmental conditions for future occupiers and impact on neighbouring properties have been satisfactorily addressed. There is therefore no policy objection to the density proposed.

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

The site does not fall within an Archaeological Priority area and English Heritage (Archaeology) has made no representations.

Based on the findings of an Environmental Impact Assessment, a condition was attached to Planning Permission ref: 2008/3561 requiring that an archaeological evaluation (a programme of trial trenching) would be undertaken in advance of any construction activity on the site. The scope of this evaluation will concentrate on the areas with the highest potential of supporting remaining archaeological artefacts. If this evaluation indicates that an archaeological presence is likely, an archaeological Watching Brief will be carried out during the construction work.

This condition will be attached the new consent should planning permission be granted.

### **7.04 Airport safeguarding**

The proposed development does not exceed the relevant height restrictions. No wind turbines are proposed within the development.

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

The site does not fall within and is not adjacent to the Green Belt.

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

Policies BE13 and BE19 seek to ensure that new development complements or improves the character and amenity of the area. Policy BE38 seeks the retention of topographical and landscape features, and provision of new planting and landscaping in developments proposals. London Plan Policy 4B.1 sets out a series of overarching design principles for development in London, and policy 4B.2 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 4B, London Plan policies relating to density (3A.3) and sustainable design and construction (4A.3) are also relevant.

The area is generally characterised by low scale development, comprising semi-detached housing to the west and south west and south east. To the North the Rosedale College campus buildings are set away from the site boundary within playing fields.

With regard to the scale and massing of the scheme, the main changes to the previously approved scheme have occurred in the north eastern corner bounding Rosedale College. Here the four storey flatted block containing 5 flats (three 2 bed and two 1 bed units) has been removed from Block G (adjacent to Block H) and associated parking omitted. This has made way for five, 3 storey, 5 bedroom houses at the northern end of the Grand Crescent. In addition two 3 bed houses have been omitted from Block G. The omission of the flatted block and addition of the six 5 bedroom houses has enabled the Grand Crescent to be extended and gives it a distinct uniformity, which adds interest and character to this focal point of the development.

Blocks F (a four storey Block of flats) and Block G (a terrace of 3 storey 4 bed houses) have been repositioned to the north-west by approximately 1m and one 2 bedroom flat has been installed within the roof on the south west side of Block F. Several rooflights are proposed within the roof slopes of Block F to facilitate the extra 2 bed flat.

These changes have been facilitated by the omission of the two pedestrian access ways from the site to Rosedale College and the reduction of space (formally the access ways) between Blocks D and E from 3.5m to 2m and from 3m to 2m between Blocks G and H. This was in response to concerns raised by Rosedale College and the Metropolitan Police's Crime Prevention Officer and is considered to increase security within the site.

The previous condition (condition 42) requiring this has now been deleted.

It is also proposed to add 1 x two bed flats in the roof spaces of Blocks R & X, which are located at either end of Block Q. These additional flats will be facilitated by the raising of part of the roof by 1.5m and through the introduction of windows into the roof gable features as well as rooflights for natural light.

The proposed elevational changes, incorporating mostly alterations to the fenestration and balcony design are relatively minor and are not considered to detract from the architectural merits of the previous approved scheme or from the character and appearance of the area.

The proposed changes are considered to contribute positively to the consented scheme. The overall development continues to be characterised by a density, massing and the overall building height of 2-3 storeys with a mixture of heights throughout. The scheme continues to be appropriate and well balanced for the site, and to harmonise with the surrounding context. The permeable layout and the variety of public and private open spaces, landscape character, size, use and character is considered to provide a robust, flexible and sustainable living environment.

In addition, the amended scheme maintains a legible and logical structure of pedestrian and vehicular routes. Car parking is provided throughout the site, but in most instances well situated in modestly sized parking courts, which are screened from the main road and pavement. The roads around the site include traffic calming features, such as gentle curves and raised tables, which maintain visibility through the route but force drivers to maintain lower speeds for navigation. Furthermore, the use of different coloured block paving with the road design incorporates adopted design principles for Home Zones.

In terms of permeability, there are limited connections out of the development, partly due to the constrained nature of the site, with the only vehicular and main pedestrian access off Judge Heath Lane.

The external design of the buildings and proposed building materials, such as traditional facing bricks, stucco render, slated pitched roofs in combination with Bath stone copings and cills maintain a balanced and appropriate design response with regard to the scale and context of the site. It is, as with the approved scheme, important that these features be retained in the more detailed design stages, as they contribute to the visual richness and quality of the scheme. The previously approved design condition requiring the submission of external materials details, as well as drawings, (including colour schemes), providing details of balconies, porches, fenestration and doors, together with boundary walls and railings, prior to the commencement of works therefore needs to be retained.

Subject to compliance with this condition, it is considered that the scheme is compliant with Policies BE13, BE19 and BE21 of the UDP, relevant London Plan policies and design guidance.

## **7.08 Impact on neighbours**

In relation to outlook, Policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15m is required, although this distance will be dependent on the extent and bulk of the buildings.



The proposal being considered would maintain a gap of between 28 to 30 metres from the rear of properties to in Judge Heath Lane. In terms of the relationship with properties in Burbage Close to the south and east, a distance of between 21 to 35 metres is maintained, while an average distance of 30 metres is maintained between properties in Cromwell Road to the west. These are the same separation distances as with approved scheme ref: 49996/APP/2008/3561. This complies with the 15 metre HDAS overdominance guidance. It is not therefore considered that the proposal would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with policy BE21 of the UDP.

With regard to privacy, the marginally altered site layout indicates that adequate separation distances would be provided between the proposed buildings and neighbouring residential properties in Cromwell Road, Judge Heath Lane and Burbage Close in accordance with the guidelines in the HDAS 'Residential Layouts' Supplementary Planning Document and Policy BE24 of the UDP.

It is not considered that there would be a material loss of day or sunlight to neighbouring properties, as the proposed buildings would be sited a sufficient distance away from adjoining properties. It is also considered given its layout that there will be a good level of day lighting for the proposed development. The proposal is considered to be consistent with Policy BE20 of the UDP and relevant design guidance.

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

### Amenity space

Policy BE23 of the Unitary Development Plan Saved Policies states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting.

Policy R1 states that where development is proposed in or near an area deficient in recreational open space, the Local Planning Authority may require developers to provide publicly accessible recreational open space, including children's play space, appropriate to the scale and type of development to serve an area of identified deficiency.

The Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts' requires residential developments to provide the following amenity space:

- a) 1 bed flat - 20sq metres of shared amenity space.
- b) 2 bed flat - 25sq metre of shared amenity space.
- c) 3 bed house - 60sq metres of private amenity space.
- d) 4 bed house - 100sq metres of private amenity space.
- e) 5 bed house - 100sq metres of private amenity space.

Based on these amenity requirements, the amenity space requirements for the proposed development results in the following:

- a) 62 x 1 bed flats - 20x62 = 1240sq metres.
- b) 98 x 2 bed flats - 98x25 = 2450sq metres.
- c) 61 x 3 bed houses - 61x60 = 3660sq metres.
- d) 28 x 4 bed houses - 28x100 = 2800sq metres.
- e) 12 x 5 bed houses - 12x100 = 1200sq metres.

The revised scheme results in an HDAS requirement of 11,350sq metres of amenity space of which 3690sq metres is required to service the 1 and 2 bed flats and 7660sq metres of private amenity space to service 3,4 and 5 bed houses.

The consented scheme provided a quantum of amenity space totalling 12,752sq metres, of which 2,842sq metres was public/shared open space for the 1 and 2 bed flats and 9,910sq metres was private amenity space.

The proposed scheme provides a quantum of amenity space totalling 13,188sq metres, of which 2,677sq metres is public/shared amenity space for the 1 and 2 bed flats and 10,511sq metres is private amenity space. Of this private space provision, 982sq metres is private/communal space serving the 1 and 2 bed units. As such the total amenity space serving the 1 and 2 bed units totals 3,659sq metres, a shortfall of 31sq metres, which would not diminish the high quality internal living environment.

The large public open spaces predominantly remain the same in terms of quantum provided. The Green, Promenade and Pond are unchanged. However, The Arena open space has been reduced in size, by 163sq metres, to allow for additional/relocated parking bays to be provided. This revision was also to allow the carriageway to be widened by 0.5m as requested by Highways Officers, in order to enable the extension of the Home Zone, which is discussed later in the report.

The additional private amenity space, amounting to 601sq metres is provided within the Grand Crescent. Here six additional 5 bed houses are proposed, each of which has a front and rear garden. In addition, the developer has repositioned the six already consented 5 bed houses within the Grand Crescent, to maximise the amount of private amenity space afforded to each of them. Overall, the larger 5 bed dwelling units are serviced with a wider range of amenity areas of between 87sq metres and 135 sq metres, which is considered appropriate.

#### Internal Space

In terms of internal space standards and the quality of accommodation provided, the Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts' requires all new residential units to be built to lifetime home standards and 10% of units designed to wheelchair accessible standards. Further guidance is also provided on floor space standards for new residential development to ensure sound environmental conditions are provided on site. As a guide, the recommended minimum standards for studio apartments are 33 sq. m, 1 bedroom flats is 50 sq. m, two bedroom flats 67 sq. m, 81 sq. m for 3 bedroom houses, 92 sq m. for 4 bedroom houses and 101 sq. m for 5 bedroom houses.

The floor space information provided by the applicant indicates that all the replacement units within the amended development achieve and in many cases exceed HDAS recommended floor space standards for all of the units.

The applicant has confirmed that Lifetime Home standards will be met for all the units. In addition, 26 of the units will be designed to full wheelchair accessible standards.

Overall, it is considered that the amended proposals meet with the aims and objectives of the Council's HDAS SPD and would provide a high quality living environment for all of the proposed units, in accordance with Policies BE20, BE23, BE24, OE1 and O5 of the UDP, HDAS 'Residential Layouts' and 'Accessible Hillingdon' and the provisions of the London Plan. A condition requiring details of all wheelchair units and a condition requiring all units

to be developed to Lifetime Homes Standards will be followed through from the original planning permission to this Section 73 consent.

#### Outlook

In terms of outlook for future residents, Policy BE21 of the Unitary Development Plan Saved Policies seek to ensure that new development would not have a significant loss of residential amenity, by reason of the siting, bulk and proximity of new buildings.

In this regard, it is considered that the amended site layout would continue to provide a high standard of amenity for future occupiers. The layout provides space around the flat blocks and ensures that there is adequate separation between the blocks and surrounding car parking spaces serving these buildings. This will result in a satisfactory outlook from the proposed units in these blocks and reduce the potential for nuisance and disturbance to the future occupiers. As such, the development is considered to be consistent with relevant design guidance and policies BE21 and OE1 of the UDP.

All of the units would benefit from an acceptable level of privacy and light, in compliance with the Council's standards given in The Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts'.

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

The proposed development is accessed from Judge Heath Lane from the south with a single access forming a priority junction. There are no proximate sections of Transport for London Road Network. The nearest section of Strategic Road Network is Uxbridge Road, 1 km north.

Under the consented scheme ref: 49996/APP/2008/3561, the Council's Highways Officer established that it was considered unlikely that traffic generated by the development will have an adverse impact on the highway network. Both TfL and the Highway Engineer raised no objections on highway/traffic grounds at the time.

The amended scheme proposes 289 car parking spaces, compared with 282 that were approved under the consented scheme, an increase of 7 car parking spaces. This level of provision does not exceed the maximum London Plan parking standards. Officers consider that the provision of maximum or close to maximum car parking standards of 1.5 for each flat and 2 spaces per dwelling should be adopted given the site's Public Transport Accessibility level (PTAL) rating of 1b, where 1 is the lowest and 6 is the highest.

The revised scheme proposes 289 parking spaces. This equates to a total provision of 1.11 spaces per unit which is a modest increase of 0.03 spaces per unit. This increase is within the adopted parking standards and as such is supported. A disabled parking space is to be allocated to each of the wheelchair accessible units. This level of provision is considered acceptable.

350 cycle parking spaces are proposed. This level meets TfL and Council cycle parking standards. Details of the cycle storage will be carried through consistent with the underlying consented scheme..

Amendments have also been made to highways design following detailed discussions with the Council's Highways department. The proposed Homezone has been extended to

incorporate the northern road of the site, around the arena and opposite the Promenade. This is considered to improve the pedestrian environment. The remainder of the entrance road has not been made a Homezone in agreement with Highways advice.

The Homezone will be defined by a differentiation of materials, signage and speed ramps at the three entrance/exit points of the homezone. The intention is that speeds within the estate road will be reduced further, especially around the Arena, which is the focus of one of the larger open space areas within the site. This will improve safety for pedestrians including children who may play within these communal amenity areas. To facilitate the extension of the Homezone the Highways department requested that the road width be increased by 0.5m to allow a 6m highway width. This has been achieved by minimising the pathways around the Arena to 1.2m (inner footpath) and 1.8m (outer footpath) respectively.

In terms of public transport accessibility, TfL London Buses concluded, when assessing the consented scheme, that the local bus network would be able to accommodate any new trips generated by the proposed development. Given there is no increase in the number of units proposed and there is only a minimal increase in habitable rooms across the site, the revisions to the scheme are unlikely to result in a significant increase in vehicle trips over and above the consented development.

Under the consented scheme, financial contributions towards upgrading the nearest bus stops to accessibility standards, and a Travel Plan were secured through a Section 106 Agreement. A deed of variation will be entered by the Council and Barratt Homes to follow through the S106 Agreement to the new permission to ensure it is secured. The proposal therefore complies with London Plan policy 3C.20 'Improving conditions for buses' and 3C.2 'Matching development to transport capacity'.

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

### Security

In order to address specific security issues raised by the Metropolitan Police Crime prevention officer, the layout of the development has been amended to address the following points:

- a) The two pedestrian access ways to Rosedale College have been omitted. The entrance gates and piers have been replaced with close boarded fencing. This will be secured by a condition requiring details of all boundary treatments.
- b) In Blocks J and K, the cycle store door in the north elevation has been removed and located internally to make storage of residents bicycles more secure.

### Urban Design

The issues of urban design and access have been dealt with elsewhere in the report.

## **7.12 Disabled access**

The amendments to the scheme are relatively minor. As with the approved scheme, the proposals are generally considered to comply with the London Plan policy 4B.5 and HDAS supplementary planning document Accessible Hillingdon.

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

## Affordable Housing

London Plan Policy 3A.10 requires borough councils to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes. In doing so, each council should have regard to its own overall target for the amount of affordable housing provision. Policy 3A.9 states that such targets should be based on an assessment of regional and local housing need and a realistic assessment of supply, and should take account of the London Plan strategic target that 35% of housing should be social and 15% intermediate provision, and of the promotion of mixed and balanced communities. In addition, Policy 3A.10 encourages councils to have regard to the need to encourage rather than restrain residential development, and to the individual circumstances of the site. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements.

The London Borough of Hillingdon Affordable Housing SPD (May 2006) seeks to secure a minimum of 50% affordable housing on new build schemes that contain 15 units or more. This should then be split in 70% social rented and 30% shared ownership / intermediate housing. The Council's Planning Obligations SPD (July 2008), together with the London Plan Consolidation (2008) supersedes these requirements and schemes with 10 units or more shall secure 50% affordable housing.

The affordable housing provision has not altered from the approved scheme. The level of affordable housing offered by the applicant remains at 34% in terms of units and has reduced by 2% from 26% to 34% for habitable rooms. The tenure split is also unchanged and remains at 70% social rented and 30% intermediate. This will be secured by way of the S106 Agreement.

## Special Needs Housing

The quantum of wheelchair units proposed under the amended scheme remains the same as that approved under planning permission ref: 49996/APP/2008/3561. The floor space information provided by the applicant indicates that the development generally achieves HDAS recommended floor space standards and that lifetime home standards will be met for all the units.

The approved scheme provided wheelchair units across all tenures and these were located at ground, first and second floors. As part of a design review, the location of wheelchair units and disabled parking spaces has been improved by incorporating all wheelchair units at ground floor and relocating disabled parking spaces to be as close as possible to the wheelchair units. In addition, a minimum of 10% wheelchair accessible units, which equates to 26 units delivered by this scheme, will be designed to full wheelchair accessible standards. This equates to 26 units. A condition will be carried over from the original planning permission requiring the submission of internal layout details, to ensure compliance.

Overall, it is considered that the proposed development would provide good living conditions for all of the proposed units in accordance with HDAS 'Residential Layouts' and the provisions of the London Plan.

## 7.14 Trees, landscaping and Ecology

Policy BE38 of the Unitary Development Plan Saved Policies states, amongst other

things, that development proposals will be expected to retain and utilise topographical and landscape features of merit.

In terms of the landscape layout the amendments indicated on the current site plan, ref. 1204/P009 Rev H, are minor when compared with the approved layout plan ref. 1187/P010.

Subsequent to the approval of the layout plan, further negotiation took place with the developer in 2009 as a result of the need to raise the site levels. This led to the (agreed) removal of additional trees, notably along the north and east boundaries, where the raising of ground levels was not compatible with the proposed tree retention. At the time the Council noted that the additional trees to be removed were not of particular merit and the developer agreed to plant replacement trees (of more suitable species) in the affected rear gardens. Drawing No. 07046-BC09 Rev E indicates the 'Unilog' retaining wall system which is to be used along the northern boundary. An amended tree survey / arboricultural implications assessment should reflect these changes, as should the provision of new tree planting as part of the landscape proposals. These will be secured by condition.

Further to the provision of additional tree planting in the rear gardens (north and east) some other minor amendments have taken place, which affect the open spaces within the centre of the site. The area of open space and the disposition of structure planting (trees) as shown on the current layout plan is similar to the approved drawing. The amendments to the scheme are considered acceptable in landscape terms subject to conditions requiring details of landscaping, a tree survey and landscape management plan, in accordance with policy BE38 of the Hillingdon Unitary Development Plan.

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

A Site Waste Management Plan (SWMP) will be developed in order to minimise the quantities of waste being disposed of through recycling and/or re-use on site. Management of construction waste would involve sorting, crushing, grading, and stockpiling on-site either to reuse these materials as a sub-base or to transport them to a suitable recycling facility. Where there is a need for remediation as a result of contamination of water, soil and/or building materials, any contaminated materials that cannot be remediated on site will be taken off site to appropriately licensed facilities. These measures can be controlled by appropriate conditions, carried over from the original planning permission.

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

London Plan (February 2008) policies 4A.4 and 4A.7 require the submission of an energy demand assessment based on sustainable design and construction; a demonstration of how heating and cooling systems have been selected in accordance with the Mayor's energy hierarchy; and how the development would minimise carbon dioxide emissions, maximize energy efficiencies, prioritise decentralised energy supply, and incorporate renewable energy technologies, with a target of 20% carbon reductions from on-site renewable energy.

Policy 4A.9 promotes five principles to support the most effective adaptation to climate change. These are: to minimise overheating and contribution to heating and effects, minimise solar gain in summer, contributing to flood risk reductions, including applying sustainable drainage principles, minimising water use and protecting and enhancing green infrastructure. Specific policies cover overheating, living roofs and walls and water. Policies 4A.2 and 4A.8 focus on the means to mitigate climate change.

The changes to the approved scheme are relatively minor in extent and are considered to have little, if any additional impact in relation to renewable energy and sustainability issues over and above those considered under the consented scheme. A conditions requiring details of how the renewable energy can be implemented as part of the development, to contribute at least 20% CO2 reduction, in accordance with the aims of Renewable Energy Policy 4A.7 and 4A.9 of the London Plan (February 2008), will be followed through from the consented scheme and attached the new planning permission should this application be approved.

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

Flood risk and drainage issues were assessed under the consented scheme. At the time the developer submitted a flood risk assessment, taking into consideration the principles of Planning Policy Statement 25 (PPS25) and other relevant regional and local policies. It was concluded that the development would not increase the risk of flooding. It is considered that the small amendments to the approved scheme would not have any detrimental affect on the flood risk on the site.

The Environment Agency conditions requiring the detailed design of the surface water system, limiting the surface water run-off, requiring attenuation of surface water in SUDS systems, (including green roofs, detention ponds, permeable paving, tanks and above ground storage), will be carried over from the current planning permission to the new decision should this application be granted.

With regard to land contamination, the Environment Agency requirement for a remediation strategy, in the event that contamination not previously identified is found to be present at the site, and a condition requiring measures to protect ground water have also been requested will also be carried through from the current planning permission.

Condition 32 relating to sewerage drainage capacity will be reported to Committee following consultation with Thames Water.

Subject to the recommended conditions, it is considered that development would not increase the risk of flooding and therefore is in accordance with Policies OE7 and OE8 of the Hillingdon Unitary Development Plan Saved Policies 2007, Policy 4B.6 of The London Plan (February 2008) and Planning Policy Statement 25: Development and Flood Risk.

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

A noise assessment was included in the Environmental Impact assessment which was submitted as a part of the consented scheme, which the Council's Environmental Protection Unit considered to be acceptable subject to a condition requiring details of a sound insulation scheme. In addition the EPU considered the scheme would have an impact on the Council's Air Quality Action Plan and that the development was likely to cause a worsening of air quality.

The mitigation offered relied, mainly on the Green Travel Plan as well as the renewable energy options. These were secured by a proposed condition and through the S106 Agreement.

It is considered that the modest changes proposed to the scheme will have very little additional impact on noise and air quality over and above the approved development. The proposed scheme is therefore considered acceptable subject to conditions and the S106 Agreement. These have been followed through from the consented scheme.

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

The development proposal seeks to vary planning permission ref: 49996/APP/2009/2766 which proposed 261 units on the site. The amended scheme also proposes 261 units. The road layout and vehicular access to the site remain unchanged. S106 Contributions will be secured by a S106 Agreement to mitigate any impact on services in the area resulting from the proposed development.

### **7.20 Planning obligations**

Policy R17 of the Council's Unitary Development Plan states that: 'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals'.

A range of Planning Obligations were sought, and secured, by a S106 Agreement under the consented scheme. The amendments to the approved development have resulted in some necessary alterations to the contributions sought in relation to education. Following financial viability tests the only contribution uplift that is being sought is for future education improvements. The amended scheme results in a net increase of 24 habitable rooms and there is an associated child yield resulting from the increase in habitable rooms. An Education contribution uplift is sought to the sum of £44.484. This has been agreed by the applicant and will be secured by A Deed of Variation to the existing S106 Agreement.

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

There are no enforcements notices and/or investigations relating to the development of this site.

### **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**

## **10. CONCLUSION**

The application seeks to vary condition 5 of planning permission ref: 49996/APP/2008/3561 to enable changes to be implemented to the consented development. The proposals involve the removal of five flats within Block G and associated car parking, and their replacement with five x 5-bedroom houses, providing a natural extension to the crescent. In addition, the proposal involves a removal of one x 4-bedroom unit from the crescent, and replacement with a further 5-bedroom unit; amendments to the siting of Block F and Block G; an extension to the proposed Homezone; relocation of wheelchair accessible units to the ground floor of blocks J, K, O and P; revisions to the Highway and car parking layouts; and minor elevation changes.

There is no significant change to the density of the development, which remains the same as the consented scheme in line with the upper limits of London Plan guidance in terms of the number of units, but is marginally higher in terms of habitable rooms. Density is increased by 7 habitable rooms per hectare (or 24 habitable rooms for the whole development) in terms of habitable rooms over that already consented. Nevertheless, the layout, design, bulk and scale of the proposed buildings is considered appropriate for the site and existing surrounding development. The scheme will still maintain a high quality internal living environment for future occupiers consistent with design principles of the original master plan for this site.

The amended site layout indicates that, as per the consented scheme, adequate separation distances would be provided between the proposed buildings and neighbouring residential properties in Cromwell Road, Judge Heath Lane and Burbage Close, ensuring that there would be no undue impact on the occupiers of these properties by reason of loss of light, outlook or privacy as a result of the erection of the buildings, in accordance with relevant policies and design guidance. The development will therefore not result in unacceptable impacts on the amenities of neighbouring properties or to the character and appearance of the area. In addition, highway, parking, security and ecological issues have been satisfactorily addressed

The amended site layout also indicates an overall increase of amenity space on the site, which is welcomed. Whilst there is a marginal shortfall of shared amenity space serving the 1 and 2 bed units, it is considered to be small and will not diminish the quality of the scheme.

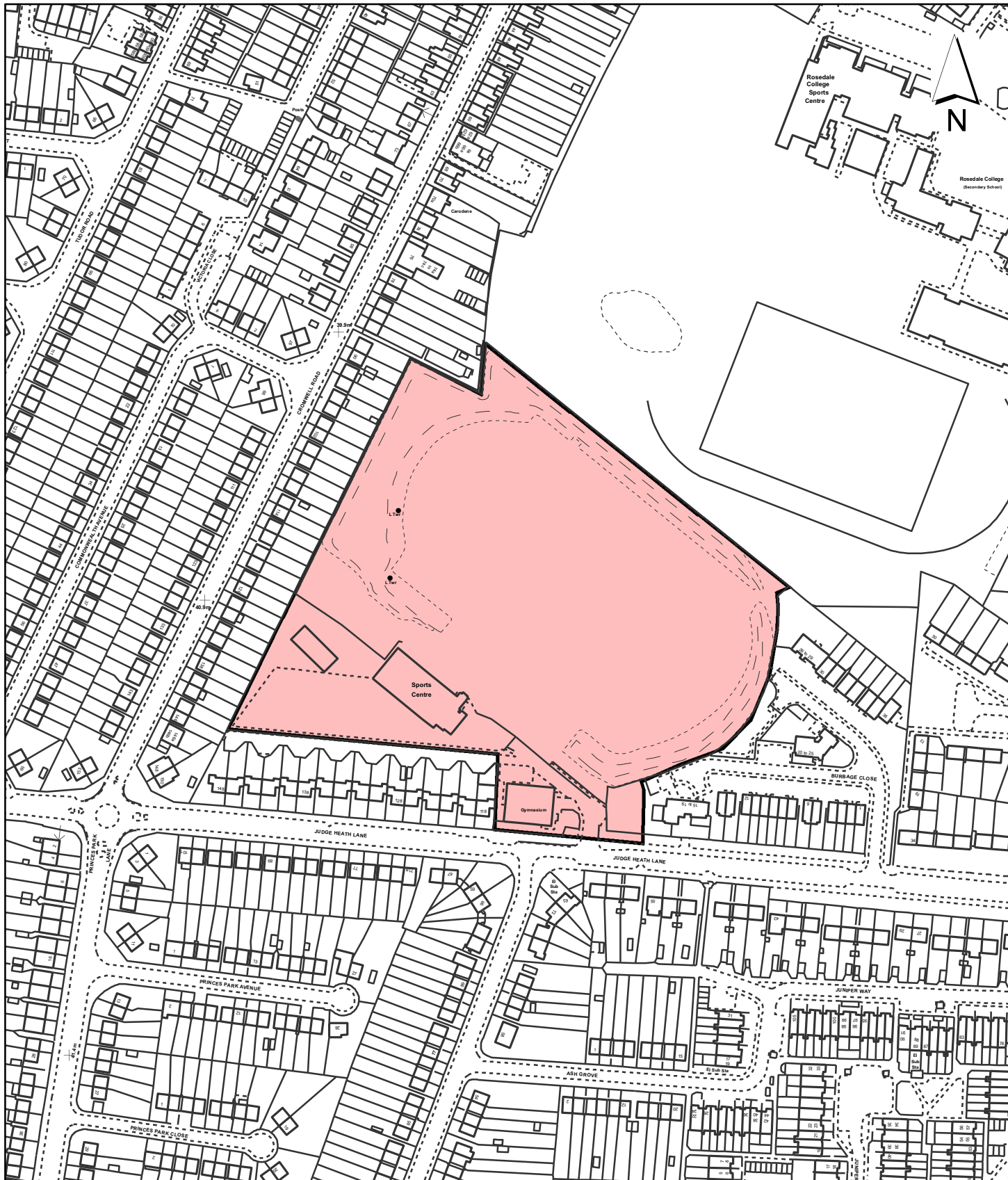
Subject to the recommended conditions and the planning obligations to be secured by a Deed of Variation to the S106 Agreement, the application is recommended for approval.

## 11. Reference Documents


- (a) London Plan Consolidation (February 2008)
- (b) Planning Policy Statement Note 3 - Housing
- (c) Planning Policy Guidance Note 13 - Transport
- (d) Planning Policy Guidance Note 24 - Planning and Noise
- (e) Hillingdon Unitary Development Plan Saved Policies (September 2007)
- (f) Hillingdon Design and Accessibility Statement (HDAS)
- (g) Council's Supplementary Planning Guidance Community Safety by Design
- (h) Council's Supplementary Planning Guidance Planning Obligations Strategy
- (j) Letters making representations

**Contact Officer:** Matt Kolaszewski

**Telephone No:** 01895 250320



**Notes**

 Site boundary  
For identification purposes only.

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Site Address	
<b>Former Hayes Stadium Judge Heath Lane Hayes</b>	
Planning Application Ref:	Scale
<b>49996/APP/2009/2766</b>	<b>1:2,500</b>
Planning Committee	Date
<b>Central and South</b>	<b>May 2010</b>

**LONDON BOROUGH OF HILLINGDON**

**Planning & Community Services**

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



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## Report of the Head of Planning & Enforcement

**Address** FORMER MOD DOCUMENT RECORD OFFICE BOURNE AVENUE  
HAYES

**Development:** Reserved matters (details of access, appearance, landscaping, layout and scale for two units with ancillary offices and associated car parking including an overflow car park) in compliance with condition 3 of planning permission ref:18399/APP/ 2005/3415 dated 02/03/2006 (Variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 and 30 (to allow separate phased submissions of details relating to residential and employment components of the development) of outline planning permission ref:18399/APP/2004/2284 dated 19/08/2005: Redevelopment of the site for a mixed-use development.)

**LBH Ref Nos:** 18399/APP/2010/545

**Drawing Nos:** 30226-PL-100  
30226-PL-101  
30226-PL-102  
30226-PL-103  
30226-PL-104  
30226-PL-105  
30226-PL-106  
30226-PL-107  
30226-PL-108  
30226-PL-109  
30226/PL/110  
2602A-PL-02 C  
01 Rev: A  
02 Rev: A  
2607-50  
Soakway Calculations  
Soft Landscape Works Maintenance and Management Proposals  
Parking Provision

**Date Plans Received:** 10/03/2010

**Date(s) of Amendment(s):**

**Date Application Valid:** 10/03/2010

### 1. SUMMARY

The application seeks approval of the reserved matters for the siting, design, external appearance and landscaping of units C and D in compliance with condition 3 of planning permission Ref: 18399/APP12005/3415, located within the Prologis Park Development.

The proposal involves two buildings within the approved layout of plot C and plot D (approved under planning permission (Ref: 18399/APP/2005/3415). Reserved matters ref: 18399/APP/2007/2725 has already approved the siting, design, external appearance and landscaping of units C and D. This scheme has been submitted following revisions to elements of this approval.

The design and appearance of the proposed buildings on Plots C and D are consistent with Units A, B, E and F approved under separate reserved matters applications, which are now finalised. The landscape plan proposed is consistent with the planting themes

previously identified for this site.

The proposal is considered to accord with the outline planning permission and will not undermine the functioning of this site, nor impact upon the amenity of adjoining residential properties. The proposal is therefore recommended for approval.

## **2. RECOMMENDATION**

**That subject to no objections being received from Crossrail, delegated powers be given to the Head of Planning and Enforcement to grant planning permission subject to the following conditions, and any additional conditions and/or informatives which may be required by Crossrail:**

### **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 ST1 Details of Materials**

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 ST1 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. This permission does not therefore allow the incorporation of elements of any other reserved matters applications (with respect to layout, scale, external appearance and landscaping) that might be approved for the same site.

#### **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.

### **4 ST1 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.

### **5 ST1 Refuse Storage**

No development shall take place until details of facilities to be provided for the covered and secure 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. The submitted details shall include separately defined areas for refuse and recycling which should be the subject of clearly marked signage.

**REASON**

To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**6 ST1 Disabled Entrance Design**

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

**REASON**

To ensure that people with disabilities have adequate access to the development in accordance with policy AM13 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**7 ST1 CCTV**

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site in the development. In particular:

- The provision of CCTV surveillance of the site;
- Adequate site fencing; and
- Lighting of the external areas of the Units.

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 seek to achieve the 'Secured by Design' accreditation award from Hillingdon's Metropolitan Police.

**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.

**8 ST1 Landscaping 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.

### **9 ST1 Landscape Maintenance**

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 Saved Policies September 2007.

### **10 DIS3 Parking for Wheelchair Disabled People**

Development shall not commence until details of parking provision for wheelchair disabled people, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until all the approved details have been implemented 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).

### **11 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.



**12 ST1 Disabled Parking Ratio's**

Parking spaces for people with disabilities shall be provided at the following rate:

Unit C: 7 spaces

Unit D: 6 spaces

**REASON**

To ensure that the approved car parking is provided in accordance with policies AM14 and AM15 of the Hillingdon Unitary Development Plan saved Policies September 2007.

**13 ST1 HGV Parking Layout**

The development shall not be occupied until a revised HGV parking plan to service Units C and D has been submitted to and approved in writing by the Local Planning Authority. The parking layout plan shall provide for an HGV parking ratio sufficient to accommodate the parking requirements for future uses within these units. Details as approved shall be provided on site, prior to the occupation of the proposed development and thereafter retained on site.

**REASON**

To ensure that the approved HGV parking plan is provided in accordance with the maximum standards provided under Annex 4 Parking Standards of the London Plan.

**14 ST1 Cycle Storage**

The development shall not be commenced until details of covered & secured cycle parking arrangements to service each unit have been submitted and approved in writing by the Local Planning Authority. Cycle parking to service each unit shall be provided with a minimum of 1 space per 75m<sup>2</sup> of Class B1(a) offices and 1 space per 250m<sup>2</sup> for Class B8 uses.

Details as approved shall be provided on site, prior to the occupation of the proposed development and thereafter retained on site.

**REASON**

To ensure that adequate facilities are provided for cyclists in accordance with policy AM9 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**15 ST1 Bird Hazard Management Plan**

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.

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

**REASON**

To avoid endangering the safe operation of aircraft through the attraction of birds in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**16 ST1 Landscape Species Selection**

The berry bearing species for the landscaping of the site shall be no more than 25% of the total species on site and shall be spread throughout the planting palette rather than in concentrated areas. Details are to be submitted to and approved in writing by the Local Planning Authority.

**REASON**

To reduce the bird strike risk posed by winter thrushes and starlings in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**17 ST1 Sustainable Urban Drainage**

Before any part of this development is commenced, details of a scheme for the disposal of surface water shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall adopt sustainable drainage solutions, such as porous surfaces, for all car park areas within this part of the site. All works that form part of this drainage scheme shall be carried out before any part of the approved development is occupied unless otherwise agreed in writing by the Local Planning Authority.

Note: This condition shall not apply to those areas accessible to HGV's.

**REASON**

To limit surface water runoff in order to ensure that the proposed development does not cause a new surface water flooding problem in accordance with Policy OE7 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

**18 ST1 Energy Strategy**

Before the development is commenced, details demonstrating that 20% of energy requirements for the proposed new development shall be supplied from renewable sources shall be submitted to and approved in writing by the Local Planning Authority. The energy supplied to the development shall be in accordance with the details as agreed unless the Local Planning Authority gives written approval to any variation.

**REASON**

To ensure a proportion of the site's energy needs are met by renewable energy sources in accordance with Policy 4A.7 of the London Plan.

**19 NONSC Electric Charging Points**

Before development commences, plans and details of at least 13 conveniently located electric vehicle charging point, serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the charging points shall be installed in accordance with the approved scheme and maintained for the lifetime of the development.

**REASON**

To encourage sustainable travel and to comply with London Plan Policy 4A.3.

**INFORMATIVES**

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**

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, namely Policies EC1, EC2, EC3, EC5, BE13, BE24, BE25, BE38, OE1, OE3, OE5, AM1, AM2, AM3, AM5, AM6, AM7, AM8, AM9, AM10, AM11, AM12, AM13, AM14, AM15 and PR7 and to all relevant material considerations, including Supplementary Planning Guidance.

## **3**            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 (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).

## **4**            I12                    **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.

## **5**            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 or Bank 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.

## **6**            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](http://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](http://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](http://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](http://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.

## **7**

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 0800 hrs and 1800 hrs Monday to Friday and between the hours of 0800 hrs and 1300 hrs on Saturday. No works shall be carried out on Sundays or Bank 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 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (a) above, and by means that would minimise disturbance to adjoining premises.

## **8**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please refer to the enclosed leaflet and 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 Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airfield Operations staff. In some instances it may be necessary to contact BAA Airfield Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences from Natural England before the removal of nests and eggs.

## **10**

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an

aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at [www.caa.co.uk/srg/aerodrome](http://www.caa.co.uk/srg/aerodrome)).

## 11

There should be continuity of materials and finishes across the site taking into account earlier phases of development.

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The site has an area of 3.82 hectares and forms part of a wider development site for Classes B1, B2 and B8 Employment uses of 12.08 hectares located adjacent to the Stockley Park employment area, 2km west of Hayes Town Centre and 0.5km north of the M4. Heathrow airport is approximately 2km to the south.

The area surrounding the site is mixed in character. To the south and east is the residential area of Hayes. The site is bounded to the north by the Paddington to Bristol railway line, and to the west by the Heathrow Express rail link. To the south of the site is the housing component of the former Ministry of Defence site, which was approved and provided for 101 residential units including affordable housing. Beyond this lies the Bourne Farm Playing Fields and other open Green Belt land.

The site is part of land which was in agricultural use until the late 1930's when it was developed by the Ministry of Defence (MOD) as a munitions factory during the Second World War. During the 1950's the site was converted for use as a file repository and contained a range of warehouse and office accommodation.

The site, where units C and D are proposed, has now been cleared as part of planning permission Ref: 183991APP12004/2284 and the main roads into the site from Stockley Road and the alternate access through Bourne Avenue to the housing site have been implemented.

Unit A has also been approved under planning permission ref: 18399/APP/2005/2387 and has been implemented on site. Planning permission (Ref: 18399/APP/2006/547) was granted on 12/07/06 in respect of reserved matters for the siting, design, external appearance and landscaping of the employment component of units B,E&F in compliance with condition 3 of planning permission Ref: 18399/APP/2005/3415. These units have now been implemented on site.

Parts of the application site lie within land designated within the Crossrail Safeguarding Area.

#### 3.2 Proposed Scheme

Reserved matters approval is sought for the access, appearance, landscaping and scale for two buildings within the approved layout of plot C and plot D, approved under planning permission (Ref:18399/APP/2005/3415)02.02.2006.

The Outline Development Framework Plan - Permitted Developable Area for Site A, being the area over which Units C and D are to be sited, provided for an employment floor

space of 22,560m<sup>2</sup> GEA to service B1(c) / B8 employment uses. The maximum height of all buildings within this part of the site was approved at 15.4 metres in height.

Reserved matters in respect to the siting, design, appearance and landscaping of Unit's C and D have previously been approved under permission ref: 18399/APP/2007/2725.

The current application seeks approval for various alterations to aspects of the scheme previously approved which have been necessitated by amendments to other sections of the Prologis Site.

The current proposal comprises the following:

The proposed Unit C comprises 4,265m<sup>2</sup> GIA of Industrial floor area and 770m<sup>2</sup> GIA of office. The unit is to be serviced with 52 car spaces including 5 disabled, 2 motorcycle parking and 6 HGV spaces located to the north and south of the unit.

The proposed Unit D comprises 9,170m<sup>2</sup> GIA of Industrial floor area and 986m<sup>2</sup> GIA of office. It will be serviced by 105 car spaces, and 5 motorcycle spaces located to the north of the unit. The principle service yard located to the west of Unit D accommodates a 40 metre yard and turning circle for HGV's. It also provides for 20 HGV spaces along the western side of Unit D.

In addition an overflow car park is provided to the west of unit C, for use by all units within the site.

Landscaping of the site consists of infrastructure planting along the main vehicular access roads and boundary screen planting. The landscaping is predominately trees surrounding each of the Units and along the access roads, and are under-planted with hedges and ground cover. The boundaries of the site will be characterised by native woodland planting and hedgerows to reflect and support the adjoining character of the Green Belt and its nature conservation value.

The site is accessed from the existing main access on Stockley Road.

### **3.3 Relevant Planning History**

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

In 1999 a planning brief was adopted for the site. This recognised the site's strategic importance, due to its prominent position on the highway network and close proximity to Heathrow Airport. It also proposed that its redevelopment should provide improvements to public transport and other facilities and employment opportunities for local residents of the Hayes- West Drayton corridor in which it is located. The brief identified a number of land uses, which might be appropriate for the site, including employment generating uses, hotel and conference facilities, leisure, residential and local retail and community facilities.

Outline planning permission (Ref: 18399/APP/2004/2284) was granted on 19 August 2005 for the redevelopment of the site for a mixed-use development comprising use classes B1(a) and (c), B2 and B8 employment uses and C3 residential use (up to a maximum of 101 units) with associated access, parking and landscaping. Each specific use approved within the site was identified within the Outline Development Framework Plan - Permitted Developable Area. Site A identified within the approved Outline Development Framework Plan, covers that area within which Units C and D are to be sited, and provides for an employment floor space of 22,560m<sup>2</sup> GEA of B1c/B8 employment uses. The maximum height of all buildings within this part of the site was approved at 15.4 metres in height.

Planning permission (Ref: 18399/APP/2005/3415) was granted on 27/01/06 in relation to the variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 & 30, to allow for separate phased submissions of details relating to the residential and employment components of the development.

Unit A has also been approved under planning permission ref: 18399/APP/2005/2387 and has been implemented on site.

Planning permission (Ref: 18399/APP/2006/547) was granted on 12/07/06 in respect of reserved matters for the siting, design, external appearance and landscaping of the employment component of units B, E and F in compliance with condition 3 of planning permission Ref: 18399/APP/2005/3415.

Planning permission (Ref: 18399/APP/2006/2308) was granted on 03/11/06 in respect of reserved matters for the siting, design, external appearance and landscaping of the employment component of Unit F in compliance with condition 3 of planning permission Ref: 18399/APP/2005/3415.

Planning permission (Ref: 18399/APP/2007/2724) was granted on 17/12/07 in respect of reserved matters for the siting, design, external appearance and landscaping of the employment component of Units C, D and G in compliance with condition 3 of planning permission Ref: 18399/APP/2005/3415.

Planning permission (Ref: 18399/APP/2007/2725) was granted on 17/12/07 in respect of reserved matters for the siting, design, external appearance and landscaping of the employment component of Units C and D in compliance with condition 3 of planning permission Ref: 18399/APP/2005/3415.

Planning permission (Ref: 18399/APP/2009/423) was granted on 21/05/09 in respect of reserved matters for the siting, design, external appearance and landscaping of the employment component of Unit B in compliance with condition 3 of planning permission Ref: 18399/APP/2005/3415.

Planning permission (Ref: 18399/APP/2009/2119) was granted on 19/01/10 in respect of reserved matters for the siting, design, external appearance and landscaping of the employment component of Unit E in compliance with condition 3 of planning permission Ref: 18399/APP/2005/3415.

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

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

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

- |      |   |
|------|---|
| AM14 | New development and car parking standards.  |
| AM15 | Provision of reserved parking spaces for disabled persons   |
| AM2  | Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity |



AM7	Consideration of traffic generated by proposed developments.
AM6	Measures to discourage the use of Local Distributor and Access Roads by through traffic
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.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LPP 4A.22	Spatial policies for waste management
LPP 4A.7	London Plan Policy 4A.7 - Renewable Energy
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
LPP 3B.4	London Plan Policy 3B.4 - Industrial Locations

## 5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- **6th May 2010**
- 5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

The application was advertised as a major development under Article 8 of the Town & Country Planning (General Development Procedure) order 1998 and 490 neighbouring properties were consulted. 3 letters of support and no letters of objection were received.

### CROSSRAIL SAFEGUARDING

A response is awaited from Crossrail and the recommendation allows scope for these comments to be taken into account.

### Internal Consultees

#### TREES & LANDSCAPING

The current layout (Michael Sparks Associates drawing No. 30226-PL-101) is for the final two units C and D at the northern end of the Prologis industrial park. It incorporates amendments to the layout originally approved in planning permission ref. 18399/APP/2007/2725 for three units C, D and G (indicated on Michael Sparks Associates drawing No. 2602A-PL-11 B). The minor changes to the site boundaries and spatial organisation within the site has resulted in a similar arrangement of structure planting.

Former landscape proposals by Barry Chinn Associates perpetuated the theme (established in previous phases) of heavy standard tree-lined avenues along the service roads under-planted with ornamental swathes of (monoculture) ground-cover. This planting creates a robust and unfussy landscape structure which has proved to be appropriate for the scale and nature of the development.

The current landscape proposals, provided in Barry Chinn Associates' drawing Nos. 01 Rev A and 02 Rev A, are similar to those previously approved. The main variation, in detail, is the loss of a line of on-site trees to the east of unit D. However, the eastern boundary is defined by tall acoustic fencing beyond which is a wooded embankment which help to form a spatial and visual buffer between the industrial shed and the residential properties to the east. These boundary details were previously approved by the LPA as part of the landscape infrastructure - and have since been implemented. The loss of the trees from behind the acoustic barrier is not considered to have a significant impact on the proposal.

Within the curtilage of unit D, 4No. large specimen trees with groundcover are proposed. 11No. large specimen trees are proposed within the overflow car park, together with ornamental hedge and shrub planting. Tree species include *Alnus cordate* and *Quercus robur* 'Koster'. The service roads will feature approximately 35No. large specimen trees, featuring *Acer campestre* 'Streetwise' and *Quercus robur* 'Koster'. Planting schedules are provided on the drawings.

The landscape proposals are supported by document ref. L1120/10 'Soft Landscape Works Maintenance and Management Proposals'.

#### RECOMMENDATION

The proposal is consistent, in terms of character and quality, with the landscape masterplan and earlier phases and satisfies saved policies BE25 and BE38. No objection subject to conditions TL5, TL6 and TL7.

#### HIGHWAYS

No objection to the additional car parking provision.

### **7. MAIN PLANNING ISSUES**

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

The principle of the development has been established under outline planning permission ref. 18399/APP/2004/2284 granted on 19 August 2005 and the subsequent reserved matters approval granted under ref. 18399/APP/2007/2725. Accordingly, there is no objection to the principle of the proposal.

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

The application seeks reserved matters approval for the siting, design, appearance, landscaping, layout and scale of two industrial units. Density is therefore not considered to be a relevant consideration.

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

The site does not lie within a conservation area or area of special local character. Nor is the site located in the vicinity of a listed building.

Archaeological implications of the entire development were considered under the outline application and conditions 24 and 26 of the outline permission (18399/APP/2004/2284) ensure that the archaeological work must be undertaken before development work commences of new parts of the sites.

#### **7.04 Airport safeguarding**

The height of the proposed building remains identical to that existing on site. At 13m the height of the proposal does not contravene airport safeguarding criteria.

Despite the height of the proposal not being sufficient to warrant consultation with BAA or NATS, conditions requiring the submission and approval of a bird management plan and

restricting the number of berry bearing bushes have previously been imposed for all units within the site. It is considered that to ensure the continued effectiveness of these measures across the site these conditions must also be imposed on the proposed unit, accordingly they are included within the recommendation.

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

The wider Prologis site adjoins land to the west and south that is designated Green Belt. Part of the land to the west is also identified as a site of Nature Conservation Grade 1 Importance. The impact upon the adjoining Green Belt was assessed at the outline planning stage. It was determined that sufficient area was available to screen and soften the impact of any new built form that formed part of the Prologis Park development.

Units C and D will be well screened from the adjoining Green Belt land to the west of the site by the provision of landscaping to the site boundaries. Additional landscaping is also provided within the site with planting being provided along the internal boundaries of each of the Units. Upon maturity these areas of planting will result in a good visual enclosure of the site ensuring the adjoining Green Belt is not unduly affected by the scale of the units. The development is therefore considered to comply with UDP policy OL5.

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

The siting, mass, bulk and scale of the proposed unit are identical to those considered under reserved matters approval ref: 18399/APP/2007/2725. Accordingly, it is considered that any impacts on the character and appearance of the area would be limited to those of the amended northern elevation, the increased area of service yard and the amendments to the proposed fencing.

Policy BE13 of the UDP highlights the importance of designing new development to harmonise with the existing streetscene. Policy BE25 seeks to ensure modernisation and improvement of Industrial and Business Areas through design and landscaping, improved vehicular and pedestrian access and circulation, and environmental improvements.

The proposed elevational design, (both units will have pitched roofs to a height of approximately 14.8m) as well as proposed building materials for Plots C and D, including profiled metal cladding, cream bricks to offices, terracotta cladding and grey profiled metal cladding represents a similar combination of cladding and glazed elements as the previous phases of the Prologis Park development.

From an urban design point of view, the scheme is considered to contribute to an efficient use of the existing brownfield site, and a coherent character of the street scene. As such the proposal is considered to be acceptable and accords with Policies BE13 and BE25 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

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

Unit D is located to the north of a residential development that formed part of the underlying planning permission for this site, and provided for up to 101 units to the east of the employment component. As part of the outline planning permission (ref: 18399/APP/2004/2284) a landscaped buffer was required in order to provide a visual and acoustic barrier for the development. In addition to this the applicant implemented a 6m high acoustic fence along the eastern boundary of the service yards of Units E and F, which adjoin the proposed residential area.

To the east of Unit D is an extensive area of landscape screening, which is to be retained. This planting area sits outside of the red line plan for the proposal site and will not be impacted by the development of either unit.

Through the installation of the acoustic fencing, landscaping and bunding between the two land uses already implemented on site, it is considered that the development will not have any unreasonable impacts on the neighbouring residential areas.

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

The application is not for residential accommodation, accordingly this is not relevant.

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

The development of the site for employment uses and its impact on the road network design, highway capacity and public transport was considered at the time of the original outline plan approval for this site.

In terms of car parking standards, the London Plan parking standards are to be used unless a specific standard is listed under the Council's parking standards within the Hillingdon Unitary Development Plan Saved Policies September 2007.

The London Plan permits a maximum of 1 space per 100m<sup>2</sup>. According to the Council's interim standards for B1(a) offices the maximum permitted number of spaces is 1 space per 100m<sup>2</sup> and for B1b, B1c, 82 and B8, 2 spaces plus 1 space per 100m<sup>2</sup> for all floor space in excess of 235m<sup>2</sup>.

Unit C is to be serviced with 52 car spaces including 5 disabled, 2 motorcycle parking and 6 HGV spaces located to the north and south of the unit. Unit D is serviced by 105 car spaces, and 5 motorcycle spaces located to the north of the unit.

The application also seeks approval for an overspill parking area (102 spaces) which is to be during shift changes by the occupiers on the site. The total number of parking spaces on the site equates to 501 spaces. The total number of spaces consented for as part of the outline application is 574 spaces and therefore the proposal does not exceed this.

In terms of overall car parking provision, the number of spaces would be consistent with parking guidelines in accordance with the outline planning permission (ref: 18399/APP/2004/2284). In terms of HGV parking the London Plan requires 1 lorry space minimum plus a maximum of 1 lorry space per 500m<sup>2</sup> gross floor area for B8 storage and distribution facilities. Unit C has 11 HGV spaces and Unit D has 20 HGV spaces

No specific details have been provided in relation to the location and size of refuse and storage bins for the units. This is a matter that can be addressed by a condition requiring these details to be submitted to Council prior to the commencement of works.

Overall, the scheme is considered aligned with Policies AM9, AM14 and AM15 of the Unitary Development Plan Saved Policies September 2007.

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

Issues relating to design have been addressed in section 7.07 of the report.

Access arrangements to the site will remain as existing on site and are considered acceptable.

Security issues were dealt with under previous applications on the site, however a condition will be attached to ensure details of adequate security measures will be submitted to the council prior to the commencement of development.

#### **7.12 Disabled access**

Disabled Access issues were addressed under the Outline Planning Permission. To

ensure compliance with current legislation, a condition will be attached to the approval requiring details of disabled access to the site.

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

The application is not for residential accommodation, accordingly this consideration is relevant.

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

The landscaping of the areas around the application site has previously been considered under outline planning permission ref. 18399/APP/2004/2284 and reserved matters approval ref. 18399/APP/2007/2725). The proposal would not result in a reduction of the previously approved on site landscaping. The proposed site layout includes the planting of 2 new trees to the north of the new entrance. The Council's Trees and Landscape Officer raises no objection to the proposal subject to conditions requiring details of the proposed tree planting and to ensure its implementation and subsequent maintenance.

Accordingly, it is considered that the scheme would maintain an appropriate landscape environment both within the application site and in relation to the wider area, consistent with Policy BE38 of the Unitary Development Plan Saved Policies.

With regard to ecology, the outline planning permission considered the impact of the development on the adjoining nature conservation area. The assessment concluded that while the development would have direct impacts on the site and on the adjoining Site of Importance for Nature Conservation (SINC), Natural England were consulted and raised no objections subject to the inclusion of specific conditions. Conditions were included in the outline planning permission, which required specific works in relation to the relocation of badger setts and the removal Japanese Knotweed. These conditions were considered to satisfactorily address the impact of the development on nature conservation interests. No additional conditions are considered necessary in this regard.

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

These issues were addressed under the Outline Planning Permission. To ensure compliance with current legislation, a condition will be attached to the approval requiring details of sustainable waste management on this part of the site.

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

These issues were addressed under the Outline Planning Permission. To ensure compliance with current legislation, a condition will be attached to the approval requiring details demonstrating that 10% of energy demands for the site will be met by renewable resources.

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

These issues have historically been dealt with under the outline planning permission and previous reserved matters. A condition requiring the use of sustainable urban drainage systems on this part of the site is considered necessary.

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

Issues relating to noise impacts have been dealt with in section 7.08 of the report.

Issues relating to air quality were considered under the grant of outline planning permission; accordingly the proposal does not give rise to any concerns relating to air quality.

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

None.

#### **7.20 Planning obligations**

The application seeks approval for reserved matters for an industrial development.

Matters relating to planning obligations were considered under the outline planning permission.

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

Not applicable.

#### **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**

### **10. CONCLUSION**

The application seeks approval of the reserved matters for the siting, design, external appearance and landscaping of units C and D in compliance with condition 3 of planning permission Ref: 18399/APP12005/3415, located within the Prologis Park Development.

The proposal involves two buildings within the approved layout of plot C and plot D (approved under planning permission (Ref: 18399/APP/2005/3415). Reserved matters ref: 18399/APP/2007/2725 has already approved the siting, design, external appearance and landscaping of units C and D. This scheme has been submitted following revisions to elements of this approval.

The design and appearance of the proposed buildings on Plots C and D are consistent

with Units A, B, E and F approved under separate reserved matters applications, which are now finalised. The landscape plan proposed is consistent with the planting themes previously identified for this site.

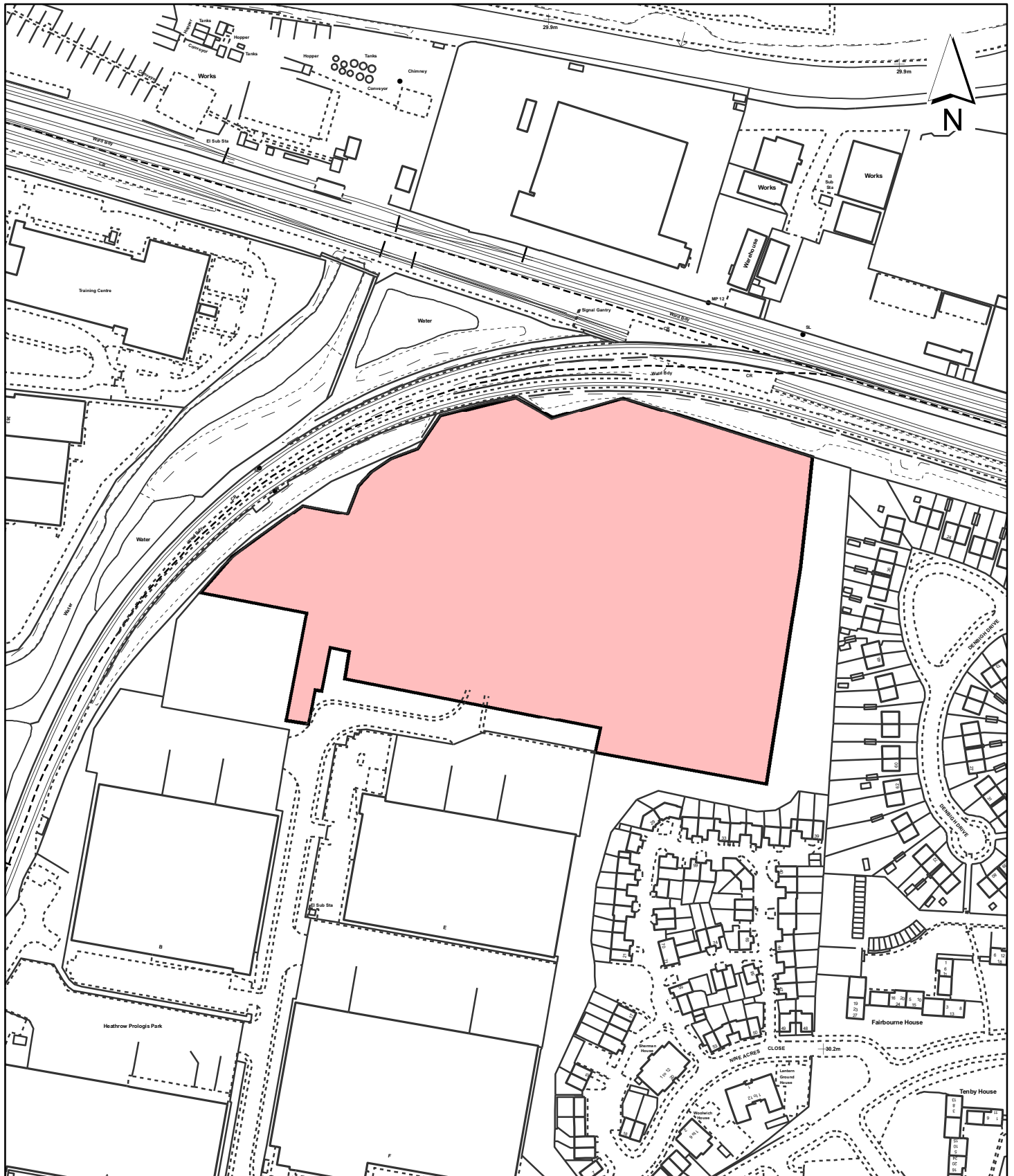
The proposal is considered to accord with the outline planning permission and will not undermine the functioning of this site, nor impact upon the amenity of adjoining residential properties. The proposal is therefore recommended for approval.

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

Hillingdon Unitary Development Plan Saved Policies September 2007.  
The London Plan (February 2008).

**Contact Officer:** Matt Kolaszewski

**Telephone No:** 01895 250320



**Notes**

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**LONDON BOROUGH  
OF HILLINGDON  
Planning &  
Community Services**

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

Planning Application Ref:

**18399/APP/2010/545**

Scale

**1:2,500**

Planning Committee

**Central and South**

Date

**May 2010**



**HILLINGDON**  
LONDON



# Agenda Item 8

## Report of the Head of Planning & Enforcement

- Address:** SOUTHALL GAS WORKS HAYES BY PASS, HAYES
- Development:** Demolition of 16-32 The Crescent (all properties); 1-11 (odd) Randolph Road; remediation of the land and redevelopment of the site to deliver a mixed use development for up to: 320,000sq of residential, up to 14,200sqm for non-food retail, up to 5,850sqm of food retail, up to 1,750sqm of Class A2-A5 uses, up to 9,650sqm of hotel, up to 3,000sqm of conference and banqueting, up to 4,700sqm of leisure forming a cinema, up to 2,550sqm of health care facilities, up to 3,450sqm of education facilities, up to 3,500sqm of office/studio units, up to 390sqm of sports pavilion, an energy centre and associated car, coach and cycle parking, landscaping, public realm, open space and children's play space; and full details submitted (layout, scale, appearance and landscaping) for the following accesses: Pump Lane Link Road New access road from the Hayes bypass to the Application Site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Eastern Access New access road from Southall centre to the site, including land currently occupied by properties on The Crescent. Minet Country Park Footbridge Central pedestrian and cycle access to the Minet Country Park, bridging over the Canal and Yeading Brook. Springfield Road Footbridge Northern pedestrian and cycle access to Minet County Park and Springfield Road. Widening of South Road across the railway line - Widening of south road over the railway line for the creation of a bus lane. Accesses onto Beaconsfield Road (Outline Application with full details of accesses).
- LBH Ref Nos:** 54814/APP/2009/430
- Drawing Nos:** 368\_A\_100 - F;  
368\_A\_200 - B;  
368\_A\_300;  
368\_A\_305;  
368\_A\_306;  
368\_A\_310 - B;  
368\_A\_315 - A;  
368\_A\_316;  
4597-P-001;  
4597-P-002;  
4597-P-003;  
4597-P-010;  
4597-P-011;  
4597-P-012;  
4597-P-020;  
4597-P-021;  
4597-P-022;  
4597-P-023;  
4597-P-024;  
4597-P-030;  
4597-P-031;  
4597-P-032;

4597-P-033;  
4597-P-034;  
4597-P-035;  
4597-P-036;  
52212/A/51 - A;  
52212/A/74;  
52212/A/77;  
52212/AR/R1;  
52212/AR/R2;  
52212/AR/R3;  
52212/B/31;  
52212/B/32 - A;  
52212/B/33 - A;  
52212/B/34 - A;  
52212/B/35;  
52212/B/36;  
800E - A;  
800VV - A;  
EX\_02\_site plan;  
P1000/00;  
P1001/00;  
P1002/00;  
P1003/00;  
P1004/00;  
P1005/00;  
P1006/00;  
P1007/00;  
P1008/01 - 1;  
P1009/00;  
P1010/00;  
P1011/01 - 1;  
P1012/00;  
P1013/00;  
P1014/00;  
P1015/00;  
P1016/00;  
PO\_02\_plan - A;  
PO\_02\_site plan;  
PO\_04\_13A - A;  
PO\_04\_13B - A;  
PO\_04\_13C - A;  
PO\_04\_13D - A;

**Date Plans Received:** 09/10/2008      **Date(s) of Amendment(s):** 26/10/2009,  
20/11/2009.

**Documents:** Design and Access statement  
Environmental statement and non-technical summary  
Development specification  
Planning statement  
Transport assessment  
Transport submission  
Framework travel plan  
Sustainability strategy  
Energy strategy

Addendum to energy strategy  
Health impact assessment  
Retail assessment  
October 2009 retail centre health check  
Regeneration strategy  
Housing statement  
General management strategy  
Statement of community involvement  
Existing tree removal/clearance, retention and protection  
Remediation strategy

**Date Documents Received:** 09/10/2008      **Date(s) of Amendment(s):** 18/04/2009,  
15/05/2009,  
15/11/2009.

**Date Application Received:** 09/10/2008

**Date Application Valid:** 12/02/2009

## **1. BACKGROUND**

The Application was considered by the Central and South Area Planning Committee on 10 December 2009, where it was resolved that the application be referred to the Greater London Authority and that (subject to the Mayor not directing the Council 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 Director of Planning and Community Services to refuse planning permission, for the following reasons:

### **1. Impact on Green Belt, Grand Union Canal and Yeading Brook**

The proposal, by virtue of the height, size and siting of buildings proposed adjacent to Green Belt land to the west of the site (Minet Country Park), would injure the visual amenities of the Green Belt, Yeading Brook and Grand Union Canal. In particular, the limited setback provided for between the canal edge and the development restricts the potential to successfully integrate the scale of this development into its surroundings. The proposal is therefore contrary to Policies OL5, BE32 and BE34 of the adopted Hillingdon Unitary Development Plan (Saved Policies 27 September 2007).

### **2. Impact on Ecology**

The proposal, by virtue of the inadequate timing and scope of the ecological surveys (including surveys of birds, reptiles, bats and invertebrates), and lack of adequate measures to mitigate habitat loss and fragmentation caused by the scheme would be unacceptably detrimental to the ecological value of Minet Country Park (a Site of Metropolitan or Borough (Grade I) Importance for Nature Conservation) the Grand Union Canal and Yeading Brook contrary to Policies EC1, EC3, BE32, and BE34 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **3. Planning Obligations**

The applicant has failed to provide, through an appropriate legal agreement an adequate provision of, or contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development, including:

- Financial contribution to implement mitigation measures and capacity enhancements to Minet Country Park made necessary by the proposed development;
- Financial contribution to offset impacts on local educational facilities;
- Provision of construction training of Hillingdon residents, by enabling them to actively work and receive construction training on the construction site;
- Require the Applicant to enter into and abide by the terms of a Sustainable Travel Plan;
- Financial contribution to offset cost of additional air quality monitoring made necessary by the scheme;
- Financial contribution towards a strategic master plan for the wider area;
- Financial contribution towards delivery and implementation of a Waterspace Strategy;
- Financial contribution towards remediation of land between Yeading Brook and the Grand Union canal (Minet Tip);
- Financial contribution to implement works to improve access along the canal from Uxbridge Road to Bulls Bridge;
- Project management and monitoring.

The scheme therefore conflicts with London Plan Policy 4A.16, Policies EC1, EC3, OE11 and R17 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the Hillingdon Planning Obligations Supplementary Planning Document (July 2008).

#### **4. Highways**

The application fails to demonstrate that the scheme would not result in adverse impacts on the Highway network, in particular:

- (i) The additional 6% increase in saturation levels on the A312 South PM peak, with the resultant increase in queuing lengths, is at odds with the applicant's assertion that the development will have nil detriment. It is considered that this increase in queue length will have an adverse impact on the highway network; and
- (ii) The Applicant has failed to satisfy the Local planning Authority that the development will not result in adverse traffic conditions on the wider surrounding highway network. The development is therefore considered to be contrary to be policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policies 3C.1 and 3C.2 of the London Plan.

The development has been assessed in detail and it is considered that the following planning obligations are required to mitigate the impacts of the development:

- Financial contribution to implement mitigation measures and capacity enhancements to Minet Country Park made necessary by the proposed development. Financial contribution sought: £2,752,520.
- Financial contribution to offset impacts on local educational facilities. Financial contribution sought: £821,000. This represents the cost of additional secondary school aged children, and post 16 year old students who can reasonably be expected to reside in the proposed scheme, but attend educational institutions in the London Borough of Hillingdon. An analysis of school roles and the postcodes in which students live was undertaken, for the last five years, to establish the likely average number of students who could reasonably be expected to attend Hillingdon schools.
- Provision of construction training of Hillingdon residents, by enabling them to actively work and receive construction training on the construction site;
- Require the Applicant to enter into and abide by the terms of a Sustainable Travel Plan (10 years).

- Various off site highways works;
- Project management and monitoring costs;
- 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.

Additionally British Waterways request that the following planning obligations be secured:

- Financial contribution towards a strategic master plan for the wider area: £20,000;
- Financial contribution towards delivery and implementation of a Waterspace Strategy: £10,000;
- Financial contribution towards remediation of land between Yeading Brook and the Grand Union canal (Minet Tip): £4,000,000;
- Financial contribution to implement works to improve access along the canal from Uxbridge Road to Bulls Bridge: £660,000.

The Application was referred to the Mayor of London on 15 December 2009. The Council received a formal direction on 22 December 2009 advising that the Mayor had decided to take over the Southall Gasworks application from both Hillingdon and Ealing for his own determination.

Relevant London Borough of Hillingdon Officer's attended a Representation Hearing on 25 March and clearly reiterated the Council's position as per the 10 December 2009 Central and South Committee resolution.

At the conclusion of the formal Representation Hearing (25 March 2010), the Mayor of London advised that he had determined to approve the application.

The Mayor of London has dictated the Heads of Terms of the S106 legal agreement that will be associated with the planning permission relating to development located within the London Borough of Hillingdon.

A comparison between obligations sought by the London Borough of Hillingdon and those set out by the Mayor are shown in the table below:

As Sought by London Borough of Hillingdon	As Set by Mayor of London
Minet Country Park £2,752,520	£1,840,000
Educational facilities £821,118	£ 821,118
On site construction training	On site construction training
Strategic master plan: £20,000	
Waterspace Strategy: £10,000	
Remediation of land between Yeading Brook and the Grand Union canal £4,000,000	
Canal Towpath Improvements £660,000	
Air Quality monitoring £50,000	£50,000
Off site Highways works	Off site highways works
	Pooled fund to cover the cost of measures necessary to mitigate unanticipated traffic impacts.
Travel Plan	Travel Plan
Project management and monitoring	
Council's reasonable costs in the preparation of the Section 106 agreement.	

Officers have at all times sought to maximise planning obligations that might address the impacts of the development on the London Borough of Hillingdon. However the Mayor has the final say on the planning obligations and negotiations have reached a point where neither the Mayor nor the applicant agrees to further contributions to the London Borough of Hillingdon.

The Committee is advised that it is necessary and in this Council's best interests for Head of Planning and Enforcement to be given delegated power to conclude the detailed terms of the Section 106 agreement, including timing of payments.

## **2. RECOMMENDATION**

- 2.1 That delegated power be given to the Head of Planning and Enforcement to conclude the proposed Section 106 agreement to secure the following:**
- (i) A financial contribution of £1,840,000 towards implementation of mitigation measures and capacity enhancements to Minet Country Park;**
  - (ii) A financial contribution of £821,118 towards the improvement of local secondary education provision;**
  - (iii) A financial contribution of £50,000 towards the implementation of air quality monitoring;**
  - (iv) On-site employment skills training program and a commitment to a Local Labour Scheme;**
  - (v) Off site highways works;**
  - (vi) Management of a pooled fund to cover the cost of unanticipated highways mitigation measures.**
- 2.2 That the officers be authorised to negotiate and agree detailed terms of the proposed agreement.**

## **3. 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'.

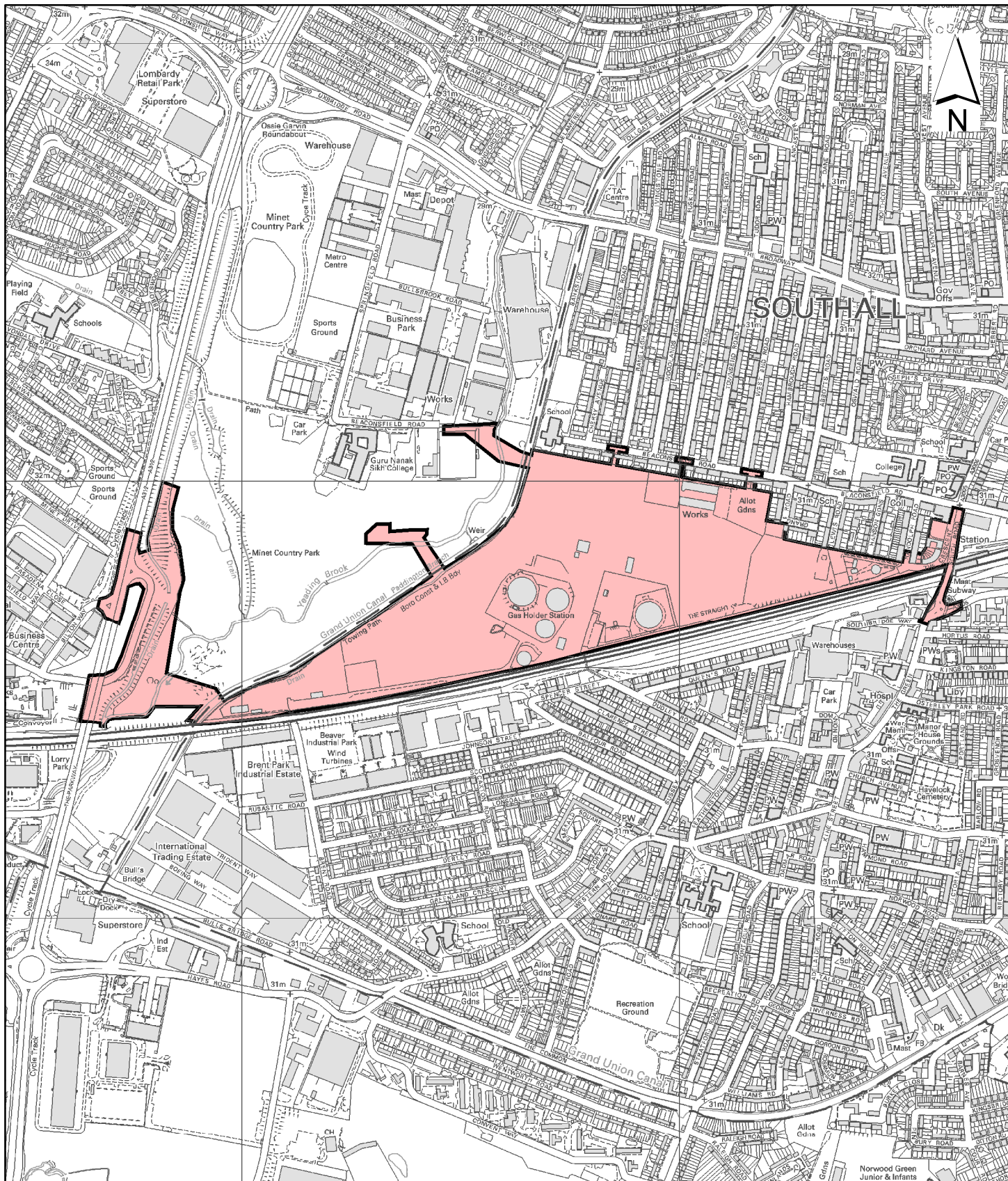
#### **4. CONCLUSION**

The Application was referred to the Mayor of London on 15 December 2009. The Council received a formal direction on 22 December 2009 advising that the Mayor had decided to take over the Southall Gasworks application from both Hillingdon and Ealing for his own determination. The Mayor of London advised on 25 March 2010, that he had resolved to determine the application by approving it.

The Mayor of London has dictated the wording of conditions and the Heads of Terms of the S106 legal agreement that will be associated with the planning permission relating to development in the London Borough of Hillingdon.

It is considered necessary and in this Council's best interests for Head of Planning and Enforcement to be given delegated power to conclude the detailed terms of the Section 106 agreement, including timing of payments.

**Contact Officer:** MATT DUIGAN      **Telephone Number:** 01895 250230



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Site Address

**Southall Gas Works  
Hayes By Pass  
Hayes**

Planning Application Ref:  
**54814/APP/2009/430**

Planning Committee  
**Central and South**

Scale  
**1:12,000**

Date  
**December 2009**

**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** HAYES GATE HOUSE, 27 UXBRIDGE ROAD HAYES

**Development:** Change of use of ground floor from Class B1 (offices/light industry) to wholesale cash and carry with ancillary restaurant/canteen.

**LBH Ref Nos:** 2385/APP/2009/2613

**Drawing Nos:** 01A  
02A  
Design and Access Statement  
Transport Assessment prepared by The Cunningham Consultancy Ltd dated March 2010  
Letter from Mann Associates dated 02/12/09  
Letter from Mann Associates dated 28/12/09

**Date Plans Received:** 03/12/2009      **Date(s) of Amendment(s):**

**Date Application Valid:** 17/03/2010

### 1. SUMMARY

This application seeks full planning permission for the change of use of the ground floor of Hayes Gate House, which currently comprises vacant B1 offices, to a wholesale cash and carry with an ancillary restaurant/canteen.

It is considered that insufficient information has been provided to determine how the proposed cash and carry would operate and, therefore its likely impacts on the surrounding area. The applicant has failed to demonstrate whether there are any more appropriate town centre sites available or to provide an impact assessment to justify the development in compliance with guidance within Planning Policy Statement 4. Accordingly, based on the information provided, the principle of development cannot be supported.

Significant concern has been raised over the potential traffic impacts associated with the use and the delivery and servicing arrangements. In addition concern is raised over the potential noise impacts on re-use of the rest of the building.

The proposal fails to comply with relevant UDP and London Plan policies, and guidance with Planning Policy Statement 4. Accordingly refusal is recommended.

### 2. RECOMMENDATION

**REFUSAL for the following reasons:**

#### 1 NON2 Principle of development

The application site falls within the Springfield Road Industrial and Business Area. Policy LE2 of the Hillingdon Unitary Development Plan Saved Policies states that such areas are designated for business, industrial and warehousing purposes (use class B1 - B8) and for appropriate sui generis uses. The applicant contends the proposed cash and carry would fall within a B8 use. However, the Council has significant concerns that, from the information provided, the proposal would not fall within a typical B8 use. The applicant has failed to demonstrate that the proposal would fall within a B8 or sui generis

use appropriate for an Industrial and Business Area and that it would not have an adverse impact on the surrounding area. Accordingly, the proposal fails to comply with policy LE2 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and policies 2A.10 and 3B.4 of the London Plan.

**2 NON2 Town centre use outside a town centre**

From the information provided it is considered that the proposed use would be regarded as a retail warehouse club (sui generis use) as defined by the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005. Planning Policy Statement 4: Planning for Sustainable Economic Growth, deems retail warehouse clubs as town centre uses. The applicant has failed to provide a sequential test or impact assessment to justify the development in this out of town location and to demonstrate that it will not impact on the viability and vitality of nearby town centres and the surrounding area. Accordingly the proposal fails to comply with guidance within Planning Policy Statement 4: Planning for Sustainable Economic Growth, and policies 3D.1 and 3D.3 of the London Plan (2008).

**3 NON2 Highway impact**

The applicant has failed to demonstrate that the combined traffic generated by the proposed development and the extant permissions would not have an adverse impact on the surrounding highway network, prejudicial to the free flow of traffic and detrimental to highway and pedestrian safety. The proposal also fails to demonstrate that it would adequately provide for and accommodate service delivery vehicles on site. The proposal therefore fails to comply with policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**4 NON2 Noise**

The applicant has failed to demonstrate that the proposed cash and carry operation would not have an adverse noise impact on the re-use of the rest of the building. Accordingly, the proposal fails to accord with policies OE1, OE3 and LE2 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**5 NON2 Energy**

The applicant has failed to demonstrate that a 20% reduction in carbon dioxide emissions, through addressing the site's electricity or heat needs from renewable sources, could be achieved. Therefore the proposal fails to comply with Policy 4A.7 of the London Plan (2008).

**6 NON2 Planning obligations**

The applicant has failed to provide a contribution towards the improvement of services and facilities as a consequence of demands created by the proposed development, including contributions towards highway improvements, air quality and project management and monitoring. The applicant has also failed to commit to the provision of a Green Travel Plan. The scheme therefore conflicts with Policy R17 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the Hillingdon Planning Obligations Supplementary Planning Document (July 2008).

**INFORMATIVES**

**1 I52 Compulsory Informative (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 I53 Compulsory Informative (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, 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.
BE19	New development must improve or complement the character of the area.
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
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE3	Provision of small units in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
PPS4	Planning for Sustainable Economic Growth
LPP 2A.10	London Plan Policy 2A.10 - Strategic Industrial Locations
LPP 3B.4	London Plan Policy 3B.4 - Industrial Locations
LPP 3D.1	London Plan Policy 3D.1 - Supporting Town Centres.
LPP 3D.3	London Plan Policy 3D.3 - Maintaining and Improving Retail Facilities.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The application site comprises an approximately 0.5 hectare plot located on the south east corner of the junction of Uxbridge Road and Springfield Road in Hayes. It currently accommodates a 13-storey vacant B1 office building with ancillary parking for 107 cars. The site benefits from extant planning permission for the change of use of the existing office building to a 182 bedroom hotel with ancillary conference facilities and meeting rooms, and a media centre. This application specifically relates to the ground floor of the building which has a floor area of approximately 1,704m<sup>2</sup>.

The site is bounded to the north by Uxbridge Road, beyond which are two-three storey office buildings with retail at ground floor level and offices and/or residential above; to the east by an industrial unit used by Hayes Autos; to the south by a Scottish and Southern Energy Depot; and to the west by Springfield Road, beyond which is Uxbridge Road Retail Park, comprising units such as Wickes and Carpet Right. The site falls within the Springfield Road Industrial and Business Area as shown on the Hillingdon Unitary Development Plan Proposals Map. Uxbridge Road is designated as a London Distributor Road.

### **3.2 Proposed Scheme**

This application seeks full planning permission for the change of use of the existing ground floor B1 offices, into a wholesale cash and carry with ancillary restaurant/canteen facilities. The applicant has advised that the facility would require membership and would be used for the sale and distribution of goods to the trade. No external works are proposed to the building and only minor alterations are proposed to the existing car parking provision, to better serve disabled users.

The building is currently undergoing refurbishment works, which have significantly improved the external appearance of the building. The supporting documentation submitted with the application advises that the applicant intends to implement an extant planning permission for a hotel in the long-term. However, given the current economic situation this is not considered wise at this time. Accordingly, the applicant seeks to occupy three floors of the building as B1 offices, within its existing use class, and to market the other floors to large and small companies, with the ground floor to be used as a cash and carry.

### **3.3 Relevant Planning History**

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

The most relevant planning history can be summarised as follows:

2385/APP/2001/99 - Change of use from offices and redevelopment of petrol filling station to provide an hotel, including alterations to external appearance and erection of an entrance canopy - Approved 17/12/02

2385/APP/2004/3309 - Change of use of Hayes Gate House (offices) to an hotel and conference facility, alterations to building, erection of a freestanding three-storey media centre, ancillary car parking and landscaping - Refused 01/03/05

2385/APP/2005/3477 - Change of use of Hayes Gate House from office to hotel and conference facility, alterations to building, erection of a freestanding three-storey media centre, ancillary car parking and landscaping - Approved 12/06/08

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

Hillingdon Unitary Development Plan Saved Policies (September 2007)  
 London Plan (Consolidated with Alterations since 2004)  
 Planning Policy Statement 1: Delivering Sustainable Development  
 Planning Policy Statement 4: Planning for Sustainable Economic Growth  
 Planning Policy Statement 10: Planning for Sustainable Waste Management  
 Planning Policy Guidance 13: Transport  
 Planning Policy Guidance 24: Planning and Noise  
 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:

- PT1.10 To seek to ensure that development does not adversely affect the amenity and the character of the area.
- PT1.18 To maintain, enhance and promote town centres as the principle centres for shopping, employment and community and cultural activities in the Borough.
- PT1.23 To encourage industry and warehousing to located within existing Industrial and Business Areas and offices and other business uses, shops and public buildings employing or attracting large numbers of people to located within Town Centres or other areas identified for such purposes.
- PT1.24 To reserve designated Industrial and Business Areas as the preferred locations for industry and warehousing.
- 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.
- PT1.39 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.
- BE19 New development must improve or complement the character of the area.
- 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
- LE1 Proposals for industry, warehousing and business development
- LE2 Development in designated Industrial and Business Areas
- LE3 Provision of small units in designated Industrial and Business Areas
- LE7 Provision of planning benefits from industry, warehousing and business development

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
PPS4	Planning for Sustainable Economic Growth
LPP 2A.10	London Plan Policy 2A.10 - Strategic Industrial Locations
LPP 3B.4	London Plan Policy 3B.4 - Industrial Locations
LPP 3D.1	London Plan Policy 3D.1 - Supporting Town Centres.
LPP 3D.3	London Plan Policy 3D.3 - Maintaining and Improving Retail Facilities.

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **13th April 2010**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

Consultation letters were sent to 127 local owner occupiers, Townfield Residents' Association, Hayes Town Centre Residents' Association, Hayes Town Partnership and Hayes Chamber of Commerce. The application was also advertised by way of press notice. 45 letters of objection have been received which raise the following concerns:

- i) Increase in traffic congestion.
- ii) Increased risk to health and safety, particularly with regards to children and young people attending Guru Nanak School, and using nearby recreational facilities, due to increased traffic and HGV movements.
- iii) The Uxbridge Road/Brookside Road junction is already extremely congested and access to Brookside Road from Uxbridge Road can be almost impossible at times.
- iv) Residents' lives are regularly put in jeopardy because emergency vehicles cannot get through the congestion.
- v) Traffic existing Springfield Road and wishing to go in the direction of Southall has to turn left, go around the Ossie Garvin Roundabout and then rejoin the already congested Uxbridge Road.
- vi) Traffic congestion, inconsiderate parking and total disregard to traffic regulation, which is not enforced by the Council or police, would increase making life even more miserable for residents.
- vii) Cars enter Brookside Road, a dead-end road, turn around and then access Springfield Road from here to avoid the traffic congestion when trying to access Springfield Road from Uxbridge Road.
- viii) Increase in noise pollution.
- ix) Increase in air pollution.
- x) There are many existing cash and carries in the surrounding area, including the Sira Cash and

Carry along Springfield Road, and others in Southall. There is no need for another one.

- xi) Increased risk of accidents to disabled persons.
- xii) The old MFI store opposite would be a more appropriate location for a cash and carry as parking bays are already in place and children don't use that side of the road as frequently.
- xiii) This area needs increased spending on roads, and greater investment to improve the area to make it cleaner, greener and safer.
- xiv) Brookside Pavilion is too small for the current weekend functions/parties and noise levels are unacceptable for residents.
- xv) The location of a cash and carry under a hotel does not seem like a good idea.
- xvi) The site should be used for community projects such as adult learning or for unemployed people.
- xvii) Residents concerns should be put before those of businesses.
- xviii) Increase in on-street parking along Brookside Road and surrounding streets.
- xix) Increase in litter.
- xx) Increase in anti-social behaviour, including drinking.
- xxi) This proposal would lead to the downfall and demise of the area into a deprived location.
- xxii) Increase in stress and anxiety to local residents.
- xxiii) If the proposal goes ahead this will cause a major backlash from local residents to the point of protesting and possible political influence.
- xxiv) Whilst an additional cash and carry in this area would increase competition the hassle would be immense.
- xxv) Traffic lights at the junction of Springfield Road/Brookside Road/Uxbridge Road are badly sequenced and the frequency of processions in Southall contributes to the hardship and disruption of residents.
- xxvi) 24 hour alcohol sales should not be permitted as this would severely affect the lives of residents and especially children who would have difficulty sleeping.
- xxvii) This area is already saturated with wholesale outlets, cash and carries and supermarkets. It does not need any more.
- xxviii) It is understood an entertainment/food/drinks license has been granted for another part of the site, with extensive operating hours and using the same access and parking facilities. The combined potential traffic volumes from both businesses would be foolish to the extreme.
- xxix) The environment in this area has deteriorated with uncaring families, increased rubbish and building works without consideration to neighbours.
- xxx) No justification has been provided or need proven for a cash and carry in this location.
- xxxi) The Mayor of London's decision to allow the redevelopment of the Southall Gas Works site, which will generate ever more traffic to this junction, should be considered.

A letter of objection has been received from John McDonnell MP which raises the following concerns:

- a) Increase in traffic and pollution in an area where these are already major problems.
- b) The increase in traffic will greatly increase the risk of accidents to children travelling to/from Guru Nanak Primary and Secondary School's located in Springfield Road.
- c) Additional traffic congestion at this junction will further exacerbate the problems of access and egress from Brookside and increase the danger of emergency vehicles being unable to reach incidents on the estate in good time.

Councillors Sid Garg and Lynne Allen have requested the application be determined by Committee.

#### TRANSPORT FOR LONDON

1. The development site is situated on the A4020 Uxbridge Road, which forms part of the Strategic Road Network (SRN).
2. TfL considers that the current 106 car parking spaces on site would be more than sufficient to

accommodate the demand for the proposed Cash & Carry; therefore TfL requests that a car parking management plan should be implemented to prevent the car parking being used by other than the purpose of visiting the proposed cash & carry.

3. The disabled parking bays proposed for the development do not appear to comply with the Disability Discrimination Act (DDA) 1995 Standards, which require a 1200mm width access aisle be provided on Both Sides of the bays as well as the end of the space to allow boot access or for use of a rear hoist. It is therefore recommended that the design of the Disabled bays be revised accordingly.

4. It is recommended that the design for some of the parking bays should be reviewed to enable the accommodation of LGVs expected for the proposed Cash & Carry.

5. Loading bays for HGVs should be provided for delivery undertaking by HGVs to the site; separate access from other vehicular traffic for HGVs is recommended to ensure safety within the site and the local highway network in the vicinity. It is also recommended that condition be imposed that all vehicles for the site must enter/ exit the site to/ from the public highway in forward gear, this is to ensure safety of other road users on the highway network.

6. TfL considers that the proposed cycle parking provision is adequate. It is recommended that condition be imposed to require that the developer to submit cycle parking details for local authority's approval prior to the occupation of the site.

7. TfL requests further clarification be provided on the total number of person's trips expected for during the entire opening time of the proposed Cash & Carry, and the number of vehicular trips likely to be generated. It is noted from the Transport Assessment submitted that DIY trade sites from the TRICS database were consulted; TfL therefore requests the applicant to provide full details of the TRICS sites concerned and justify that these sites are comparable to the proposed development. TfL is concerned that DIT trade sites would generally generate a lower turnover than food cash & carry sites; as well as the cash & carry for catering industry would generally have a different peak profile than DIY stores.

8. TfL recommends that a full Delivery & Servicing Plan (DSP) should be submitted and approved by the local authority prior to the occupation of the site. The Plan should rationalise delivery & servicing activities to the site, and HGV movements should be carefully planned and co-ordinated to avoid the AM and PM peak hours where possible; this is to minimise highway and traffic impact to the SRN and TLRN in the vicinity.

9. The footway and carriageway on A4020 Uxbridge Road must not be blocked during the construction and maintenance of the proposal. Temporary obstruction during the installation must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians, or obstruct the flow of traffic on A4020 Uxbridge Road.

10. All vehicles associated with the proposed Cash & Carry (including staff, customers, servicing) must park/ stop/ load/ unload/ pick up/ set down in accordance with existing on-street restrictions.

In conclusion, TfL is unable to offer a formal view to this proposal, until all of the issues raised above are addressed in full.

METROPOLITAN POLICE

Comments to be reported at Committee.



## **Internal Consultees**

### **HIGHWAY ENGINEER**

The application forms describe the change of use of the ground floor to wholesale cash and carry whilst the agent's correspondence describes the proposal as a B8 use.

The trip rates selected from the TRICS database relate to Trade DIY stores. Details of these sites have not been provided in order to justify that these sites are comparable to the proposed development.

Food cash and carry sites generate a higher turn over than DIY stores and have different peak profiles.

Trip generation during weekend trading peaks are required.

The Uxbridge Road/Springfield Road signalised junction is operating at capacity and the applicant has failed to demonstrate that traffic from the development can be satisfactorily accommodated on the public highway.

The Transport Assessment does not appropriately assess the traffic impacts of the scheme when combined with the extant planning permission that exists on this site.

The TA does not provide any accident data.

Delivery arrangements are considered to be unsatisfactory. A turning head is required to ensure that delivery vehicles can enter and exit the site in forward gear.

The application cannot be supported on highway grounds.

### **URBAN DESIGN OFFICER**

The Planning Consultant states that the change of use would not entail any elevational changes.

From an urban design point of view the information submitted is limited, and it would have been helpful to receive elevational drawings showing existing and proposed situation, even if status quo, as well as a proposed site plan showing parking arrangement, access, boundary treatment as well as advertisements, which are all important aspects for the character and appearance of the streetscape.

### **POLICY AND ENVIRONMENTAL PLANNING (PEP)**

Insufficient information has been submitted to establish whether this is an acceptable use in this location.

### **TREES/LANDSCAPE OFFICER**

The two groups of Flowering Cherry trees protected by tree preservation order number 306 no longer exist on the site. However, whilst in 2008 there was no objection to the loss of the poor quality trees lining Uxbridge Road (as part of the approved hotel scheme), there is no record of their removal. In mitigation, the hotel scheme included new tree planting.

In relation to a change of use and associated changes to the external space/parking area, this proposal should make provision for tree planting in strips close to the road frontages. If permission is granted and replacement tree planting to form new linear landscape features should be required

by the imposition of appropriate conditions.

## ENVIRONMENTAL PROTECTION UNIT

### - Noise

The two letters from Mann Associates dated 2/12/09 and 28/12/09 are noted. The earlier letter refers to the extant planning permission for use as a hotel, although the building is currently vacant. It is stated that the clients look to implement use as a hotel but such a commitment is unwise in the current economic situation. The proposed use forms part of a strategy to encourage occupation to avoid the building falling into dis-repair. The strategy involves use of the ground floor as a wholesale warehouse and use of upper floors as offices.

The earlier letter maintains that the proposed wholesale cash and carry operation is not a retail activity, and is for the sale and distribution of goods to the trade. Nevertheless, the proposed ground floor plan shows a wholesale floor and check-out counters. The later letter states that the operation requires membership and would be for trade customers only. The letter also states that vehicular movements would not be dissimilar to that of office use, although the earlier letter refers to deliveries by large and HGV vehicles. The later letter states that the proposed B8 use is not suitable for a Town Centre location, although reasons for this are not given.

The nearest residential properties are situated some distance away on the opposite side of Uxbridge Road. Accordingly, the proposed wholesale warehouse operation is unlikely to cause disturbance to neighbouring residential properties provided opening times are suitably restricted. However, warehouse distribution activities covered by the requested class B8 use could cause noise disturbance from HGV and other vehicle movements and loading/unloading activities, especially if such activities were to be carried out in the evenings, nights and at weekends.

The main concern is that noise from the proposed wholesale warehouse use at ground floor level may cause disturbance to occupiers of the offices situated in the upper floors of the building. Such noise disturbance could be from sales activities within the ground floor of the building or from vehicle deliveries/collections, and loading/unloading in outdoor areas.

In view of the above, the proposal cannot be supported on noise grounds.

## ACCESS OFFICER

It is appreciated that this application relates only to a change of use and that no building works are proposed. However, the applicant should be made aware of relevant obligations under the Disability Discrimination Act 1995, Part III (Goods, Facilities, Services and Premises).

The proposed facility will be subject to the Disability Discrimination Act 1995 because it will provide a service to the public. It should be noted that reasonable adjustments to practices, policies and procedures, auxiliary aids, and physical features will need introducing to ensure that disabled people receive an equitable service that is on par with non-disabled people.

The following observations are provided:

1. The proposed plan does not currently include any WC provision for disabled people. The opportunity should therefore be taken to provide at least one accessible unisex toilet, particularly as male and female toilets are shown
2. Toilets should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004.

3. The accessible toilet should be signed either 'Accessible WC' or 'Unisex'. Alternatively, the use of the wheelchair symbol and the words 'Ladies' and 'Gentlemen' or 'Unisex' would be acceptable.

4. Consideration must be given to ensure that arrangements exist to provide adequate means of escape for all, including wheelchair users. Fire exits should incorporate a suitably level threshold and should open onto a suitably level area.

NB: The applicant is reminded of the duties set out in the Disability Discrimination Act 1995, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to improve the accessibility of the premises to people with mobility and sensory impairments.

Conclusion: To support the above observations, it is recommended that a suitable planning condition is applied to any grant of planning permission.

## WASTE MANAGEMENT

There does not appear to be a space allocated for waste storage. If the premises was to change in use to a wholesale warehouse there would be a large amount of packaging type waste produced. It would be better for the operators of the warehouse to separate a proportion of this for recycling, which would require recycling containers in addition to waste containers.

S106 Officer

Proposed heads of terms:

1. A 10 year Sustainable Travel Plan to be prepared in accordance with TfL's guidance and to include a bond of £20,000.
2. That if the application is recommended for approval, the applicant enter into a s278 agreement to address all highways impacts in the area.
3. If the Air Quality Assessment, once reviewed by the Council, demonstrates that air quality is negatively affected by the proposal then a contribution towards air quality mitigation measures in the sum of £25,000 should be secured.
4. If a s106 agreement is entered into then a contribution equal to 5% of the total cash contributions hold be secured for the management and monitoring of the resulting agreement.

## 7. MAIN PLANNING ISSUES

### 7.01 The principle of the development

The application site falls within the Springfield Road Industrial and Business Area in Hayes. It also forms part of the strategic Hayes Industrial Area which is designated as a Preferred Industrial Location in the London Plan. UDP Policy LE2 states that Industrial and Business Areas (IBAs) are designated for business, industrial and warehousing purposes (use classes B1-B8) and for sui generis uses appropriate in an industrial area. Other uses will not be permitted unless it can be demonstrated that there is no realistic prospect of the land being used for industrial or warehousing purposes in the future; the proposed alternative use does not conflict with the policies and objectives of the plan; the proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration. However, it is acknowledged that the principle of a hotel and

conferencing facility has been established on this site.

In terms of the proposed use of the site as a wholesale cash and carry warehouse, the applicant suggests this would be regarded as a B8 (storage or distribution) use. However, the applicant also states that the operation would require membership and would be to trade custom only. If this is the case then it is accordingly considered that the proposal would be regarded as a 'retail warehouse club.' The Town and Country Planning (Use Classes) (Amendment) Order 2005 defines a retail warehouse club as "a retail club where goods are sold, or displayed for sale, only to persons who are members of that club." On this basis, the proposal would be regarded as a sui generis use. Notably, well known cash and carries such as Costco and Makro appear to be regarded as businesses falling within a sui generis use.

Nevertheless, the provision of an ancillary restaurant/canteen, presumably for use by customers, several checkouts, and the provision of members' and public entrances as indicated on the plans, suggests the operation could be comparable to a retail use or supermarket falling within an A1 use. Notably, whilst referred to as a cash and carry, which would normally be associated with the sale of food, the Transport Assessment compares the site to DIY uses. It is considered that the information provided is unclear and despite requests for further details of the proposed use, none have been provided. As such, it is difficult to establish which use class the proposal would fall in to. However, it would not appear to fall within a B8 use.

Notably, an existing cash and carry is located approximately 90m to the south of the application site, along Springfield Road. That existing cash and carry, is open to members of the public and more comparable to a supermarket than a wholesale warehouse. Whilst limited information over the proposed use, type of membership required, customer base, type of goods sold, and general operation of the proposed use has been provided, the provision of a restaurant/canteen and the details provided on the plans which indicate that several checkouts and a public entrance would be provided, indicates the proposed use would similarly be more comparable to a retail unit or supermarket than to a wholesale warehouse as proposed. If this is the case, then it would not fall within a use class generally deemed as being acceptable within an IBA. Even if it were argued that this is a sui generis use, it is considered that insufficiently clear and detailed information has been provided with the application to assess whether this use would be appropriate, in principle, in this location. Accordingly, it is considered that the proposal fails to comply with UDP Policy LE2.

Notably Planning Policy Statement (PPS) 4: Planning for Sustainable Economic Growth, defines retail development, including warehouse clubs and factory outlet centres, as a town centre use. Policy EC14.3 states that "a sequential assessment is required for planning applications for main town centre uses that are not in an existing town centre and are not in accordance with an up to date development plan." This should ensure that there are no more appropriate town centre or edge of town centre locations available for the proposed development. Furthermore, PPS4 Policy EC16 suggests that an impact assessment, which looks at issues such as the impact of the proposal on town centre vitality and viability, existing and committed developments, other out of town sites, etc, should be provided to justify town centre uses which are proposed outside a town centre and not in accordance with the development plan. No such information has been provided with this application.

Consultee responses have questioned the need for a cash and carry in this location. Officers are aware that there is an existing cash and carry along Springfield Road, in

close proximity to the application site, and numerous in the surrounding area, including Southall to the east. Insufficient information has been provided to demonstrate whether the proposed development would have any impact on these existing uses. An impact assessment, as required by PPS4, would enable officers to assess the likely impact of the development on existing businesses in the surrounding area.

The information provided with the application is insufficient to fully assess the acceptability of the application in this location and its likely impacts on the surrounding area. It has been assumed that the use would operate on a basis similar to other local cash and carries in the area, which are not dissimilar to retail type uses. Accordingly, the principle of development cannot be supported and the proposal is considered to be contrary to UDP Policy LE2, London Plan policies 2A.10 and 3B.4 and guidance within PPS4.

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

Not application to this type of development.

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

Not applicable. The site does not fall within an Archaeological Priority Area and there are no Conservation Areas, listed buildings or Areas of Special Character within the vicinity of the site.

#### **7.04 Airport safeguarding**

There is no requirement to consult any airport/aircraft safeguarding authorities on this proposal.

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

Not applicable. The nearest area of Green Belt, the Minet Country Park, is located approximately 125m to the west, beyond existing industrial units. The proposal would not result in any changes to the building which would be visible from here.

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

The applicant has confirmed that no alterations are proposed to the external appearance of the building. The Transport Assessment confirms that no alterations would be made to the existing car parking layout, except for better provision for disabled drivers. It is assumed that this merely comprises allocating additional spaces for disabled users. Accordingly, it is not considered that the proposed development would have any visual impact on the character or appearance of the surrounding area.

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

The nearest residential properties are located approximately 35m away on the opposite side of Uxbridge Road. Accordingly, concern is raised over potential noise impacts from HGV and other vehicle movements and loading/unloading activities, especially if such activities were carried out in the evenings, nights and at weekends. Officers in the Council's Environmental Protection Unit have advised that opening times could be restricted through the imposition of suitable conditions, to ensure there were no impacts on residential amenity. However, given the proximity of these properties and uncertainties over the type of operation at the site which, presumably, would wish to operate longer hours and at weekends, concern is raised over whether this would be appropriate. Accordingly, it is considered that the applicant should provide a noise assessment in support of the application in order to demonstrate that the proposal would not have an unacceptable impact on residential amenity.

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

Officers in the Council's Environmental Protection Unit have raised concerns over the potential noise impacts of a wholesale warehouse use at ground floor level, and its associated noise disturbance from sales activities, loading/unloading and HGV movements on occupiers of the existing offices on the upper floors. It is considered that a

noise assessment should be submitted to demonstrate that the proposed use would not have an unacceptable impact on other users of the building.

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

The application form submitted in support of the file states that there are 142 existing car parking spaces at the site. The applicant's supporting letter states that there are 108 existing spaces with six disability standard spaces. The plans indicate that there are 107 spaces, including six disability standard spaces. Nevertheless, the applicant's Transport Assessment states that there would be no alterations to the existing car parking layout. It is considered that 107 spaces would be more than sufficient to serve the proposed use. Transport for London have suggested that a car parking management strategy should be provided to ensure that these spaces are not used other than by people visiting the application site. This would be required by way of condition should approval be granted.

The applicant states that 20 bicycle parking spaces would be provided. This is considered acceptable and further details would be required by way of condition should approval be granted.

The Transport Assessment refers to trip rates associated with DIY stores. It is not clear from the information provided whether this is a realistic comparison, and both the Council's Highway Engineer and Transport for London have raised concerns over this as DIY stores would generally be expected to generate less traffic than a cash and carry. The Council's Highway Engineer notes that the Springfield Road/Uxbridge Road junction is at capacity and significant concern is raised that the proposed use, when combined with the extant planning permission for a hotel use on this site, could generate additional traffic which would impact negatively on the surrounding highway network.

Notably the Transport Assessment also fails to provide information relating to trip generation during weekend peak trading times.

The plans indicate that two access points exist into the site from both Uxbridge Road and Springfield Road. The Transport Assessment indicates that service and customer access would be via the southern most access. However, the Council's Highway Engineer has raised concerns over the delivery arrangements as there would not appear to be sufficient space to manoeuvre HGV vehicles within the site.

Transport for London suggest a Delivery and Servicing Plan should be provided. This would be required by way of condition should approval be granted.

Overall, it is considered that insufficient information has been submitted to demonstrate that the proposed development would not have an adverse impact on the surrounding highway network, and that deliveries by large HGV vehicles can be appropriately accommodated for on site. Concerns have been raised by both the Council's Highway Engineer and Transport for London and it is considered that the proposal fails to comply with UDP policies AM2 and AM7. A reason for refusal is recommended on these grounds.

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

The applicant has confirmed that no alterations would be made to the external appearance of the building or to the existing car parking layout. No landscaping appears to be proposed, and no mention is given to this subject in the supporting documents. Advertisements would require separate advertisement consent. Therefore, whilst it is acknowledged that the submission of elevational drawings to confirm this would be useful, it is not considered that the development would have any impact on the visual amenities of the surrounding area and, no objections can be raised on urban design grounds.

## **7.12 Disabled access**

The applicant has confirmed that all access points would have level access and appropriate door widths would be provided. Existing lifts within the building provide access to upper floors. Six disability standard parking spaces would be provided which would be located close to the main building entrances.

Notably, Transport for London have suggested that the disability standard parking spaces do not meet relevant standards which require a 1200mm width aisle be provided on both sides and to the rear. However, the plans indicate that all disability standard spaces would be located in positions where this could be easily achieved and accordingly this could be addressed by way of condition should approval be granted. Notably, the Council's Access Officer has raised no objections to the details submitted subject to appropriate conditions.

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

Not applicable to this type of development.

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

There is currently no landscaping of merit on site. No additional landscaping is proposed as part of the scheme.

The Council's Trees/Landscape Officer has noted that two groups of cherry trees, protected by Tree Preservation Orders, have been removed, although there is no record of their removal. In addition, the application for a hotel at the site, approved in 2008, included new tree planting. Accordingly, it is considered that some form of landscaping should be provided as part of the proposed scheme, should approval be granted.

## **7.15 Sustainable waste management**

Policy 4A.22 of the London Plan requires that new developments make adequate provision for the storage of waste and recycling on site.

No details of refuse or recycling facilities have been provided. The Council's Waste Development Manager has advised that a cash and carry or warehouse type use would be likely to generate a large amount of waste materials and, therefore, appropriate facilities should be provided. Nevertheless, it is considered that there is sufficient space to provide appropriate refuse and recycling facilities on site and, accordingly, this could be dealt with by way of condition should approval be granted.

## **7.16 Renewable energy / Sustainability**

Policy 4A.7 of the London Plan 2008 advises that boroughs should require major developments to show how they would reduce carbon dioxide emissions by 20% through addressing the site's electricity or heat needs from renewable sources, wherever feasible. The applicant has not demonstrated that this objective would be met and, accordingly, a refusal reason is recommended on these grounds.

## **7.17 Flooding or Drainage Issues**

The site does not fall within a floodzone and the proposal would not increase the level of hardsurfacing. No issues regarding flooding have been identified. However, building control regulations on this matter would need to be complied with.

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

- Noise

The exact operation of the proposed use is unclear. Officers in the Council's Environmental Protection Unit have raised concerns over the potential noise impacts associated with a B8 use at the site. As discussed above, it is not considered likely that the proposed use would fall within a B8 use class. Nevertheless, the noise associated

with the sales activities of the site, loading/unloading and vehicle movements could have an unacceptable impact on the offices above. In addition, whilst it is acknowledged that the nearest residential properties are located on the opposite side of the busy Uxbridge Road, the Council's Noise Officer has advised that the use could cause disturbance to these properties unless the hours of operations were suitable restricted. No information has been provided relating to hours of operation, however, it is noted that many cash and carries operate for long hours and at weekends. A reason for refusal is proposed based on the likely unacceptable noise impacts the development would have on re-use of the rest of the building for office or hotel use.

#### - Air Quality

The site falls within an Air Quality Management Area. Officers in the Council's Environmental Protection Unit have advised that given the applicant has failed to demonstrate that traffic from the development would not have an adverse impact on the surrounding highway network, there could potentially be an impact on local air quality. However, insufficient information has been provided to assess the likely impacts. Whilst it is not considered that a reason for refusal could be justified on this basis, as it is feasible that mitigation measures could be put in place to address and impacts, any future application should be accompanied by an Air Quality Assessment.

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

Points (i), (ii), (iii), (iv), (v), (vi), (vii), (xi), (xii), (xiii), (xviii), (xxv), (xxviii) and (xxxi) relate to traffic and highway concerns. These issues have been addressed in the report and are reflected in the reasons for refusal.

Points (x), (xv), (xvi), (xxiv), (xxvii) and (xxx) relate to the principle of the development in this location. This has been addressed in the report and the reasons for refusal.

Point (viii) relates to concerns regarding noise. This has been addressed in the report and in the reasons for refusal.

Point (ix) relates to impacts on air pollution. This is addressed in the report.

Point (xiv) raises concerns over the use of Brookside Pavilion. This is not relevant to this application.

Points (xvii), (xxii) and (xxiii) suggest that the needs of residents should come before those of businesses and that the scheme would cause increase stress and anxiety resulting in a backlash from residents. Every scheme must be assessed on its planning merits against current planning policy.

Points (xx), (xxi), (xxvi) and (xxix) raise concerns over anti-social behaviour. There is no evidence to suggest that the provision of a cash and carry in this location would lead to an increase in anti-social behaviour. Whilst no response has been received to date from the Metropolitan Police, should approval be granted the proposal would be required to meet the Metropolitan Police's Secured By Design criteria.

Point (xix) raises concerns over the potential increase in litter from the site. Should approval be granted appropriate conditions could be applied to ensure appropriate refuse provision was provided and to manage litter around the site.

Point (xxvi) raises concerns over potential 24 hour sales of alcohol. Should approval be granted opening hours would be dealt with by way of condition to ensure the application



does not have an adverse impact on residential amenity. Appropriate licenses would be required for the sale of alcohol, issued by the Council's Licensing Team.

#### **7.20 Planning obligations**

Insufficient information has been provided to fully assess the likely impacts of the development on the surrounding highway network or on air quality. The Council's S106 Officer has advised that contributions towards transport and air quality could be required, subject to the provision of further information on these matters as noted by the Council's Highway Engineer and Air Quality Officer.

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

Not applicable.

#### **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 insufficient information has been provided to determine the exact use of the site and its likely impacts on the surrounding area. The applicant has failed to demonstrate whether there are any more appropriate town centre sites available or to provide an impact assessment to justify the development in compliance with guidance within Planning Policy Statement 4. Accordingly, based on the information provided, the

principle of development cannot be supported.

Significant concern has been raised over the potential traffic impacts associated with the use and the delivery and servicing arrangements. In addition concern is raised over the potential noise impacts of the development on re-use of the rest of the building.

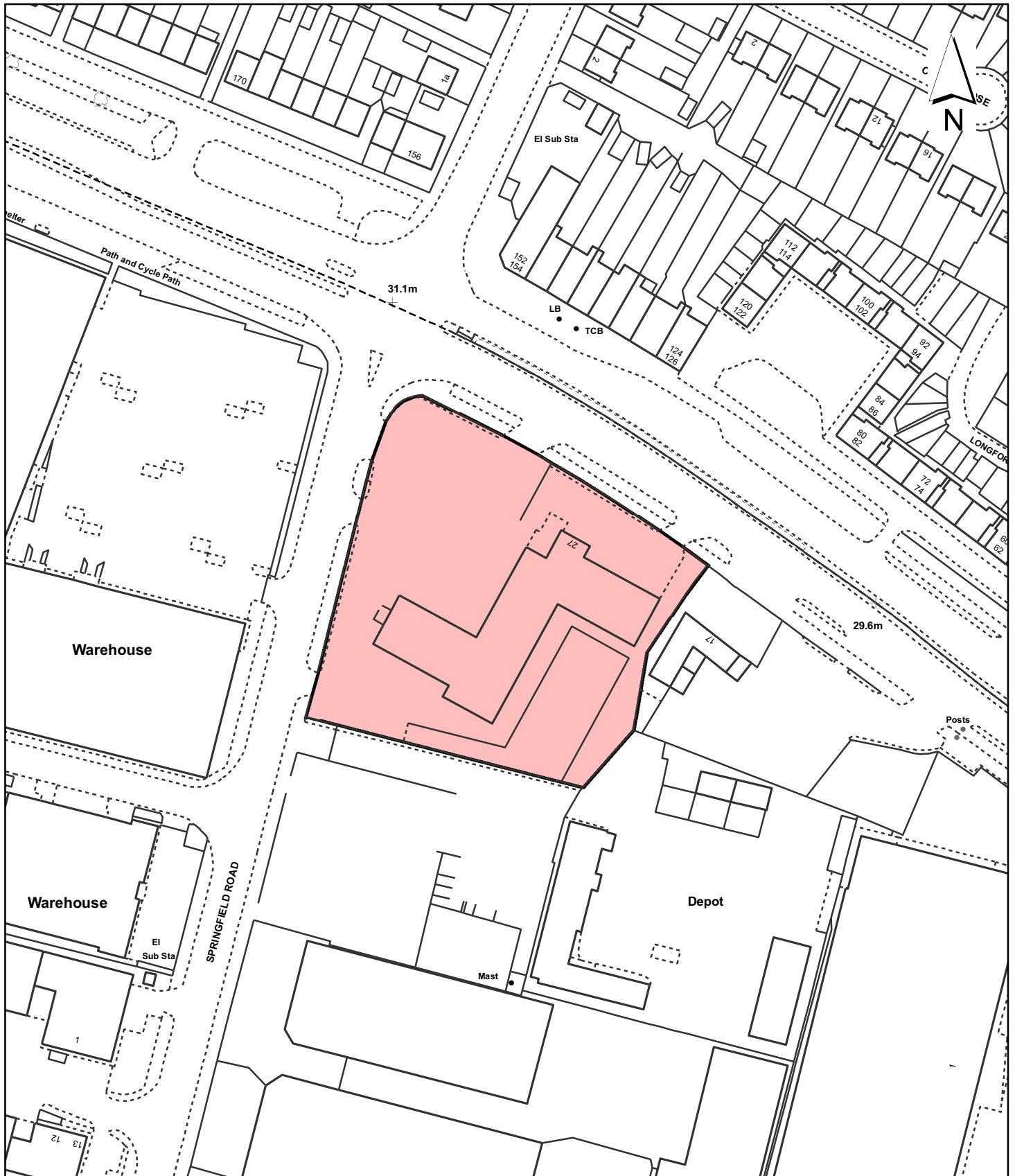
The proposal fails to comply with relevant UDP and London Plan policies, and guidance with Planning Policy Statement 4. Accordingly refusal is recommended.



## **11. Reference Documents**

Hillingdon Unitary Development Plan Saved Policies (September 2007)  
London Plan (Consolidated with Alterations since 2004)  
Planning Policy Statement 1: Delivering Sustainable Development  
Planning Policy Statement 4: Planning for Sustainable Economic Growth  
Planning Policy Statement 10: Planning for Sustainable Waste Management  
Planning Policy Statement 22: Renewable Energy  
Planning Policy Guidance 13: Transport  
Planning Policy Guidance 24: Planning and Noise  
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



<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2009</p>	<p>Site Address</p> <p><b>Hayes Gate House</b>  <b>27 Uxbridge Road</b>  <b>Hayes</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p><b>Planning &amp; Community Services</b></p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW          Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p><b>2385/APP/2009/2613</b></p>	<p>Scale</p> <p><b>1:1,250</b></p>	 <p><b>HILLINGDON</b> LONDON</p>
	<p>Planning Committee</p> <p><b>Central and South</b></p>	<p>Date</p> <p><b>May 2010</b></p>	

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## Report of the Head of Planning & Enforcement

**Address** LAND FORMING PART OF 1 WELWYN WAY HAYES

**Development:** Two storey one-bedroom end-of-terrace dwelling with associated parking and amenity space.

**LBH Ref Nos:** 65550/APP/2010/350

**Drawing Nos:** NI/1/10A  
Design and Access Statement  
NI/1/10B  
NI/1/10C

**Date Plans Received:** 17/02/2010      **Date(s) of Amendment(s):** 04/03/2010

**Date Application Valid:** 11/03/2010

### 1. SUMMARY

Policy BE13 of the Adopted Hillingdon UDP (Saved Policies, September 2007) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene, and BE19 states the Local Planning Authority will seek to ensure that new development within residential areas compliments or improves the amenity and character of the area. The adopted Supplementary Planning Document (SPD): New Residential Layouts: Section 3.4 states this type of development must seek to enhance the character of the area.

The proposal is for an attached house that would be set back from the front wall of the existing property. In design terms, the proposal would appear as a subordinate two storey addition to the existing pair of semi-detached properties, and would maintain adequate distances to the site boundary. It is considered bulk and design of the proposal would not result in a dominant or discordant feature in the street scene or the wider area, and therefore no undue harm would result

The proposal 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 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 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).

**4 OM2 Levels**

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

**REASON**

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**5 OM5 Provision of Bin Stores**

No development shall take place until details of facilities to be provided for the screened, covered 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).

**6 RPD1 No Additional Windows or Doors**

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, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing 67 Derwent Drive.

**REASON**

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

RPD5

**Restrictions on Erection of External Planning (Outbuildings)**  
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 extension to any dwellinghouse(s) nor any garage(s), shed(s) or other outbuilding(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

**REASON**

So that the Local Planning Authority can ensure that any such development would not result in a significant loss of residential amenity in accordance with policy BE21 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**8 RPD9 Enlargement to Houses - Roof Additions/Alterations**

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 addition to or enlargement of the roof of any dwellinghouse shall be constructed.

**REASON**

To preserve the character and appearance of the development and protect the visual amenity of the area and to ensure that any additions to the roof are in accordance with policy BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**9 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).

**10 NONSC Vehicular Access**

No development shall commence until details of vehicular access arrangements; including details of the design, layout and construction of the vehicular crossover; have been submitted to, and approved in writing by, the Local Planning Authority. The approved details shall be implemented on site prior to the occupation of the development and thereafter be maintained for the life of the development.

**REASON**

To ensure the development provides adequate access arrangements in terms of vehicular and pedestrian safety in compliance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**11 H12 Closure of Existing Access**

The existing vehicular access to the side of the site, shall be closed, the dropped kerb removed and the footway reinstated to match the adjoining footway within one month of the new access hereby approved being completed.

## REASON

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM3 and AM8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan. (February 2008).

### **12 TL1 Existing Trees - Survey**

Prior to any work commencing on site, an accurate survey plan at a scale of not less than 1:200 shall be submitted to and approved in writing by the Local Planning Authority. The plan must show:-

- (i) 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.
- (ii) A clear indication of trees, hedges and shrubs to be retained and removed.
- (iii) Existing and proposed site levels.
- (iv) Routes of any existing or proposed underground works and overhead lines including their manner of construction.
- (v) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees and other vegetation to be retained during construction work.

## REASON

To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

### **13 TL2 Trees to be retained**

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

If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place 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.



**14 TL3 Protection of trees 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).

**15 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).

**16 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).

#### **17 DIS5 Design to Lifetime Homes 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, and shall include within the design of each wheelchair 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.

#### **18 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).

**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.

- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- 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.
- BE22 Residential extensions/buildings of two or more storeys.
  
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE5 Siting of noise-sensitive developments
- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- HDAS 'Residential Developments'
- LPP 4A.3 London Plan Policy 4A.3 - Sustainable Design and Construction.
- LPP 3A.5 London Plan Policy 3A.5 - Housing Choice
- LPP 4B.5 London Plan Policy 4B.5 - Creating an inclusive environment.

**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**            I5                    **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.

**7**            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.

**8**            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.

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application site is located on the south west side of Welwyn Way and comprises a two storey semi-detached dwelling, with a hipped roof. The front garden has been recently laid to hardstanding and the property enjoys a corner position with a wider than average frontage. There is an access road to the south side which serves a pre-school nursery/scout hut and the allotment gardens at the rear. There is a vehicular access point to the rear of the site from this road, providing the original off street parking area for the property. The dwelling is located within a road of broadly similar properties and is within the 'developed area' as identified in the Hillingdon Unitary Development Plan (UDP) (Saved Policies, September 2007).

#### 3.2 Proposed Scheme

The application seeks planning permission to erect a two storey 1-bedroom attached dwelling to the side of No. 1 Welwyn Way. The proposed dwelling would be set back from the main front building line by 1m. The dwelling would be 4.8m wide, and 6.3m deep, with a further single storey element to the rear, adding an additional 2.8m and 2.4m wide, covering half the width of the rear elevation. The dwelling would be finished with a subordinate hipped roof, 0.4m below the ridge line of the host dwelling. The dwelling would have a matching eaves height of 5.4m high and 8m high to the ridge.

Two car parking spaces have been shown to have been added to the frontage of the existing property and one space is shown for the new property and the rear of the site which would require the removal of the existing garage and the provision of a new crossover.

#### 3.3 Relevant Planning History

65550/APP/2008/3371 Land Forming Part Of 1 Welwyn Way Hayes

Two storey two-bedroom attached dwelling with associated parking.

**Decision:** 06-03-2009 Refused

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

A previous application for a two storey two bedroom attached dwellinghouse, 65550/APP/2008/3371), was refused for the following reasons -

- 1) The floor area for the proposed dwelling is below the minimum 63m<sup>2</sup> required for a two-bedroom house. As such, the proposal would fail to provide a satisfactory residential environment for future occupiers.
- 2) The proposal fails to make adequate provision for landscaping in the front garden area of the existing property, No. 1 Welwyn Way. The proposal would therefore be detrimental to the visual amenities of the street scene and character of the surrounding area.
- 3) The proposal fails to provide adequate pedestrian access to the front door of No. 1 Welwyn Way in the event of the two proposed parking spaces being occupied. In order to provide access, it is likely that one of the spaces would not be used and as such, the proposal would be likely to give rise to additional on-street car parking, detrimental to highway and pedestrian safety and would present a hazard in the event of an emergency.
- 4) In the absence of a Tree Survey and/or Arboricultural Implication Assessment to BS5837: 2005 standards, the application has failed to demonstrate that an adjoining street tree (Norway Maple 'Crimon King') would not be adversely affected by the proposed development and has not made provision for its long-term protection.

This application has been amended to reduce the number of bedrooms from two to one. The proposed parking area for the new dwelling would be situated at the rear of the site to allow for a front pedestrian path and soft landscaping of this area. Protective fencing is now shown to the frontage tree, which would be in position whilst any works were carried out.

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

London Plan Policy 3A.4 - Accessible Developments  
London Plan Policy 4B.3 - Residential Densities

### **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.               |
| BE15 | Alterations and extensions to existing buildings                             |
| 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.                      |
| BE22 | Residential extensions/buildings of two or more storeys.                     |
| BE23 | Requires the provision of adequate amenity space.                            |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours. |

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE5	Siting of noise-sensitive developments
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
HDAS	'Residential Developments'
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.
LPP 3A.5	London Plan Policy 3A.5 - Housing Choice
LPP 4B.5	London Plan Policy 4B.5 - Creating an inclusive environment.

## 5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- Not applicable
- 5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

9 neighbours and interested parties were consulted and six letters of representation have been received, which made the following comments -

- (i) The proposal says it is for a 1 bedroom family home, we do not believe it will be adequate accommodation for a family, with only one bedroom. The garden area is awkward by design, being it narrows to one end, it would cause privacy and security issues.
- (ii) The parking to the rear will prove hazardous for the scouts hut (located at the end of Len Taylor Close) which is in constant use, especially for the day nursery with its associated pedestrians with young children. This would also cause further congestion to an already busy road.
- (iii) The proposal would be out of keeping with the area, as locally the dwellings are all semi-detached and this will create a terrace, and therefore not inkeeping with the Nash design intent for the area, and could set a further precedent for this type of development.
- (iv) Light issues - this will affect the houses opposite and adjacent, as it will detract from the natural light currently enjoyed.
- (v) The applicant says protective fencing will be positioned around the mature Maple Tree, how can we be certain the roots will not be affected.
- (vi) The proposal would detract from views of the allotments and the surrounding open areas which is something that is fast diminishing
- (vii) Parking is already difficult on this road, extra cars will be more unacceptable and a safety issue for children and adults alike.
- (viii) Building works would cause severe disruption to the Scouts Hut/Nursery and allotments and will be a safety issue as this road is in constant use. The surrounding roads are already congested and there is a concern for access for emergency vehicles.
- (ix) Currently the adjacent properties keep a close eye over this side road as there has been problems with under-age drinking and drug taking, if a new house is built this will restrict views to this area.
- (x) The drawings fail to show the electricity sub-station at the rear of the site, and implementing a vehicular crossover close the sub-station and Scout Hut entrance would be dangerous. This would also have a knock on effect for any emergency services and the existing residents who find it difficult to park
- (xi) The design and access statement says the proposal would be similar to the surrounding

residential developments - however, there are no terraced properties in the area and this would appear out of character.

(xii) In respect of the parking to the rear, this would be right against our fence, and could cause exhaust fumes to be a problem, as we have a member of our family who is an asthma sufferer.

(xiii) It appears they are cutting back the garden area of the existing property.

(xiv) Are the plans to remove the existing dropped kerb onto Len Taylor Close and reposition a new one

(xv) Has any thought been given to the proposed vehicle hard standing in the rear garden, and any possible fluids being leaked into the ground/drainage system and the problems that could cause

(xvi) There have been security problems from the side road, with this new access, it would allow easy access to our premises - that would cause us concern.

(xvii) There are a number of incorrectly answered questions on the forms

(xviii) It does not appear that the existing house would have any rear access if the proposal went ahead.

(xix) This property would become over developed and spoil the land line.

A petition of 88 signatures has also been received, attached to a letter covering all of the above points.

### **Internal Consultees**

Tree/Landscape Officer; All of the drawings now show the location and spread of the street tree on the corner of Welwyn Way.

THE PROPOSAL - The proposal is to build a two-storey one-bedroom end-of terrace house with associated parking and garden space. The proposed layout (drawing No. 10A) now shows a parking space at the end of the garden leaving the front garden as largely soft landscape. While drawing No.10B also shows areas of tree protection in the form of temporary protective fencing and ground compaction protection measures, further details are required.

RECOMMENDATION - No objection subject to conditions TL1, TL2, TL3, TL5 and TL6.

Highway Engineer; It appears that a new separate pedestrian entrance is proposed for the new unit. The plans show a wide kerbed bellmouth providing access to the two existing parking spaces in the front garden with the application form again stating no alterations to the vehicular access. Yet on site there is a standard cross over (which appears pretty new) which is not wide enough for two cars to manoeuvre into the parking spaces without riding over the footway. A condition is needed requiring the applicant to submit details of the proposed accesses prior to commencement of the development.

There is no objection to the replacement access to the side, providing the applicant covers the cost of this, including the reinstatement of the existing crossover.

Waste and recycling officer; The plan shows space has been allocated for where residents can store waste and recycling in wheeled bins. This is good practice.

The current refuse collection service is weekly, and residents present their waste in sacks that they purchase themselves. The Council provides a multi-material dry recycling each week and provides sacks to residents for this service. The allocated space could be used to store these sacks awaiting collection.

The Council also provides reusable canvas sacks (three per household) for a fortnightly green garden waste collection. These are suitable to be stored outside.

## **7. MAIN PLANNING ISSUES**



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

Policy BE13 of the Adopted Hillingdon UDP (Saved Policies, September 2007) states that development will not be permitted if the layout and appearance fail to harmonise with the existing street scene, and Policy BE19 states the LPA will seek to ensure that new development within residential areas compliments or improves the amenity and character of the area.

The adopted Supplementary Planning Document (SPD): New Residential Layouts: Section 3.4 states this type of development must seek to enhance the character of the area. Section 4.10 of the SPD explains careful consideration should be given to the height of new buildings and the surrounding building lines, as a general rule the front and rear building lines should be a guide for the siting of new dwellings.

This is an established residential area and therefore there would be no objections in principle to an additional residential property. However, any new development would also need to comply with the above advice.

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

With regard to residential density, adequate amenities will be provided for future occupiers of the new property and as such the proposal is considered to comply with the intensions of Policy 4B.3 of the London Plan.

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

The proposal does not affect any of the above.

### **7.04 Airport safeguarding**

The site is not within an airport safeguarding area.

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

The proposal is not within the Green Belt.

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

Section 4.27 of the SPD states careful consideration should be given to building lines, and these should relate well to the existing street pattern. It is considered the proposal would comply with this advice as the new dwelling would be set back 1m from the front building line of the adjacent dwelling and would appear as a subservient addition to the existing pair of semi-detached properties. The new dwelling is adequately set back off the adjoining boundary so as not to impact on the street scene.

With regard to Policy BE22 of the Hillingdon UDP (Saved Policies, September 2007), two storey buildings should be set in a minimum distance of 1m from the side boundaries. The proposed house would result in a 1.8m gap to the side boundary and therefore a cramped appearance would not arise. The proposed dwelling would follow the design of the host dwelling using the same eaves height and similar fenestration details, and the proposal would be finished with a subordinate hipped roof following the design characteristics of the surrounding properties. It is therefore considered the design of the proposed dwelling would not cause harm to the character or visual amenities of the area.

### **7.08 Impact on neighbours**

With regard to the impact of the amenities on the adjoining occupiers, Sections 4.9 of the SPD: Residential Layouts, in relation to new dwellings, states all residential developments and amenity space should receive adequate daylight and sunlight, including habitable rooms and kitchens. The daylight and sunlight available to adjoining properties should be adequately protected. Where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over-domination, and 15m will be the minimum acceptable distance. This proposal would comply with this advice as

there are no properties directly to the rear. Furthermore, due to the proposed siting of this dwelling, (it is set back 1m from the front building line of the host dwelling and would align with its rear building line) it is considered the proposal would not cause an adverse affect by way of loss of outlook or light to the existing or adjacent properties. Therefore the proposal would comply with policies BE20 and BE21 of the UDP (Saved Policies, September 2007) and the guidance within the SPD: Residential Extensions.

With regard to loss of privacy, there are no first floor side facing openings shown on the proposed plans, and a condition is attached to restrict the insertion of any further openings, and as such no material loss of privacy would arise. Therefore the proposal would comply with policy BE24 of the UDP (Saved Policies, September 2007) and Section 4.12 of the SPD: 'Residential Layouts'.

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

Section 4.7 of the HDAS SPD: 'Residential Layouts', states careful consideration should be given in the design of the internal layout, and that satisfactory indoor living space and amenities should be provided. The proposed internal floor space for the new dwelling would be 54.75m<sup>2</sup>. The SPD states the minimum amount of floor space required for a 1-bedroom two storey house is 50m<sup>2</sup>. The proposal would comply with this advice.

With regard to the size of the garden, the SDP: Residential Layouts: Section 4.15 states that one bedroom properties should have a garden space of at least 40m<sup>2</sup>. The proposal would comply with this advice, with a rear usable garden area of 53.4m<sup>2</sup> for the new dwelling, together with 70m<sup>2</sup> left for the existing dwelling (which requires 60sqm under the HDAS). As such, the proposal would comply with Policy BE23 of the Hillingdon UDP (Saved Policies, September 2007).

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

The Highway Engineer has been consulted on the proposal. A new separate pedestrian entrance is proposed for the new unit. The plans show a wide kerbed bellmouth providing access to the two existing parking spaces in the front garden with the application form again stating no alterations to the vehicular access. The existing crossover will need to be widened and this is the subject of a recommended condition.

It is not considered that traffic generation from a one bedroom house will result in adverse impacts on the highways network. Issues concerned with on street car parking from the scout hut/allotments are not connected to this planning application.

Therefore the proposal is considered to comply with policies AM7 and AM14 of the UDP (Saved Policies, September 2007).

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

As above

#### **7.12 Disabled access**

The proposed floor plans show the provision of WC facilities at ground floor level and the Design and Access Statement submitted with the proposal states the proposal is designed to incorporate easy access for wheelchair users. A condition is applied requiring the dwelling to be constructed to Lifetime Homes Standards. As such, the proposal is considered to comply with the intensions of Policies 3A.4 and 3A.5 of the London Plan and the Council's Accessible Hillingdon SPD January 2010.

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

The proposal does not meet the threshold to require the provision of this type of housing.

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

The Trees and Landscape Officer has been consulted on the application and has commented that, all of the drawings now show the location and spread of the street tree on the corner of Welwyn Way. The proposal is to build a two-storey one-bedroom end-of terrace house with associated parking and garden space. The proposed layout (drawing No. 10A) now shows a parking space at the end of the garden leaving the front garden as largely soft landscape. Drawing No.10B also shows areas of tree protection in the form of temporary protective fencing and ground compaction protection measures. Therefore subject to suitable conditions the proposal would comply with Policy BE38 of the Hillingdon Unitary Development Plan (Saved Policies, September 2007).

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

The property would be subject to black bag collection as per other properties in the street.

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

It has been considered that all the proposed habitable rooms, would have an adequate outlook and source of natural light, and therefore comply with the SPD: Residential Layouts: Section 4.9 and Policy 4A.3 of the London Plan (2008).

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

The proposal is not within a flood plain and there are no drainage issues.

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

N/A

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

Officer comments: With regard to the incorrect answers given on the application forms, a full site visit has been carried out to clarify these matters. The Highway Engineer has been consulted with regard to highway safety issues and the Tree and Landscape Officer in respect of the mature tree to the front.

A construction management condition is proposed to address concerns over construction disturbance. It is not considered that the proposal raises any concerns regarding crime and anti social behaviour. Furthermore neighbouring properties will still be able to overlook the access road. The remaining points are addressed in the full report.

#### **7.20 Planning obligations**

Presently S106 contributions for education are only sought for developments if the net gain of habitable rooms exceeds six. This proposal does not provide a net gain of 5 rooms and therefore the appropriateness of a potential contribution has not been pursued on this development.

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

Not applicable to this application

#### **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**

None

#### **10. CONCLUSION**

The proposal comprises the addition of a 1 bed house to the side of an existing pair of semi-detached properties and it is considered the design of the proposed dwelling would be in-keeping with the existing properties in the street scene, mirroring the roof pitches, and fenestration details. Furthermore, due to the building lines, together with the size and bulk, it is not considered the development would result in a dominant or discordant feature, and therefore no undue harm would result to the street scene or the wider area. The proposal is considered to comply with development plan policies and approval is therefore recommended.

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

Hillingdon Unitary Development Plan Saved Policies September 2007

HDAS: New Residential Layouts: July 2006' Accessible Hillingdon': July 2006

The London Plan (2008)



Council's adopted car parking standards (Annex 1, adopted Hillingdon Unitary Development Plan, Saved Policies, September 2007).

Consultee and Neighbour responses

**Contact Officer:** Catherine Hems

**Telephone No:** 01895 250230



<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2009</p>	<p>Site Address</p> <p style="text-align: center;"><b>Land forming part of 1 Welwyn Way Hayes</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p><b>Planning &amp; Community Services</b></p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;"><b>65550/APP/2010/350</b></p>	<p>Scale</p> <p style="text-align: center;"><b>1:1,250</b></p>	 <p><b>HILLINGDON</b> LONDON</p>
	<p>Planning Committee</p> <p style="text-align: center;"><b>Central and South</b></p>	<p>Date</p> <p style="text-align: center;"><b>May 2010</b></p>	

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## Report of the Head of Planning & Enforcement

**Address** 69 RALEIGH AVENUE HAYES

**Development:** Erection of a single storey rear extension (involving demolition of part existing extension) (Part retrospective application.)

**LBH Ref Nos:** 26561/APP/2009/2669

**Drawing Nos:** NM/01B  
NM/01

**Date Plans Received:** 11/12/2009      **Date(s) of Amendment(s):**

**Date Application Valid:** 11/12/2009

### 1. CONSIDERATIONS

#### 1.1 Site and Locality

The application site is located on the north west side of Raleigh Avenue and comprises a two storey semi-detached house with a single storey rear extension, the subject of this application. The attached house, 71 Raleigh Avenue lies to the north east and has a single storey rear extension. To the south west lies 67 Raleigh Avenue, a two storey semi-detached house with a single storey rear extension. The street scene is residential in character and appearance comprising two storey semi-detached houses and the application site lies within the developed area as identified in the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

#### 1.2 Proposed Scheme

The previously refused scheme sought the retention of a single storey rear extension set flush with the flank wall facing 67 Raleigh Avenue and measuring 3.8m wide, 7.6m deep and finished with a flat roof with a half-hip, 2.6m high at its highest point. The submitted plans showed the internal layout comprising a bedroom, dining room and shower facilities.

This current application attempts to overcome the reasons for refusal of the previous scheme and the Inspector's comments by proposing a single storey rear extension also set flush with the flank wall facing 67 Raleigh Avenue, but measuring 3.8m wide, set 1.5m from the side boundary with 71 Raleigh Avenue, 3.6m deep and finished with a flat roof 2.6m high. The proposed extension would provide only a new kitchen and shower room and would not include any bedroom facilities.

#### 1.3 Relevant Planning History

26561/APP/2008/2770      69 Raleigh Avenue Hayes

Erection of a single storey rear extension (Retrospective application).

**Decision Date:** 14-11-2008      Refused      **Appeal:** 10-NOV-09      Dismissed  
26561/APP/2009/907      69 Raleigh Avenue Hayes

SINGLE STOREY REAR EXTENSION (APPEAL AGAINST ENFORCEMENT NOTICE;  
APPLICATION FOR PLANNING PERMISSION DEEMED TO HAVE BEEN MADE PURSUANT  
TO SECTION 174 OF THE TOWN AND COUNTRY PLANNING ACT 1990)

**Decision Date:**      **Appeal:** 10-NOV-09      Dismissed

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

In April 2008 the Council received a complaint in respect of the erection of a single storey rear extension at the application property.

In June 2008 after complaints alleging that the property had been converted into flats and that the rear extension was not permitted development a site inspection was undertaken to the application property. Officers could not conclusively prove that the property had been converted into flats, however, the extension appeared to occupy approx 73 cubic metres thereby exceeding the then permitted development allowance and appeared to be subdivided from the house. It contained a kitchen, bathroom and bedroom facilities. Further inspections were carried out and a letter was sent on 26th August 2008 informing the owner to remedy the breach with regards to the size of the extension and to regularise the use as a single family dwelling house.

In response, the applicant submitted a planning application (ref No. 26561/APP/2008/2770) which sought retrospective permission for the development as described. The application was refused on 25 November 2008 for the following reasons:

1. The single storey rear extension, by reason of its overall size, siting, design and length of projection in relation to the original house, results in a disproportionate and incongruous addition that fails to be subordinate to the appearance of the existing house. It is detrimental to the appearance of the original dwelling and detracts from the appearance of the surrounding area, contrary to Policies BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and the Supplementary Planning Document HDAS: Residential Extensions.

2. The single storey rear extension, by reason of its excessive projection results in an overdominant and visually intrusive form of development and a significant increase in overshadowing in relation to 71 Raleigh Avenue. As such, it constitutes an un-neighbourly form of development, resulting in a material loss of residential amenity contrary to Policies BE20 and BE21 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and the Supplementary Planning Documents HDAS: Residential Extensions and HDAS: Residential Layouts.

3. The single storey rear extension, by reason of its access independent of the existing dwelling and lack of shared facilities, could readily be adapted to form a self-contained residential unit. The floorspace of the rear extension is below that required for a one bedroom unit, and the development fails to provide separate private amenity space and off-street parking. Therefore, the development does not provide adequate facilities for its occupiers contrary to Policies BE23, H7 and AM14 of the adopted Hillingdon Unitary



Development Plan (Saved Policies September 2007), and the Supplementary Planning Document HDAS: Residential Layouts and the Council's Parking Standards (Annex 1, adopted Hillingdon Unitary Development Plan, Saved Policies, September 2007).

Subsequently, an enforcement report was prepared and presented to the Planning Committee on the 19 February 2009. Members resolved to issue an Enforcement Notice in the public interest, for the following reasons:

(i) The 'Extension' exceeds Permitted Development rights as set out in Class A of Part 1 of Schedule 2 of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008, and planning permission has not been obtained for the development as described.

(ii) The 'Extension', by reason of its size projecting approx 7 Metres beyond the existing rear wall, siting and design results in a disproportionate and incongruous addition failing to be subordinate to the original house. The development results in a loss of amenity for neighbouring occupiers and therefore the development is contrary to policies BE13, BE15, BE19, BE20 and BE21 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and Supplementary planning documents HDAS: Residential extensions.

(iii) The use of the 'Extension' as a self contained residential unit results in an undersized floor area for a one bedroom flat and no allocated amenity space or parking is provided for this unit, accordingly this use fails to comply with policies BE23, H7 and AM14 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and Supplementary planning documents HDAS: Residential layouts.

(iv) It appears to the Council that the 'Extension' has been substantially completed within the past four (4) years.

In November 2009 an enforcement appeal was upheld and an Inspector dismissed the appeal and upheld the enforcement notice.

## **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**

10 adjoining occupiers have been consulted. 3 letters of objection have been received making the following comments:

(i) No objections if the proposal does not involve a self-contained unit;

(ii) The extension would be used as separate unit;

(iii) Object to the door accessing onto the shared driveway as it leads to an increase in noise and disturbance and an obstruction

Officer comments: These are addressed in the report.

#### 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.
BE15	Alterations and extensions to existing buildings
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.
AM14	New development and car parking standards.
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions (adopted in August 2006 and to form part of the emerging Local Development Framework documents): 3.0 Rear Extensions and Conservatories: Single Storey

#### 5. **MAIN PLANNING ISSUES**

The main issues for consideration relate to the effect of the proposal on the appearance of the original house, on the surrounding area, and on residential amenity.

In regards to the effect of the proposal on the appearance of the original house and surrounding area, the Inspector states at paragraphs 25 and 26:

"Although the houses on either side of the appeal property both have rear extensions, neither, nor any other house in the vicinity, according to the Council - has such a disproportionately long or intrusive addition as the rear extension at No. 69.

The development conflicts with UDP Policy BE13, because fails to harmonise with the scale, form, architectural composition and proportions of the original building, and with UDP Policy BE19, because it neither compliments nor improves the amenity and character of the area. Furthermore, at 7.6m the depth of the extension is well in excess of the standards set out in HDAS: Residential Extensions."

The proposed extension would represent a significant reduction in scale and bulk compared to the current extension. It, by reason of its overall size, siting, design and length of projection in relation to the original house, would harmonise with the character and proportions of the original house. It would appear subordinate as it would be set sufficiently below the cill of the rear first floor windows. As such, it would not be detrimental to the character and appearance of the surrounding area. The proposal would overcome the first reason for refusal of the previous scheme, and would comply with policies BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007) and section 3.0 of the Hillingdon Design and Accessibility Statement: Residential Extensions.

The proposed rear extension would not be more than 3.6m deep and 3.4m high in accordance with paragraphs 3.3 and 3.7 of the of the Hillingdon Design and Accessibility Statement: Residential Extensions. It would not project beyond the rear wall of the existing extensions at 67 and 71 Raleigh Avenue and as such would not harm the residential amenities of the occupiers of the adjoining residential properties through overdominance and visual intrusion and would not increase the sense of enclosure and overshadowing.

It is therefore considered that the proposal would overcome the second reason for refusal of the previous scheme and would comply with policies BE20 and BE21 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

The existing side boundary with 71 Raleigh Avenue prevents overlooking from the proposed secondary kitchen window. The window to the shower can be fitted with obscure glass to prevent overlooking onto 67 Raleigh Avenue. Therefore, the proposal would comply with policy BE24 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

The proposed rear extension would provide a kitchen and shower room and by reason of its overall size, it would not be capable of being used as a self-contained unit. Therefore, the third reason for refusal of the previous scheme is no longer relevant. The side door would provide access to the shared access way and to the garden. It is not uncommon to have a door opening along the flank wall of a dwelling to provide access to such areas and therefore it is not considered to result in a significant increase in noise and disturbance.

Over 80sq.m of private amenity space would be retained and off-street parking will not be adversely affected by the proposed development, in accordance with policies BE23 and AM14 of the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

The proposal would overcome the reasons for refusal of the previous scheme and the Inspector's comments and as such, is recommended for approval. Given that there is an extant enforcement notice the recommendation includes conditions requiring the works to be carried out as expeditiously as possible.

## **6. RECOMMENDATION**

### **APPROVAL subject to the following:**

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

Subject to the constraints of condition 2, the development hereby permitted shall be begun before the expiration of 4 Months from the date of this permission.

#### **REASON**

To comply with Section 91 of the Town and Country Planning Act 1990 and to ensure that in the interests of securing development in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) there is not an accumulation of un-implemented planning permissions.

#### **2 NONSC Non Standard Condition**

The existing rear extension shall be demolished to ground level, all equipment and materials brought onto the land for the purposes of such use and all materials resulting from the demolition shall be removed within 4 months of the date of failure to meet any one of the requirements set out in (i) to (iv) below:

(i) A timetable with no longer than an aggregate 3 month period from the date of the local planning authority's approval of the timetable to the last day for the substantial completion of the development permitted by this decision notice shall be submitted to and approved in writing by the Local Planning Authority within 1 month of the date of this notice of planning permission;

(ii) If within 4 months of the date of this planning permission the local planning authority refuse to approve or do not determine the timetable within the prescribed period a valid appeal shall have been made to the Secretary of State;

(iii) If an appeal is made in pursuance of (ii) above, the appeal shall have been finally determined and the submitted timetable shall have been approved by the Secretary of State;

(iv) The development, including the demolition of the existing rear extension, shall have been carried out and completed in accordance with the approved timetable.

#### REASON

There is an extant enforcement notice on this site and in the opinion of the local planning authority that remains to be complied with. The planning permission is intended to remedy this breach of planning control. In the interests of the proper planning of the area the authority is of the view that the remediation of the breach of planning control and the implementation of this planning permission should take place as expeditiously as reasonably possible.

#### **3 M2 External surfaces to match existing building**

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.

#### REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **4 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).

#### **5 RPD1 No Additional Windows or Doors**

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, doors or other openings shall be

constructed in the walls or roof slopes of the development hereby approved facing 67 and 71 Raleigh Avenue.

**REASON**

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**6 RPD2 Obscured Glazing and Non-Opening Windows (a)**

The shower room window facing 67 Raleigh Avenue shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

**REASON**

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**7 RPD4 Prevention of Balconies/Roof Gardens**

The roof area of the extension hereby permitted shall not be used as a balcony, roof garden or similar amenity area.

**REASON**

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**INFORMATIVES**

**Standard Informatives**

- 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 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, and to all relevant material considerations, including Supplementary Planning Guidance:  
**Policy No.**  

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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.
AM14	New development and car parking standards.
HDAS	Hillingdon Design & Accessibility Statement (HDAS): Residential Extensions (adopted in August 2006 and to form part of the emerging Local Development Framework documents): 3.0 Rear Extensions and Conservatories: Single Storey

- 3 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 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 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 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street,

Uxbridge, UB8 1UW (Tel. 01895 250190).

- 7 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.

- 8 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.

- 9 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 You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take

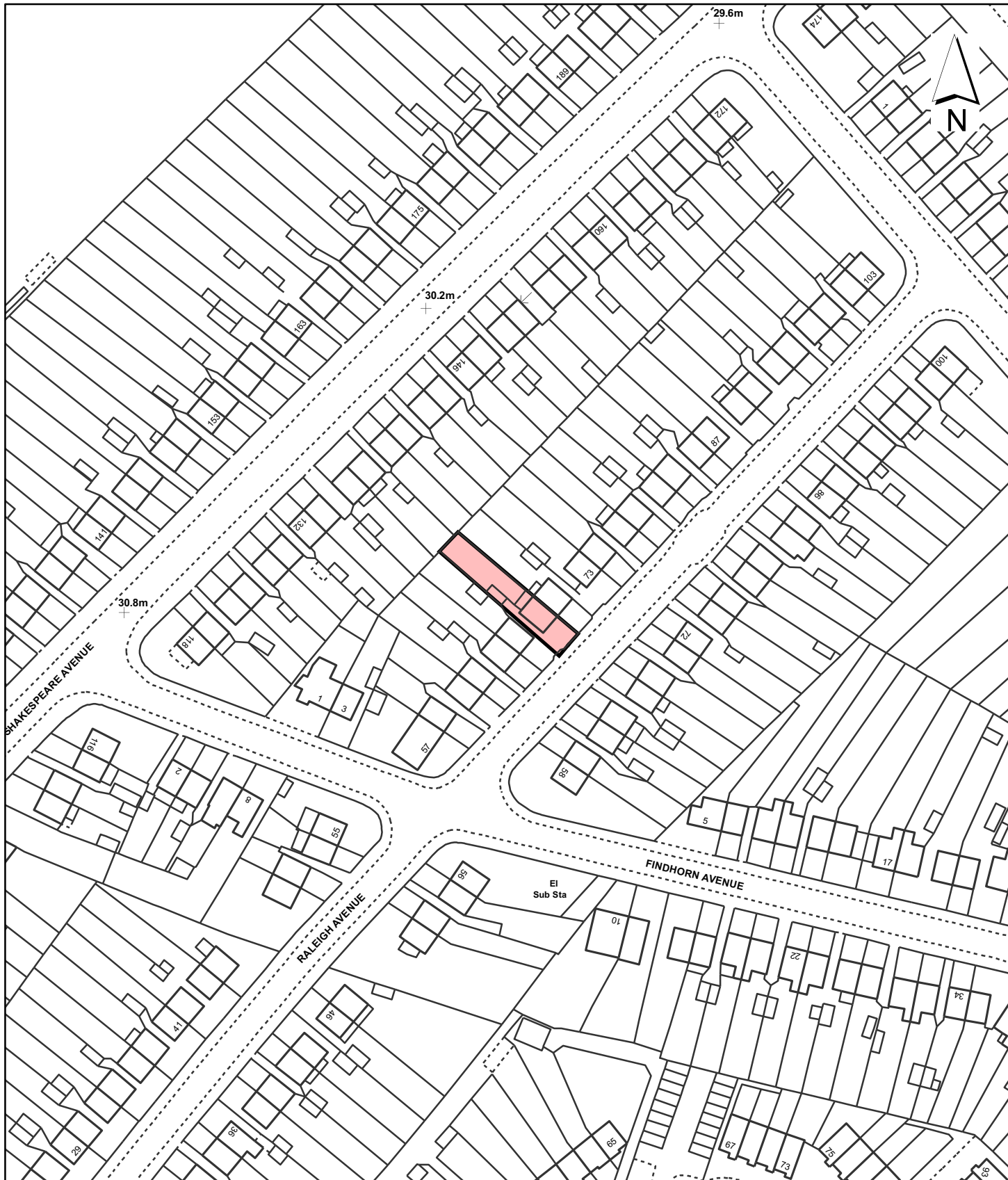
appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act.


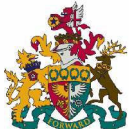
- 11 To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO<sub>2</sub>) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.
- 12 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).

**Contact Officer:** Sonia Bowen

**Telephone No:** 01895 250230





<p><b>Notes</b></p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown Copyright. All rights reserved. London Borough of Hillingdon 100019283 2009</p>	<p>Site Address</p> <p align="center"><b>69 Raleigh Avenue Hayes</b></p>		<p align="center"><b>LONDON BOROUGH OF HILLINGDON</b></p> <p align="center"><b>Planning &amp; Community Services</b></p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center"><b>26561/APP/2009/2669</b></p>	<p>Scale</p> <p align="center"><b>1:1,250</b></p>	 <p align="center"><b>HILLINGDON</b> LONDON</p>
	<p>Planning Committee</p> <p align="center"><b>Central and South</b></p>	<p>Date</p> <p align="center"><b>May 2010</b></p>	

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## Report of the Head of Planning & Enforcement

**Address** DATA CENTRE BUILDING (ANTONIN ARTAUD), BRUNEL UNIVERSITY  
KINGSTON LANE HILLINGDON

**Development:** Installation of Supply Generator and associated fuel tank.

**LBH Ref Nos:** 532/APP/2010/509

**Drawing Nos:** 60102068-DC-PA-E001 Rev B (Data Centre Location Plan)  
60102068-DC-PA-E004 Rev A (Antonin Artaud Elevations)  
Design and Access Statement  
60102068-DC-PA-E002 (Proposed Generator Location Plan)  
60102068-DC-PA-E003 (Proposed Generator Floor Plans)  
E-mail from Turner & Townsend Project Management received 25/05/2010  
at 15:12

**Date Plans Received:** 08/03/2010

**Date(s) of Amendment(s):** 08/03/2010

**Date Application Valid:** 19/03/2010

### 1. SUMMARY

The application seeks the installation of an emergency supply generator, contained within an acoustic enclosure, and emergency fuel tank in the south eastern corner of the existing service yard to the south of the Antonin Artaud Building, which contains the University's Arts Centre and Data Centre. The proposed generator is to supply emergency power to the Data Centre.

The structure represents inappropriate development within the Green Belt, however the principle of the proposed generator within Site 2 of Brunel University, a major developed site, is considered acceptable.

The proposed generator has been located to minimise its impacts and would not be detrimental to the character or appearance of the area. In addition nearby trees would be retained which will assist with integrating this structure into this Green Belt setting.

Subject to an appropriate conditions the proposal would not be detrimental to the amenity of nearby occupiers.

Accordingly, the proposal is considered to comply with relevant planning policy and approval is recommended.

### 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 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**3 NONSC Fuel Tank Height**

The fuel storage tank hereby approved shall be no greater than 2.2m in height from existing ground level.

**REASON**

To ensure that the external appearance of the development is satisfactory and minimise impacts on the openness of the site in compliance with Policies OL1 and BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Planning Policy Guidance 2 - Green Belts.

**4 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).

**5 TL1 Existing Trees - Survey**

Prior to any work commencing on site, an accurate survey plan at a scale of not less than 1:200 shall be submitted to and approved in writing by the Local Planning Authority. The plan must show:-

- (i) 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.
- (ii) A clear indication of trees, hedges and shrubs to be retained and removed.
- (iii) Existing and proposed site levels.
- (iv) Routes of any existing or proposed underground works and overhead lines including their manner of construction.
- (v) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees and other vegetation to be retained during construction work.

**REASON**

To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**6 TL2 Trees to be retained**

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

If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place 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.

### **7 TL3 Protection of trees 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).

### **8 TL21 Tree Protection, Building & Demolition Method Statement**

Prior to development commencing on site, a method statement outlining the sequence of development on the site including demolition, building works and tree protection shall be submitted to and approved by the Local Planning Authority, and the scheme thereafter implemented in accordance with the approved method statement.

#### REASON

To ensure that trees can be satisfactorily retained on the site in accordance with Policy

BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**9 NONSC Noise Mitigation & Testing Restriction**

Noise emitted from the standby generator hereby permitted shall not increase the minimum assessed background noise level (expressed as the lowest 24 hour LA90, 15 mins) by more than 10 dB one metre outside any premises. The emergency plant and generators hereby permitted may be operated only for essential testing, except when required by an emergency loss of power. Testing of emergency plant and generators hereby permitted may be carried out only for up to one hour in a calendar month, and only during the hours 09.00 to 17.00 hrs Monday to Friday and not at all on Saturdays, Sundays, Bank or Public holidays.

**REASON**

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

**10 NONSC Removal and Reinstatement of land**

The generator and fuel storage tank hereby approved shall be removed from the land and the land restored to its former condition within 1 month of it no longer being required for emergency/essential supply purposes associated with the University Data Centre.

**REASON**

To minimise the impacts on the character and appearance of the area and to control to the level of development within the Green Belt in accordance with Policies OL1, BE13 and PR22 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), Policy 3D.9 of the London Plan and Planning Policy Guidance 2 - Green Belts.

**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.

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
BE13	New development must harmonise with the existing street scene.
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
AM7	Consideration of traffic generated by proposed developments.
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures

### **3 I1 Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

### **4 I15 Control of Environmental Nuisance from Construction Work**

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

A) Demolition and construction works 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.

### **5**

You are advised that the specification and installation of the fuel storage tank hereby approved should be carried out in accordance with the most recent guidance from OFTEC and The Environment Agency in order to ensure that it complies with The Control of Pollution (Oil Storage) (England) Regulations 2001 and any related legislation.

## **3. CONSIDERATIONS**

### **3.1 Site and Locality**

The application site is a service yard to the southern side of the Antonin Artaud building within Site 2 of Brunel University Campus which represents a major developed site within the Metropolitan Green Belt.

To the north of the site is the Antonin Artaud building which houses the University Arts Centre and Data Centre, to the south runs the Southern Perimeter Road which is bounded

by car parking, grassed strips and trees. This area of the campus is primarily associated with engineering type courses, and there are a number of service yards with various storage buildings in the surrounding area.

The campus boundary benefits from a generous landscaping strip to the south and west, with the closest residential properties at 1 and 1a Church Road being approximately 54m away and separated from the application site by this landscape buffer.

### **3.2 Proposed Scheme**

The application seeks the installation of an emergency supply generator, contained within an acoustic enclosure, and emergency fuel tank in the south eastern corner of the existing service yard to the south of the Antonin Artaud Building, which contains the University's Arts Centre and Data Centre. The proposed generator is to supply emergency power to the Data Centre.

The proposed generator enclosure and fuel tank would be 9.4m long x 3m deep x 3.9m high (although this height is not across the entire area) and 6m long x 1.6m deep x 2.2m high, respectively. The generator is proposed to be coloured cream, although the applicant has indicated that alternative colour schemes could be utilised.

Trees adjacent to the service yard are proposed for retention.

### **3.3 Relevant Planning History**

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

Brunel University has an extensive planning history, the majority of which is not considered to directly impact on the current proposal.

Application 532/APP/2006/3414, which is referenced above is considered relevant because the potential to implement this planning permission is considered to limit potential alternative sitings for the proposed generator and fuel tank.

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

Policy PR22 of the Saved Policies UDP relates specifically to Brunel University. It states that "Brunel University Campus shall be reserved for development associated with the University's functioning as a centre for academic learning and research. In order to safeguard the function and open nature of the Green Belt across the Campus, infill and development will be encouraged on site 2 providing it does not harm the environment...". The policy goes on to specify a number of specific considerations for development at the University, of these only point (vii) which seeks to protect local residential amenity is considered relevant to the current application.

Planning Policy Guidance 2 - Green Belt, in particular Annex C which relates to major developed sites within the Green Belt is also considered relevant. Policy C3 of Annex C states:

"Limited infilling at major developed sites in continuing use may help to secure jobs and prosperity without further prejudicing the Green Belt. Where this is so, local planning authorities may in their development plans identify the site, defining the boundary of the present extent of development and setting out a policy for limited infilling for the continuing use

within this boundary. Such infilling should:

(a) have no greater impact on the purposes of including land in the Green Belt (paragraph



- 1.5) than the existing development;
- (b) not exceed the height of the existing buildings; and
- (c) not lead to a major increase in the developed proportion of the site."

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

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
BE13	New development must harmonise with the existing street scene.
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
AM7	Consideration of traffic generated by proposed developments.
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures

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

**5.1** Advertisement Expiry Date:- **20th April 2010**

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

## **6. Consultations**

### **External Consultees**

A site notice was posted and 10 nearby owner/occupiers including the Cleveland Road Residents Association and Cleveland Road Neighbourhood Watch.

1 objection has been received raising the following concerns:

- (i) Concerns that the plans are inaccurate (incorrect road name);
- (ii) Concern that the generator will give rise to noise, which may be detrimental to the amenity of no.1a Church Road;
- (iii) The application states that the new development is not visible from any public place. But it is certainly visible from our residence, as it is 1.6 metres higher than the existing fence. The description of it being generally concealed is questionable, when in fact it is only partially concealed;
- (iv) In section 24, no hazardous substances are listed. However diesel fuel will be stored on site;
- (v) Concern that deliveries to refill the fuel tank may have a detrimental impact on amenity; especially if carried out at night; and
- (vi) Safety concerns should the fuel catch fire.

### **Internal Consultees**

ENVIRONMENTAL PROTECTION UNIT

No objection. If this planning application is approved, please ensure the following condition is

applied:

Noise emitted from the standby generator hereby permitted shall not increase the minimum assessed background noise level (expressed as the lowest 24 hour LA90, 15 mins) by more than 10 dB one metre outside any premises. The emergency plant and generators hereby permitted may be operated only for essential testing, except when required by an emergency loss of power. Testing of emergency plant and generators hereby permitted may be carried out only for up to one hour in a calendar month, and only during the hours 09.00 to 17.00 hrs Monday to Friday and not at all on Saturdays, Sundays, Bank or Public holidays.

#### REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

#### TREES AND LANDSCAPE

No objection, subject to conditions TL1, TL2, TL3 and TL21.

### **7. MAIN PLANNING ISSUES**

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

Issues relating to the principle of development are addressed in the 'Impact on the green belt' section of this report.

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

This consideration is not considered applicable to the current application which seeks permission for an emergency supply generator.

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

The application site is not located within an archaeological priority area, Conservation Area, or Area of Special Local Character. Nor is it located in proximity to any Listed Buildings.

#### **7.04 Airport safeguarding**

The proposal would not have any detrimental impacts on airport or aerodrome safeguarding.

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

Policy OL1 indicates that limited infilling at Brunel University is acceptable in principle provided it complies with the criteria detailed in paragraphs C3 to C8 of Annex C to PPG2. Policy PR22 provides further clarification regarding which areas of Brunel are suitable for limited infilling.

Policy OL2 states that where development is acceptable in accordance with Policy OL1, landscape improvements will be sought where appropriate.

The application site is within Site 2, which is specified as suitable for limited infilling. It is not considered that the current proposal, which is sited within an existing enclosed service yard, would significantly impact on the purposes of including the land in the Green Belt. In particular it is not considered that the proposal would significantly impact on the openness of the site. Nor would the proposal exceed the height of existing structure or lead to a major increase in the developed proportion of the site.

In relation to Policy OL2 there are existing trees in the vicinity of the application site and it is not considered the provision of additional landscaping is necessary in this case.

Accordingly, there is not considered to be any objection to the principle of the proposed development within the Green Belt. Nevertheless, a condition should be imposed requiring the removal of the generator and fuel store once they become redundant in

order to minimise and control the level of built form within this Green Belt site.

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

This area of the Brunel University Campus is generally associated with engineering and other similar studies and accordingly contains a number of service yards and storage/maintenance structures, which are generally not of significant design merit or amenity value. However, the landscaping abutting the southern perimeter road does contribute to the amenity of this part of the site.

The proposed generator would be of a standard industrial appearance and would protrude up to 1.9m above the fencing of the service yard therefore being visible in views along the Southern Perimeter Road.

While the service yard subject to the application is not the most discreet service yard in the vicinity, the applicant has advised that it is necessary for the generator to be located adjacent to the data centre it will serve. The applicant has also demonstrated that they have considered the potential to locate the generator in the neighbouring service yard; however this has been discounted as it would prejudice vehicular movements (including emergency vehicles) within that service yard, would be unacceptably close to existing hazardous material stores and would conflict with an existing permitted extension to the neighbouring building. It is therefore considered that the applicant has investigated potential alternative siting and that the generator has that the proposal is located in the most discrete place feasible.

While the generator would not serve to enhance the appearance of the area; it would be somewhat screened by the adjacent landscaping, buildings and fencing and would not be at odds with other structures in the area and therefore would not have a significant detrimental to the character and appearance of this part of Brunel. Nevertheless, given the prominent siting and size it is considered that a condition should be imposed requiring the removal of the generator once it is no longer required, this would also contribute to controlling the level of built form within this green belt site. A condition is also necessary to ensure an appropriate colour scheme, such as dark grey, which would better blend with the facade of the neighbouring building.

The fuel tank at 2.2m high, would be barely visible above the 2m high fence from most vantage points and as such would have no significant impact on the character of the area.

Subject to the above conditions it is considered that the proposal would comply with Policy BE13 of the Saved Policies UDP.

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

The proposed generator would not be in close proximity to or visible from residential properties and accordingly would not impact on residential occupiers by way of overdominance, loss of privacy or loss of light. The proposal would therefore accord with Policies BE20, BE21 and BE24 of the Saved Policies UDP.

Issues relating to the impact of noise are addressed within the relevant section of this report.

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

This consideration is not applicable to the current application which seeks permission for an emergency supply generator.

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

The proposed generator and fuel stores are located within an existing service yard.

Vehicular access to the service yard would be maintained and would also enable servicing and refuelling of the generator.

The only vehicular movements associated with the generator would relate to servicing and refuelling which would only occur on an irregular basis, in particular having regard to its purpose as an emergency supply generator.

It is not considered that the proposal would have any detrimental impacts on the operation of the highway network, pedestrian or highway safety due to its siting or associated traffic generation. Accordingly, the proposal is considered to comply with Policy AM7 of the Saved Policies UDP.

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

Issues of design and appearance are addressed within the 'Impact on the character & appearance of the area' section of this report.

The proposal is not considered to have any significant implications with regard to access or security.

#### **7.12 Disabled access**

This consideration is not considered applicable to the current application which seeks permission for an emergency supply generator.

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

This consideration is not considered applicable to the current application which seeks permission for an emergency supply generator.

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

Policy BE38 of the Saved Policies UDP seeks to preserve existing landscape feature of merit and provide new landscaping where appropriate. Policy OL2 seeks comprehensive landscaping improvements to achieve enhanced visual amenity and other open land objectives where appropriate.

There are a number of trees located along the Southern Perimeter Road and adjacent to the service yard, which forms the application site.

Two of these trees, which are shown retained within the application, are located in proximity of the proposed generator and fuel store. The generator and fuel store would be placed on top of the existing hard surfacing and accordingly are unlikely to damage roots, however there is some risk that the canopy of these trees could be damaged during their installation.

The Council's Trees and Landscape Officer has reviewed the proposal and considers that the trees would be capable of retention alongside the proposal, subject to appropriate tree protection conditions.

Due to the nature of the University operations in this part of the campus it is characterised to some extent by service yards, storage and maintenance buildings. However, the Souther Perimeter Road is generally attractively landscaped and a grass verge planted with trees abuts the application site.

Subject to the retention of existing trees identified above it is not considered that the provision of additional landscaping would significantly enhance visual amenity of contribute to the purpose of including the land within the Green Belt. Accordingly, the application is considered to comply with Policies BE38 and OL2.

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

This consideration is not considered applicable to the current application which seeks permission for an emergency supply generator.

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

This consideration is not considered applicable to the current application which seeks permission for an emergency supply generator.

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

This consideration is not considered applicable to the current application which seeks permission for an emergency supply generator.

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

Policies OE1 and OE3 of the Saved Policies UDP seek to resist developments which would cause nuisance to residential occupiers by way of noise, unless appropriate mitigation measures can be secured.

The closest residential properties to the application site are nos 1 and 1a Church Road, approximately 54m away, and 34 Cleveland Road, approximately 120m away. These properties would all be separated from the generator by the significant landscape screening on the southern and western boundaries of the Campus.

The Council's Environmental Protection Unit has reviewed the proposal and consider that any potential impact on neighbouring properties could be appropriately mitigated by way of a condition controlling the level of noise and the use of the generator.

Subject to the above condition, it is considered that noise arising from the proposal would not have a detrimental impact on nearby residential occupiers and would comply with Policies OE1 and OE3 of the Saved Policies UDP.

The proposed generator would be utilised in emergencies only, as defined by the recommended condition. Given the limited level of use it is not considered that the proposed generator would have any significant implications in relation to Air Quality.

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

Point (i) refers to the incorrect labelling of a lane (Nursery Lane) on the submitted location plan. Officer Comment - This lane lies outside the application site and University Campus and the correct occupiers have been identified and consulted by the Planning Department. The plans are both clear and concise with regard to the scope of the proposals.

Point (ii) raises concern that the generator will give rise to noise, which may be detrimental to the amenity of no.1a Church Road. Officer Comment - The proposed generator will be housed within an acoustic housing and the Council's Environmental Protection Unit have reviewed the proposals in detail. It is considered that any noise arising from the operation of the generator could be sufficiently addressed by way of the recommended condition.

Point(iii) Concern that the development, which will protrude above the adjacent fence will be visible from 1a Church Road. Officer Comment - The development is approximately 54m from this property and separated from it by a significant boundary screen. At this distance the visual impact of the development, which would nevertheless be softened by the planting, would not have any detrimental impact on these occupiers.

Point (iv) Concern that diesel is a hazardous substance. It is acknowledged that diesel represents a controlled hazardous substance under The Planning (Hazardous

Substances) Act 1990 (as amended) in quantities above 2500 tonnes. Officer Comment - However, the proposed storage tank would have a maximum capacity of circa 13.3 tonnes, significantly below the controlled level, and it is not considered that the storage of this amount of diesel would give rise to any significant risks.

Point (v) Concern over the number of deliveries and associated impact on amenity. The proposal is for an emergency supply generator. Officer Comment - Given the generator would only be used in emergencies, such as a power failure, there would be extremely limited occasions on which the fuel would be used and resupply necessary. Accordingly, it is not considered that deliveries associated with the generator would give rise to any significant impacts on residential properties located over 54m away.

Point(vi) Safety concerns should the fuel catch fire. Officer Comment - It is not considered that storage of the proposed amount of diesel would present a significant safety risk.

#### **7.20 Planning obligations**

This consideration is not considered applicable to the current application which seeks permission for an emergency supply generator.

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

Not applicable.

#### **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

## 10. CONCLUSION

The application seeks the installation of an emergency supply generator, contained within an acoustic enclosure, and emergency fuel tank in the south eastern corner of the existing service yard to the south of the Antonin Artaud Building, which contains the University's Arts Centre and Data Centre. The proposed generator is to supply emergency power to the Data Centre.

The structure represents inappropriate development within the Green Belt, however the principle of the proposed generator within Site 2 of Brunel University, a major developed site, is considered acceptable.

The proposed generator has been located to minimise its impacts and would not be detrimental to the character or appearance of the area. In addition nearby trees would be retained.

Subject to an appropriate condition the proposal would not be detrimental to the amenity of nearby occupiers.

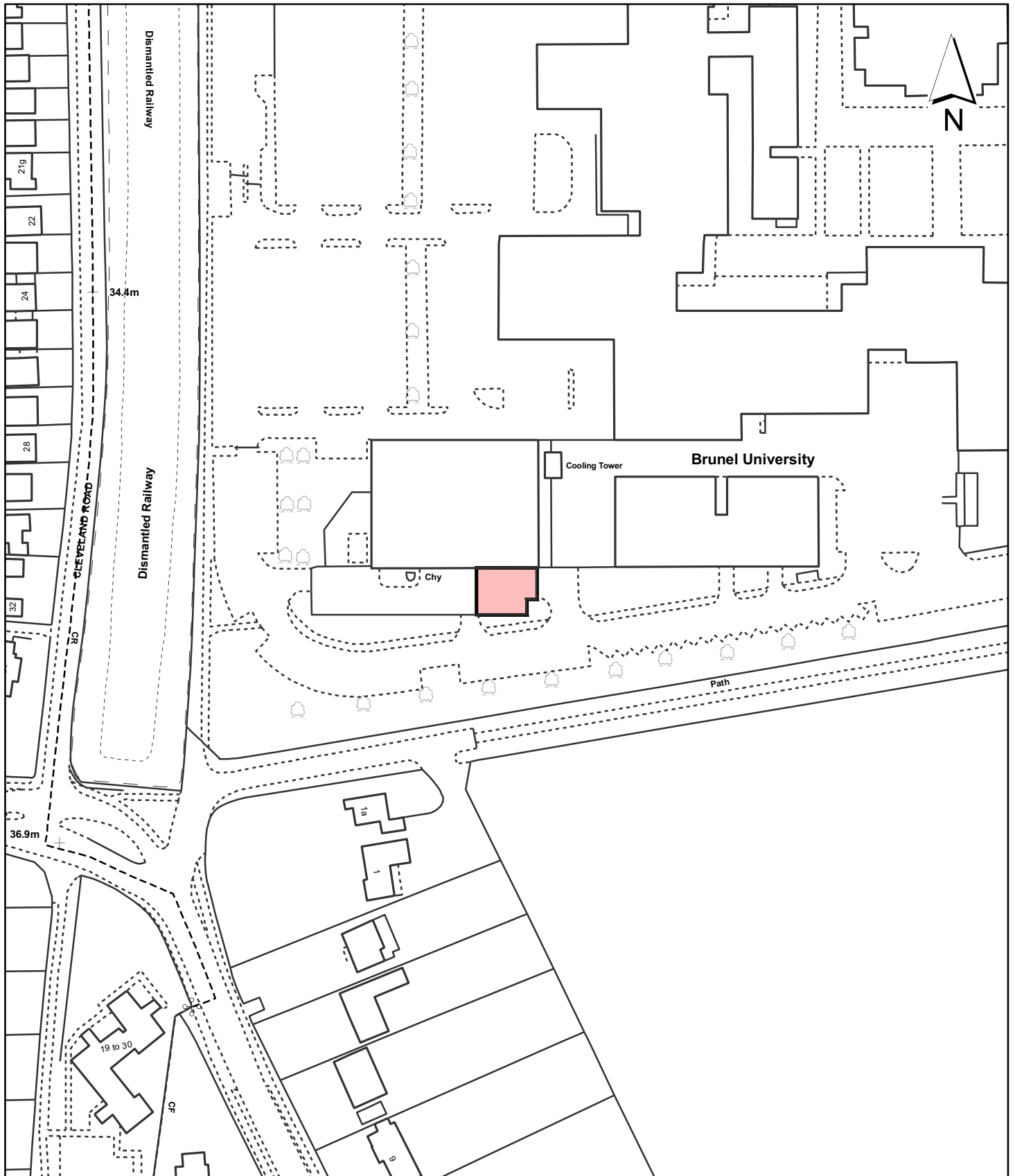
Accordingly, the proposal is considered to comply with relevant planning policy and approval is recommended.

## 11. Reference Documents


- (a) Planning Policy Guidance 2 - Green Belts
- (b) Circular 04/00: Planning controls for hazardous substances
- (c) The London Plan

**Contact Officer:** Adrien Waite

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Data Centre Building (Antonin Artaud)  
Brunel University  
Kingston Lane, Hillingdon**

**LONDON BOROUGH  
OF HILLINGDON  
Planning &  
Community Services**

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

Planning Application Ref:  
**532/APP/2010/509**

Scale  
**1:1,250**

Planning Committee  
**Central and South**

Date  
**May 2010**



**HILLINGDON**  
LONDON



## Report of the Head of Planning & Enforcement

**Address** 6 ELM LAWN CLOSE UXBRIDGE

**Development:** Part two storey, part single storey side and rear extension and conversion of roof space to habitable use to include 3 rear, 3 side and 1 front rooflight involving demolition of existing single storey outbuildings to rear (Part Retrospective application).

**LBH Ref Nos:** 25819/APP/2010/179

**Drawing Nos:** 0914/2A  
0914/01A  
0914/03E  
0914/04D  
0914/05C

<b>Date Plans Received:</b>	01/02/2010	<b>Date(s) of Amendment(s):</b>	01/02/2010
<b>Date Application Valid:</b>	08/03/2010		18/02/2010
			03/05/2010

## 1. CONSIDERATIONS

### 1.1 Site and Locality

The site is situated on the west side of Elm Lawn Close and is adjacent to the Metropolitan/Piccadilly railway line (southern boundary). The site comprises a detached property with a carport, garage and outbuilding on the northern flank boundary and a deep single storey flat roof extension on the southern boundary. The frontage has been laid to hard-standing and provides off street parking for 2+ cars. The property forms part of a small close of 6 houses and is within the 'developed area' as identified in the Hillingdon Unitary Development Plan (UDP) (Saved Policies, September 2007).

### 1.2 Proposed Scheme

The application seeks retrospective planning permission for the erection of a two storey side extension, and part two storey, part single storey and part first floor rear extension. The application is in effect a revised application to a previously approved scheme. An existing side car port would be demolished. The two storey side extension would be 1.6m wide and would be 9.6m deep, with a maximum rear projection of 4m. This rear 4m projection would then wrap round the rear of the existing property (at this depth) to provide a full width two storey extension. The remaining area between the existing single storey rear extension and garage building would be filled with a single storey rear extension. This would be 4m deep and 4.4m wide and would be finished with a flat roof at the same height as the existing garage building.

### 1.3 Relevant Planning History

25819/78/1692                      6 Elm Lawn Close Uxbridge  
Householder development - residential extension(P)

**Decision Date:** 22-11-1978            Approved                      **Appeal:**

25819/A/95/0693                      6 Elm Lawn Close Uxbridge  
Erection of a single storey rear extension

**Decision Date:** 18-07-1995            Approved                      **Appeal:**

25819/APP/2008/3421                6 Elm Lawn Close Uxbridge  
Two storey side extension and part two storey part single storey rear extension (works involve the demolition of a side car port)

**Decision Date:** 09-02-2009            Approved                      **Appeal:**

#### Comment on Planning History

25819/APP/95/0693, gave approval for an 8.5m deep single storey flat roof rear extension.

This application relates to a revised application for an approved scheme (25819/APP/2008/3421), and seeks retrospective approval, for alterations that have been constructed which are not in accordance with the approved plans.

The alterations to the approved scheme are as follows -

1. The finished roof height to the main dwelling has been increased by 0.3m
2. The inset kitchen extension has now been increased to the full depth of the existing lounge extension
3. The existing store 'to be retained' has been reconstructed, using the same footprint and is now shown to be habitable accommodation, ie extended kitchen area/utility room
4. 8 roof lights have been added, 2 to the front, 3 to the rear, 1 facing the neighbouring property, and 2 facing the railway line.
5. The ground floor window facing the adjacent property has been enlarged, and an additional window has been inserted at first floor level.
6. The fenestration details have been altered on the rear elevation
7. On the south elevation (facing the railway line), one window at first floor and 3 windows at ground floor have been inserted.

It should be noted, the application as submitted, showed a pitched and hipped roof to all of the single storey side and rear elements, and has been constructed in this manner. However, following officer advice, in order to avoid an unfavourable recommendation, amended plans have been received which now show these elements finished with a flat roof.

### 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

Cllr. G E Cooper has requested this application be passed to the South and Central

Planning Committee for determination.

4 Neighbours were consulted, and two responses have been received which make the following comments -

1. The single storey extension has been built too close to our boundary, which means the guttering will overhang my property. If the guttering gets blocked it will result in excess water draining into my garden

2. There is a window on the second floor which will reduce my privacy.

3. The plans show 6 bedrooms - however, there is another bedroom on the ground floor.

4. The garage has been demolished and there is only parking for three vehicles on the frontage, I have strong concerns about this as the access to my driveway faces the front of number 6.

5. The plans show rear and side roof lights, although a lounge is shown in the loft area without a window, if a further roof light is proposed I will be overlooked

Officer comments - Point 1 -The single storey rear extension has been amended and now shows a flat roof and it is recommended that an informative should be added to any permission issues to state that the development must not encroach on the neighbouring property. Point 2 -The side facing windows are to serve en-suite accommodation and therefore could be conditioned to be obscure glazed and non-opening below top vent. Point 3 -the difference between providing 6 or 7 bedrooms would not be a material factor in the determination of this planning application. Point 4 - The adopted parking guidelines for the Borough require 2 off street parking spaces should be provided. Point 6 - revised/amended plans have been received which show a roof light in the front elevation, however, it is considered this opening would not result in a material loss of privacy having had regard for the existing first floor openings in the original property and the distances involved.

North Uxbridge Residents' Association: No response has been received

MOD Safeguarding: No safeguarding objections

London Underground: No response has been received.

NATS: No safeguarding objections

MOD Defence Estates Safeguarding (Northolt): No response received.

Highways Engineer: The previous application which was identical in highway terms, stated - that this application can be supported on Transportation grounds, The proposed plans indicate that there will be sufficient hard-standing to park two vehicles off street once the use of the garage has been removed

#### **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.

BE15 Alterations and extensions to existing buildings

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.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
AM14	New development and car parking standards.
HDAS	'Residential Extensions'
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.

## 5. MAIN PLANNING ISSUES

The main considerations are design and impact upon the dwelling and wider locality, the impact upon the amenities of adjoining occupiers, and car parking considerations.

It is considered that the proposal as amended would not cause an unacceptable loss of light or outlook to adjoining occupiers. The main property to be affected by this development would be No. 5 Elm Lawn Close (the neighbouring property). With regard to the depths of the proposed rear extensions; the single storey ancillary buildings on the side shared boundary would be reconstructed using the same foot print and therefore would not result in the worsening of the existing site situation; the first floor extension would be 4m deep which would comply with the SPD: Residential Extensions, which states it should not exceed this depth; and whilst the ground floor would be nearly 8m deep, it would not protrude past the existing built development to either side. The two storey side/rear extension would be situated 1m away from the shared boundary, and due to the rear wall of that neighbouring property turning away from the application site, the proposal would not project beyond a 45° line of sight from this neighbouring properties habitable room windows. As such, it is not considered the development would materially affect the residential amenities of that property to below a level they could reasonably expect to enjoy. Therefore this proposal is considered to comply with policies BE20 and BE21 of the UDP (Saved Policies, September 2007).

With regard to loss of privacy, it is not considered the proposal would have an adverse effect on the amenity of adjoining residents. The additional windows shown in the flank elevation facing south would look out over the railway line and in relation to those facing No. 5, would be to serve either en-suite accommodation or would be a secondary opening to a habitable room (the roof light) and therefore could be conditioned to be obscure glazed and non-opening below top vent to avoid any future overlooking concerns. With regard to the additional roof lights proposed in the front elevation, it is not considered a loss of privacy would result having regard to the existing first floor openings in the original property and the distances involved. However, as an area of flat roof is proposed on the single storey rear extension, it is recommended that any permission issued has a condition attached restricting the use of that area to provide a balcony. As such, this proposal is considered to accord with Policy BE24 of the UDP (Saved Policies, September 2007) and with HDAS Supplementary Planning Document: 'Residential Extensions'.

It has been considered, that all the proposed habitable rooms, and those altered by the development still maintain an adequate outlook and source of natural light, therefore

complying with Policies BE20 of the UDP (Saved Policies, September 2007) and 4A.3 of the London Plan (2008).

With regard to the design and appearance of the proposal, these were considered as part of the original consented scheme which provided for the following comments:

"The two storey side extension - the SPD section 5.1 states, this type of extension should be set away a minimum of 1 metre from the side boundary for the full height of the building. Where single storey extensions are being retained within 1m of the boundary, the extension should be set back by 1.5m. This is to protect the character and appearance of the street scene and protect the gaps between properties. For the most part, the two storey side extension would comply with this advice. Whilst a side car port is being demolished, an existing garage is being retained and shown to be converted to habitable use. However, this would be to the rear of the proposed extension, for a depth of 2.4m along its side. In order to strictly comply with guidance, the extension here should be set back at first floor level for 1.5m from the side boundary, but given the garage is set back from the front of the property by nearly 8m, this would be of little or no benefit to the street scene.

This property is a detached dwelling and section 5.7 of the SPD, states two storey side extensions can be fully integrated into the existing property, however this property has a two storey forward facing gable and it has been considered that the front wall of this addition should be set back and not align with the front wall of the gable projection. This reduces the visual bulk of the proposal and retains the proportion of the gable. Section 5.10 of the SPD: Residential Extensions states in order for an extension to appear subordinate the width of the extension should be within  $\frac{1}{2}$  to  $\frac{2}{3}$  of the main house, and at 1.6m wide (the original property is 6.95m wide) would comply with this advice.

With regard to the design of the two storey rear extension, this element would comply with the advice in section 6.4, regarding the maximum depth of 4m (it would be 4m), and although would not be set down from the host dwelling, having a large crown roof, and overall, the extension would significantly increase the bulk of the house. However, given the secluded location of the property, the size and design of the extension is not considered to be so incongruous as to warrant a refusal of the application.

The single storey rear extension would be 6.9m deep, and whilst this would exceed the depth guidance in the SPD: Residential Extensions, which states (Section 3.3) that a single storey rear extension to a detached property should be a maximum of 3.6 metres deep, it is considered this would be an infill extension that would be flanked by an existing deeper extension on the south side and by a single storey ancillary buildings on the northern side. As such, it is not considered that this addition would cause any further harm to the original building, and this additional depth would not warrant the refusal of planning permission on these grounds alone. The roof would be flat and would match the height of the existing garage building, integrating these elements together. The proposed door and window would reflect the proportions and style of the existing property, and therefore comply with section 3.11 of the SPD: Residential Extensions."

The differences between this previously approved scheme and the current application have been considered as follows -

\* The finished roof height to the main dwelling has been increased by 0.3m, however, due to the sites location, at the end of a small cul-de-sac, and the proximity in relation to the

other dwellings in the street, it is not considered this additional height has a material impact or has an adverse affect on the street scene or the wider area, and therefore would be considered acceptable.

\* The inset kitchen extension has now been increased to the full depth of the existing lounge extension (8m), however it will not protrude past the existing extension on the original dwelling, and would now use the same building line. It is considered be a well integrated addition.

\* The existing store `to be retained' has been reconstructed, using the same footprint and is now shown to be habitable accommodation, a extended kitchen area/utility room, as the foot print has not been enlarged. It is not considered to result in the worsening of an existing site situation and therefore would not warrant the refusal of planning permission.

\* The additional window openings have all been discussed above, and are considered acceptable, subject to suitable safeguarding conditions.

\* The proposed pitched and hipped roof to all of the single storey side and rear elements, have now been removed from the scheme and amended plans have now been received which show these elements finished with a flat roof, as per the original approval. Therefore it is recommended if a permission is to be issued, the removal of this existing pitched and hipped roof is required to be carried out within 3 calendar months of the date on the permission.

It is considered that the proposed alterations to the approved extensions would not materially harm the existing house or wider street scene and therefore would not warrant the refusal of planning. As such, the proposal is considered to comply with policies BE13, BE15, BE19 and the BE22 of the UDP (Saved Policies September 2007) and to the HDAS Supplementary Planning Document: Residential Extensions.

The site currently has adequate off street parking on the frontage, and therefore the proposal would comply with policy AM14 of the UDP (Saved Policies, September 2007).

A garden of more than 100 sq m would be retained and therefore it would comply with BE23 of the UDP (Saved Policies September 2007).

The proposal is recommended for Approval.

## 6. **RECOMMENDATION**

### **APPROVAL subject to the following:**

1 T8 Time Limit - full planning application 3 years

Subject to the constraints of condition 2, the development hereby permitted shall be begun before the expiration of 4 Months from the date of this permission.

### REASON

To comply with Section 91 of the Town and Country Planning Act 1990 and to ensure that in the interests of securing development in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) there is not an

accumulation of un-implemented planning permissions.

## **2 NONSC Regularisation Condition**

The existing pitched roof above the ground floor rear extension, including the store, utility room, and extension to the kitchen and lounge (ground level), shall be demolished and replaced with a flat roof, all equipment and materials brought onto the land for the purposes of such use and all materials resulting from the demolition shall be removed within 4 months of the date of failure to meet any one of the requirements set out in (i) to (iv) below:

(i) A timetable with no longer than an aggregate 3 month period from the date of the local planning authority's approval of the timetable to the last day for the substantial completion of the development permitted by this decision notice shall be submitted to and approved in writing by the Local Planning Authority within 1 month of the date of this notice of planning permission;

(ii) If within 4 months of the date of this planning permission the local planning authority refuse to approve or do not determine the timetable within the prescribed period a valid appeal shall have been made to the Secretary of State;

(iii) If an appeal is made in pursuance of (ii) above, the appeal shall have been finally determined and the submitted timetable shall have been approved by the Secretary of State;

(iv) The development, including the demolition of the existing pitched roof above all portions of the rear ground floor extension, shall have been carried out and completed in accordance with the approved timetable.

### **REASON**

The planning permission is intended to remedy a current breach of planning control. In the interests of the proper planning of the area the authority is of the view that the remediation of the breach of planning control and the implementation of this planning permission should take place as expeditiously as reasonably possible.

## **3 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).

## **4 M2 External surfaces to match existing building**

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building.

### **REASON**

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**5 RPD1 No Additional Windows or Doors**

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, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved facing 5 Elm Lawn Close.

**REASON**

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**6 RPD2 Obscured Glazing and Non-Opening Windows (a)**

The windows in the walls and roof slopes facing 5 Elm Lawn Close shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

**REASON**

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**7 RPD4 Prevention of Balconies/Roof Gardens**

The roof area of the extension hereby permitted shall not be used as a balcony, roof garden or similar amenity area.

**REASON**

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**8 OM1 Flat roof to single storey element**

The pitched and hipped roof structure of the single storey rear extension shall be removed and replaced with the flat roof, as shown in the amended plans, No. 0914/03E, 0914/04D, 0914/05C received on the 03/05/2010. This shall be carried out within 3 calendar months of the date of this permission.

**REASON**

To ensure that the external appearance of the development is satisfactory and complies with Policy BE20 and BE21 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**INFORMATIVES**

**Standard Informatives**

- 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 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, and to all relevant material considerations, including Supplementary Planning Guidance:

**Policy No.**

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
AM14	New development and car parking standards.
HDAS	'Residential Extensions'
LPP 4A.3	London Plan Policy 4A.3 - Sustainable Design and Construction.

- 3 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 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 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).

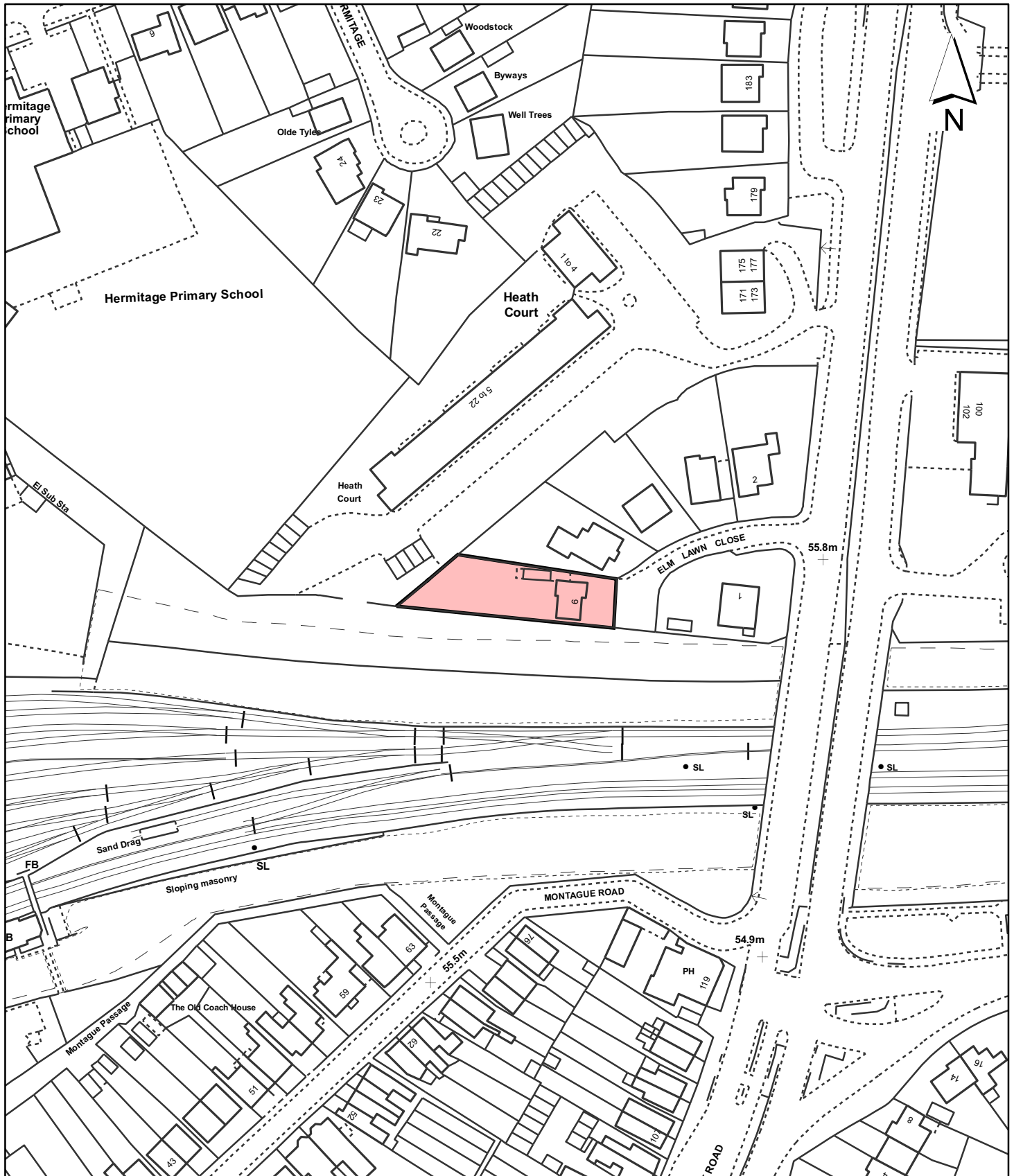
- 6 You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).
- 7 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.
- 8 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.
- 9 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 You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act.
- 11 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.
- 12 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).

**Contact Officer:** Catherine Hems

**Telephone No:** 01895 250230



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	<p>Planning Application Ref:</p> <p><b>25819/APP/2010/179</b></p>	<p>Scale</p> <p><b>1:1,250</b></p>	 <p><b>HILLINGDON</b> LONDON</p>
	<p>Planning Committee</p> <p><b>Central and South</b></p>	<p>Date</p> <p><b>May 2010</b></p>	

By virtue of paragraph(s) 6 of Part 1 of Schedule 12A  
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# Plans for Central & South Planning Committee

8th June 2010



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Page 165

## **Report of the Head of Planning & Enforcement**

**Address** FORMER HAYES STADIUM JUDGE HEATH LANE HAYES

**Development:** Application to vary condition 5 (to allow for revisions to the siting, layout and design; layout and design of the Homezone, highways, car parking layout; and amenity space provision) of planning permission ref: 49996/APP/2008/3561 dated 27/08/2009 for the redevelopment of the site to include demolition of existing buildings; Erection of 261 new residential units (consisting of 165 flats and 96 houses); Landscaping incorporating open spaces, tree planting and play space; Provision of energy efficient and renewable energy technology; Vehicular and cycle parking; and retention of vehicular access off Judge Heath Lane.

**LBH Ref Nos:** 49996/APP/2009/2766

**Date Plans Received:** 22/12/2009

**Date(s) of Amendment(s):**












































**Date Application Valid:** 26/03/2010

**Notes**

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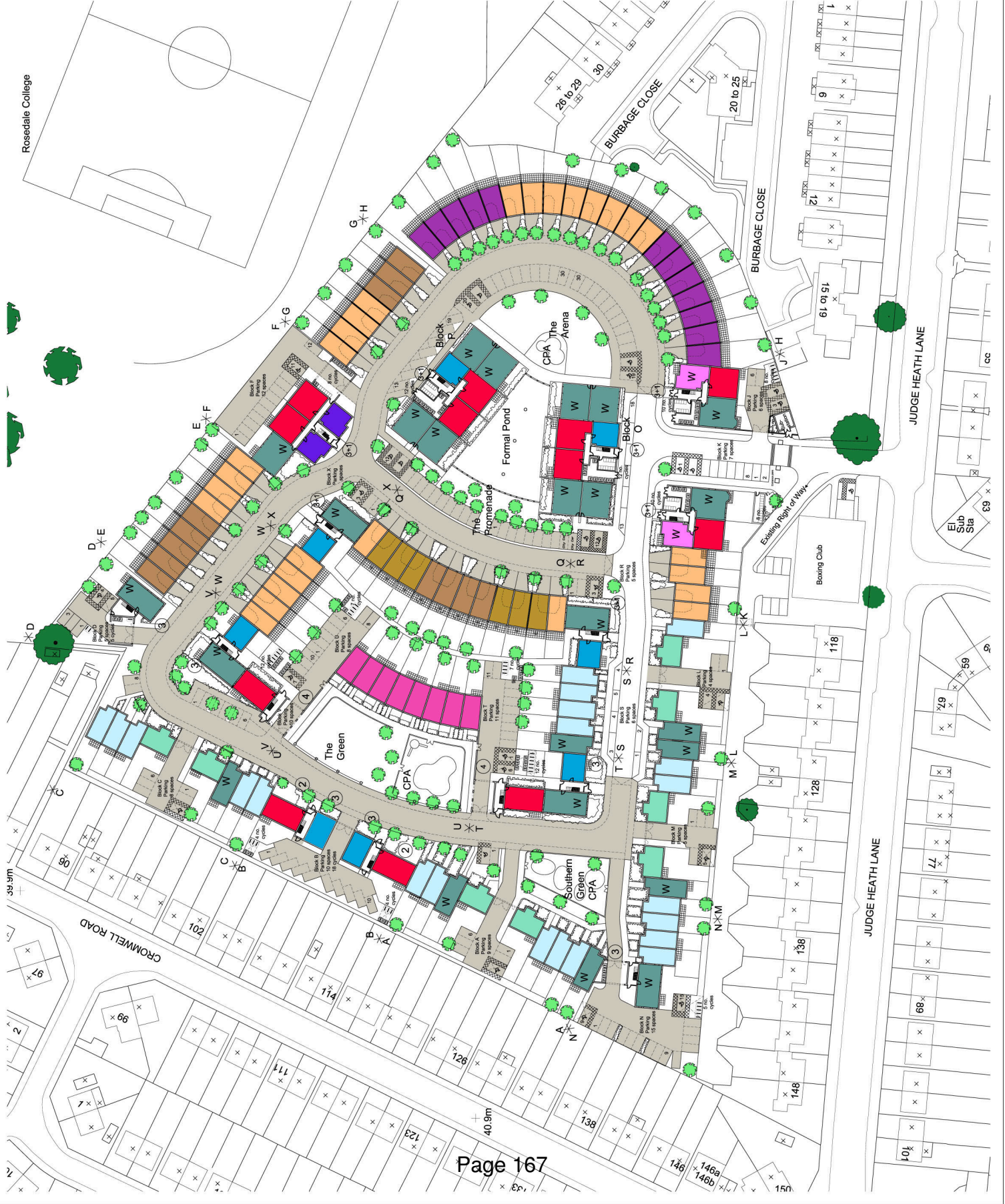
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D	01.11.09	rel.
E	04.02.10	rel.
F	24.02.10	3r
G	24.02.10	3r
H	25.03.10	3r

**KEY**

 Chiswick Crescent 5B 6P	 Harlington 3B6P	 2B4P Flat types	 1B2P Wheelchair units
 4B 7P Type HA1	 Ealing 3B6P	 2B4P Wheelchair Units	 1B2P Flat types
 Ealing Crescent 4B6P	 3B 6P House HA1	 1B2P Wheelchair units	 IPad 1 B2P Flat types
 Hayes 4B6P	 3B 6P House HA2 (wheelchair Unit)	 1B2P Flat types	 CPAs
 Harlington 3B6P	 3B 6P House HA3	 1B2P Flat types	 Existing Trees to be retained
 Ealing 3B6P	 3B 6P House HA1	 IPad 1 B2P Flat types	 Proposed Trees
 3B 6P House HA1	 3B 6P House HA2 (wheelchair Unit)	 IPad 1 B2P Flat types	 Vertical Cycle lockers (2m h x 1.09m d x 0.68m w)
 3B 6P House HA2 (wheelchair Unit)	 3B 6P House HA3	 IPad 1 B2P Flat types	 Sheffield Cycle Hoops in Secure Cages.
 3B 6P House HA3	 2B4P Flat types	 IPad 1 B2P Flat types	
 2B4P Flat types	 2B4P Wheelchair Units		
 2B4P Wheelchair Units	 1B2P Wheelchair units		
 1B2P Wheelchair units	 1B2P Flat types		
 IPad 1 B2P Flat types	 IPad 1 B2P Flat types		

- Childrens Play Area
- Block paving
- Existing Trees to be retained
- Proposed Trees
- Vertical Cycle lockers (2m h x 1.09m d x 0.68m w)
- Sheffield Cycle Hoops in Secure Cages.

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**Notes**

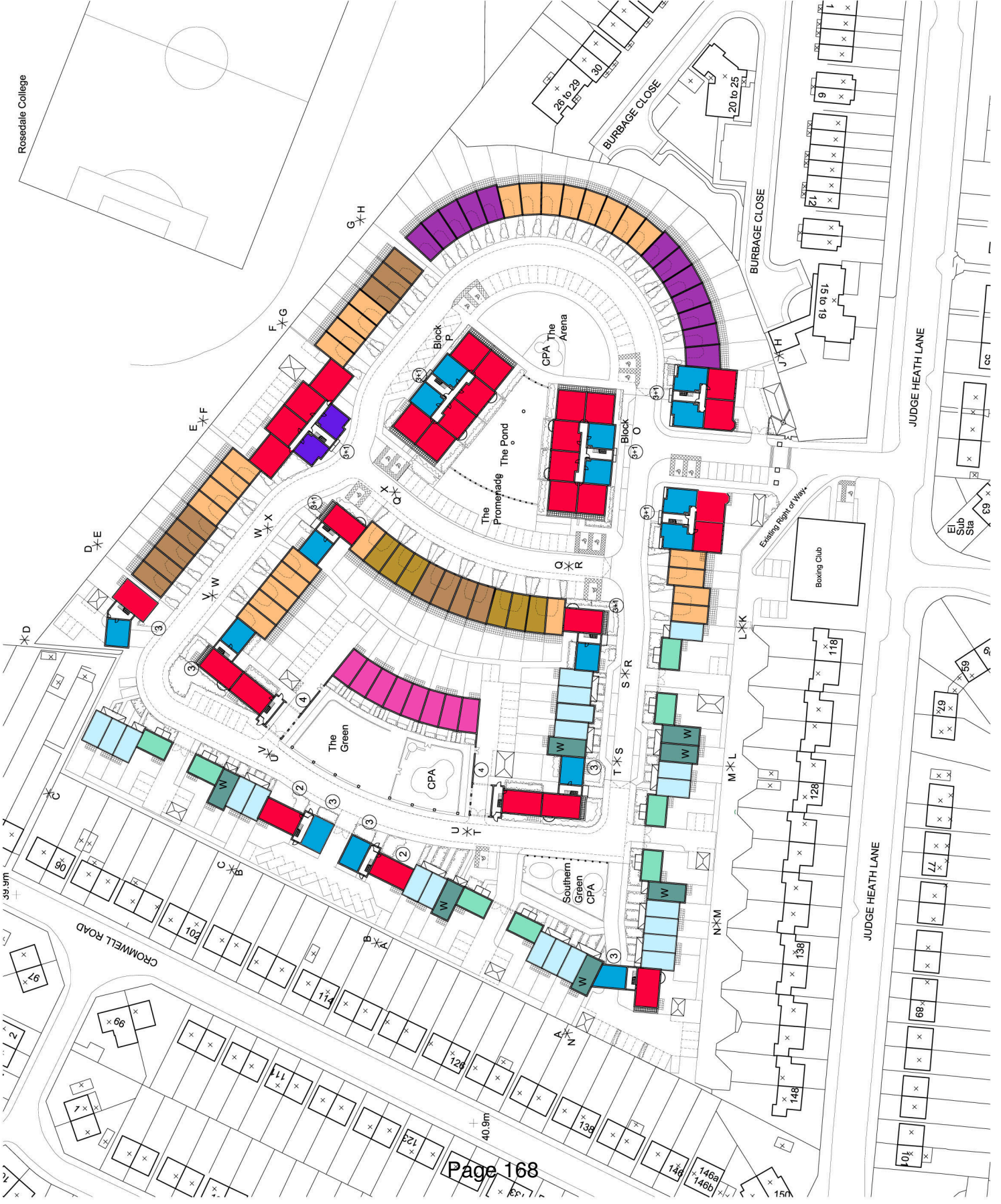
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	Ealing 3B6P				
	3B 5P House HA1				
	3B 5P House HA2 (wheelchair Unit)				
	3B 5P House HA3				

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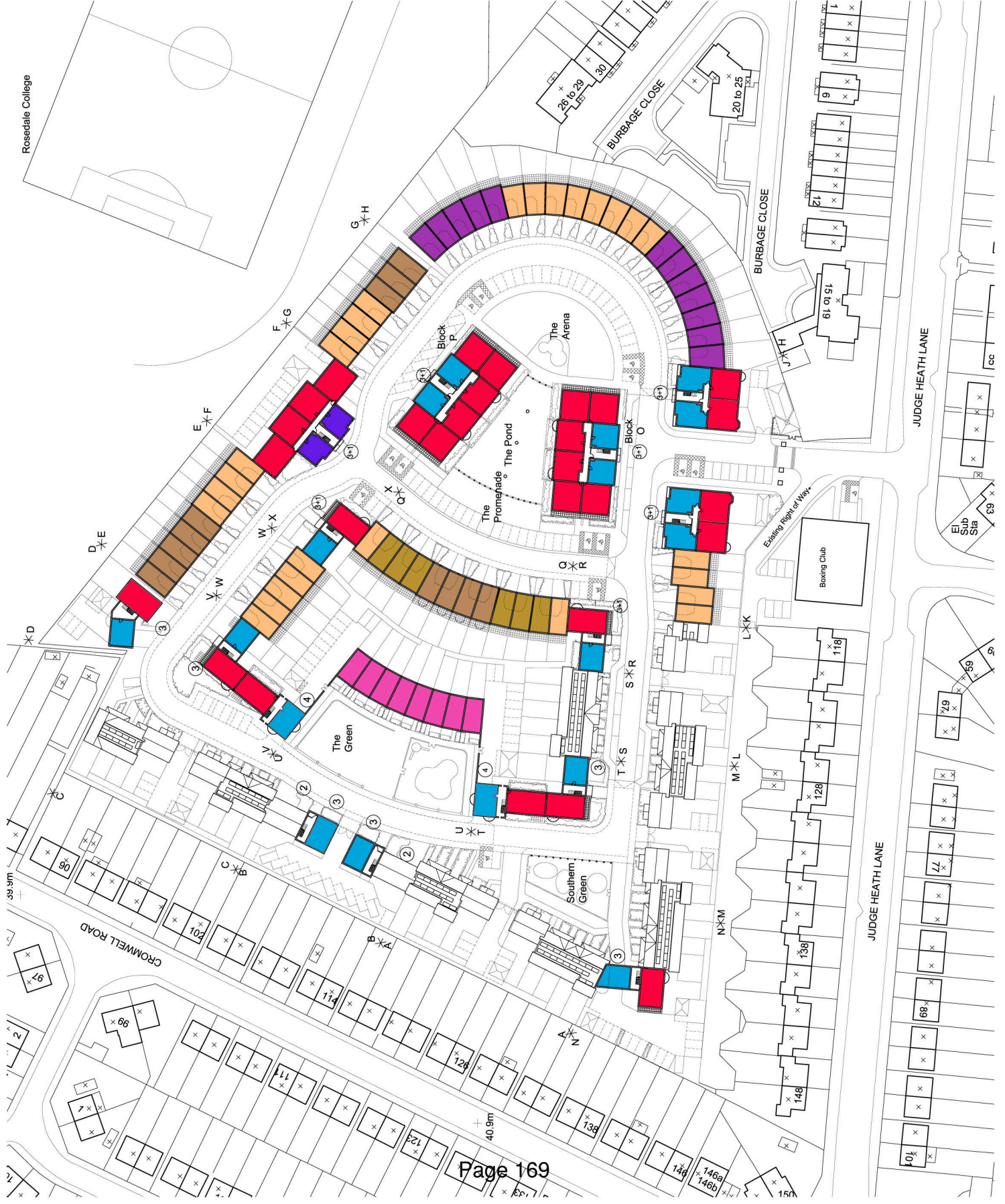
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	Ealing 3B6P				
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	3B 5P House HA2 (wheelchair Unit)				
	3B 5P House HA3				



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Project: Judge Heath Lane, Hayes III  
 Berratt West London

Second Floor Plan As Proposed

Scale: 1:500 @ A1  
 Date: August 2009  
 Rev: JY, MG, F






1204/P012

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F	11.11.09	rel.

KEY

	2B4P Flat types
	2B4P Wheelchair Units
	1B2P Flat types
	iPad 1 B2P Flat types
	Green Roofs

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Judge Heath Lane, Hayes III  
Berratt West London

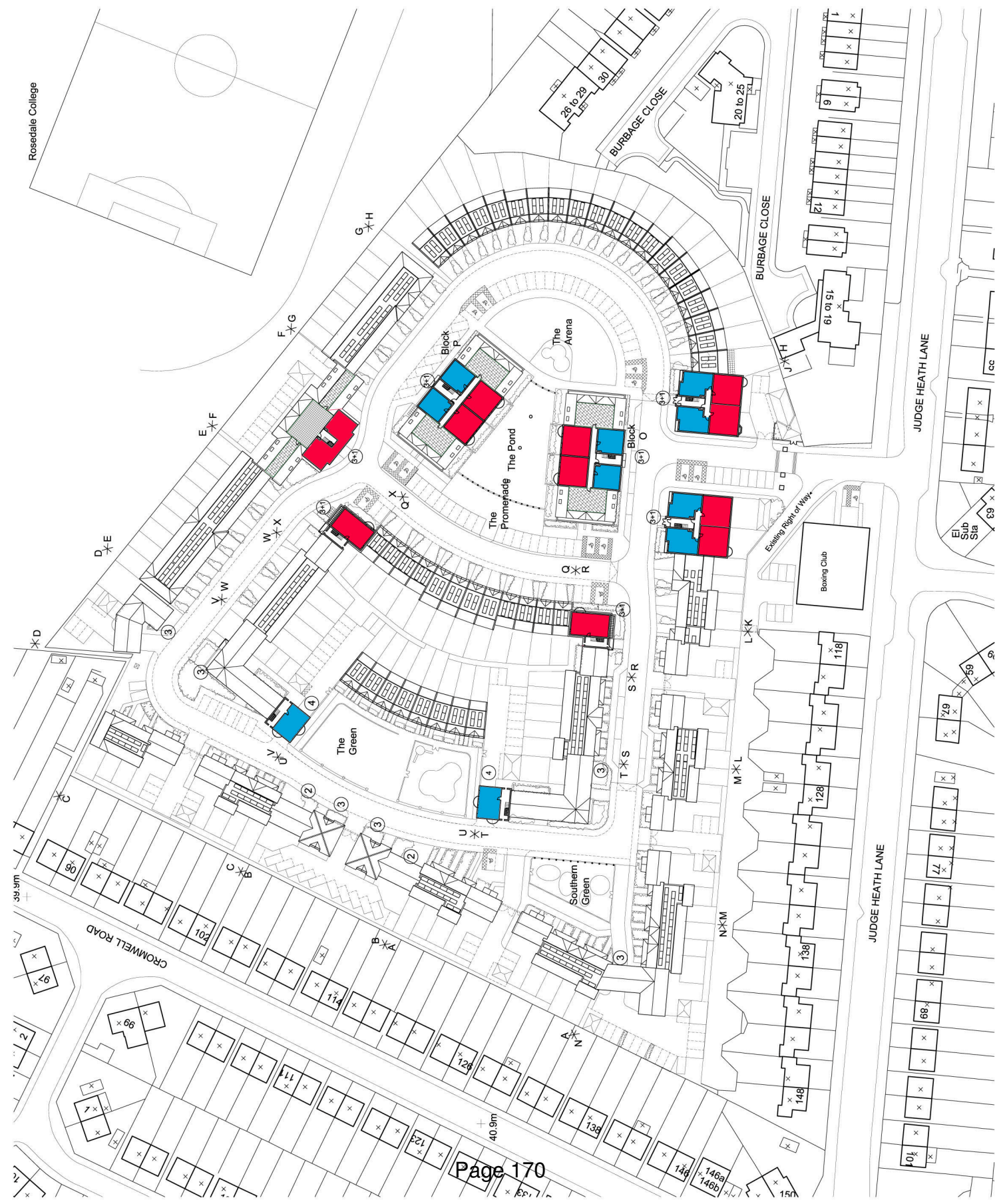
Project: Third Floor Plan As Proposed

Scale: 1:500 @ A1

Date: August 2009

Rev: 1204/P013

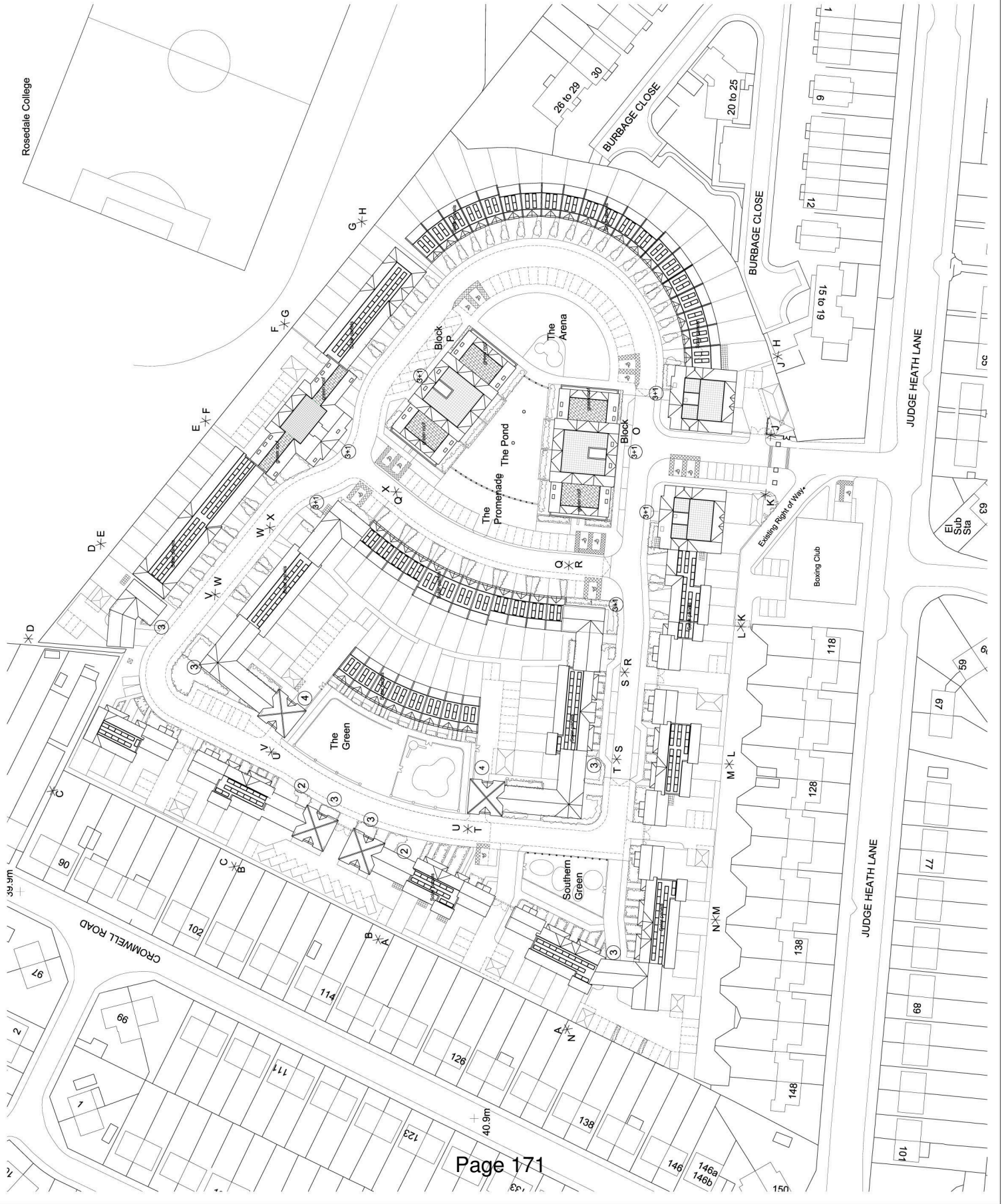
Rev: F



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**Notes**

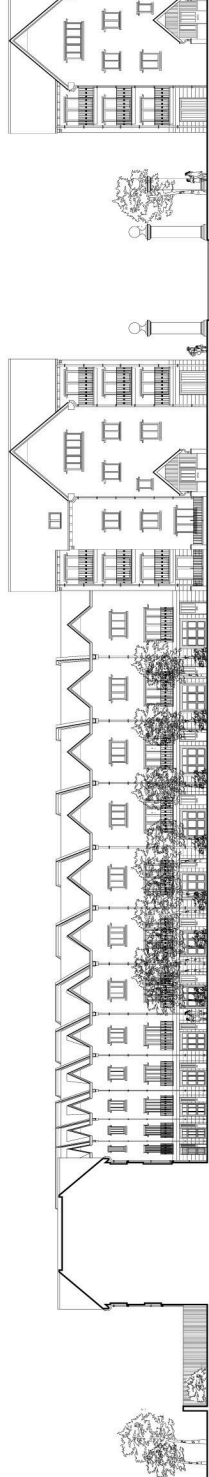
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REV	DATE	BY
A	25.03.19	JF

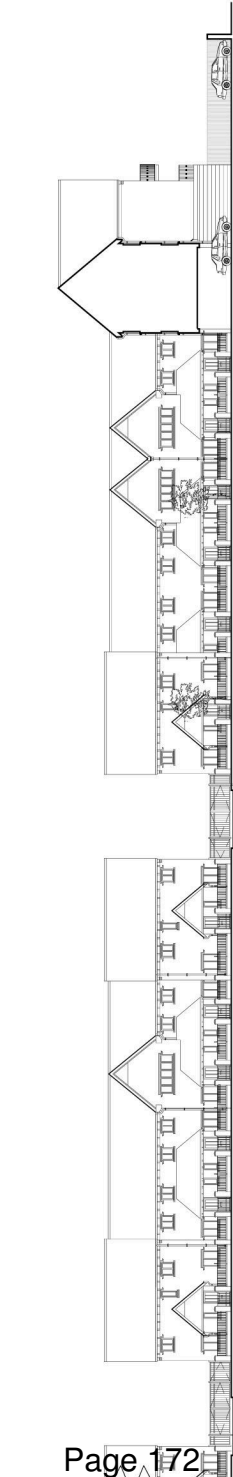
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1:1500 Elevation A-A



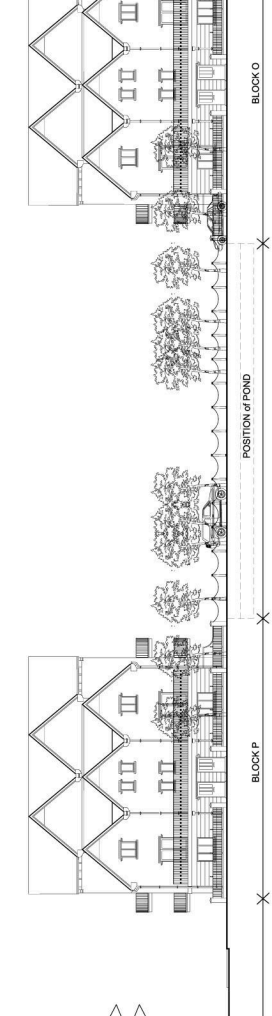
1:200 Elevation A-A



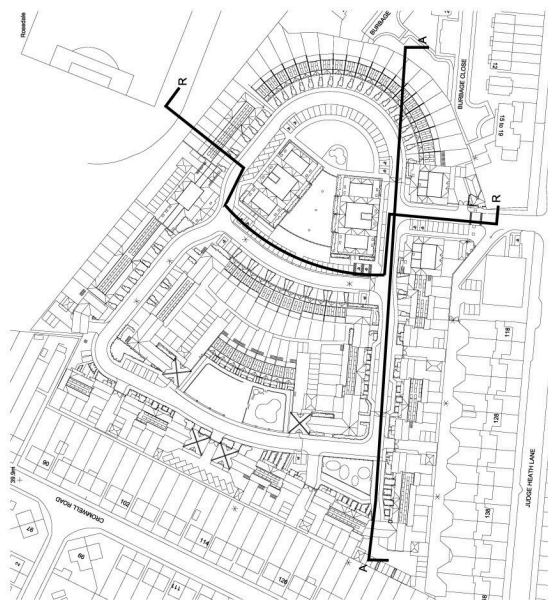
1:200 Elevation A-A (cont...)



1:1500 Elevation R-R



1:200 Elevation R-R



Site Plan @ 1:1250

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PROJECT	Judge Heath Lane, Hayes Barrat West London
DATE	October 2009
SCALE	1:200, 1:500 @ A1
BY	MB/JY
NO	1204/P220
REV	A

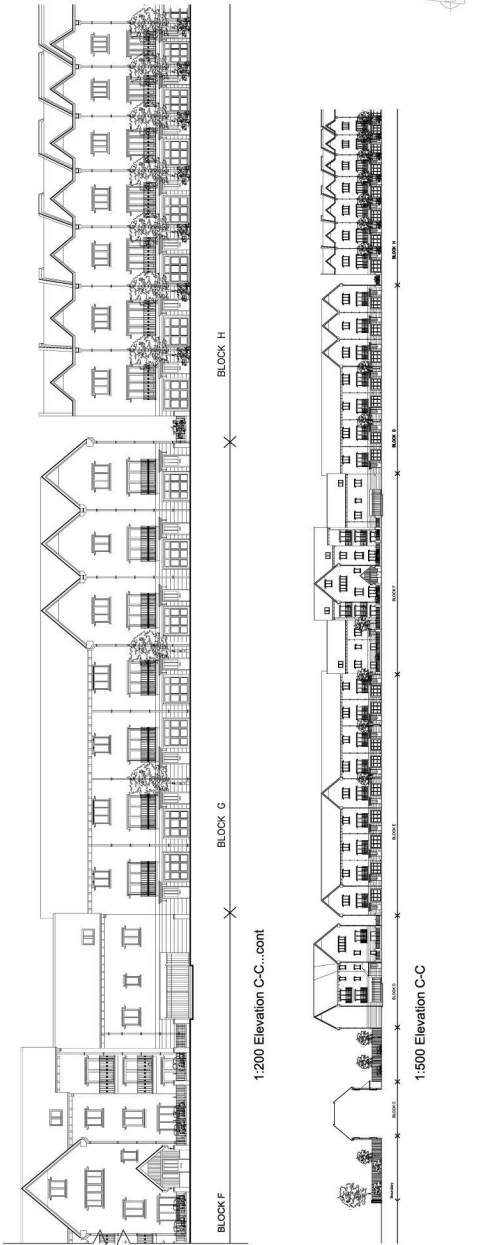
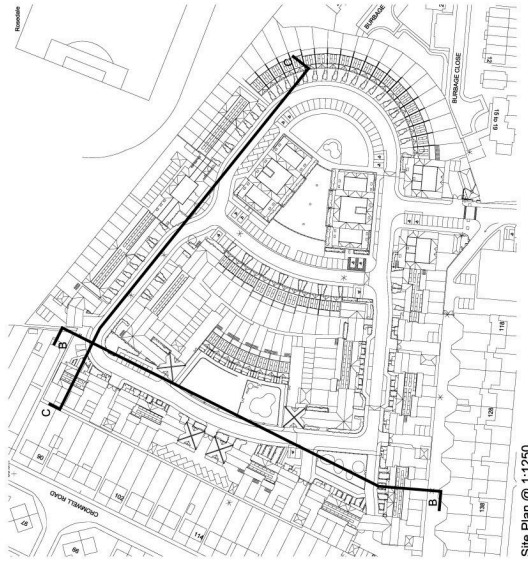
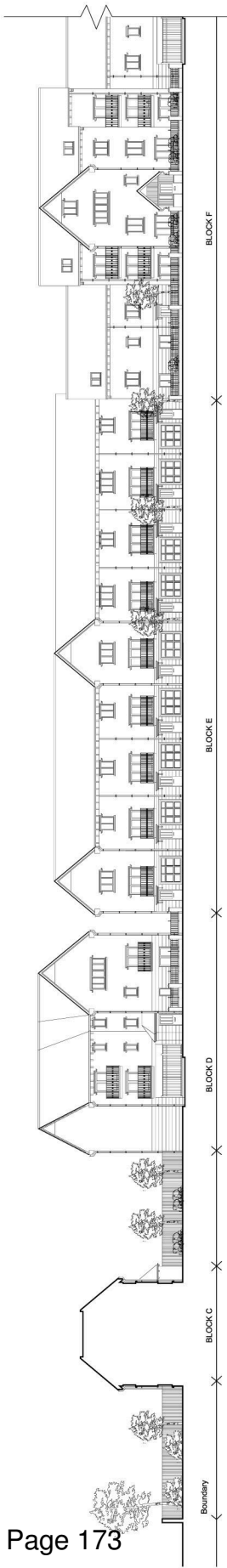
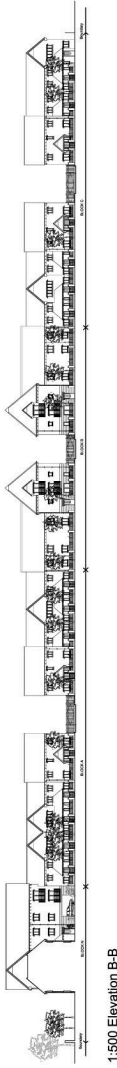
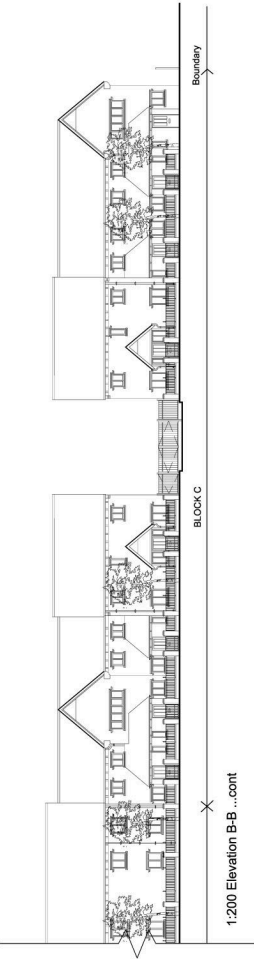
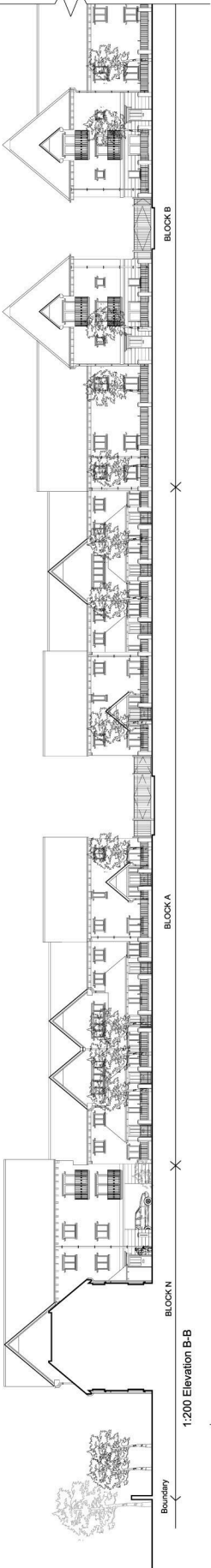


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REV	DATE	BY	CHKD	APP'D	LEVEL
A	25.03.10				27

Three views to take account of SAC Reg 12(1)(b) 110  
 and Reg 12(1)(b)(ii)



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PROJECT	Judge Heath Lane, Hayes Barrat West London
DATE	1:200, 1:500 @ A1 October 2009
SCALE	1:200, 1:500 @ A1
DATE	October 2009
BY	MG
NO. 1204/P221	A

**Notes**

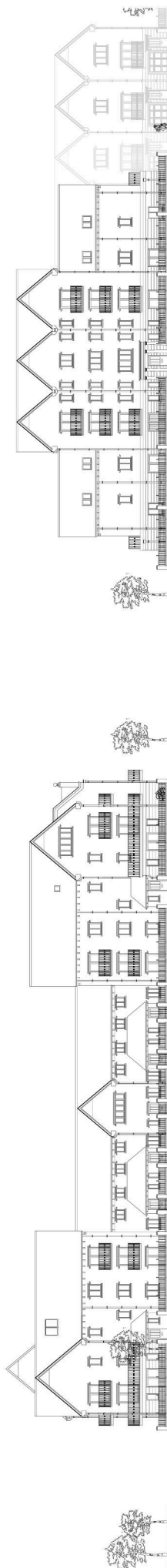
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REV.	DATE	BY
A	20.03.10	JF

These elevations are based on a plan of 1:1250 scale  
 and may vary slightly



1:500 Elevation D-D



1:200 Elevation D-D



1:200 Elevation E-E



1:500 Elevation E-E



Site Plan @ 1:1250

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PROJECT  
 Judge Heath Lane, Hayes  
 Berrill West London

Elevations D-D and E-E As Proposed

SCALE  
 1:200, 1:500 @ A1

DATE  
 October 2009

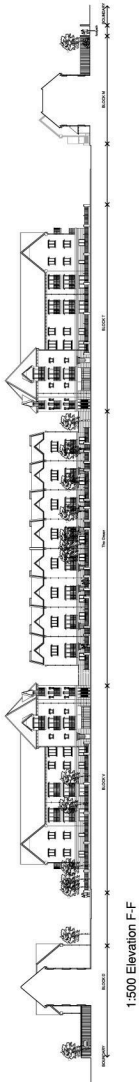
NO. 1204/P222

REV. A

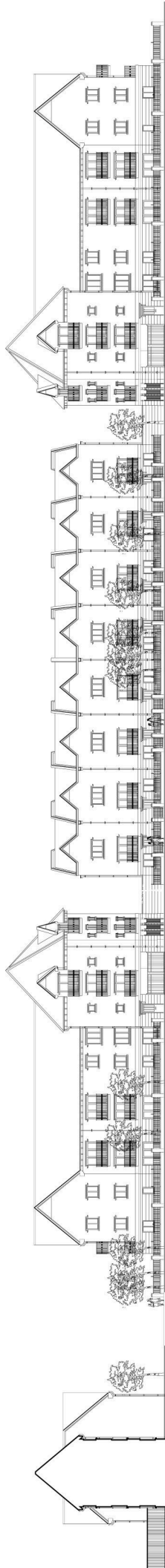
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REV	DATE	BY	CHKD
A	25.03.10	JW	JW

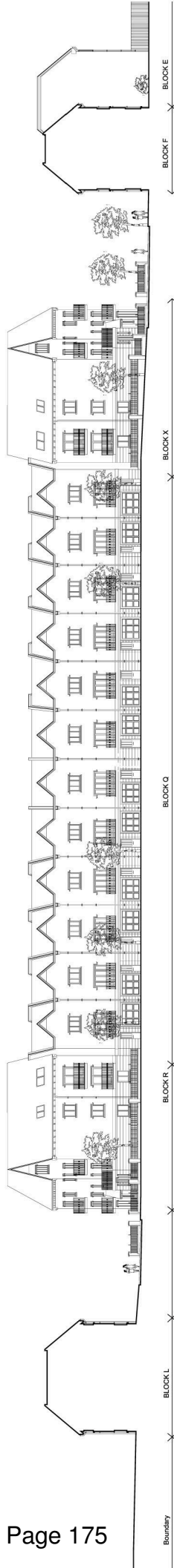


1:500 Elevation F-F

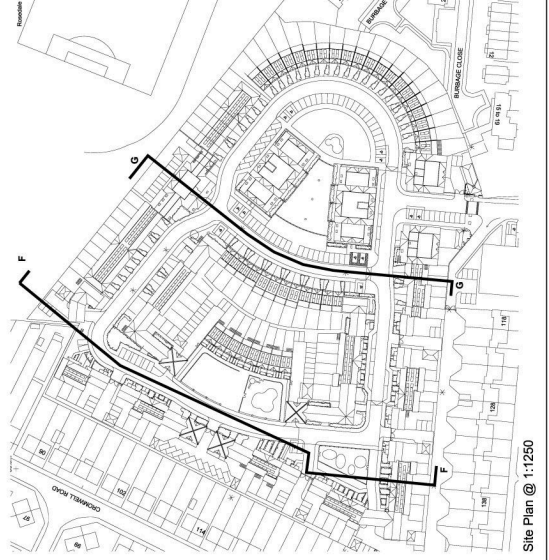


1:200 Elevation F-F

The Green



1:200 Elevation G-G



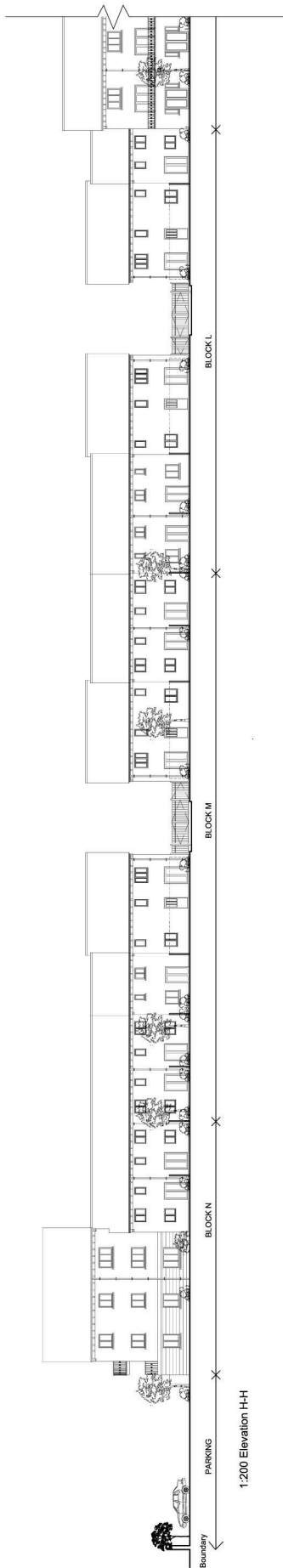
Site Plan @ 1:1250

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PROJECT	Judge Heath Lane, Hayes Berrill West London
SCALE	Elevations F-F and G-G as proposed
DATE	1:200, 1:500 @ A1 October 2009
REV	MG/JY MG
REF	1204/P223 A

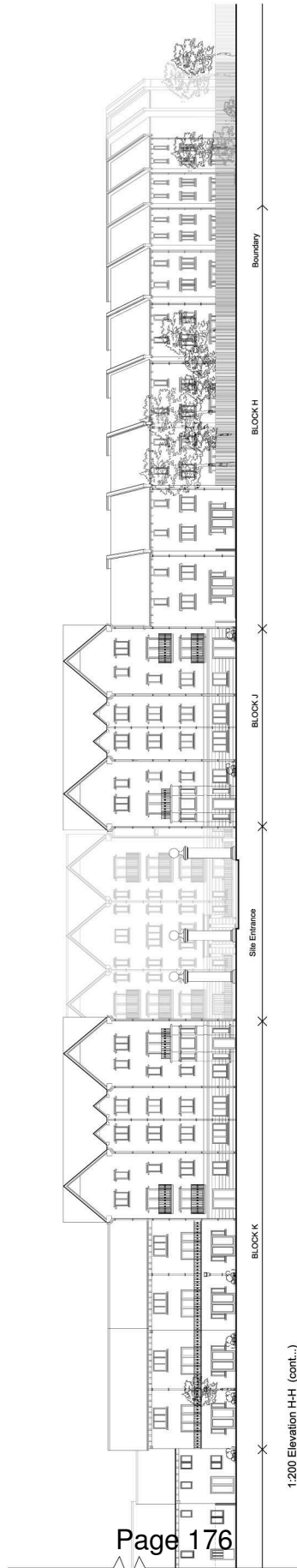
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REV	DATE	BY	CHKD
A	20.09.09	AW	MS



1:200 Elevation H-H



1:200 Elevation H-H (cont...)



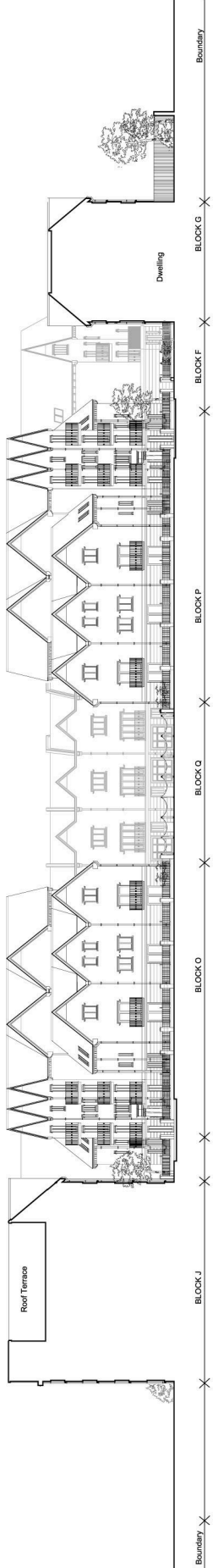
Site Plan @ 1:1250

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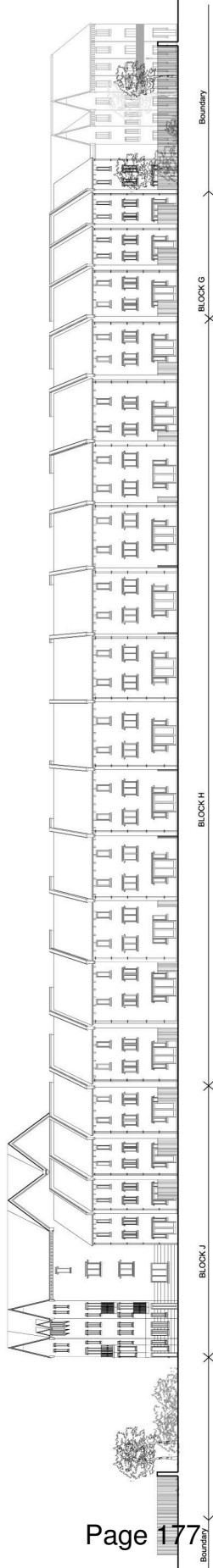
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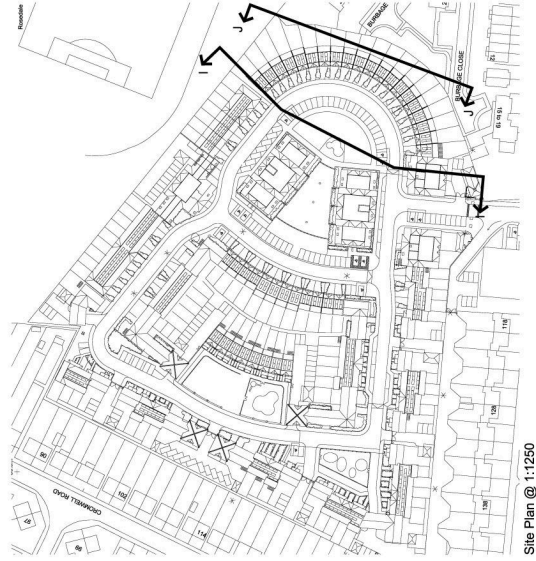
REV	DATE	BY
A	23.03.10	JF



1:200 Elevation I-I



1:200 Elevation J-J



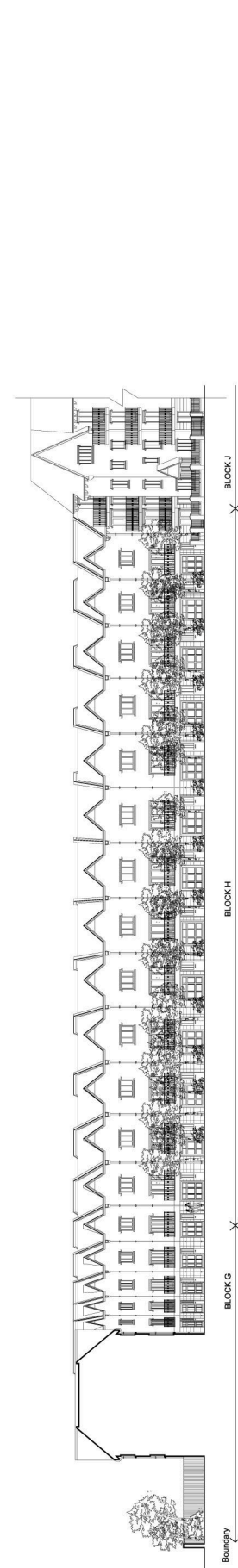
Site Plan @ 1:1250

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PROJECT	Judge Heath Lane, Hayes Barrat West London
DATE	Elevations I, J, as proposed
SCALE	1:200 @ A1
DATE	October 2009
BY	MG
NO. DRAWING	1204/P225
NO. SHEET	A

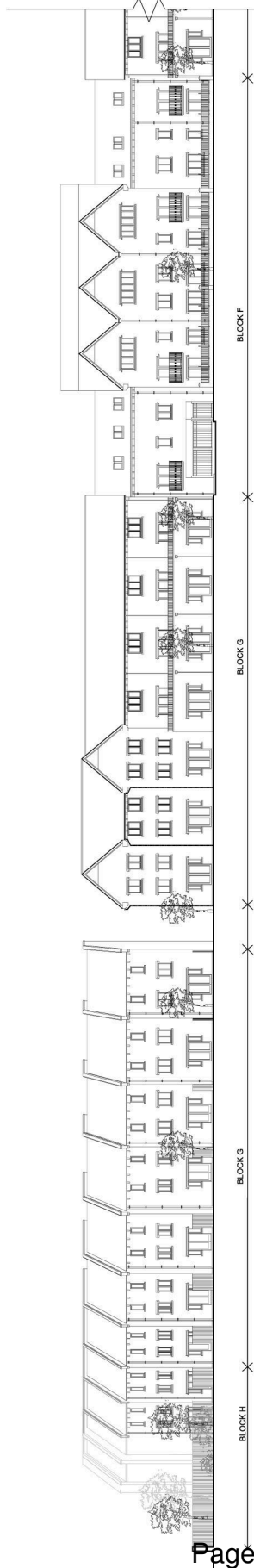
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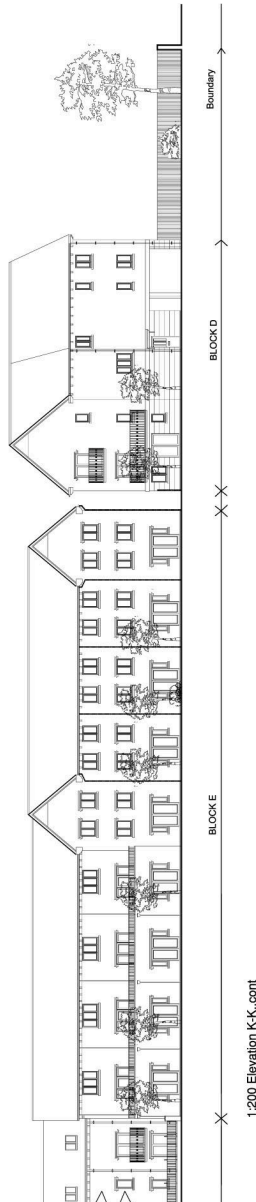
REV	DATE	BY	CHKD
A	25.03.10	MM	JF



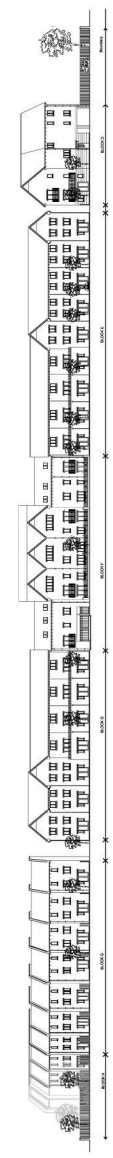
1:200 Elevation L-L



1:200 Elevation K-K



1:200 Elevation K-K...cont



1:500 Elevation K-K



Site Plan @ 1:1250

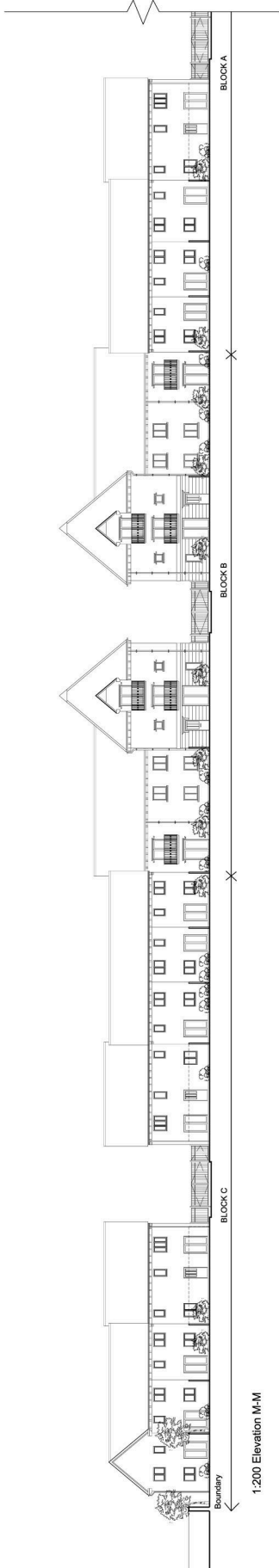
<b>Stanford Eatwell &amp; Associates</b> CONSULTING ARCHITECTS & SURVEYORS 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	
PROJECT	Judge Heath Lane, Hayes Barrat West London
DATE	Elevations K-K and L-L as proposed
SCALE	1:200, 1:500 @ A1
DATE	October 2009
BY	MM
CHKD	JF
NO. DRAWING	1204/P226
NO. SHEET	A

**Notes**

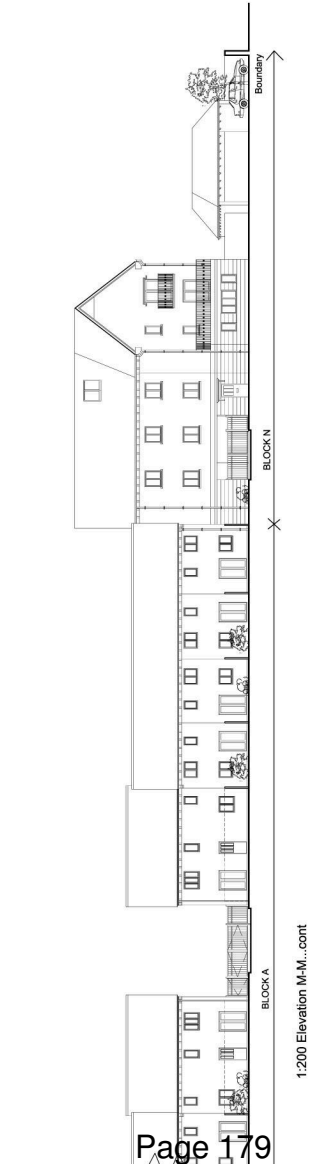
Do not scale the drawings.  
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REV.	DATE	BY	CHKD.
A	25.03.10	MB/JY	JY

These records to date account of RAO being drawn 12/10/10  
 and being 12/03/10



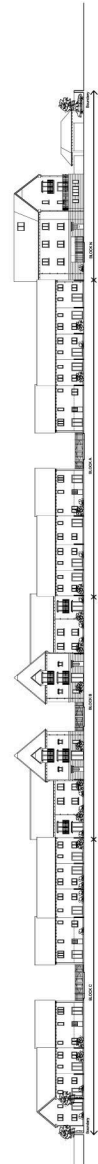
1:200 Elevation M-M



1:200 Elevation M-M...cont



Site Plan @ 1:1250



1:500 Elevation M-M

<b>Stanford Eatwell &amp; Associates</b> Chartered Architects & Surveyors Registered in England & Wales   Elected CMAA LTD T: 01279 832827 F: 01279 832828 E: info@eatwell.co.uk	
PROJECT	Judge Heath Lane, Hayes Barrat West London
PHASE	Elevations M-M As Proposed
DATE	1:200 - 1:500 @ A1 MB/JY October 2009 CH MG
REF NO.	1204/P227 A

**Notes**

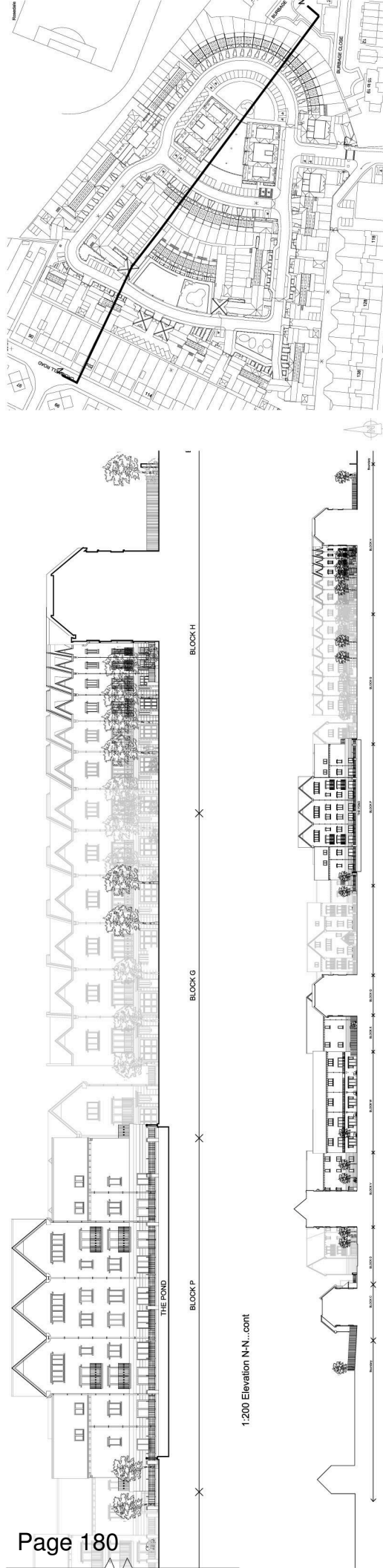
Do not scale the elevations.  
 All dimensions to be checked by the Contractor before construction proceeds.  
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REV	DATE	BY
A	25.03.10	JF

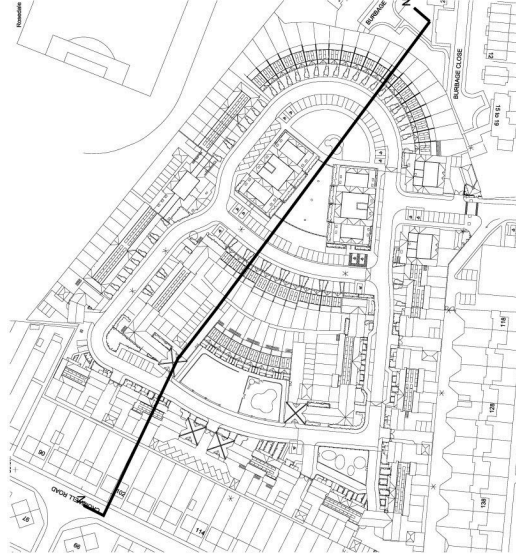
These notes to take account of ACO Ring (RM) 1236-113  
 and Ring 1240/004



1:200 Elevation N-N



1:200 Elevation N-N...cont

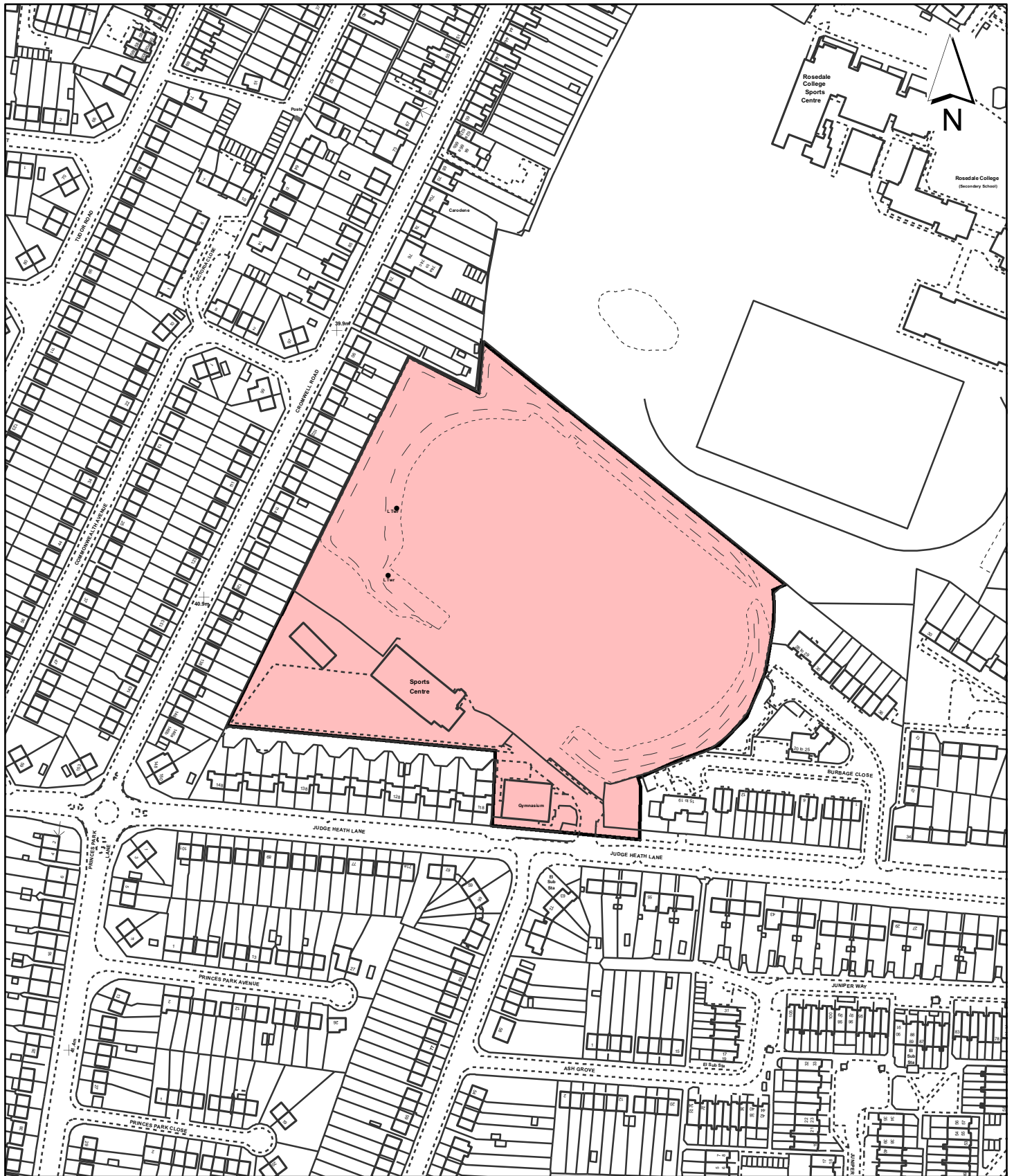


Site Plan @ 1:1250

<b>Stanford Eastwell &amp; Associates</b> CONSULTING ARCHITECTS & SURVEYORS 15, 17 & 19, BARRAT WAY, HAYES, MIDDLESEX, U.K.	
PROJECT	Judge Heath Lane, Hayes Barrat West London
TYPE	Elevations N-N As Proposed
SCALE	1:200, 1:500 @ A1
DATE	October 2009
BY	MG
REF NO.	1204/P228
REV	A

1:500 Elevation N-N





**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Former Hayes Stadium  
Judge Heath Lane  
Hayes**

**LONDON BOROUGH  
OF HILLINGDON**

**Planning &  
Community Services**

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

Planning Application Ref:

**49996/APP/2009/2766**

Scale

**1:2,500**

Planning Committee

**Central and South**

Date

**May 2010**



**HILLINGDON**  
LONDON

## **Report of the Head of Planning & Enforcement**

**Address** FORMER MOD DOCUMENT RECORD OFFICE BOURNE AVENUE  
HAYES

**Development:** Reserved matters (details of access, appearance, landscaping, layout and scale for two units with ancillary offices and associated car parking including an overflow car park) in compliance with condition 3 of planning permission ref:18399/APP/ 2005/3415 dated 02/03/2006 (Variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 and 30 (to allow separate phased submissions of details relating to residential and employment components of the development) of outline planning permission ref:18399/APP/2004/2284 dated 19/08/2005: Redevelopment of the site for a mixed-use development.)

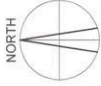
**LBH Ref Nos:** 18399/APP/2010/545

**Date Plans Received:** 10/03/2010

**Date(s) of Amendment(s):**

**Date Application Valid:** 10/03/2010

NOTES:  
 SUBJECT TO STATUTORY CONSENTS  
 BASED ON ORIENTATION SURVEY NO. "108461"  
 BASED ON OR MAP PRODUCED BY PERMISSION OF  
 THE LANDLORD AND THE RECORDS OF THE EPC/DMA  
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 M103151  
 M103151: 100% CONSENTED INFRASTRUCTURE  
 RECEIVED FROM LANDLORD/COPYRIGHT OF THE LANDLORD



NO.	DATE	COMMENT	DRAWN	CHECKED

11 SAND PLACE  
LONDON SW4 8JZ  
TELEPHONE: 020 7706 8142  
WWW.MICHAELSPARKS.CO.UK

DATE OF PROLOGIS PROJECT APPROVAL:  
10 April 2010  
PROLOGIS APPROVED

THE  
**PROLOGIS PARK, HAYES**  
DRAWING:  
**SITE LOCATION PLAN**

CLIENT:  
**PROLOGIS DEVELOPMENTS LTD.**

DATE:  
MARCH 2010

SCALE:  
1:1000 @ A1

STATUS:  
PLANNING

DRAWING NUMBER:  
30226-PL-100

Drawing no. 30226-PL-101, dated March 2010 – the proposed scheme



Drawings no. 2602A-PL-02 C, dated August 2007 – the previously consented scheme

LON GUNTER & ASSOCIATES  
 RECEIVED  
 10 MAR 2007  
 PLANNING & DESIGN GROUP

NOTES:  
 1. ALL PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING REGULATIONS AND THE LATEST EDITIONS OF THE LONDON BUILDING ACT 1984.  
 2. ALL PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE LONDON BUILDING ACT 1984.  
 3. ALL PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE LONDON BUILDING ACT 1984.  
 4. ALL PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE LONDON BUILDING ACT 1984.  
 5. ALL PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE LONDON BUILDING ACT 1984.  
 6. ALL PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE LONDON BUILDING ACT 1984.  
 7. ALL PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE LONDON BUILDING ACT 1984.  
 8. ALL PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE LONDON BUILDING ACT 1984.  
 9. ALL PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE LONDON BUILDING ACT 1984.  
 10. ALL PROPOSED CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE LONDON BUILDING ACT 1984.



AREA SCHEDULE

UNIT	AREA (SQ M)	PERMITS
UNIT C	10,000	10,000
UNIT D	10,000	10,000
TOTAL	20,000	20,000

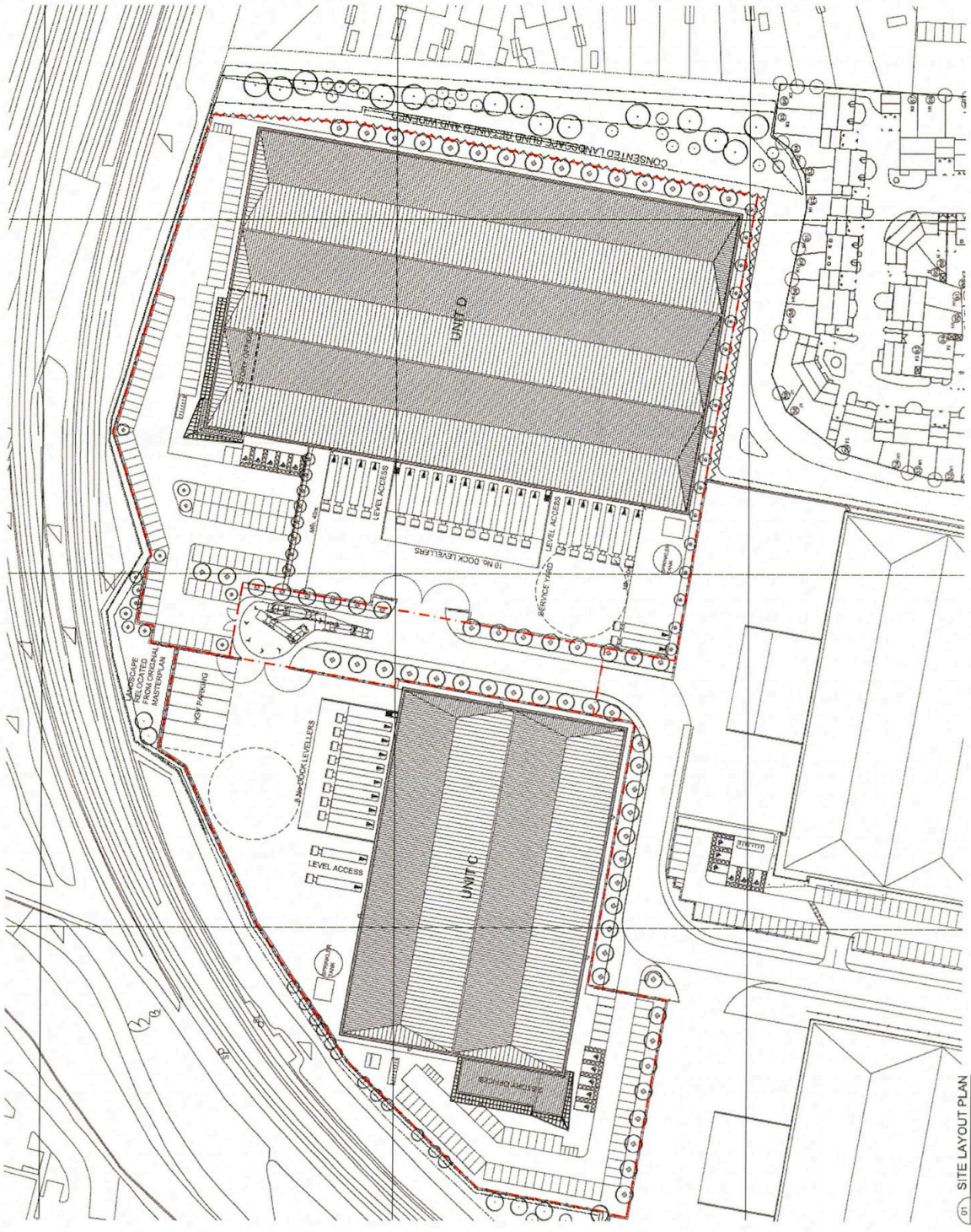
NO.	DESCRIPTION	AREA (SQ M)	PERMITS
1	100 parking spaces	1,000	1,000
2	1000 sqm of Unit C material	1,000	1,000
3	1000 sqm of Unit D material	1,000	1,000
4	1000 sqm of Unit E material	1,000	1,000
5	1000 sqm of Unit F material	1,000	1,000
6	1000 sqm of Unit G material	1,000	1,000
7	1000 sqm of Unit H material	1,000	1,000
8	1000 sqm of Unit I material	1,000	1,000
9	1000 sqm of Unit J material	1,000	1,000
10	1000 sqm of Unit K material	1,000	1,000
11	1000 sqm of Unit L material	1,000	1,000
12	1000 sqm of Unit M material	1,000	1,000
13	1000 sqm of Unit N material	1,000	1,000
14	1000 sqm of Unit O material	1,000	1,000
15	1000 sqm of Unit P material	1,000	1,000
16	1000 sqm of Unit Q material	1,000	1,000
17	1000 sqm of Unit R material	1,000	1,000
18	1000 sqm of Unit S material	1,000	1,000
19	1000 sqm of Unit T material	1,000	1,000
20	1000 sqm of Unit U material	1,000	1,000
21	1000 sqm of Unit V material	1,000	1,000
22	1000 sqm of Unit W material	1,000	1,000
23	1000 sqm of Unit X material	1,000	1,000
24	1000 sqm of Unit Y material	1,000	1,000
25	1000 sqm of Unit Z material	1,000	1,000
TOTAL	20,000	20,000	

**ProLogis**  
 THE GREAT RESIDENTIAL ESTATE

**PROLOGIS PARK, HAVES**  
 UNITS C & D  
 SITE LAYOUT  
 PROLOGIS DEVELOPMENTS LTD.

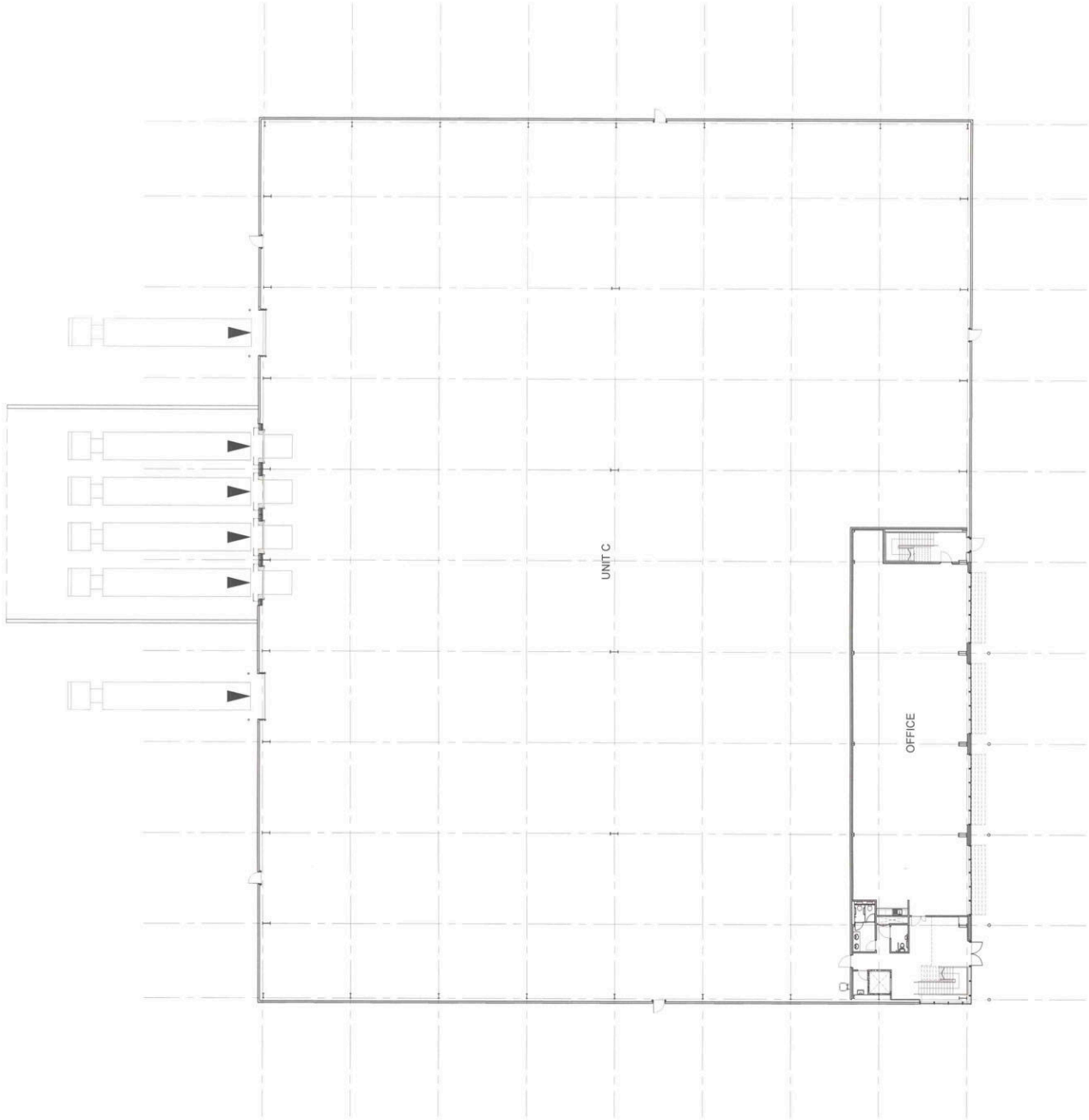
DATE: AUGUST 2007  
 DRAWN BY: PLANNING  
 CHECKED BY: DE

2602A-PL-02 C



01 SITE LAYOUT PLAN 1:500

1. BASED ON PRELIMINARY PLANNING.  
 2. BASED ON DETAILED SURVEYING (TWO-DIMENSIONAL).  
 3. THIS DRAWING IS THE PROPERTY OF MICHAEL SPARKS ASSOCIATES AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MICHAEL SPARKS ASSOCIATES.  
 4. COPYRIGHT RESERVED.  
 5. WORKING BASED ON LAND REGISTRY TITLE NUMBER: W007011.  
 6. ADOPTED HIGHWAY ELEVATIONS BASED ON INFORMATION RECEIVED FROM LONDON BOROUGHS OF HILLINGDON.



01 UNIT C - GROUND FLOOR PLAN  
 1:200  
 102

REV	DATE	COMMENT	DRAWN	CHECK
-	-	-	-	-
-	-	-	-	-

**MICHAEL SPARKS ASSOCIATES**  
 CONSULTING ARCHITECTS  
 11 PARK PLACE  
 10 JONES ROAD  
 TEL: 020 7734 3000  
 TELEPHONE: 020 7734 3142  
 FAX: 020 7734 3082  
 WWW.MSASOCIATES.CO.UK

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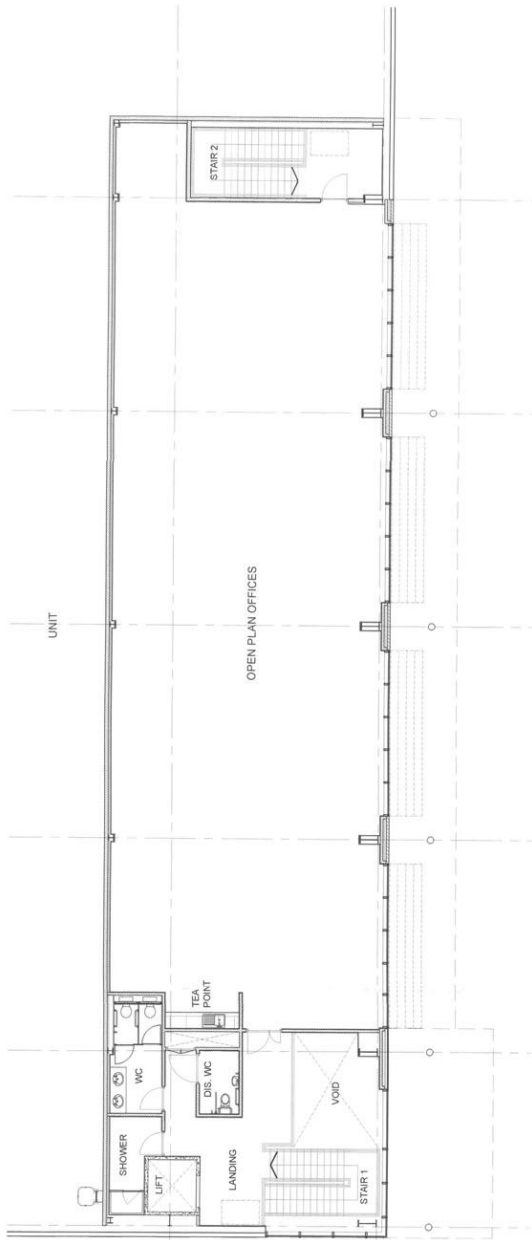
TITLE: PROLOGIS PARK, HAYES  
 DRAWING: UNIT C  
 GROUND FLOOR PLAN  
 CLIENT: PROLOGIS DEVELOPMENTS LTD.

DATE:	SCALE:	DRAWN:
MARCH 2010	1:200 @ A1	IN
DATE:	SCALE:	CHECKED:
	PLANNING	PW

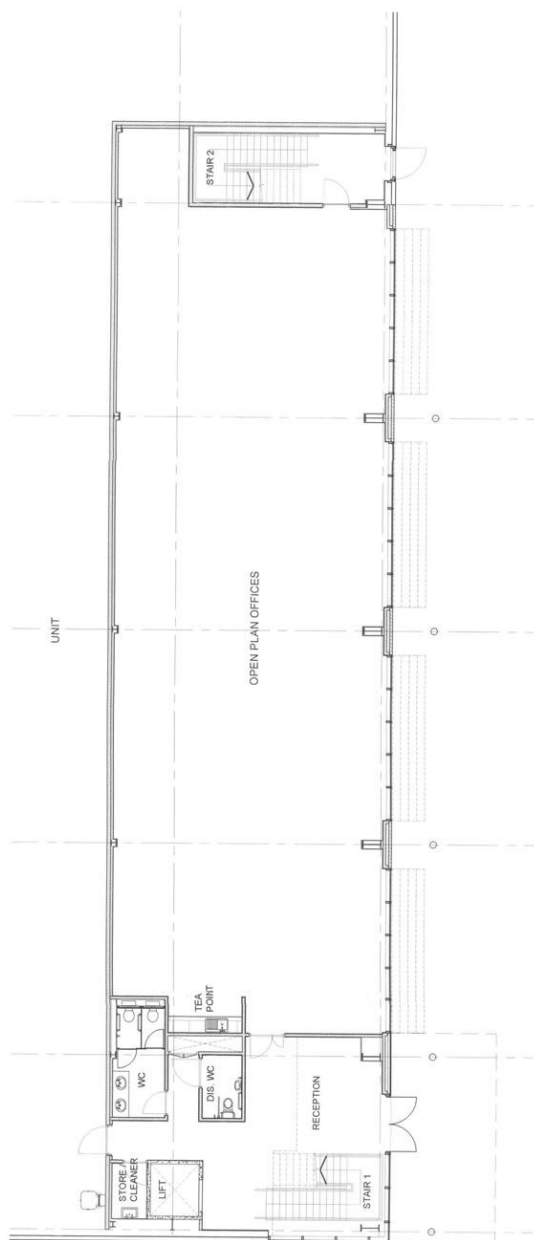
DRAWING NUMBER:  
 30226-PL-102

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02  
103  
UNIT C - OFFICE FIRST FLOOR PLAN  
1:100



01  
103  
UNIT C - OFFICE GROUND FLOOR PLAN  
1:100

REV	DATE	COMMENT	DRAWN	CHECK
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

**MICHAEL SPARKS ASSOCIATES**  
 CONSULTING ARCHITECTS  
 100, WINDY HILL ROAD  
 LONDON, W16 7TU  
 TEL: 020 7742 3860  
 FAX: 020 7742 3861  
 info@msa-architects.co.uk

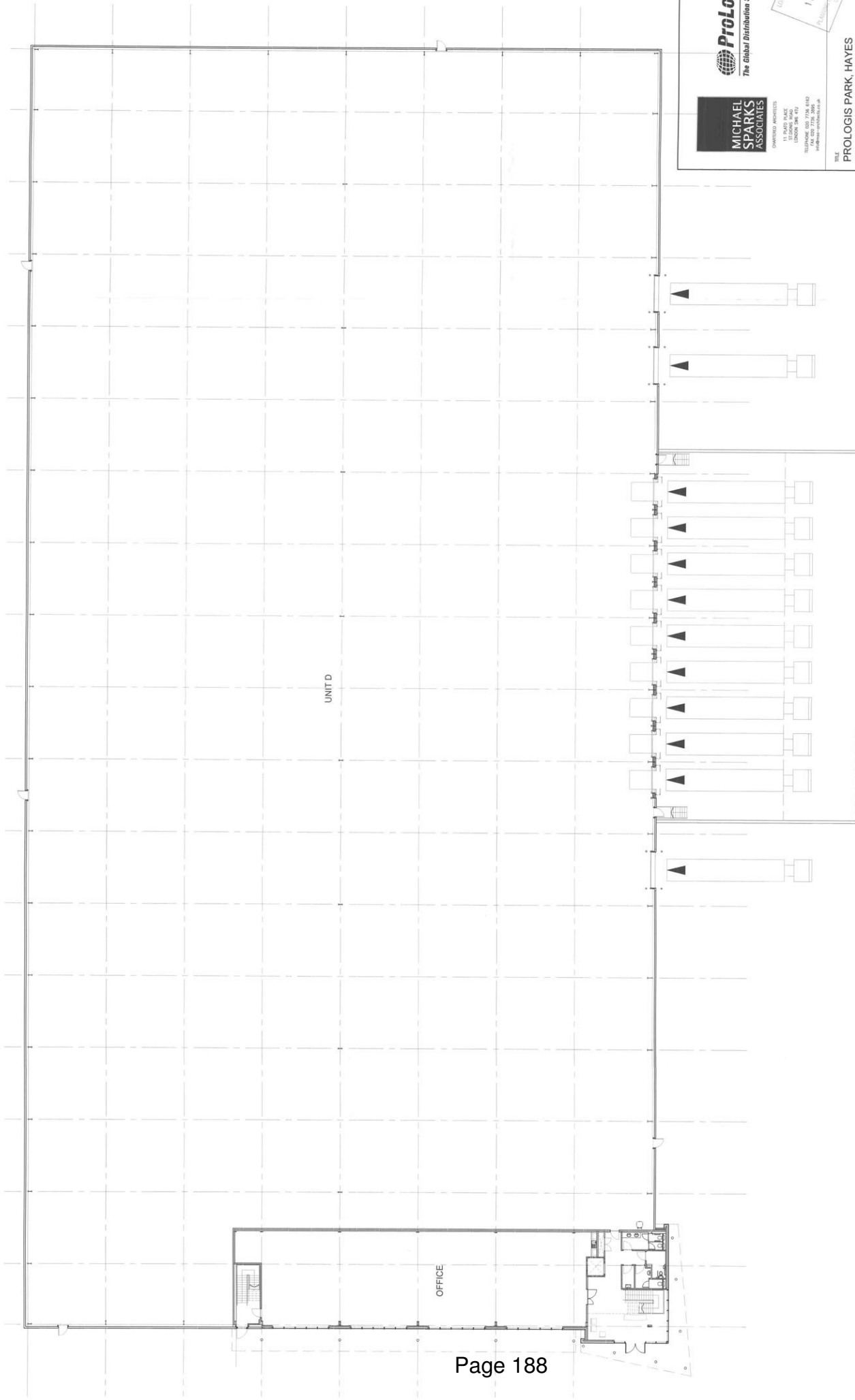
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LOANED FROM ALL INFORMATION  
 EXCLUDED  
 10 MARCH 2010  
 PROLOGIS DEVELOPMENTS LTD.

**PROLOGIS PARK, HAYES**  
 DRAWING NO: UNIT C  
 CLIENT: PROLOGIS DEVELOPMENTS LTD.

DATE: MARCH 2010	SCALE: 1:100 @ A1	DRAWN: IN
STATUS: PLANNING	CHECKED: PW	

DRAWING NUMBER: 30226-PL-103



UNIT D

OFFICE

**ProLogis**  
The Global Distribution Solution

**MICHAEL SPARKS ASSOCIATES**  
ARCHITECTS

1111 N. 14th Street  
10000, Suite 110  
Tulsa, Oklahoma 74119  
Tel: (918) 438-3411  
Fax: (918) 778-3848  
michael@msaarch.com

DATE OF THIS DOCUMENT  
RECEIVED  
18 MAR 2010  
PROJECT NO. 30226-PL-105

TITLE	PROLOGIS PARK, HAYES
OWNER	UNIT D
CLIENT	PROLOGIS DEVELOPMENTS LTD.
DATE	MARCH 2010
SCALE	1:200 @ A1
STATUS	PLANNING
CHECKED	PW
DRAWING NUMBER	30226-PL-105

**NOTES:**

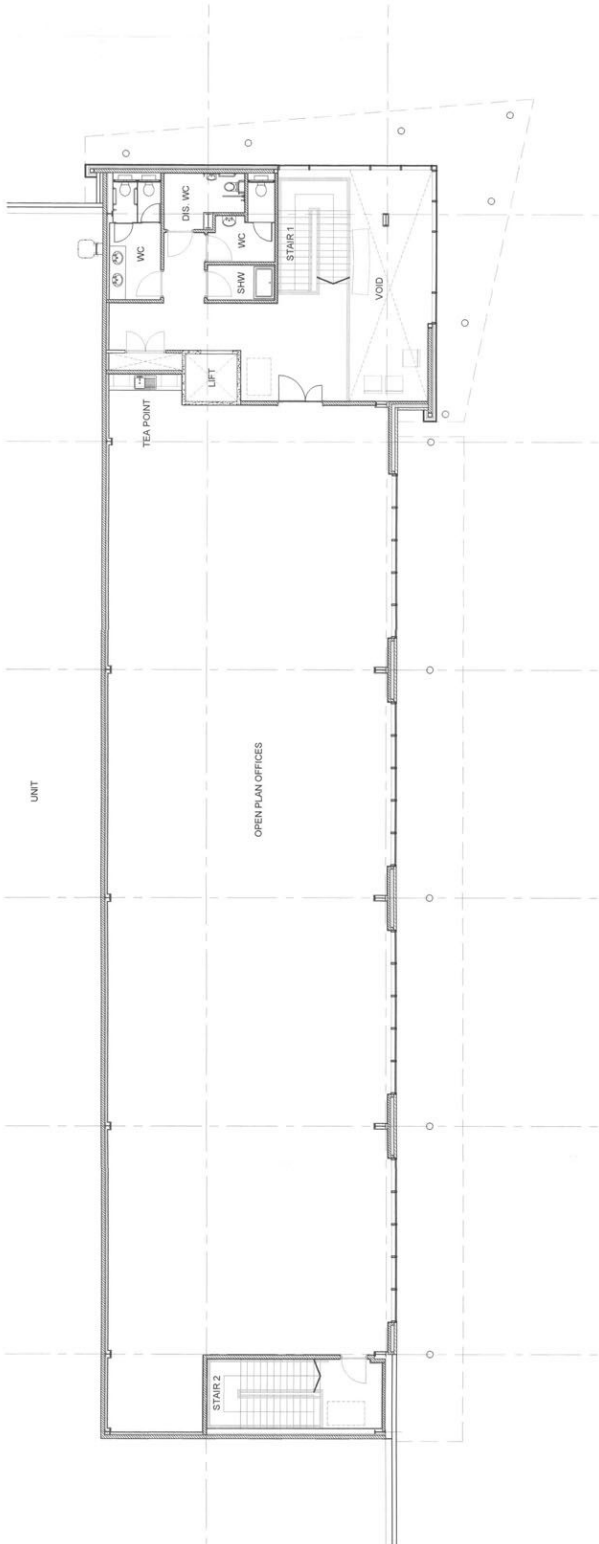
- SUBJECT TO STATUTORY COMMENTS
- BASED ON GREENWICH SURVEYING TRIMLINE
- BASED ON 2D MAP PROVIDED BY PROLOGIS
- PROLOGIS DEVELOPMENTS LTD. IS THE AUTHOR OF THIS DOCUMENT
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- ADOPTED HIGHWAY BOUNDARY BASED ON INFORMATION RECEIVED FROM LOCAL BODIES OF THE REGION

REV	DATE	COMMENT	DRAWN	CHECK
-	-	-	-	-
-	-	-	-	-

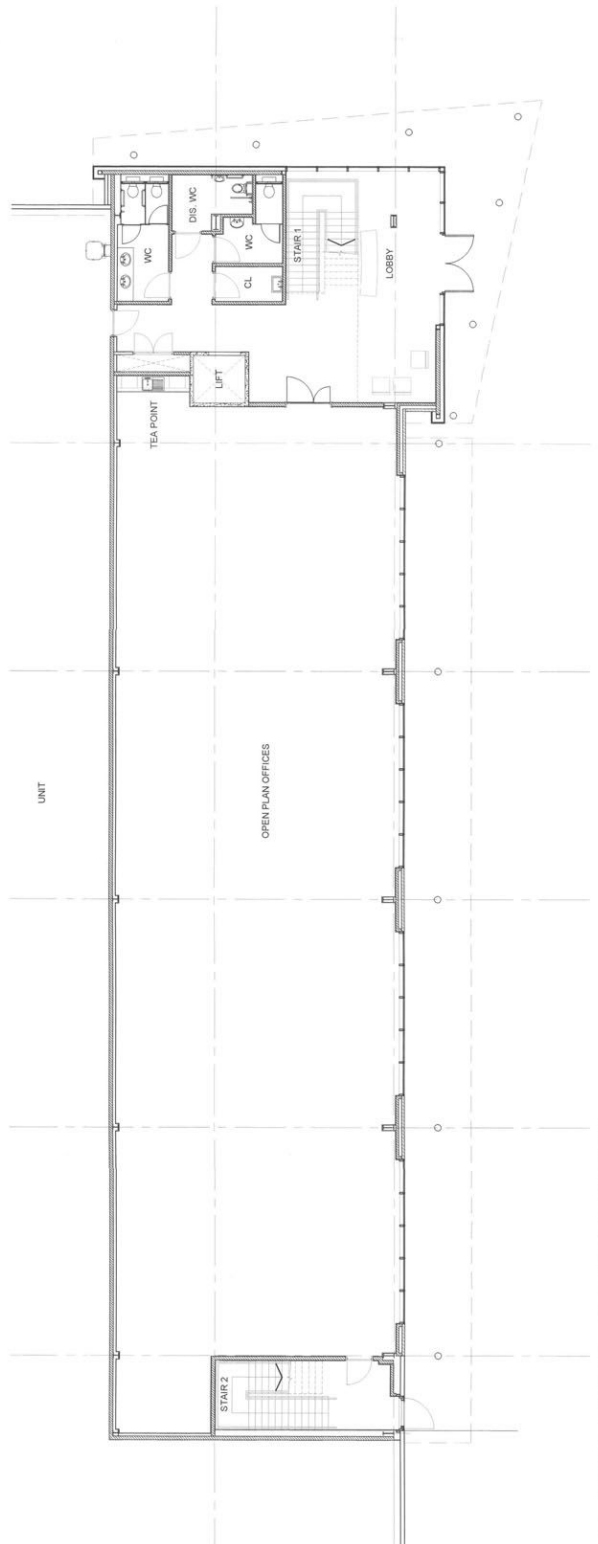


**NOTES:**

SUBJECT TO SEVERAL COMMENTS  
 BASED ON THE INFORMATION PROVIDED,  
 THE ARCHITECT HAS CONDUCTED VISUAL  
 CONTROL OF THE PROPOSED OFFICE DESIGN  
 CONFORMANCE WITH THE  
 CONSTRUCTION PERMITS  
 NOTIFICATION BASED ON LAND REGISTRY FILE NUMBER  
 M131319  
 ADOPTED HIGHWAY BOUNDARY BASED ON INFORMATION  
 RECEIVED FROM THE HIGHWAY DEPARTMENT OF MALACCA



02  
106  
UNIT D - OFFICES - FIRST FLOOR PLAN  
1:100



01  
106  
UNIT D - OFFICES - GROUND FLOOR PLAN  
1:100

REV	DATE	COMMENT	DRAWN	CHECKED



**ProLogis**  
The Global Distribution Solution



**MICHAEL SPARKS ASSOCIATES**  
CONSULTING ARCHITECTS

111, PULO PLACE  
SUITE 1000  
LONDON, ONTARIO  
L6H 4V1  
TEL: (905) 774-8143  
FAX: (905) 774-3008  
WWW.MICHAELSPARKS.COM

LAST REVISION  
REVISION  
17 MAR 2010  
PROLOGIS DEVELOPMENTS LTD.

**TITLE:** PROLOGIS PARK, HAYES  
**DRAWING:** UNIT D  
**OFFICE FLOOR PLANS**  
**SCALE:** AS SHOWN  
**PROLOGIS DEVELOPMENTS LTD.**

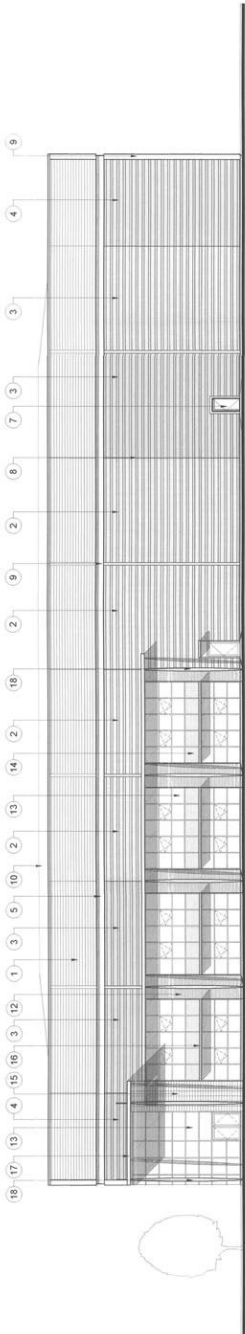
DATE	SCALE	DRAWN
MARCH 2010	1:100 @ A1	IN
DATE	SCALE	DRAWN
		PW

DRAWING NUMBER: 30226-PL-106

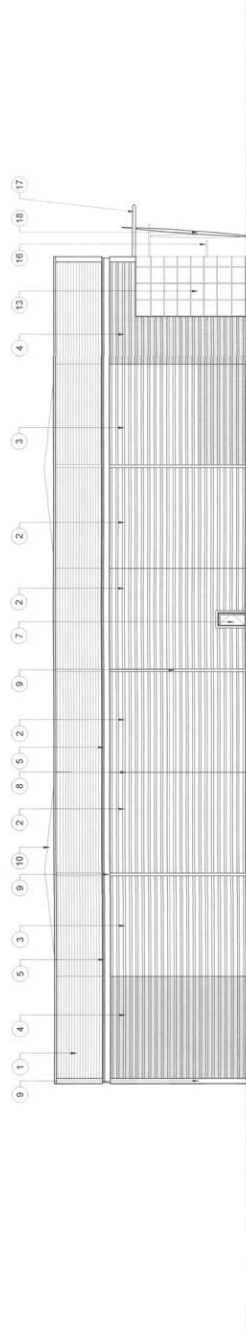
**NOTES:**  
 SUBJECT TO DEVELOPER COMMENTS  
 BASED ON INFORMATION SUPPLIED BY ARCHITECT  
 BASED ON THE PLAN PROVIDED BY ARCHITECT  
 CONTROLLED BY THE ESTIMATING OFFICE IN CROWN  
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 BOUNDARIES BASED ON LAND REGISTRY TITLE NUMBER  
 M3332015  
 ANY INFORMATION THAT MAY BE SUBJECT TO  
 PROTECTED INFORMATION LAWS SHOULD BE OBTAINED FROM THE ARCHITECT

**SCHEDULE OF EXTERNAL FACING MATERIALS**

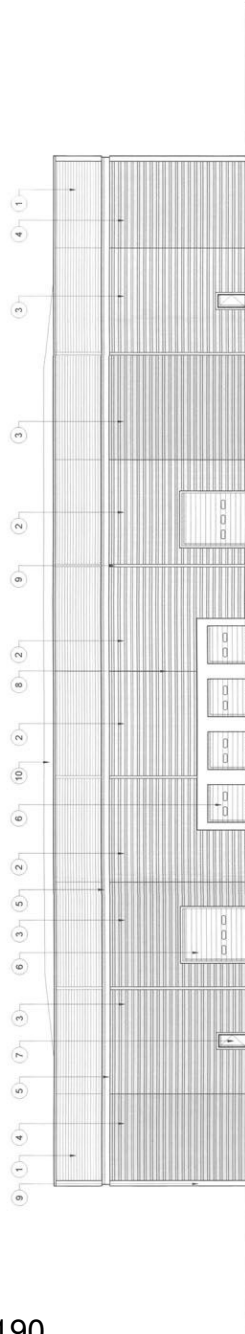
UNIT	DESCRIPTION
1	Upper Finished Wall Cladding 100 x 1200 Horizontally half reveal profile and cladding Frisch, British Steel Colourcoat HPS500 colour white
2	Lower Finished Wall Cladding C2-5000 Half round profile Frisch, British Steel Colourcoat Prime colour Metallic Silver (light metallic grey)
3	Lower Finished Wall Cladding C2-5000 Half round profile Frisch, British Steel Colourcoat Prime colour Zircon (dark metallic grey)
4	Lower Finished Wall Cladding C2-5000 Half round profile Frisch, British Steel Colourcoat Prime colour Zircon (dark metallic grey)
5	High Level Horizontal Band High Level Recessed Horizontal Finishes Band Colour RAL 9010 (grey)
6	Cladding Clamps, iron access & stock brackets Aluminium, colour RAL 9006 (metallic silver)
7	Personel Doors Powder coated aluminium Colour RAL 9007 (mat grey)
8	Joints V-shaped "T" Finishing Colour at high level - white Colour at low level - RAL 7016 (dark grey)
9	Joints Recessed 300mm wide vertical bearing Colour at high level - RAL 7016 (dark grey) Colour at low level - RAL 7016 (dark grey)
10	Roof Powder coated cladding Frisch, British Steel Colourcoat HPS500 colour alutrace (light grey)
OFFICES	Therobly Smooth Bull
11	Custom Molding Double glazed green tinted with sun glaze in polyester powder coated aluminium curtain walling system frame, inc. down colour RAL 7016 (dark grey)
14	Glazing with aluminum resistant backed look a like panels Fully insulated lookalike glazed panels in polyester powder coated aluminium curtain walling system
15	Fire Screen Cladding James and Taylor - 400x200, colour (Timberlike oak)
16	Brass Solid Aluminium powder coated horizontal formers, colour RAL 9006 (metallic silver)
17	Overchanging canopy Powder coated aluminium perforated sheet with security fixed to existing aluminium frame. Colour RAL 9006 (metallic silver) at existing aluminium frame. Colour RAL 9006 (metallic silver) at existing aluminium frame. Colour RAL 9006 (metallic silver)
18	Typical columns Powder metallic finish to match RAL 9006 (metallic silver)



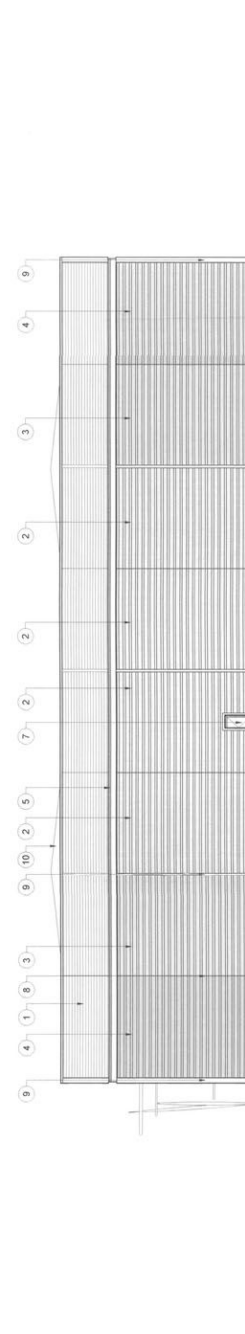
01  
104  
**UNIT C - SOUTH ELEVATION**  
1:200



02  
104  
**UNIT C - WEST ELEVATION**  
1:200



03  
104  
**UNIT C - NORTH ELEVATION**  
1:200



04  
104  
**UNIT C - EAST ELEVATION**  
1:200

REV	DATE	COMMENT	DRAWN	CHECK
-	-	-	-	-
-	-	-	-	-

**MICHAEL SPARKS ASSOCIATES**  
 CHARTERED ARCHITECTS  
 11 PAUL PLACE  
 LONDON, W8R 4TU  
 TELEPHONE 020 7736 6192  
 FAX 020 7736 6193  
 INFO@MICHAELSPARKS.CO.UK

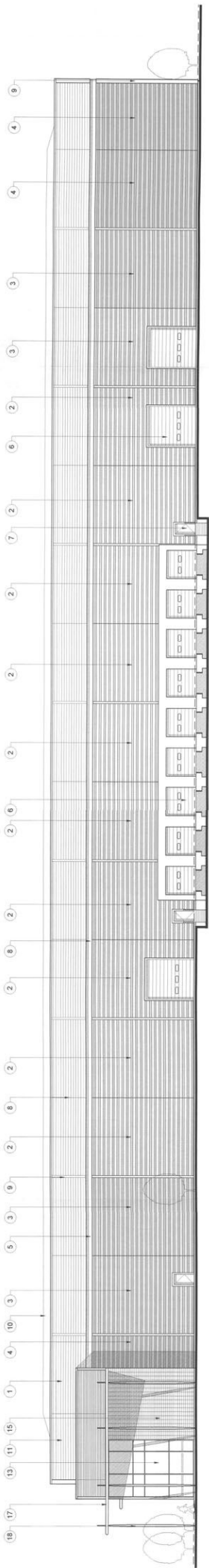


UNIVERSITY OF SHEFFIELD  
 18 MAR 2010  
 PROLOGIS DEVELOPMENTS LTD

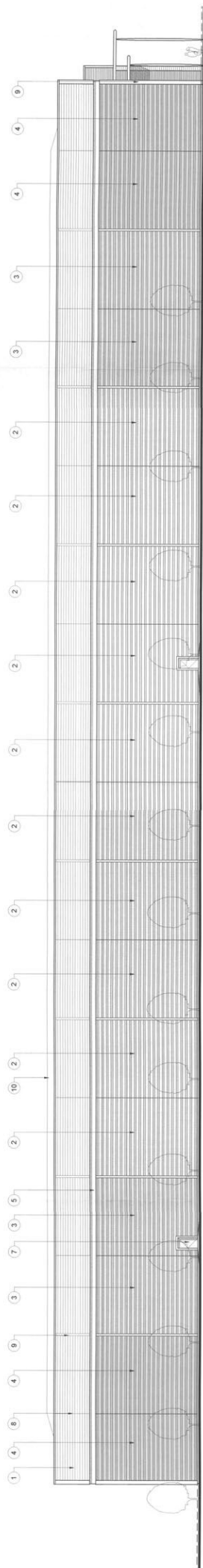
**PROLOGIS PARK, HAYES**  
 DRAWING  
**UNIT C**  
**ELEVATIONS**  
 CLIENT  
**PROLOGIS DEVELOPMENTS LTD.**

DATE	SCALE	DRAWN
MARCH 2010	1:200 @ A1	IN
SHEET	CHECKED	
PLANNING	PW	

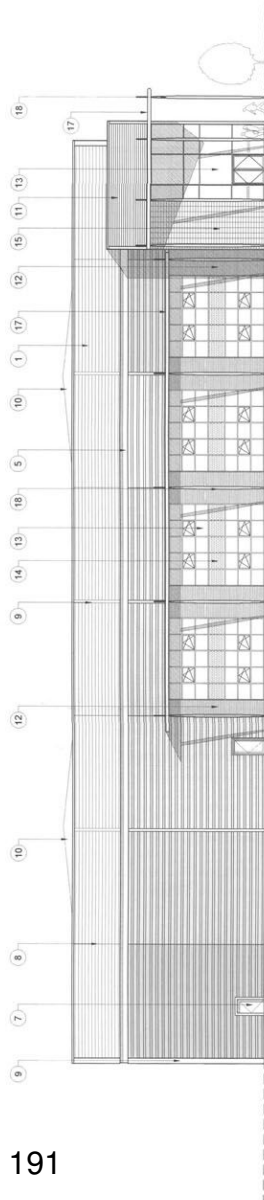
DRAWING NUMBER  
**30226-PL-104**



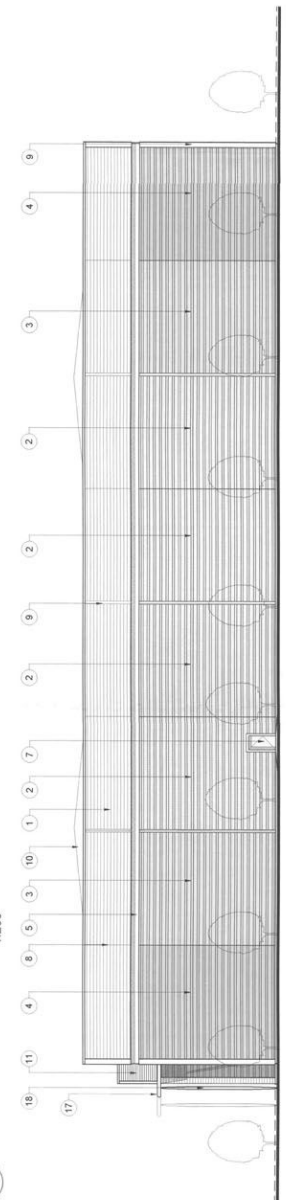
01  
107  
UNIT D - WEST ELEVATION  
1:200



02  
107  
UNIT D - EAST ELEVATION  
1:200



03  
107  
UNIT D - NORTH ELEVATION  
1:200



04  
107  
UNIT D - SOUTH ELEVATION  
1:200

SCHEDULE OF EXTERNAL FINISHING MATERIALS

- UNIT
- 100.0. 3201 Horizontally lead extruded profile, used cladding Finish: British Steel Colosseum HF5200 colour white
  - 1 Upper Profiled Wall Cladding
  - 2 Lower Profiled Wall Cladding
  - 3 Lower Profiled Wall Cladding
  - 4 Lower Profiled Wall Cladding
  - 5 High Level Horizontal Band
  - 6 Loading Doors, level access
  - 7 Entrance Doors
  - 8 Joints
  - 9 Joints
  - 10 Roof
- OFFICES
- 11 Profiled Wall Cladding/Panel
  - 12 Block (store canopy)
  - 13 Curtain Walling
  - 14 Cladding (see cladding schedule)
  - 15 Balustrade Cladding
  - 17 Overlapping canopy
  - 18 Tapered columns
- 100.0. 3201 Horizontally lead extruded profile, used cladding Finish: British Steel Colosseum HF5200 colour white
- CA-3500 half round profile Finish: British Steel Colosseum Prime colour Mattic Silver (light metallic grey)
- CA-3500 half round profile Finish: British Steel Colosseum Prime colour Aduka (medium metallic grey)
- CA-3500 half round profile Finish: British Steel Colosseum Prime colour Zouk (dark metallic grey)
- CA-3500 half round profile Finish: British Steel Colosseum Prime colour Zouk (dark metallic grey)
- Colour: RAL 9005 (black)
- Aluminium, colour RAL 9008 (metallic silver)
- Painted metal factory finished, colour RAL 9007 (dark grey)
- Vertical "T" Finishing
- Colour at high level - white
- Colour at low level - RAL 7016 (sky grey)
- Colour at high level - white
- Colour at low level - RAL 7016 (sky grey)
- Profiled lead cladding Finish: British Steel Colosseum HF5200 colour aluminium (light grey)
- PMF EPS Cladding
- Finish: British Steel Colosseum Prime colour Mattic Silver (light metallic grey)
- Theroclay Smooth Surf
- Double glazed green tinted anti-sun glass in profile powder coated aluminium curtain walling system frame, i.e. doors (colour RAL 7016 (sky grey))
- Aluminium curtain walling, powder coated
- Aluminium curtain walling, powder coated
- James and Taylor - 400/200, colour Tenacity (red)
- Profiled cladding (see cladding schedule)
- Cladding aluminium P186, Colour RAL 9008 (metallic silver)
- Finish aluminium and steel lead colour RAL 9008 (metallic silver)
- Painted metallic finish to match RAL 9008 (metallic silver)

NOTES:

- SUBJECT TO DEVELOPER COMMENTS
- BASED ON INFORMATION SUPPLIED BY CLIENT
- BASED ON INFORMATION SUPPLIED BY CLIENT
- CONTROLLED BY THE PROJECT OFFICE IN DUBLIN
- CONTRACT REFERENCE
- BOUQUETS BASED ON LAND REGISTRY TITLE NUMBER
- MULTIPLIES
- ADDITIONAL INFORMATION AND COMMENTARY
- ADDITIONAL INFORMATION AND COMMENTARY

REV	DATE	COMMENT	BY	CHKD



**MICHAEL SPARKS ASSOCIATES**  
OVERSEAS ARCHITECTS

11 RAJO PLACE  
SUITE 201  
1000003000  
TEL: 603 7748 4149  
FAX: 603 7748 2899  
ADDRESS: SINGAPORE

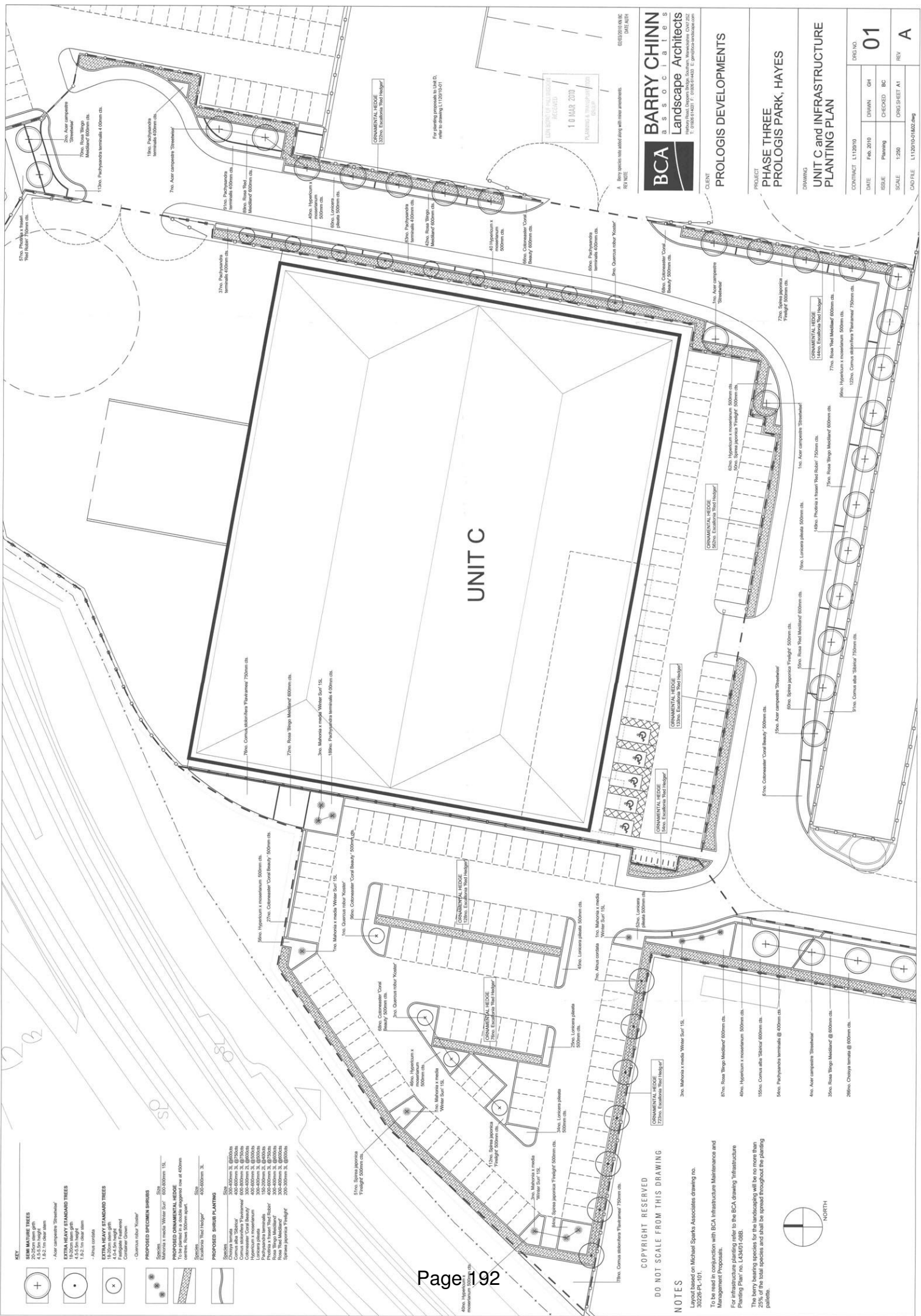
LOW PAPER OF ALL MATERIALS RECYCLED

18 MAR 2010  
PLANNING & ENVIRONMENTAL

**PROLOGIS**  
The Global Distribution Solution

FILE: PROLOGIS PARK, HAYES  
DRAWING: UNIT D  
ELEVATIONS  
CLIENT: PROLOGIS DEVELOPMENTS LTD.

DATE: MARCH 2010  
SCALE: 1:200 @ A1  
SHEET: IN  
PHASE: PLANNING  
DRAWN: PW



**BCA BARRY CHINN**  
**Landscape Architects**  
 11/2021/0121 T, 1/2021/0121 B, 1/2021/0121 C

**PROLOGIS DEVELOPMENTS**

**PHASE THREE**  
**PROLOGIS PARK, HAYES**

**UNIT C and INFRASTRUCTURE**  
**PLANTING PLAN**

CONTRACT	L1120/10	DRAWN	GH	DATE	11/2021
ISSUE	Planning	CHECKED	BC	SCALE	1:250
SCALE	1:250	DWG SHEET	A1	REV	A
CAD FILE	L1120/10-01-002.dwg				

**KEY**

**20MM MATURE TREES**  
 300mm dbh  
 4 x 5.5m high  
 1:20 to 1:40 rise

**150MM HEAVY STAMENED TREES**  
 150mm dbh  
 4 x 5.5m high  
 1:20 to 1:40 rise

**PROPOSED SHRUB PLANTING**

**PROPOSED ORNAMENTAL HEDGE**

**PROPOSED SPECIMEN SHRUBS**

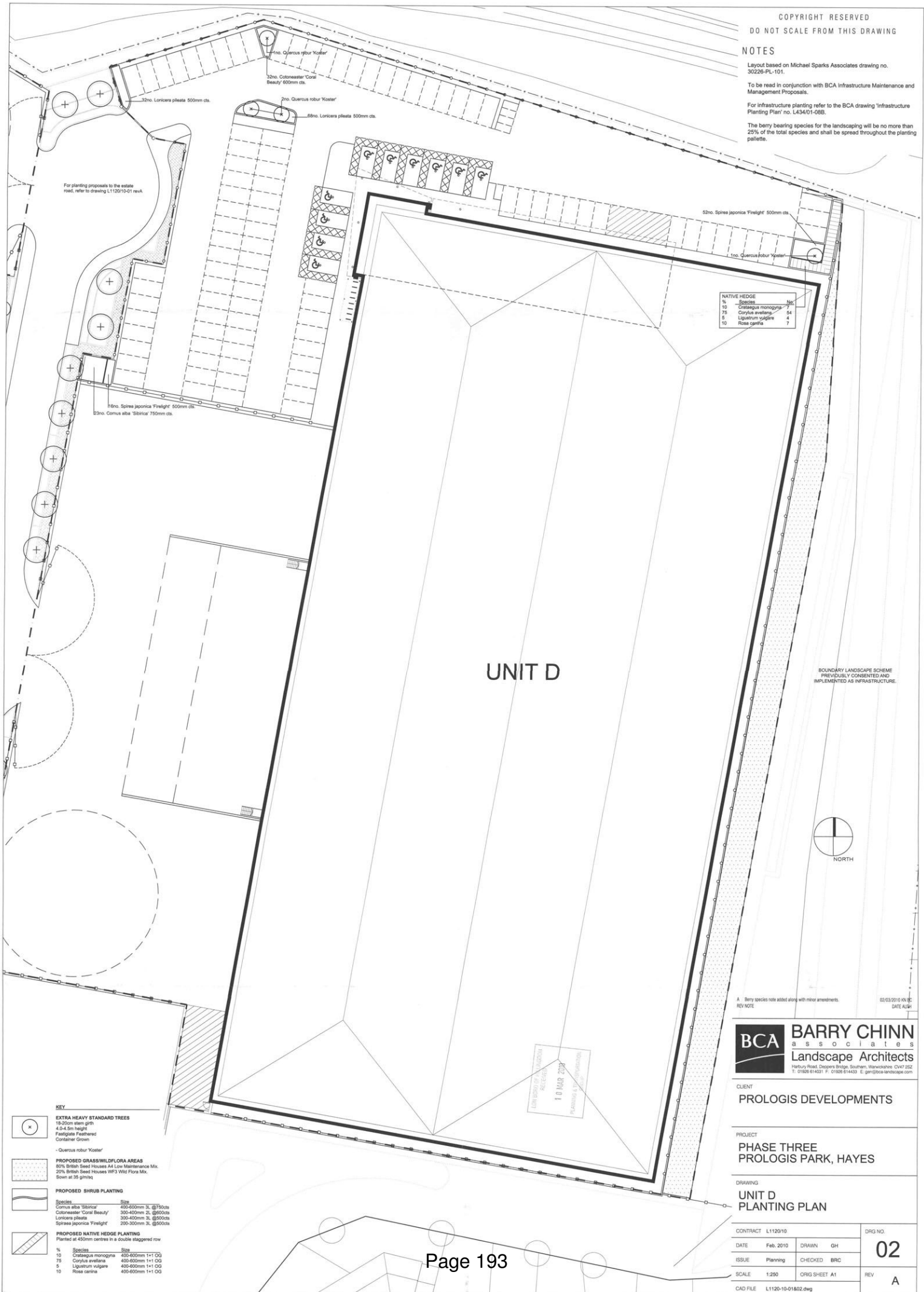
**PROPOSED SHRUB PLANTING**

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**DO NOT SCALE FROM THIS DRAWING**

**NOTES**  
 Layed based on Michael Sparks Associates drawing no. 30228-PL-101.  
 To be used in conjunction with BCA Infrastructure Maintenance and Management Proposals.  
 For Infrastructure planning refer to the BCA drawing Infrastructure Planning Plan no. L1120/10-001.  
 The heavy bearing species for the landscaping will be no more than 10% of the total species and shall be spread throughout the planting palette.

NOTES

Layout based on Michael Sparks Associates drawing no. 30226-PL-101.  
To be read in conjunction with BCA Infrastructure Maintenance and Management Proposals.  
For infrastructure planting refer to the BCA drawing 'Infrastructure Planting Plan' no. L434/01-08B.  
The berry bearing species for the landscaping will be no more than 25% of the total species and shall be spread throughout the planting palette.



NATIVE HEDGE		
%	Species	No.
10	Cotoneaster monogyna	7
75	Corylus avellana	54
5	Ligustrum vulgare	4
10	Rosa canina	7

BOUNDARY LANDSCAPE SCHEME  
PREVIOUSLY CONSENTED AND  
IMPLEMENTED AS INFRASTRUCTURE.



A Berry species note added along with minor amendments. 02/03/2010 KJ/BC  
REV NOTE DATE A/JH

**BCA BARRY CHINN**  
associates  
Landscape Architects  
Harbury Road, Deepers Bridge, Southern, Warwickshire CV47 2SZ  
T: 01828 614031 F: 01828 614432 E: greg@bcacollaborative.com

CLIENT  
**PROLOGIS DEVELOPMENTS**

PROJECT  
**PHASE THREE  
PROLOGIS PARK, HAYES**

DRAWING  
**UNIT D  
PLANTING PLAN**

CONTRACT	L1120/10	DRG NO.	<b>02</b>
DATE	Feb. 2010	DRAWN	
ISSUE	Planning	CHECKED	BRC
SCALE	1:250	DRG SHEET	A1
CAD FILE	L1120-10-01&02.dwg	REV	A

- KEY**
- EXTRA HEAVY STANDARD TREES**  
18-20cm stem girth  
4.0-4.5m height  
Fastigate Feathered  
Container Grown  
- Quercus robur 'Koster'
  - PROPOSED GRASS/WILDFLOWER AREAS**  
80% British Seed Houses All Low Maintenance Mix.  
20% British Seed Houses WF3 Wild Flora Mix.  
Sown at 30 g/m<sup>2</sup>.
  - PROPOSED SHRUB PLANTING**  
Species Size  
Cornus alba 'Sibirica' 400-600mm 3L @750cts  
Cotoneaster 'Coral Beauty' 300-400mm 2L @600cts  
Lonicera pileata 300-400mm 3L @550cts  
Spirea japonica 'Firelight' 200-300mm 3L @550cts
  - PROPOSED NATIVE HEDGE PLANTING**  
Planted at 450mm centres in a double staggered row  
% Species Size  
10 Cotoneaster monogyna 400-600mm 1+1 DG  
75 Corylus avellana 400-600mm 1+1 DG  
5 Ligustrum vulgare 400-600mm 1+1 DG  
10 Rosa canina 400-600mm 1+1 DG

LVA BARRY CHINN  
RESIGNED  
10 MAR 2010  
PLANNING & TREE PLANTING

**DRAINAGE NOTES**

1. THE DRAINAGE PLAN SHALL BE SUBMITTED WITH ALL NECESSARY NOTES, SPECIFICATIONS, MATERIALS, AND FINISHES TO THE ARCHITECT FOR REVIEW AND APPROVAL.
2. ALL DRAINAGE SYSTEMS SHALL BE DESIGNED TO ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE ILLINOIS BUILDING CODE.
3. ALL DRAINAGE SYSTEMS SHALL BE DESIGNED TO ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL PLUMBING CODE (IPC) AND THE ILLINOIS PLUMBING CODE.
4. ALL DRAINAGE SYSTEMS SHALL BE DESIGNED TO ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL CODE (IMC) AND THE ILLINOIS MECHANICAL CODE.
5. ALL DRAINAGE SYSTEMS SHALL BE DESIGNED TO ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL FIRE AND SAFETY CODE (IFSC) AND THE ILLINOIS FIRE AND SAFETY CODE.
6. ALL DRAINAGE SYSTEMS SHALL BE DESIGNED TO ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL ELECTRICAL CODE (IEC) AND THE ILLINOIS ELECTRICAL CODE.
7. ALL DRAINAGE SYSTEMS SHALL BE DESIGNED TO ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL PLUMBING CODE (IMC/IPC) AND THE ILLINOIS MECHANICAL AND ELECTRICAL PLUMBING CODE.
8. ALL DRAINAGE SYSTEMS SHALL BE DESIGNED TO ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL PLUMBING CODE (IMC/IPC) AND THE ILLINOIS MECHANICAL AND ELECTRICAL PLUMBING CODE.
9. ALL DRAINAGE SYSTEMS SHALL BE DESIGNED TO ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL PLUMBING CODE (IMC/IPC) AND THE ILLINOIS MECHANICAL AND ELECTRICAL PLUMBING CODE.
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20. ALL DRAINAGE SYSTEMS SHALL BE DESIGNED TO ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL PLUMBING CODE (IMC/IPC) AND THE ILLINOIS MECHANICAL AND ELECTRICAL PLUMBING CODE.

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- 100. 1/2" DIA. PVC DRAIN PIPE

**ProLogis**  
The Global Infrastructure Solution

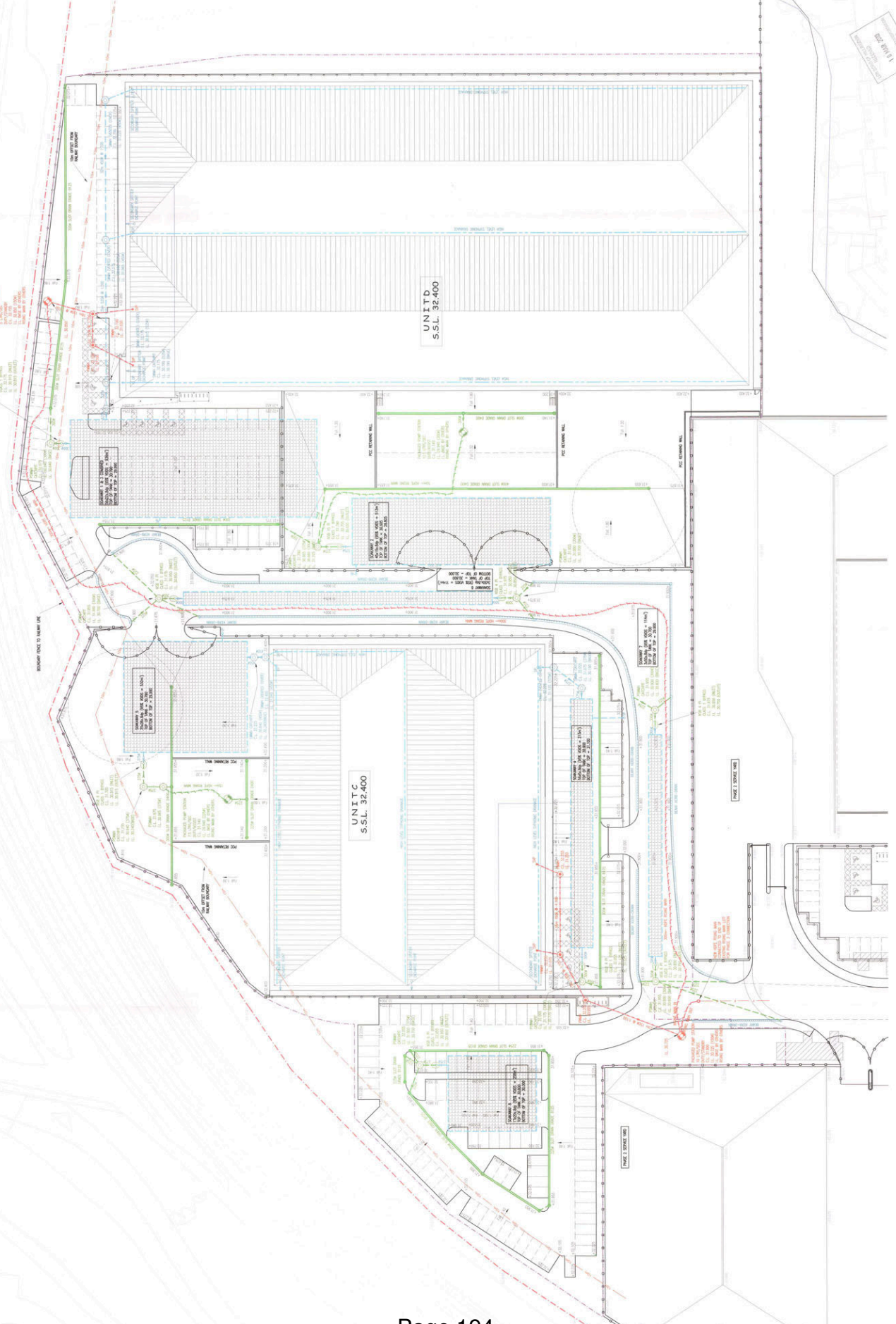
**T.R. COLLIER & ASSOCIATES**  
REGISTERED PROFESSIONAL ENGINEER  
1000 N. WASHINGTON ST., SUITE 1000  
CHICAGO, ILLINOIS 60610  
TEL: 312.467.1000  
WWW.TRCOLLIER.COM

PHASE 3 (UNITS C & D)  
PROLOGIS PARK, HAYES  
DRAINAGE LAYOUT

PROJECT: MICHAEL SPARKS

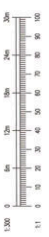
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2607-50



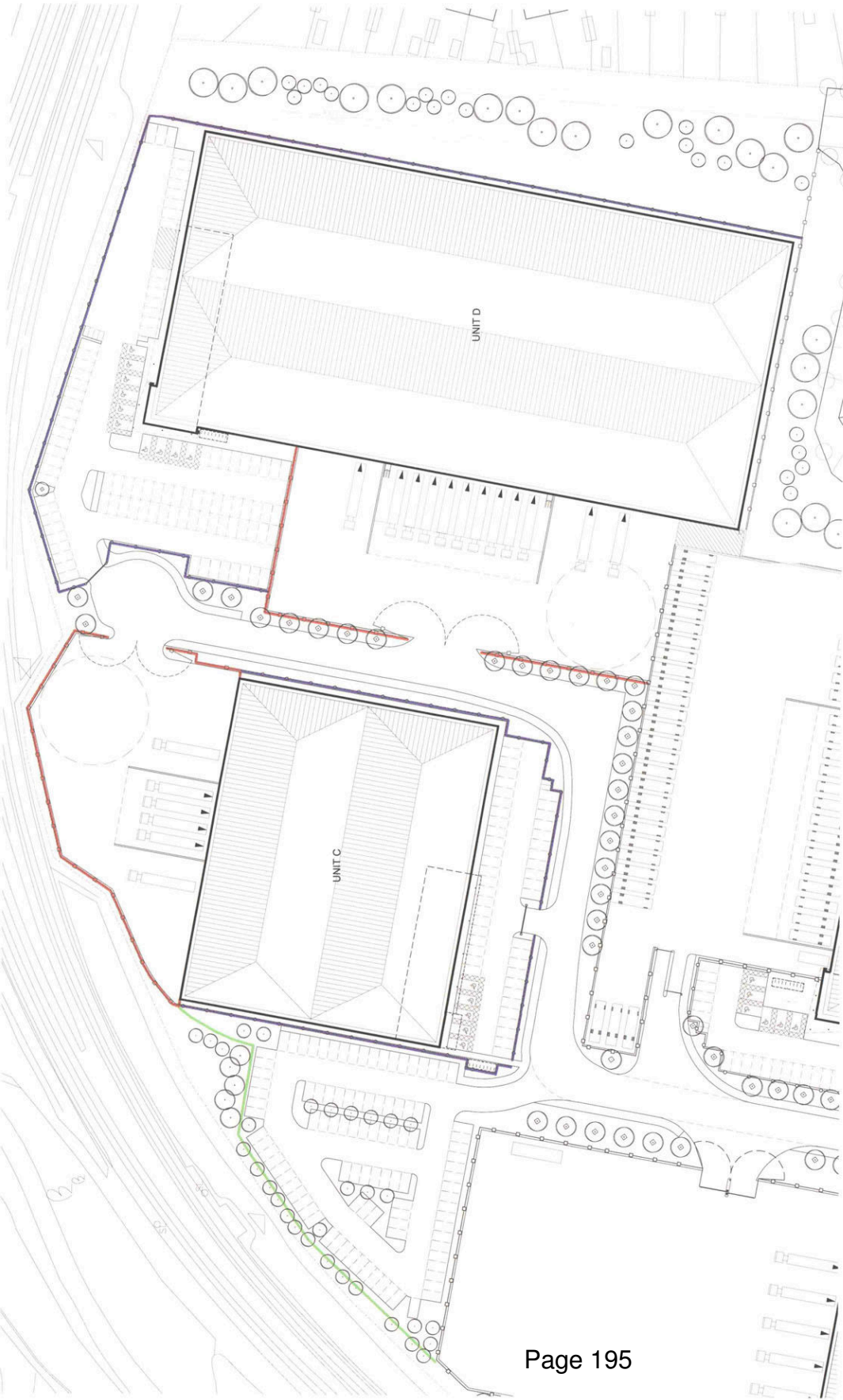
**DRAINAGE LAYOUT**

Scale: 1/8" = 1'-0"



**NOTES:**

SUBJECT TO STATUTORY CONSENTS  
 BASED ON INFORMATION SUPPLIED BY THE CLIENT,  
 THE CONSULTANT HAS CONDUCTED VISUAL  
 CONTROLLED AS PART OF THIS DRAWING AS SHOWN  
 CONSENTS ARE NOT GUARANTEED  
 INFORMATION BASED ON LAND REGISTRY TITLE NUMBER  
 MK121938  
 ADAPTED HIGHWAY BOUNDARY BASED ON INFORMATION  
 RECEIVED FROM LOCAL BODIES OF ALLIANCE



01 SITE LAYOUT  
 1:500

- 2.4M GALVANISED PALISADE FENCING
- 1.8M CHAIN LINK FENCING
- EXISTING TIMBER POST AND RAIL FENCE



Chain link fencing to match existing as located within the business park.



Galvanised palisade fencing to match existing as located within the business park.

REV	DATE	COMMENT	DRAWN	CHECKED

**MICHAEL SPARKS ASSOCIATES**  
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 11 PLAZA PLACE  
 LONDON SW14 7JU  
 TELEPHONE: 020 7798 8182  
 FAX: 020 7798 8000  
 INFO@MSA.CO.UK

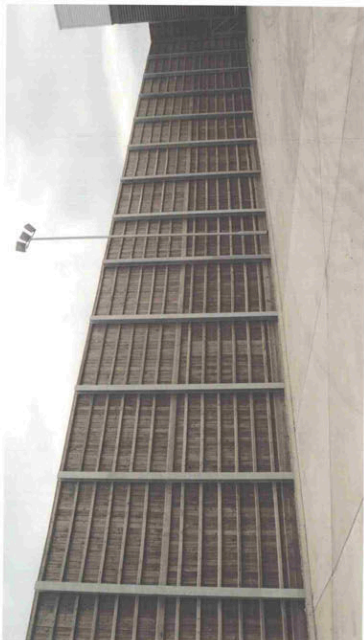
PROLOGIS PARK, HAYES  
 BOUNDARY FENCING

CLIENT: PROLOGIS DEVELOPMENTS LTD.

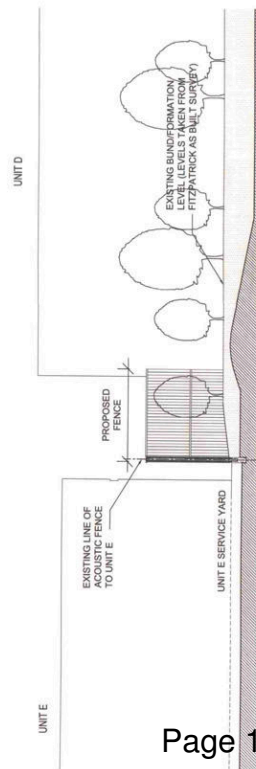
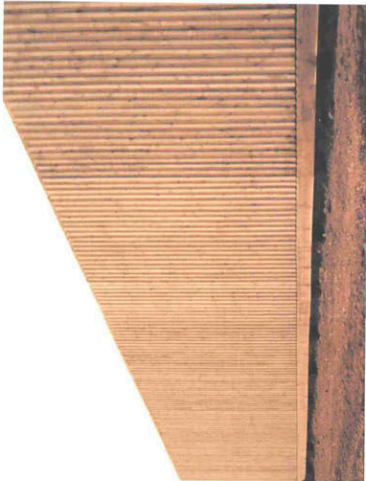
DATE: MARCH 2010    SCALE: 1:500 @ A1    DRAWN:   

ISSUE: PLANNING    CHECKED: PW

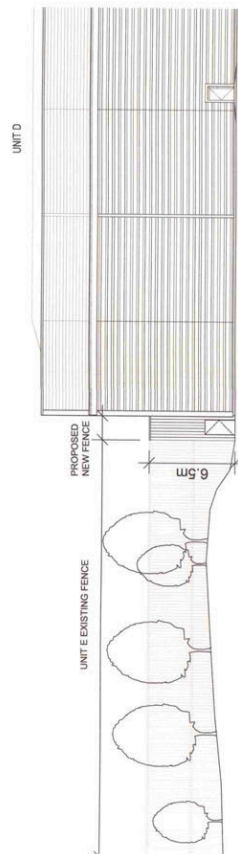
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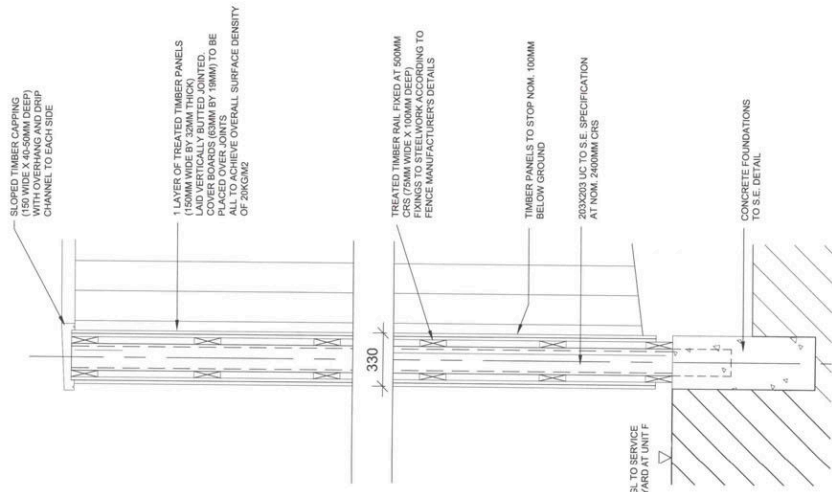
PHOTOGRAPHS OF THE EXISTING TIMBER ACOUSTIC FENCE TO UNIT E



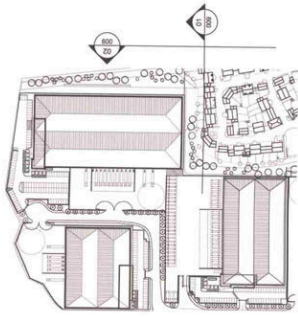
01  
108  
TIMBER ACOUSTIC FENCE ELEVATION  
1:200



02  
108  
ELEVATIONAL VIEW FROM RESIDENTIAL DEVELOPMENT  
1:200



03  
108  
DETAIL SECTION THROUGH WALL  
1:20



05  
04  
KEY SECTION  
NTS

**NOTE**  
Acoustic wall and pass doors to achieve min. 20kg/m<sup>2</sup> surface density  
All pipes and junctions to be sealed  
Timber is treated with Treated E, which provides 30 years protection against decay or insect attack  
Levels are indicative only. For exact levels refer to existing formations on site.

NO	DATE	COMMENT	BY	CHECK
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

**Prologis**  
The Global Distribution Solutions

**MICHAEL SPARKS ASSOCIATES**  
CHARTERED ARCHITECTS

11, PAVO PLACE  
LONDON, SW8 4PL  
TELEPHONE: 020 7786 6162  
FAX: 020 7786 6163  
info@msa-architects.co.uk

DATE: 1.0 MAR 2010  
PROJECT: PROLOGIS PARK, HAYES

---

**PROLOGIS PARK, HAYES**  
**ACOUSTIC FENCE DETAILS**

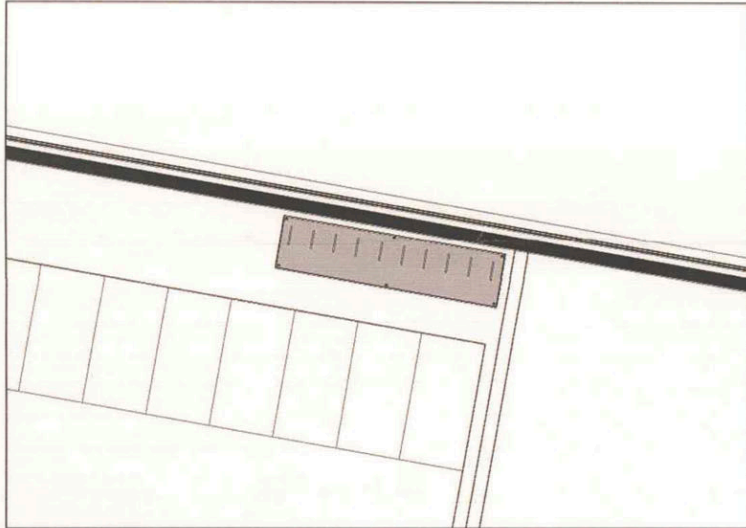
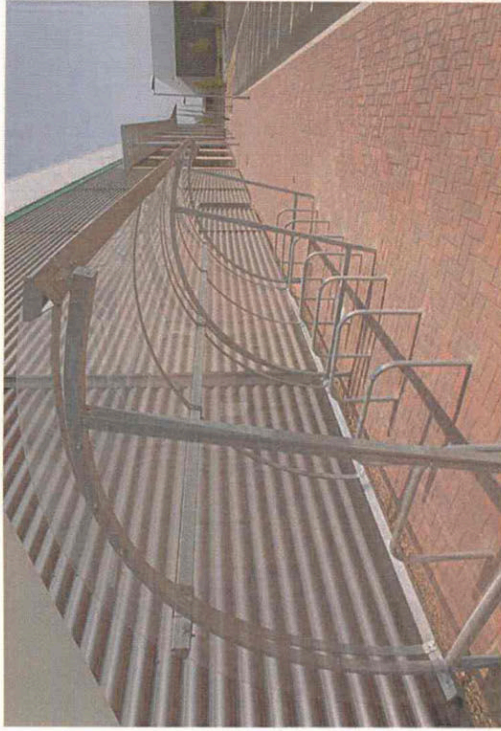
CLIENT: PROLOGIS DEVELOPMENTS LTD.  
SCALE: 1:200 @ A1  
DATE: MARCH 2010  
STATUS: FOR PLANNING  
DRAWING NUMBER: 302226-PL-108



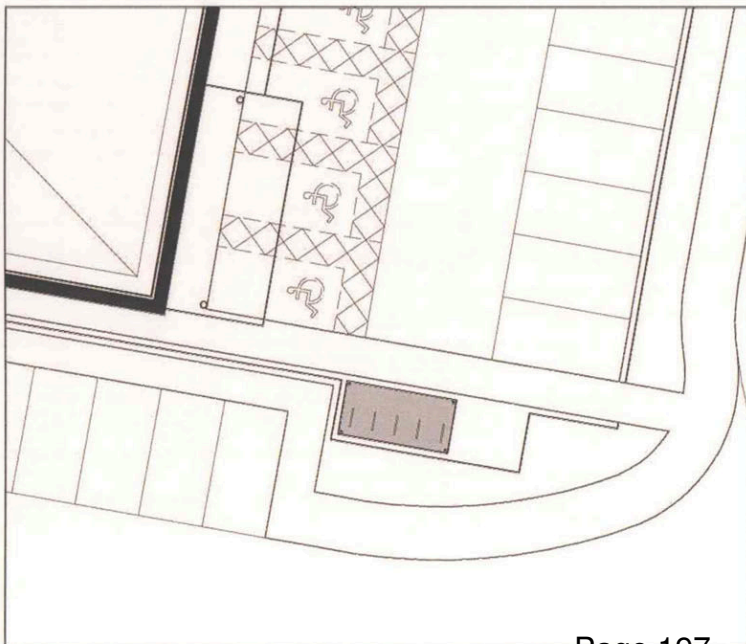
**NOTES:**

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 SUBJECT TO SURVEY  
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 DO NOT USE ELECTRONIC VERSIONS OF THIS DRAWING TO DETERMINE  
 DIMENSIONS UNLESS SPECIFICALLY AUTHORISED BY MICHAEL SPARKS  
 ASSOCIATES  
 IF USING AN ELECTRONIC VERSION OF THIS DRAWING FIGURED DIMENSIONS TAKE  
 PRECEDENCE AND NOTIFY MICHAEL SPARKS ASSOCIATES OF ANY  
 DISCREPANCIES

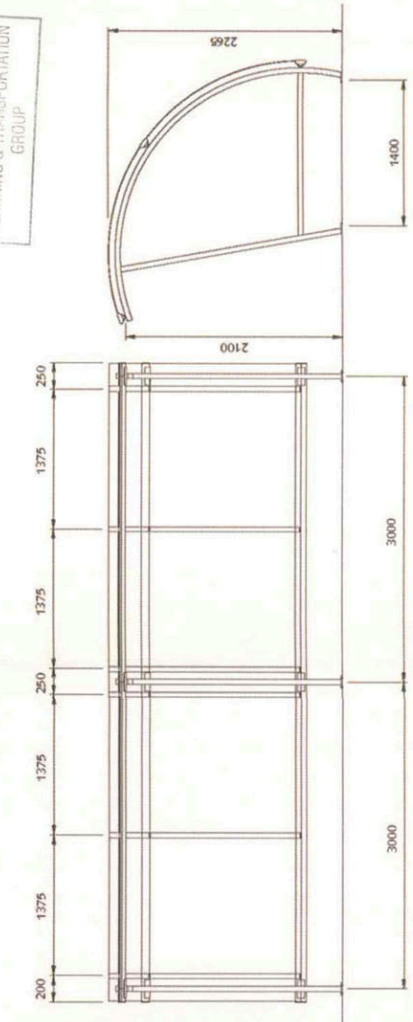


02 UNIT D CYCLE PARKING  
 1:200



01 UNIT C CYCLE PARKING  
 1:200

LOW BORO OF HILLINGDON  
 RECEIVED  
 10 MAR 2010  
 PLANNING & TRANSPORTATION  
 GROUP



REV	DATE	NOTE	APP'D	CHECK

**ProLogis**  
The Global Distribution Solution

**MICHAEL SPARKS ASSOCIATES**  
ENGINEERS ARCHITECTS

11 PAUL PLACE  
LEAMINGTON SPA CV34 4JY  
TEL: 01923 650 756 8142  
FAX: 01923 7758 3086  
WWW.MICHAELSPARKS.CO.UK

---

**TITLE**  
PROLOGIS PARK, HAYES  
CYCLE PARKING DETAILS

**CLIENT**  
PROLOGIS DEVELOPMENTS LTD.

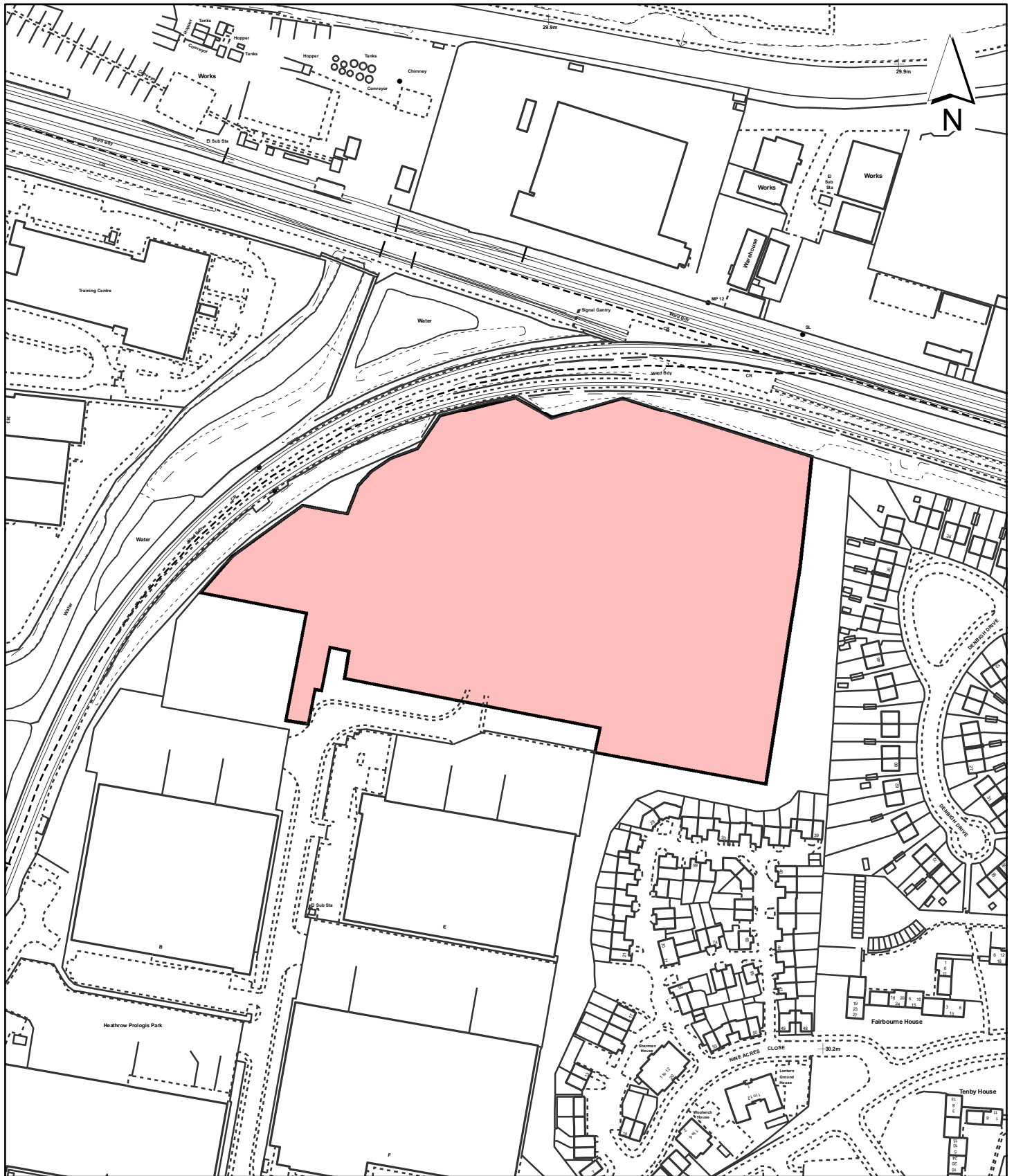
**DATE**  
MARCH 2010

**SCALE**  
1:200 @ A3


**STATUS**  
FOR PLANNING

**DESIGNER**  
PW

**DRAWING NUMBER**  
30228 / PL / 110



**Notes**

 Site boundary

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Site Address

**Former MOD Document Record Office  
Bourne Avenue, Hayes**

**LONDON BOROUGH  
OF HILLINGDON  
Planning &  
Community Services**

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

Planning Application Ref:

**18399/APP/2010/545**

Scale

**1:2,500**

Planning Committee

**Central and South**

Date

**May 2010**



**HILLINGDON**  
LONDON

## **Report of the Head of Planning & Enforcement**

**Address:** SOUTHALL GAS WORKS HAYES BY PASS, HAYES

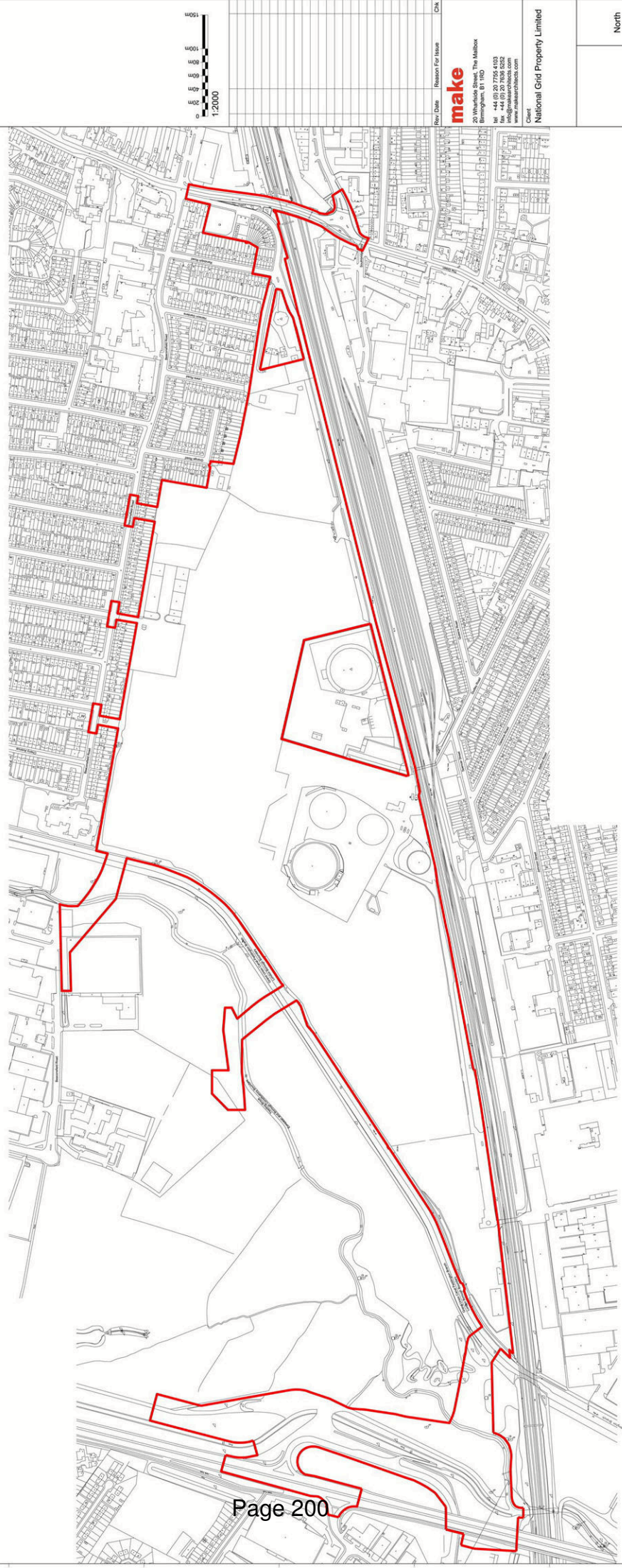
**Development:** Demolition of 16-32 The Crescent (all properties); 1-11 (odd) Randolph Road; remediation of the land and redevelopment of the site to deliver a mixed use development for up to: 320,000sqm of residential, up to 14,200sqm for non-food retail, up to 5,850sqm of food retail, up to 1,750sqm of Class A2-A5 uses, up to 9,650sqm of hotel, up to 3,000sqm of conference and banqueting, up to 4,700sqm of leisure forming a cinema, up to 2,550sqm of health care facilities, up to 3,450sqm of education facilities, up to 3,500sqm of office/studio units, up to 390sqm of sports pavilion, an energy centre and associated car, coach and cycle parking, landscaping, public realm, open space and children's play space; and full details submitted (layout, scale, appearance and landscaping) for the following accesses: Pump Lane Link Road New access road from the Hayes bypass to the Application Site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Eastern Access New access road from Southall centre to the site, including land currently occupied by properties on The Crescent. Minet Country Park Footbridge Central pedestrian and cycle access to the Minet Country Park, bridging over the Canal and Yeading Brook. Springfield Road Footbridge Northern pedestrian and cycle access to Minet County Park and Springfield Road. Widening of South Road across the railway line - Widening of south road over the railway line for the creation of a bus lane. Accesses onto Beaconsfield Road (Outline Application with full details of accesses).

**LBH Ref Nos:** 54814/APP/2009/430

**Date Plans Received:** 09/10/2008      **Date(s) of Amendment(s):** 26/10/2009,  
20/11/2009,

- General Notes
1. Levels are in millimetres unless stated otherwise.
  2. Levels are in metres AOD unless stated otherwise.
  3. Dimensions given: Do not scale off drawing.
  4. All dimensions to be verified on site before proceeding.
  5. All drawings are to be checked in writing to make architects.
- © make ltd. 2008

Key: — Composite Development Area boundary



Rev	Date	Reason For Issue	CHK
<p><b>make</b>          20 Workside Street, The Mailbox          Birmingham, B1 1RD          Tel: +44 (0) 20 7756 4103          Fax: +44 (0) 20 7756 5052          www.makearchitects.com</p>			
Client: National Grid Property Limited			
Project: West Southall Masterplan			
Drawing Title: Composite Development Area			
Figure 3.4a			
Scale	Paper Size	Date	
1:2000	A0	25.08.08	
Project No.	Draw No.	Rev No.	
0317	P1000	00	



Reproduced from Make, 2008

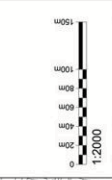


Project: West Southhall	
Title: Typologies	
Date: 02.09.08	Scale: NTS
Job No: JLD0211	Drawn: MB
Rev: CC	Checked: CC

- General Notes: All dimensions are in millimetres unless stated otherwise.
- Levels are in metres AOD unless stated otherwise.
  - Dimensions govern. Do not scale off drawing.
  - All dimensions to be verified on site before proceeding.
  - Approved as indicated in writing to make contracts.
- © make ltd. 2008

- Key:**
- Complete development
  - Plot boundary
  - Typology 1 - Apartment buildings
  - Typology 2 - Mixed use buildings
  - Typology 3 - Office buildings
  - Typology 4 - Commercial buildings
  - Typology 5.1 - Hotel, Banquet hall and residential
  - Typology 5.2 - School and health centre
  - Typology 5.3 - Tall residential building
  - Typology 5.4 - Cinema
  - Typology 5.5 - Multistorey carpark
  - Energy centre/public information facility
  - Typology 5.7 - Retail
  - Typology 5.8 - Sports pavilion

Yeading Football Club ground layout is shown in proposed location



Rev. Date: 00  
For Revision: 00  
Reason For Issue: CHK

**make**  
20 Workside Street, The Mailbox  
Birmingham, B1 1SD  
Tel: +44 (0) 20 7756 4103  
Fax: +44 (0) 20 7938 5052  
www.makearchitect.com

Client: National Grid Property Limited

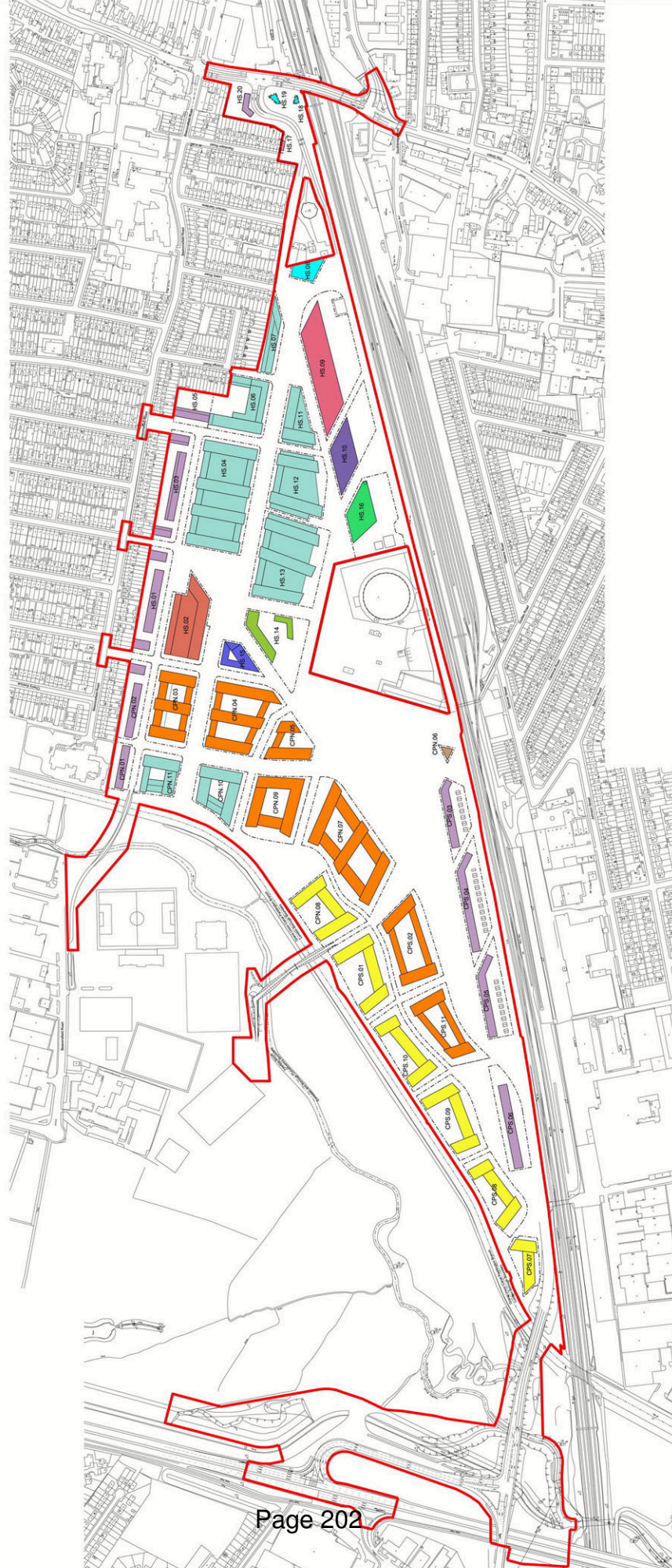
Project: West Southall Masterplan

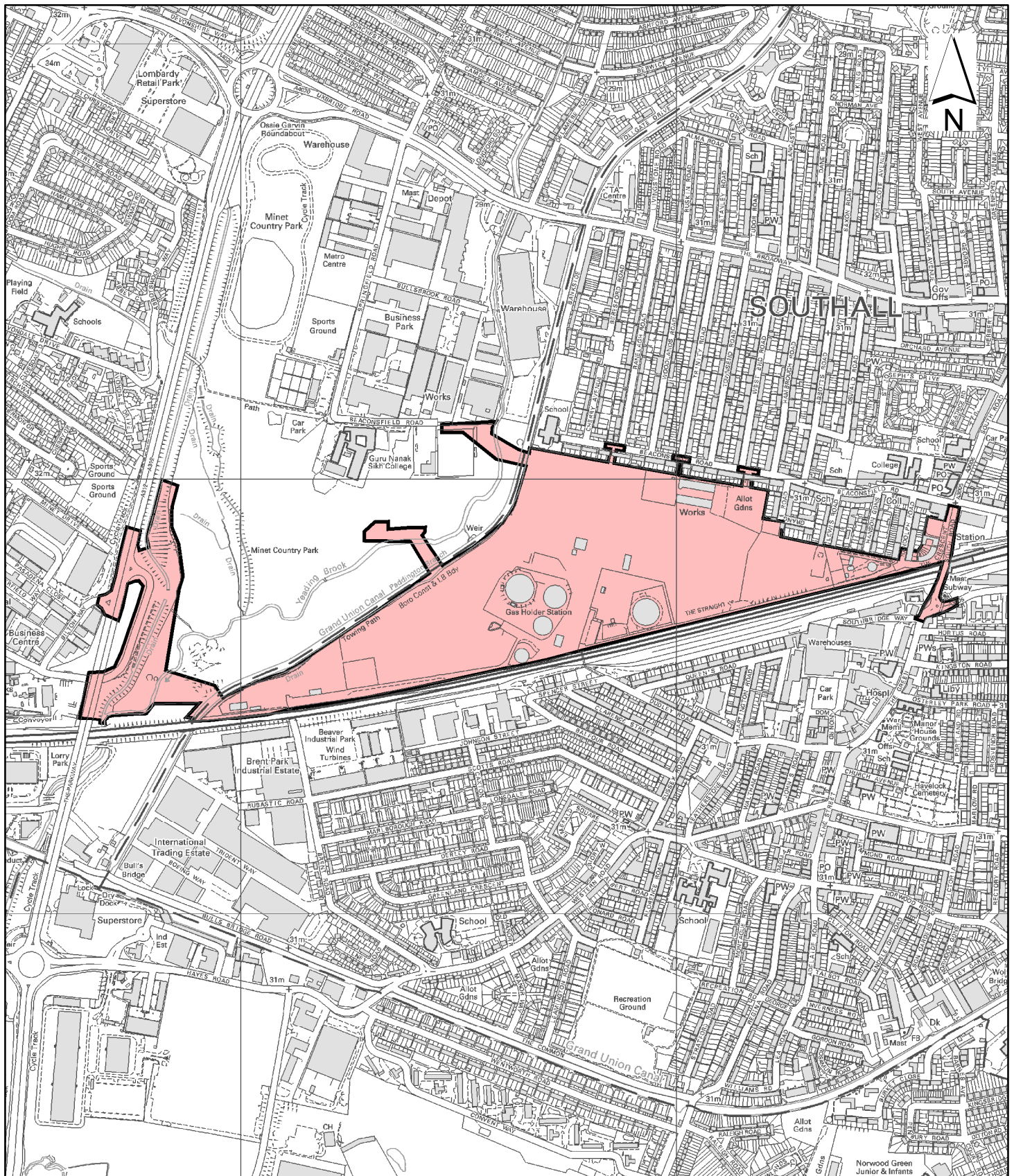
Drawing Title: Building Typology plan

Figure 3.4d

Scale: 1:2000  
Paper Size: A0  
Date: 29.06.08

Project No.: 0317  
Draw No.: P1004  
Rev No.: 00





**Notes**

 Site boundary

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Site Address

**Southall Gas Works  
Hayes By Pass  
Hayes**

Planning Application Ref:

**54814/APP/2009/430**

Planning Committee

**Central and South**

Scale

**1:12,000**

Date

**December 2009**

**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** HAYES GATE HOUSE, 27 UXBRIDGE ROAD HAYES

**Development:** Change of use of ground floor from Class B1 (offices/light industry) to wholesale cash and carry with ancillary restaurant/canteen.

**LBH Ref Nos:** 2385/APP/2009/2613

**Date Plans Received:** 03/12/2009

**Date(s) of Amendment(s):**

**Date Application Valid:** 17/03/2010



UXBRIDGE ROAD

SPRINGFIELD ROAD

footpath

delivery entrance

enclosed cycle racking

deliveries

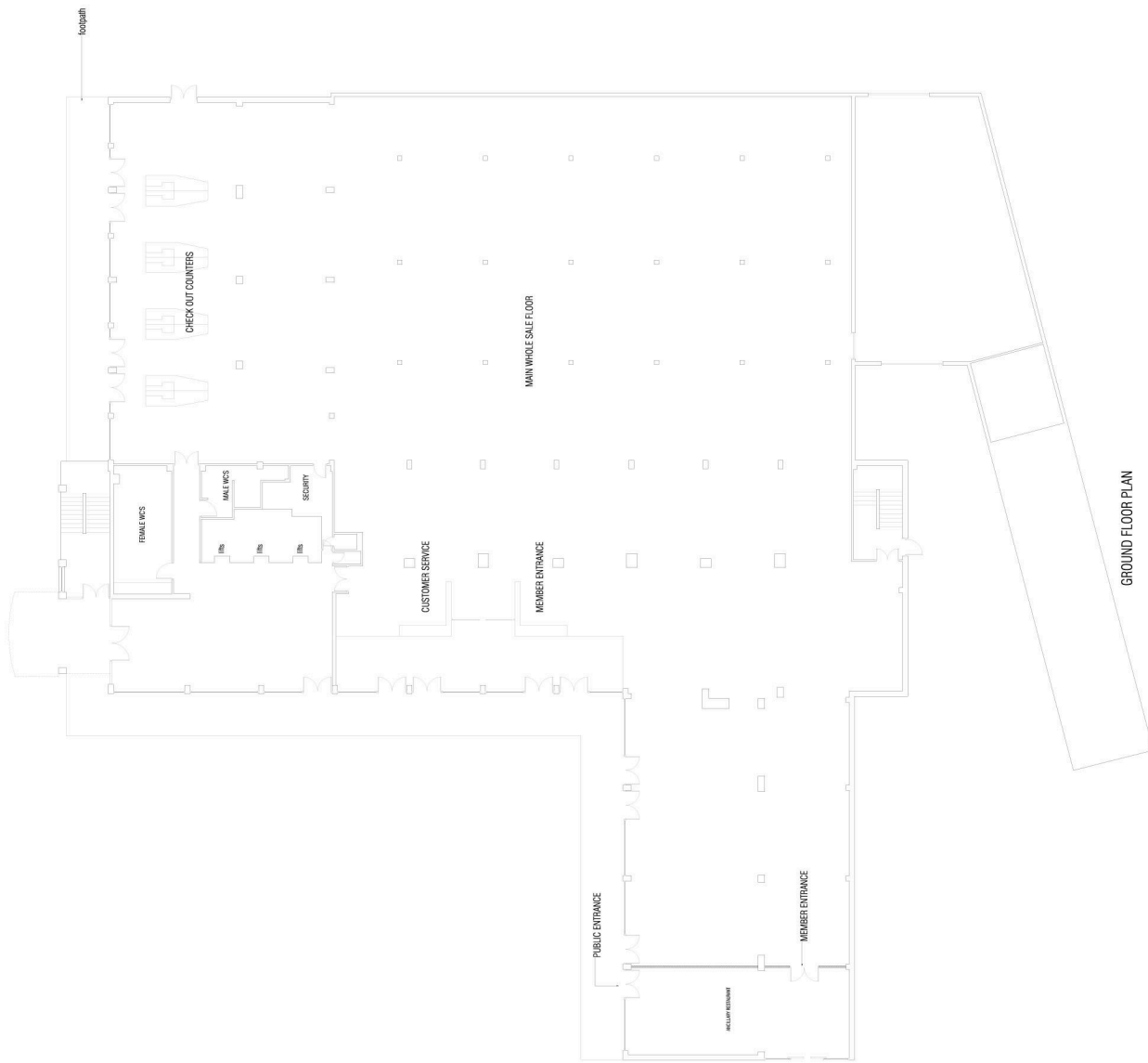
27

17

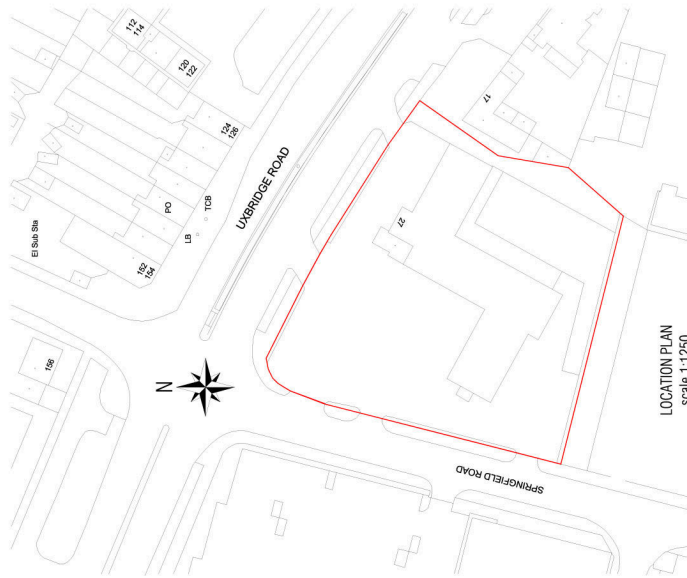
Client: HAYES GATE HOUSE LTD  
Detail: BLOCK PLAN

Job Title: CHANGE OF USE OF GROUND FLOOR TO PROVIDE WHOLESALE RESTAURANT/CAFFETTERIA  
Drawing: SUNRISE PLAZA FLOOR TO PROVIDE WHOLESALE RESTAURANT/CAFFETTERIA  
Address: 27 UXBRIDGE ROAD UXTON MIDDLESEX  
Date: DECEMBER 2009  
Dwg No: 02A  
Scale: 1:500





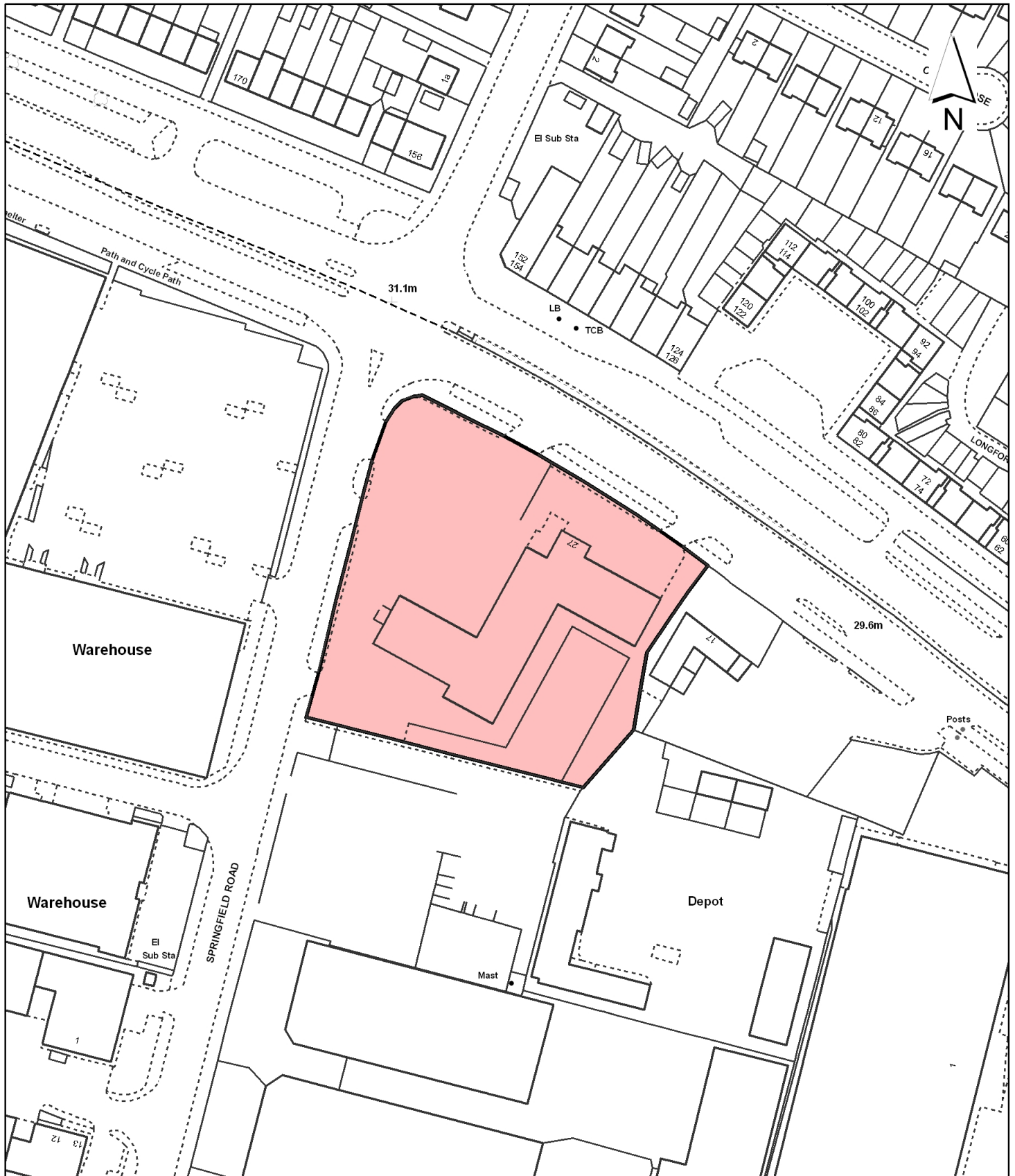
GROUND FLOOR PLAN




LOCATION PLAN  
scale 1:1250

Client	HAYES GATE HOUSE LTD	Drawn	SURVEY AS EXISTING
Site Name	SUNRISE PLAZA 27 LYXBRIDGE ROAD HAYES MIDDLESEX	Project	CHANGE OF USE OF GROUND FLOOR TO PROVIDE WHOLESALE CASH & CARRY WITH ANCILLARY RESTAURANT/CANTEEN
Date	DECEMBER 2009	Drawn No	01A
		Scale	1:200





**Notes**

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Site Address	
<b>Hayes Gate House 27 Uxbridge Road Hayes</b>	
Planning Application Ref:	Scale
<b>2385/APP/2009/2613</b>	<b>1:1,250</b>
Planning Committee	Date
<b>Central and South</b>	<b>May 2010</b>

**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**

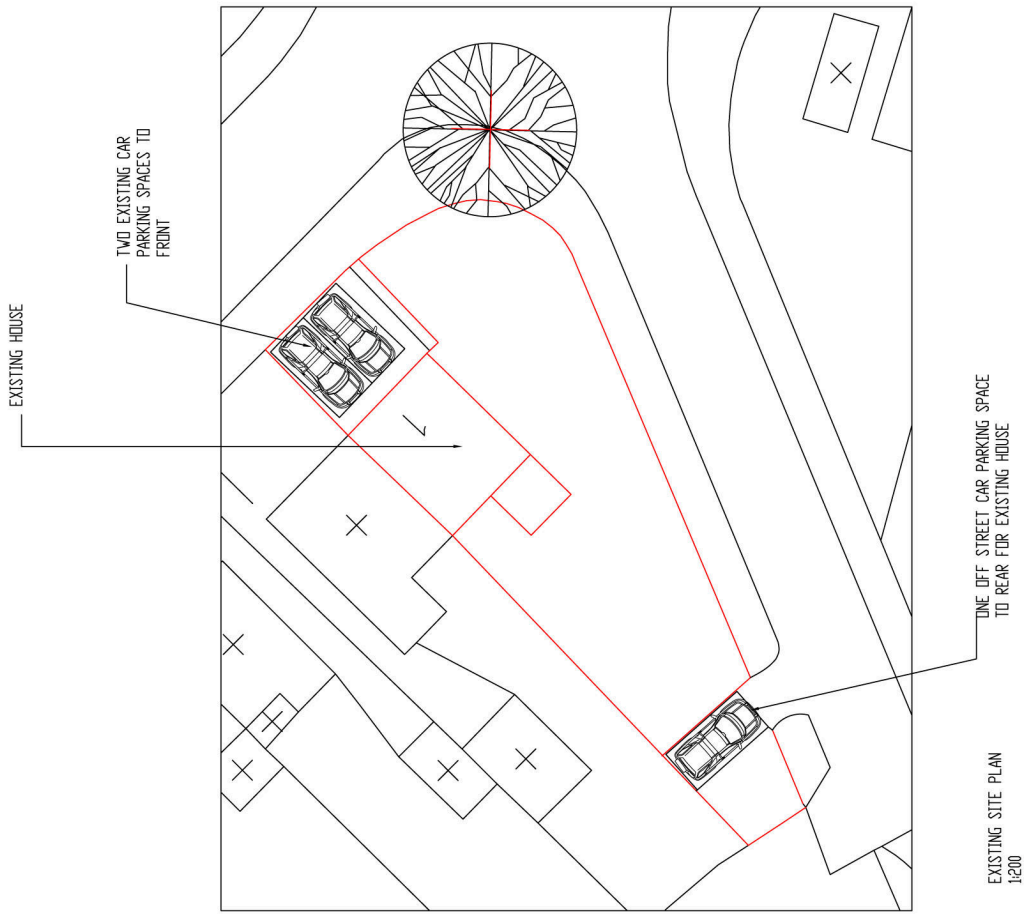
**Address** LAND FORMING PART OF 1 WELWYN WAY HAYES

**Development:** Two storey one-bedroom end-of-terrace dwelling with associated parking and amenity space.

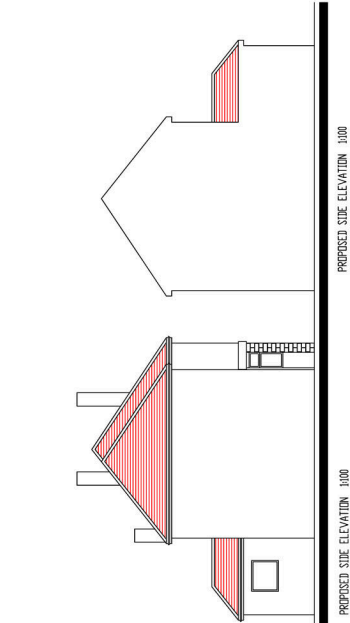
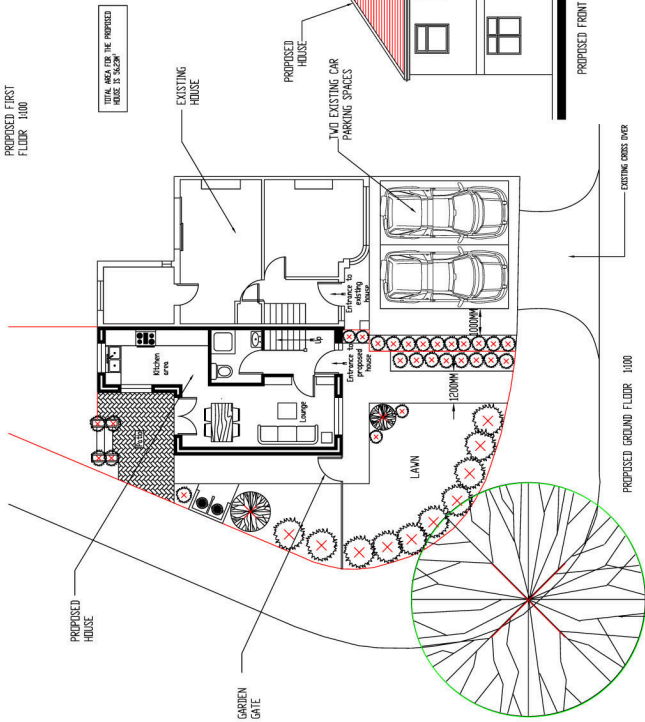
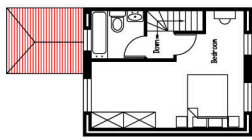
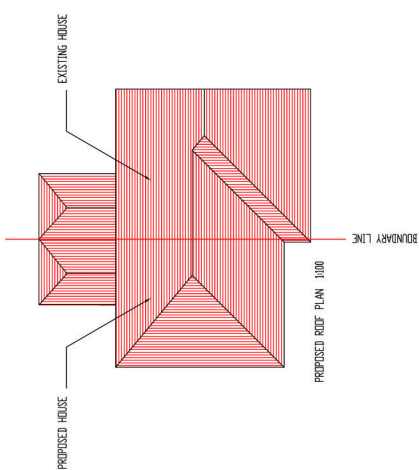
**LBH Ref Nos:** 65550/APP/2010/350

**Date Plans Received:** 17/02/2010      **Date(s) of Amendment(s):** 04/03/2010

**Date Application Valid:** 11/03/2010



<p>NOTE: All measurements to be checked on site and not scaled from this drawing. Any discrepancies to be reported to The White House Design Ltd. Party wall (etc) act 1997 to be agreed with adjoining neighbours prior to commencing. All works to the satisfaction of local authority inspector. No deviation from these drawing what so ever unless agreed in writing with The White House Design Ltd.</p>	<p>DESCRIPTION NEW HOUSE</p>	<p>SITE ADDRESS 1 WELWYN WAY HAYES UB4 8DX</p>	<p>THE WHITE HOUSE DESIGN LTD STRUCTURAL ENGINEERS &amp; PLANNING CONSULTANTS 4 DENZILDE AVENUE HILLINGDON MIDDLESEX UB10 0ED TEL: 01895 272155 FAX: 01895 232621</p>	<p>REVISIONS 03/03/2010</p> <p>DATE: FEB 2010 SCALE 1:200 DRAWING NUMBER: NI/1/10C</p>
--	----------------------------------	--	---	--



PROPOSED SIDE ELEVATION 1:100

PROPOSED SIDE ELEVATION 1:100

NOTE: All measurements to be checked on site and not scaled from this drawing. Any discrepancies to be reported to The White House Design Ltd. Party will (etc) act 1997 to be agreed with adjoining neighbours prior to commencing. All works to the satisfaction of local authority inspector. No deviation from these drawings what so ever unless agreed in writing with The White House Design Ltd.

DESCRIPTION  
NEW HOUSE

THE WHITE HOUSE DESIGN LTD  
STRUCTURAL ENGINEERS & PLANNING  
CONSULTANTS  
4 DENZILLOE AVENUE  
HILLINGDON MIDDLESEX UB8 0ED  
TEL: 01895 272155  
FAX: 01895 232621

SITE ADDRESS  
1 WELWYN WAY  
HAYES  
UB4 8DX

REVISIONS:

DATE: FEB 2010


SCALE: 1:100; 1:200; 1:1250

DRAWING NUMBER: NI/1/10A





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Site Address	
<b>Land forming part of 1 Welwyn Way Hayes</b>	
Planning Application Ref:	Scale
<b>65550/APP/2010/350</b>	<b>1:1,250</b>
Planning Committee	Date
<b>Central and South</b>	<b>May 2010</b>

**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**

69 RALEIGH AVENUE HAYES

**Development:**

Erection of a single storey rear extension (involving demolition of part existing extension) (Part retrospective application.)

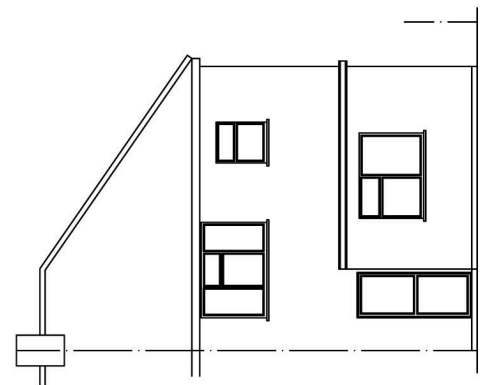
**LBH Ref Nos:**

**26561/APP/2009/2669**

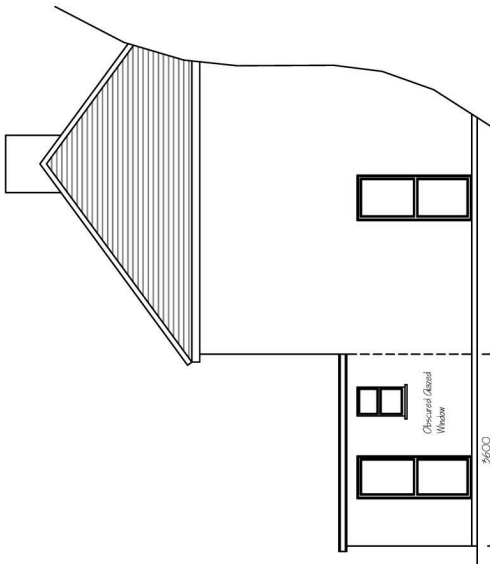
**Date Plans Received:** 11/12/2009

**Date(s) of Amendment(s):**

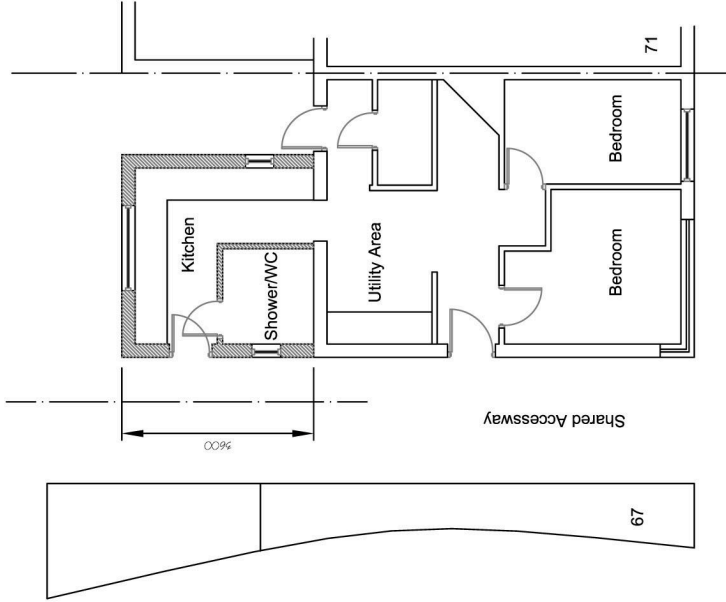
**Date Application Valid:** 11/12/2009



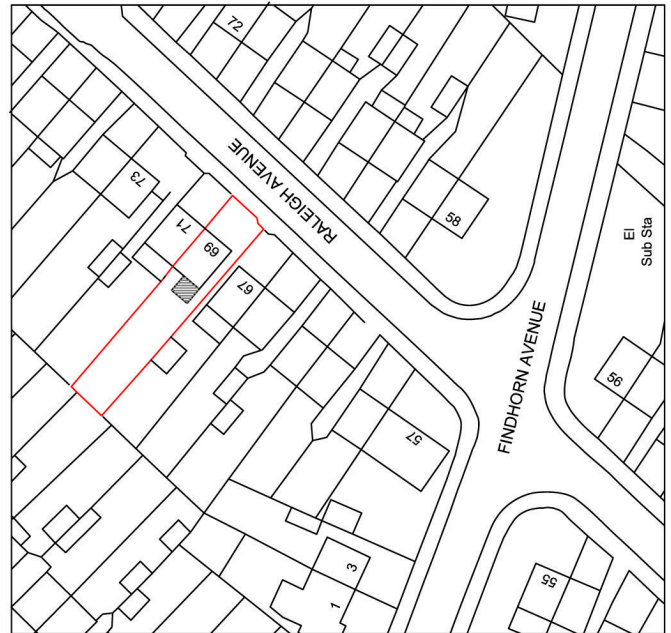
Proposed Rear Elevation



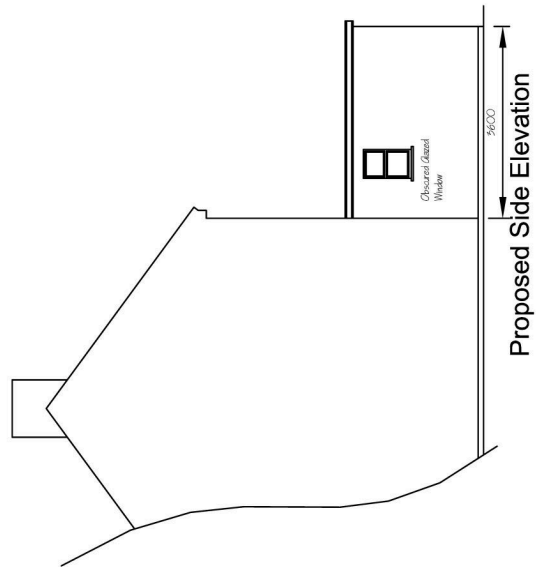
Proposed Side Elevation



Proposed Ground Floor Plan





Location Plan (1:1250)



Proposed Side Elevation

Client	MR NAZIR MOHAMMED
Job Title	69 RALEIGH AVENUE, HAVES, MIDDLESEX, UB4 0EF
Project	SINGLE STOREY REAR EXTENSION TO DWELLINGHOUSE
Scale	1:100 or A3 sheet
Date	March, 2010
Drawn By	NM/ OJP



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	<p>Planning Application Ref:</p> <p style="text-align: center;"><b>26561/APP/2009/2669</b></p>	<p>Scale</p> <p style="text-align: center;"><b>1:1,250</b></p>	
	<p>Planning Committee</p> <p style="text-align: center;"><b>Central and South</b></p>	<p>Date</p> <p style="text-align: center;"><b>May 2010</b></p>	
		 <b>HILLINGDON</b> <small>LONDON</small>	

**Report of the Head of Planning & Enforcement**

**Address** DATA CENTRE BUILDING (ANTONIN ARTAUD), BRUNEL UNIVERSITY  
KINGSTON LANE HILLINGDON

**Development:** Installation of Supply Generator and associated fuel tank.

**LBH Ref Nos:** 532/APP/2010/509

**Date Plans Received:** 08/03/2010                      **Date(s) of Amendment(s):** 08/03/2010

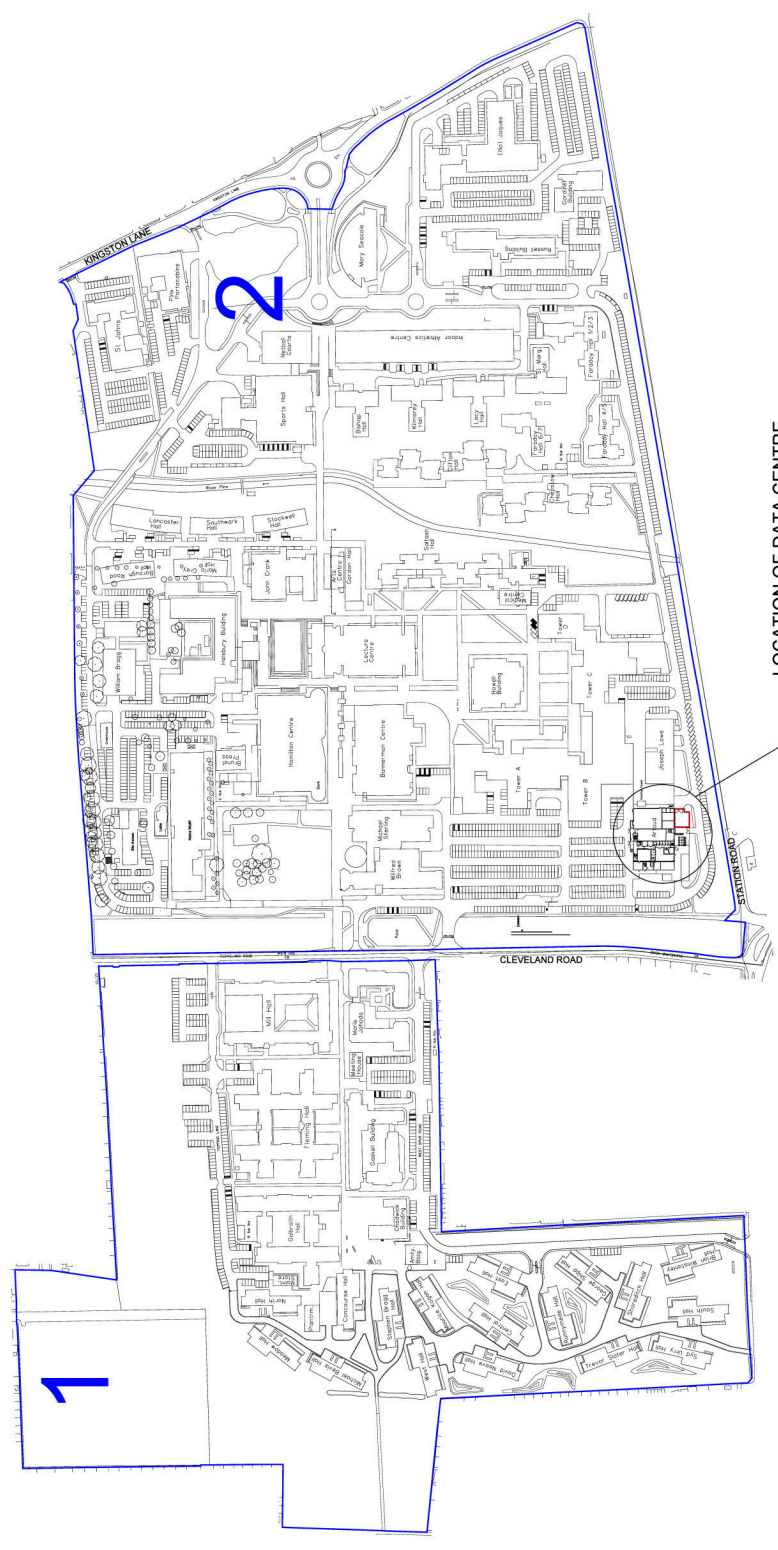
**Date Application Valid:** 19/03/2010

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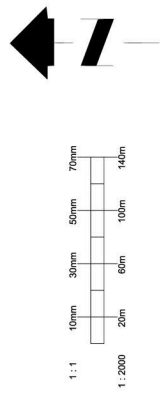
# BRUNEL UNIVERSITY PLAN

SITE 1

SITE 2



LOCATION OF DATA CENTRE BUILDING (ANTONIN ARTAUD)



**BASE DRAWINGS**  
USED IN COMPLETION OF THIS DRS:

**NOTES**  
1. WORK TO FIGURED DIMENSIONS ONLY.

## INFORMATION ONLY

AECOM LTD

BRUNEL UNIVERSITY

GENERATOR UPGRADE

PLANNING APPLICATION DRAWING

DATA CENTRE LOCATION PLAN

Eng	SMDC	CAU	SMDC
Check	SMDC	CAU	SMDC
Date	MAR 10	Scale	1:2000 @ A1

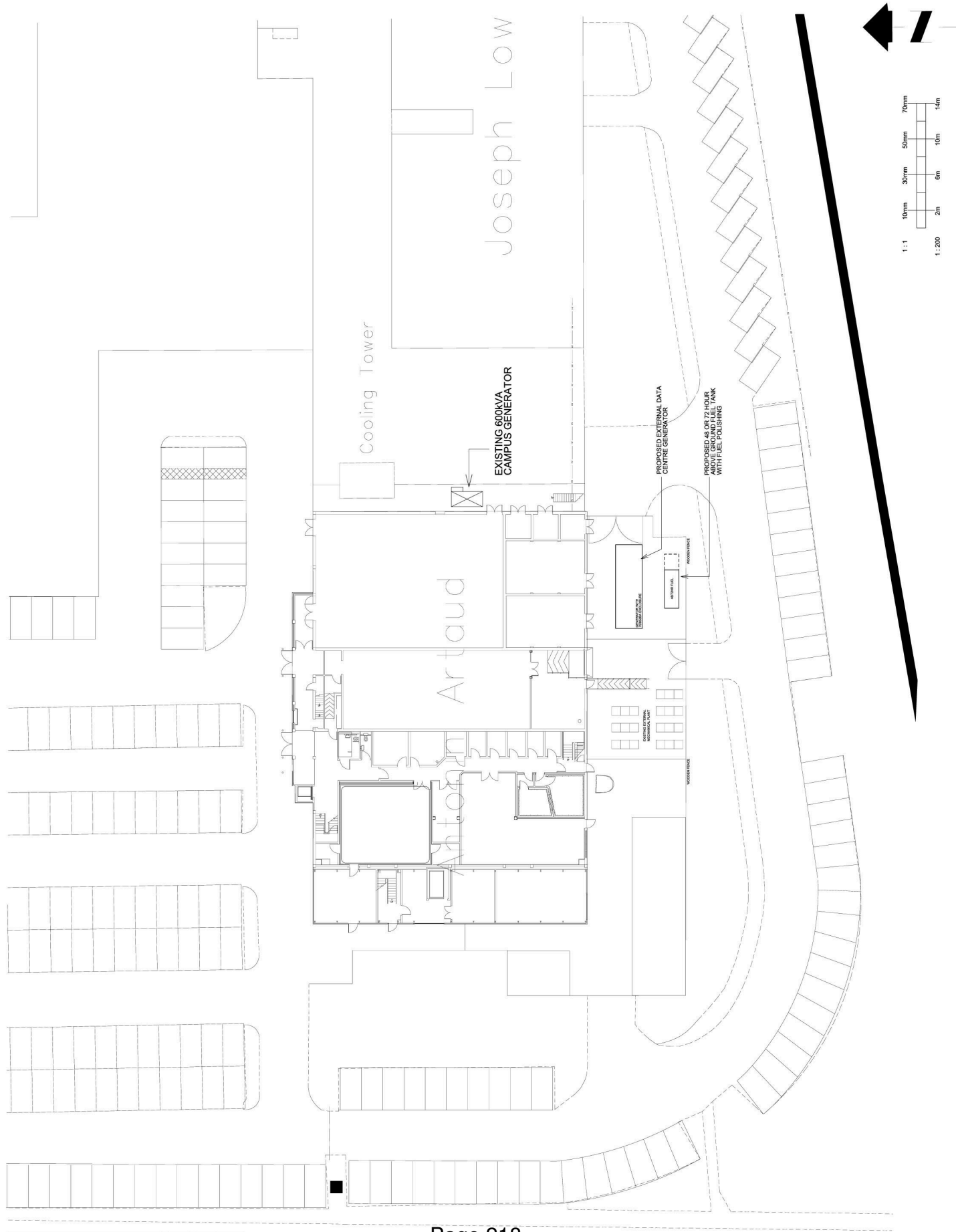


AECOM  
 6777 Victoria Street  
 St. Albans, Hertfordshire AL1 1ER  
 F: +44 (0) 1727 53 5000  
 www.aecom.com

60102068-DC-PA-E001

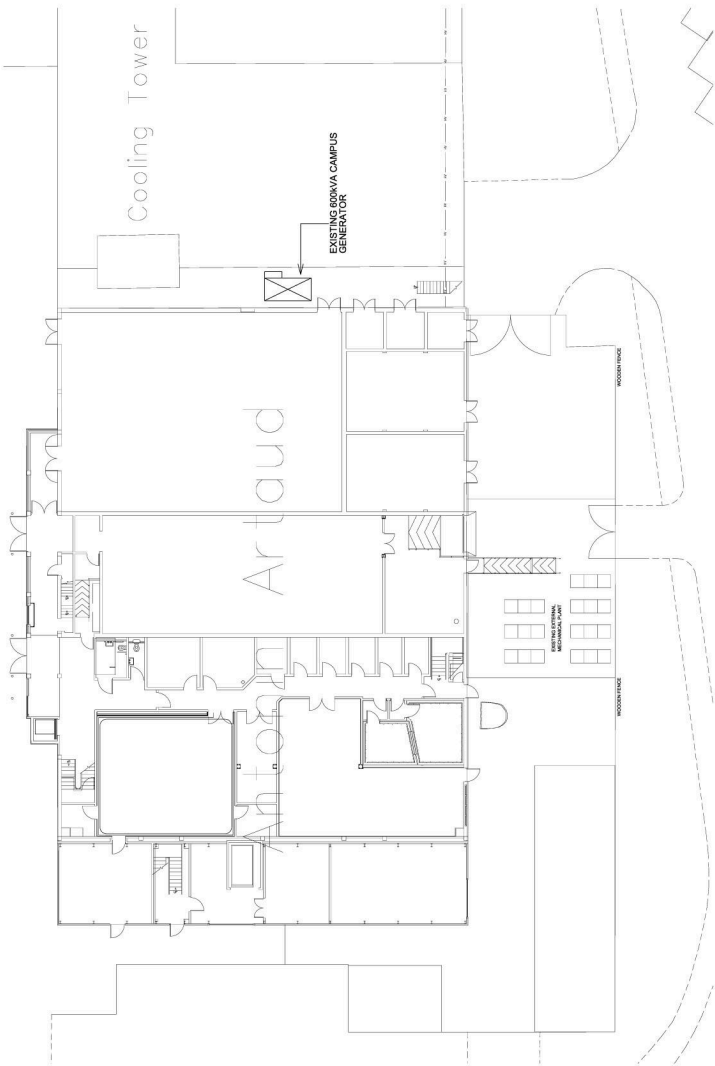
A1

<b>BASE DRAWINGS</b>	<b>NOTES</b> 1. WORK TO FIGURED DIMENSIONS ONLY.	<b>REVISIONS</b>														
<small>USED IN COMPLETION OF THIS DRAWING</small>		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Rev</th> <th>Date</th> <th>Details</th> <th>Drawn</th> <th>Checked</th> <th>Appr</th> <th>By</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>20/10</td> <td>PLANNING SUBMISSION (CWD)</td> <td>SMACD/MB</td> <td></td> <td></td> <td>MB</td> </tr> </tbody> </table>	Rev	Date	Details	Drawn	Checked	Appr	By	1	20/10	PLANNING SUBMISSION (CWD)	SMACD/MB			MB
Rev	Date	Details	Drawn	Checked	Appr	By										
1	20/10	PLANNING SUBMISSION (CWD)	SMACD/MB			MB										
<b>INFORMATION ONLY</b>																
Consulting Engineer: <b>AECOM LTD</b>																
Client: <b>BRUNEL UNIVERSITY</b>																
Project: <b>GENERATOR UPGRADE</b>																
Title: <b>PLANNING APPLICATION DRAWING</b>																
<b>PROPOSED GENERATOR LOCATION PLAN</b>																
Eng: SMACD	CU: SMACD	Scale: 1: 200 @ A1														
Check: MB	Appr: MB	Date: MAR 10														
<b>AECOM</b> AECOM House 6377 Victoria Street St Albans, Hertfordshire AL1 5ER Drawing No: 60102068-DC-PA-E002 T +44 (0) 1727 65 6565 F +44 (0) 1727 53 9099 www.aecom.com																

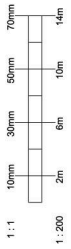
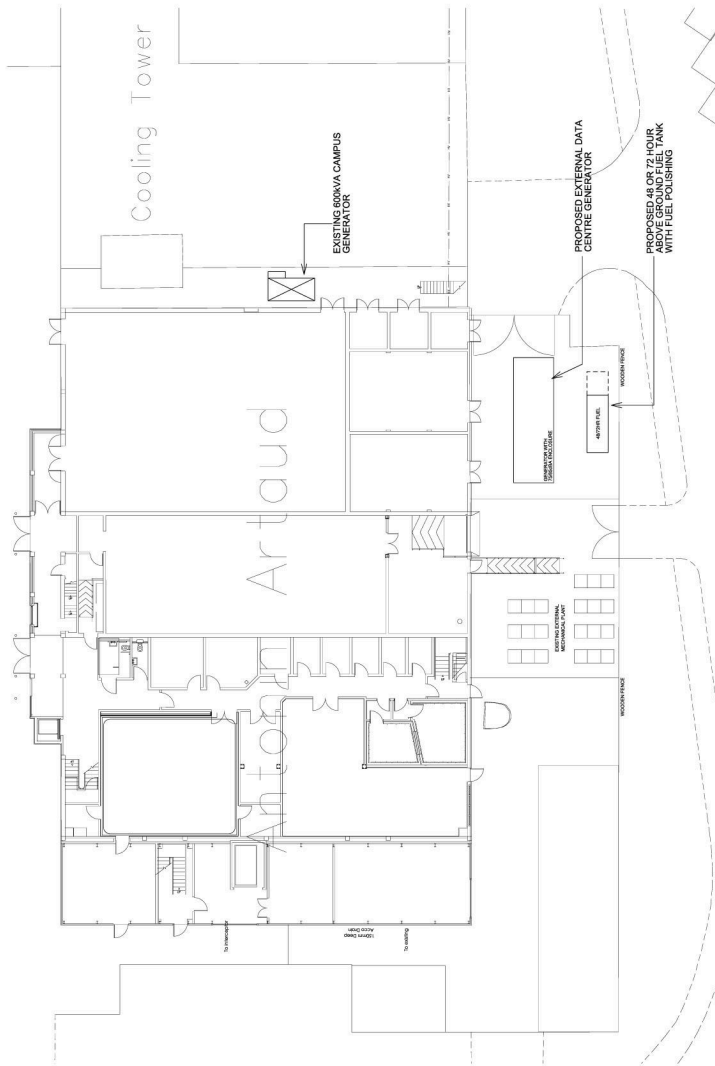


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**GROUND FLOOR PLAN  
- EXISTING -**



**GROUND FLOOR PLAN  
- PROPOSED -**



**BASE DRAWINGS**

USED IN COMPLETION OF THIS DRG:

**NOTES**

1. WORK TO FIGURED DIMENSIONS ONLY.

Rev	Date	Details	Drawn	Checked	App'd
1	25/10	PLANNING SUBMISSION (V02)	SMAD/MB		MB

Consulting Engineer:  
**AECOM LTD**

Client:  
**BRUNEL UNIVERSITY**

Project:  
**GENERATOR UPGRADE**

Title:  
**PLANNING APPLICATION DRAWING**

**PROPOSED GENERATOR FLOOR PLANS**

Eng	SMDD	CAU	SMDD
Check	MB	SI	MB
Date	MAR 10	Scale	1:200 @ A1



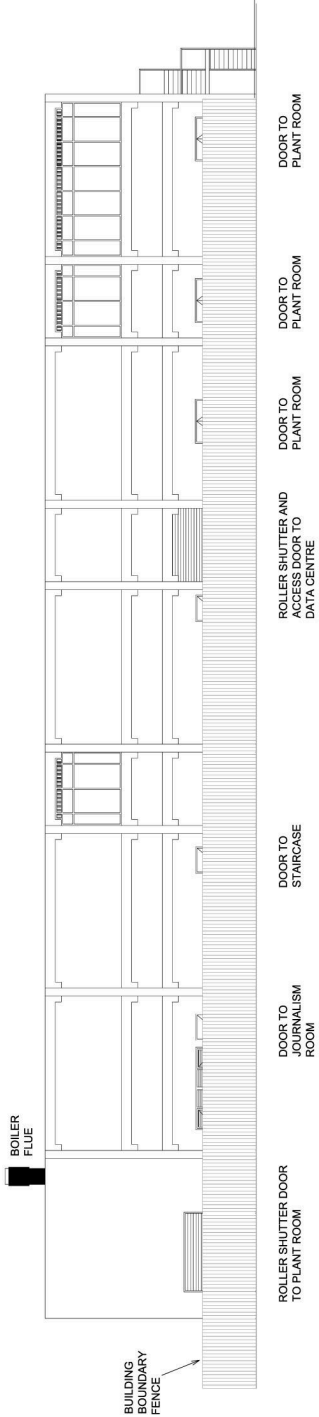
AECOM House  
6-7 Victoria Street  
St Albans, Hertfordshire AL1 1ER  
Tel: +44 (0) 1727 65 6500  
Fax: +44 (0) 1727 53 5059  
www.aecom.com

Drawing No: **60102068-DC-PA-E003**

Sheet: **1** of **1**

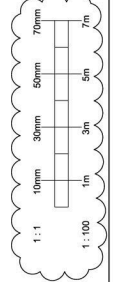
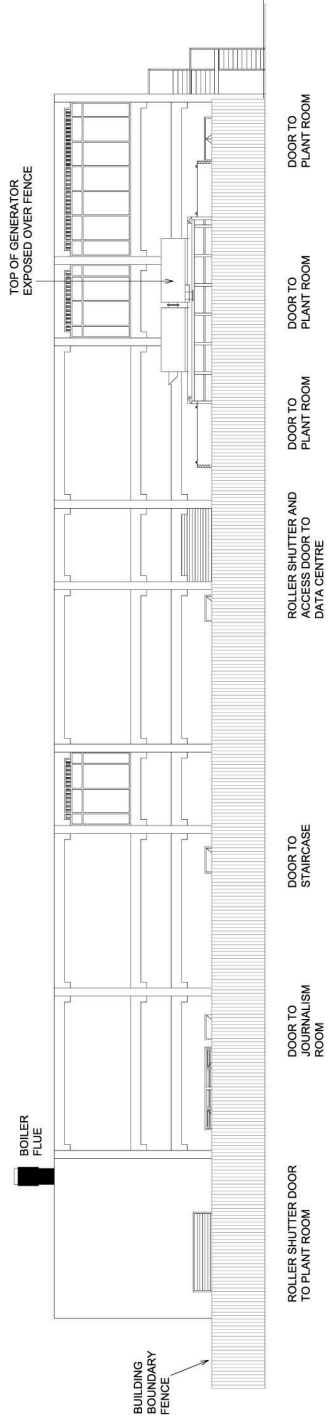
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**ANTONIN ARTAUD ELEVATION  
FROM SOUTH LOOP ROAD  
- EXISTING -**



**EXISTING VIEW FROM ROAD**

**ANTONIN ARTAUD ELEVATION  
FROM SOUTH LOOP ROAD  
- PROPOSED -**



**BASE DRAWINGS**

USED IN COMPLETION OF THIS BR2:

**NOTES**

1. WORK TO FIGURED DIMENSIONS ONLY.

Rev	Date	Drawn	Checked	By
A	18/03/2010	PLANNING SCALE AMENDMENT	SMCD MB	MB
-	18/03/2010	PLANNING SUBMISSION (V02)	SMCD MB	MB

**INFORMATION ONLY**

Consulting Engineers:  
**AECOM LTD**

Client:  
**BRUNEL UNIVERSITY**

Project:  
**GENERATOR UPGRADE**

Title:  
**PLANNING APPLICATION DRAWING**

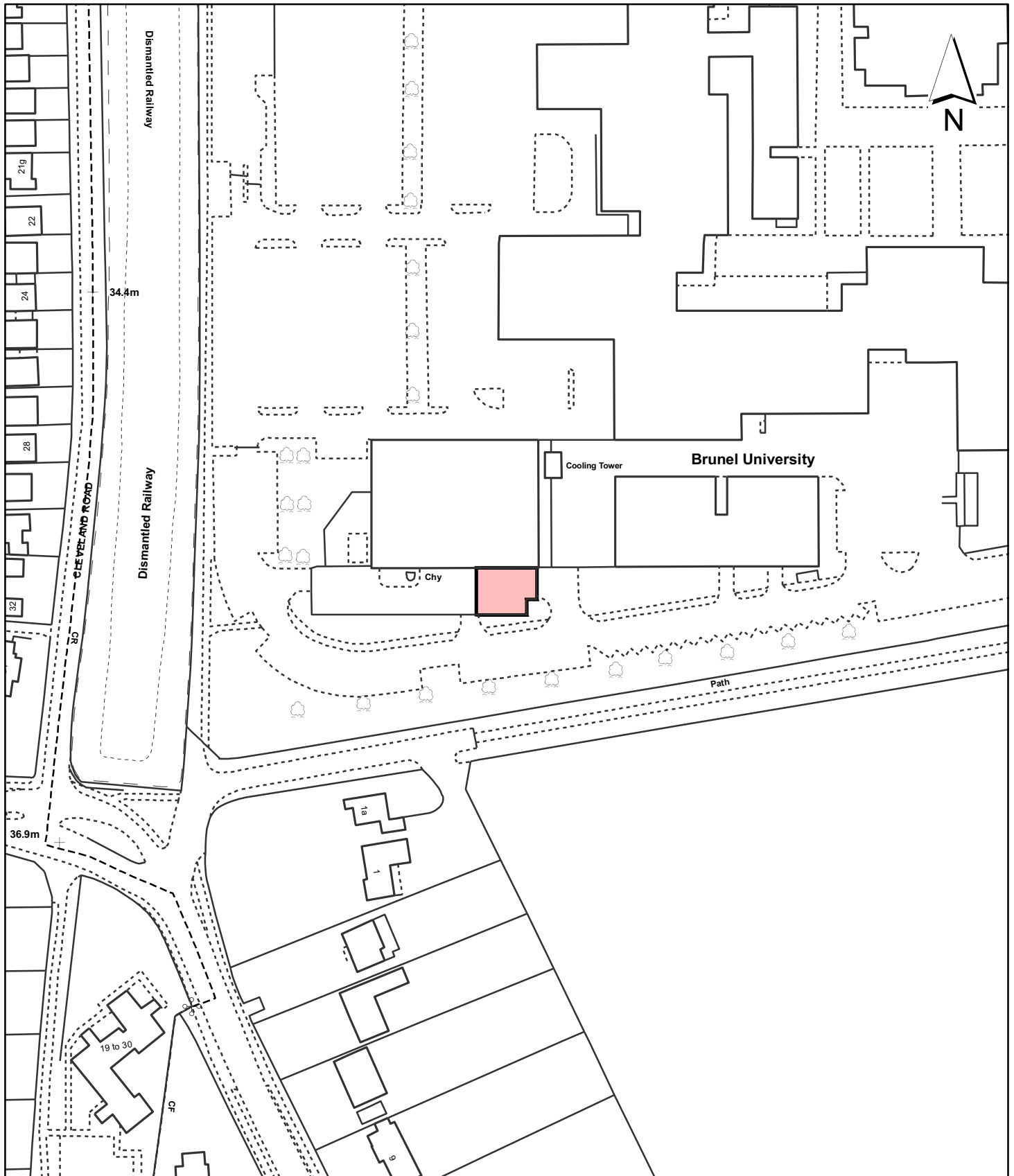
**ANTONIN ARTAUD ELEVATIONS**

Eng	SMCD	CU:	SMCD
Check	MB	Cl:	MB
Date:	MAR 10	Scale:	1:100 @ A1


AECOM House  
67-77 Victoria Street  
St Albans, Hertfordshire AL1 5ER  
Tel: +44 (0) 1727 33 0000  
Fax: +44 (0) 1727 33 0009  
www.aecom.com

60102068-DC-PA-E004





**Notes**

 Site boundary

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Site Address

**Data Centre Building (Antonin Artaud)  
Brunel University  
Kingston Lane, Hillingdon**

**LONDON BOROUGH  
OF HILLINGDON  
Planning &  
Community Services**

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

Planning Application Ref:

**532/APP/2010/509**

Scale

**1:1,250**

Planning Committee

**Central and South**

Date

**May 2010**



**HILLINGDON**  
LONDON

## Report of the Head of Planning & Enforcement

**Address** 6 ELM LAWN CLOSE UXBRIDGE

**Development:** Part two storey, part single storey side and rear extension and conversion of roof space to habitable use to include 3 rear, 3 side and 1 front rooflight involving demolition of existing single storey outbuildings to rear (Part Retrospective application).

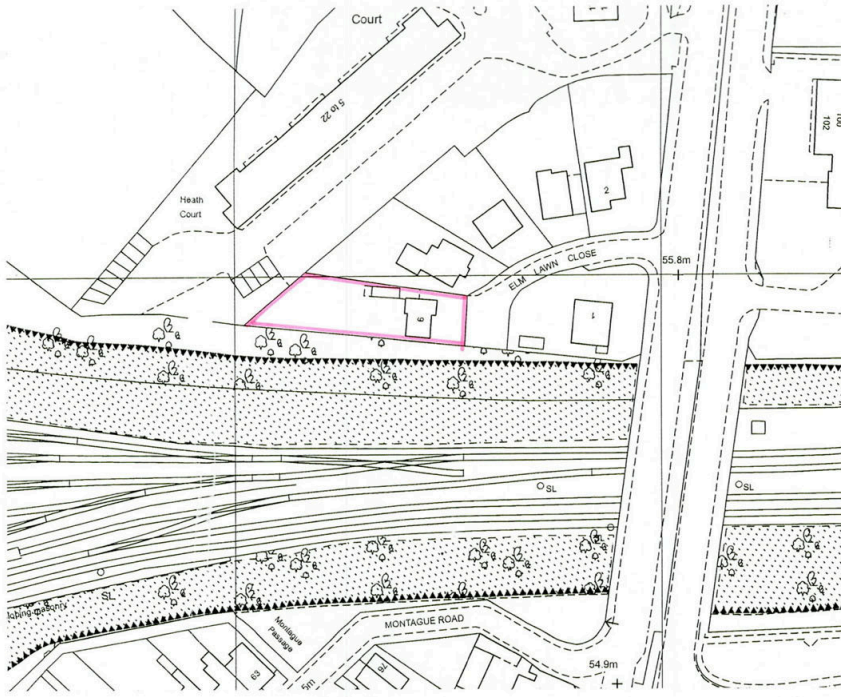
**LBH Ref Nos:** 25819/APP/2010/179

<b>Date Plans Received:</b>	01/02/2010	<b>Date(s) of Amendment(s):</b>	01/02/2010
<b>Date Application Valid:</b>	08/03/2010		18/02/2010
			03/05/2010

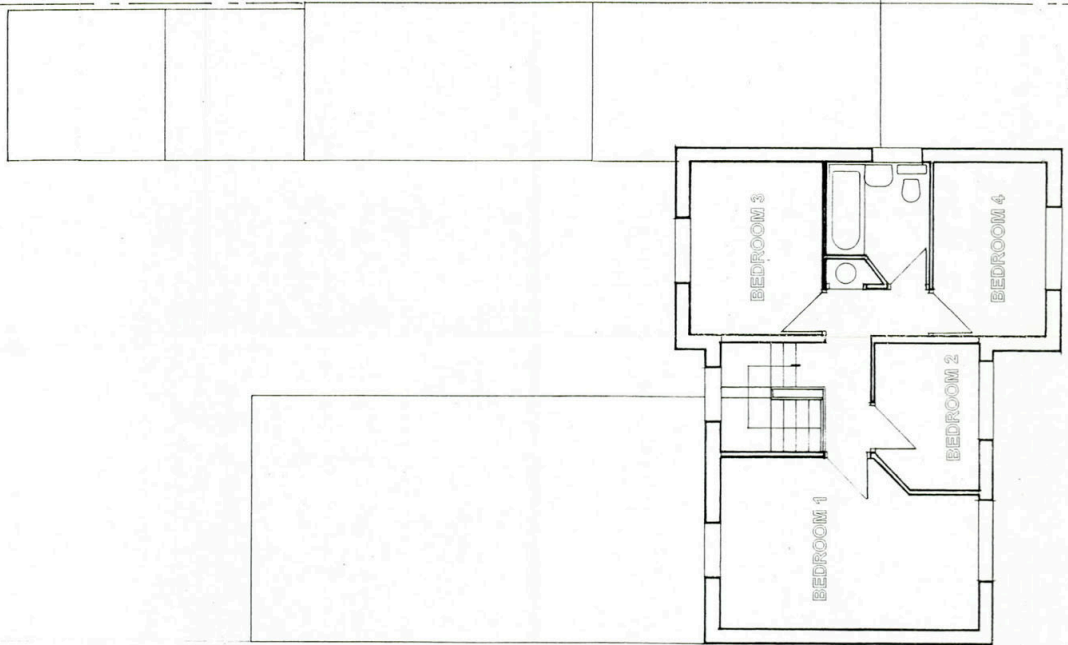
**6 ELM LAWN CLOSE UXBRIDGE  
PLANS - EXISTING**

Scale 1: 100 Dwg. No. **0914/01A**

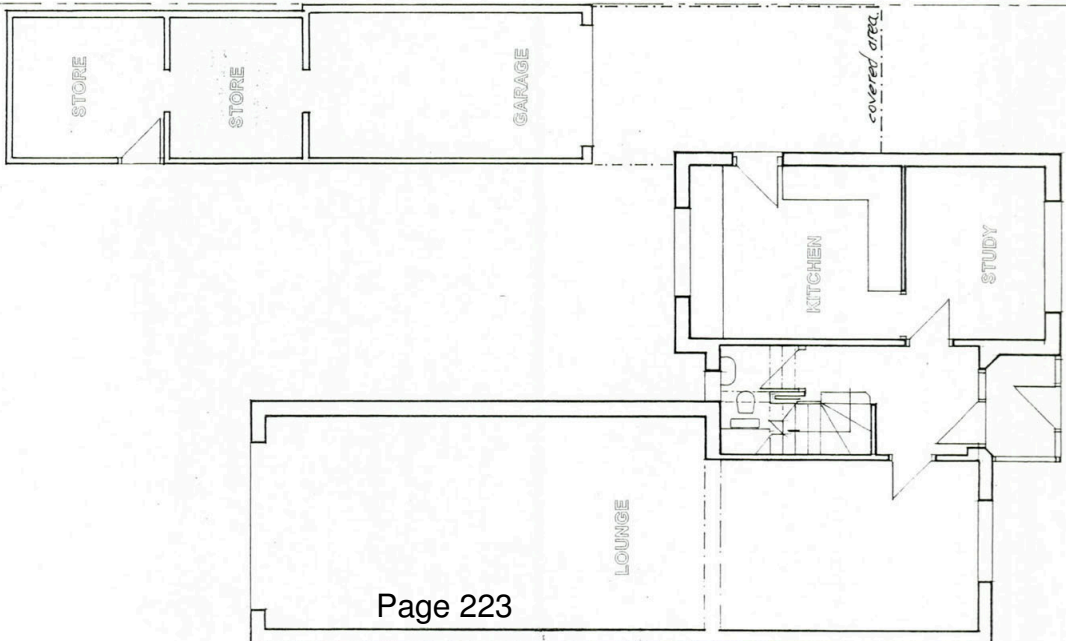
REV A 15/02/16 corrections



LOCATION PLAN 1:1250



FIRST FLOOR



GROUND FLOOR

6 ELM LAWN CLOSE UXBRIDGE  
PLANS - PROPOSED

Scale 1: 100 Dwg. No. 0914/03E  
REV. A 16/02/10 B 04/03/10 C 09/04/10 D 19/04/10  
REV. E 28/04/10

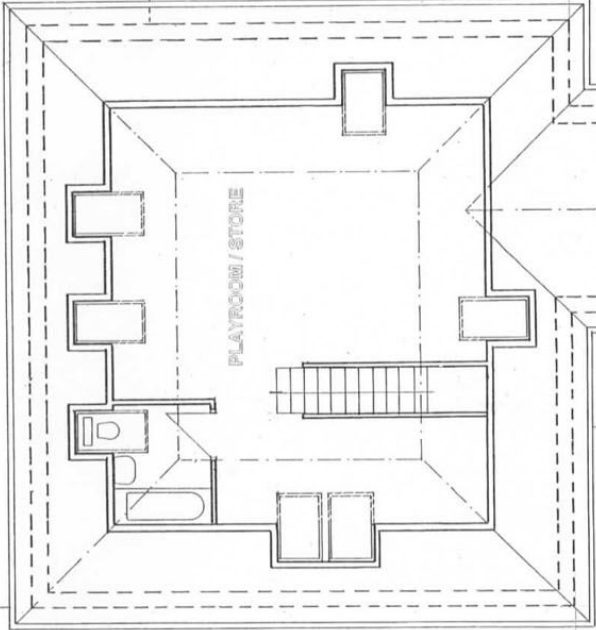
New work shown hatched



A

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RECEIVED  
30 APR 2010  
PLANNING & TRANSPORTATION  
GROUP

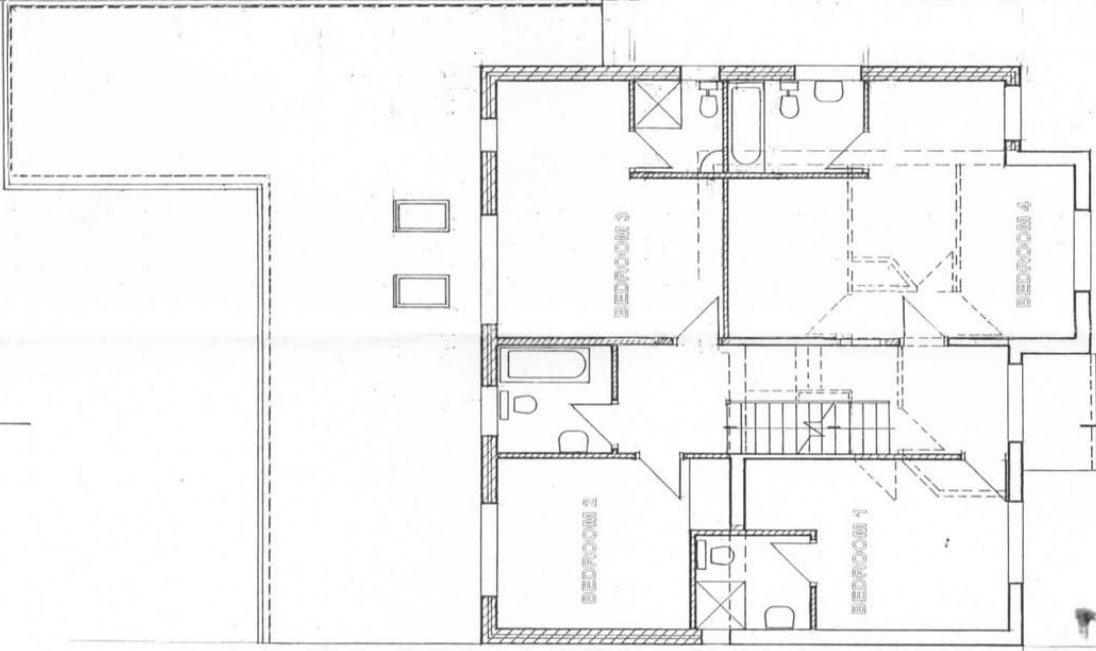
AMENDED  
PLAN



A

SECOND FLOOR

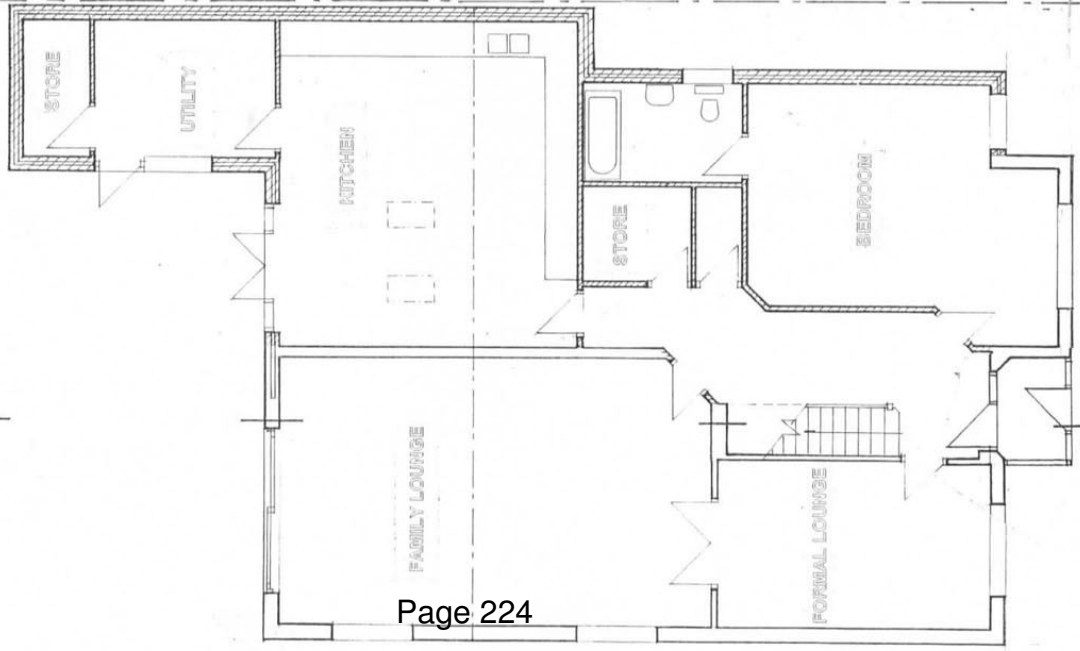
A



A

FIRST FLOOR

A

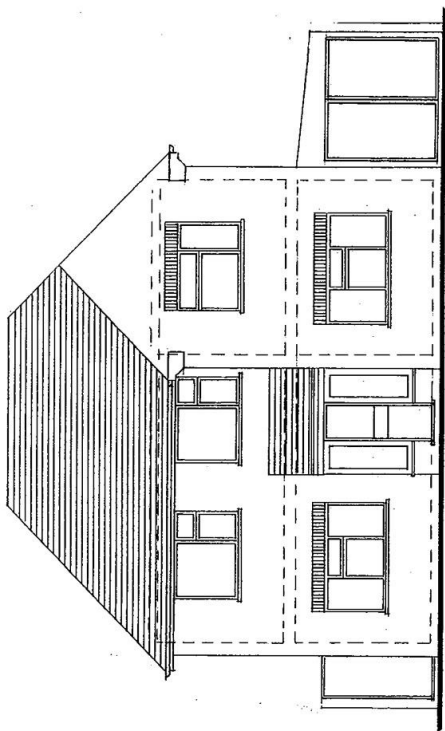


A

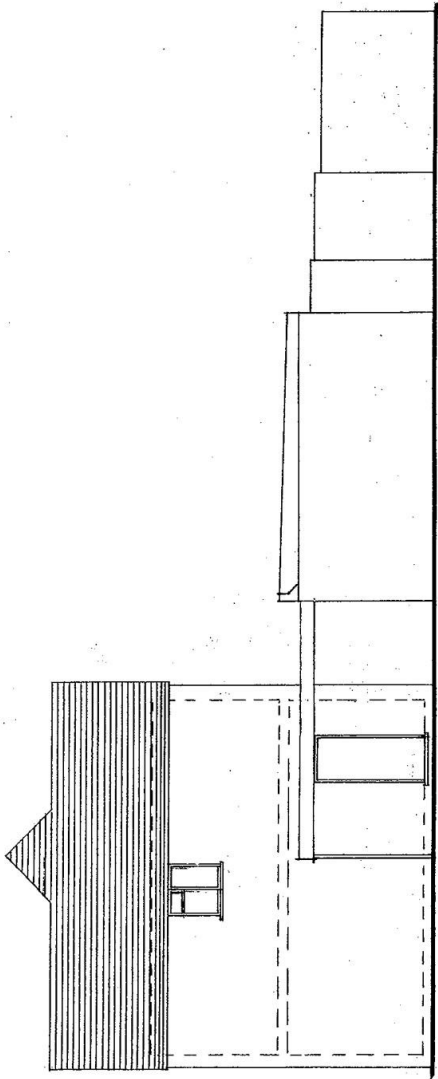
GROUND FLOOR

6 ELM LAWN CLOSE UXBRIDGE  
ELEVATIONS - EXISTING

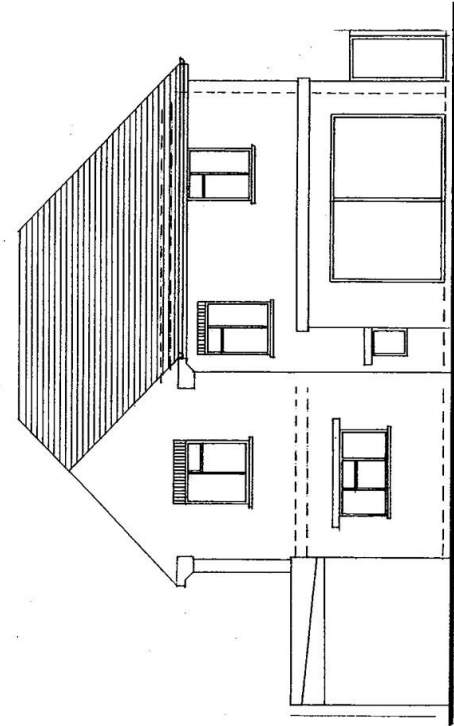
Scale 1: 100  
Dwg. No. 0914/02A  
REV A 16/02/10 south elevations altered.



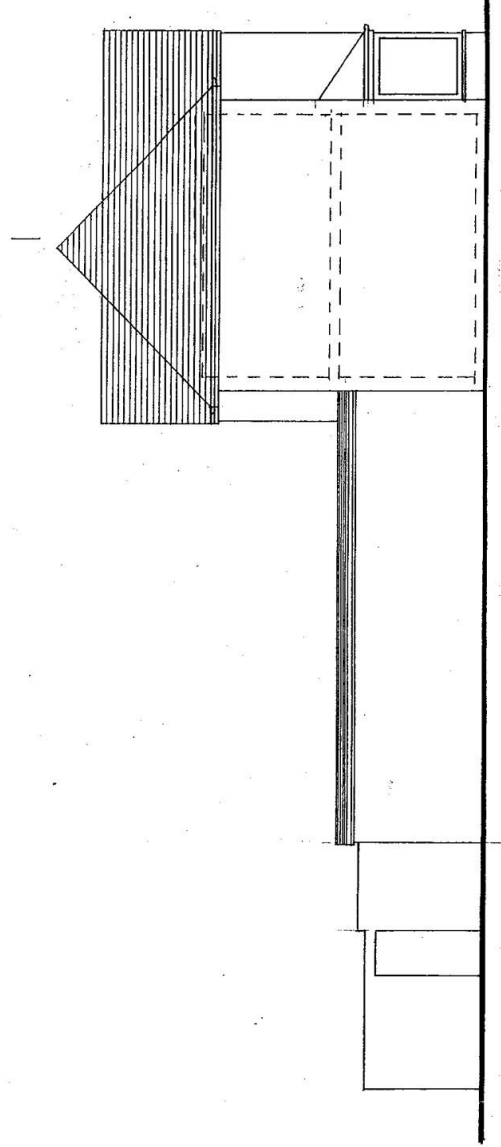
EAST



NORTH



WEST

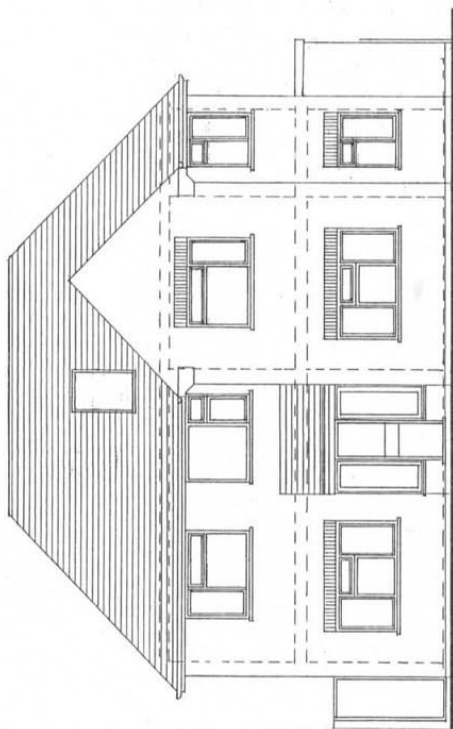
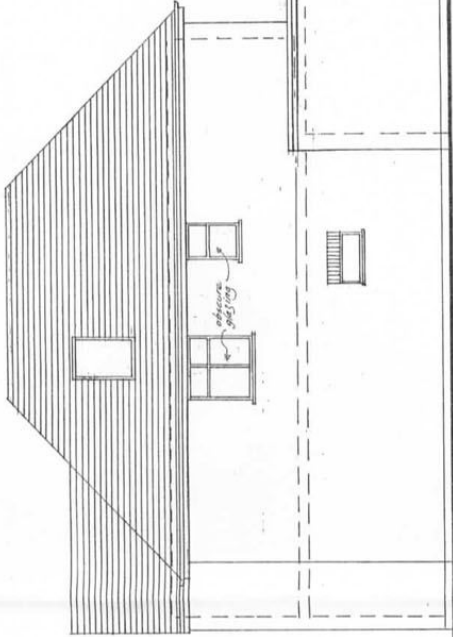


SOUTH

6 ELM LAWN CLOSE UXBRIDGE  
ELEVATIONS - PROPOSED

Scale 1: 100  
REV. A 16/02/10 B 09/03/10 C 19/04/10 D 28/04/10

Dwg. No. **0914/04D**

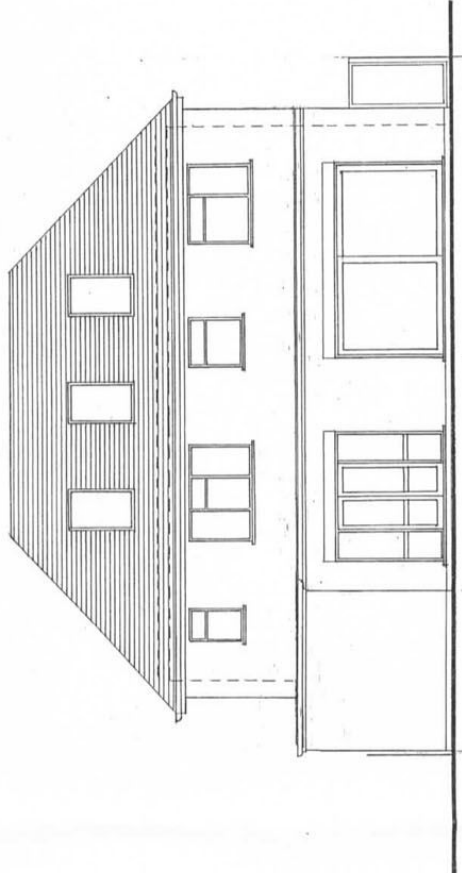


NORTH

EAST

AMENDED  
PLAN

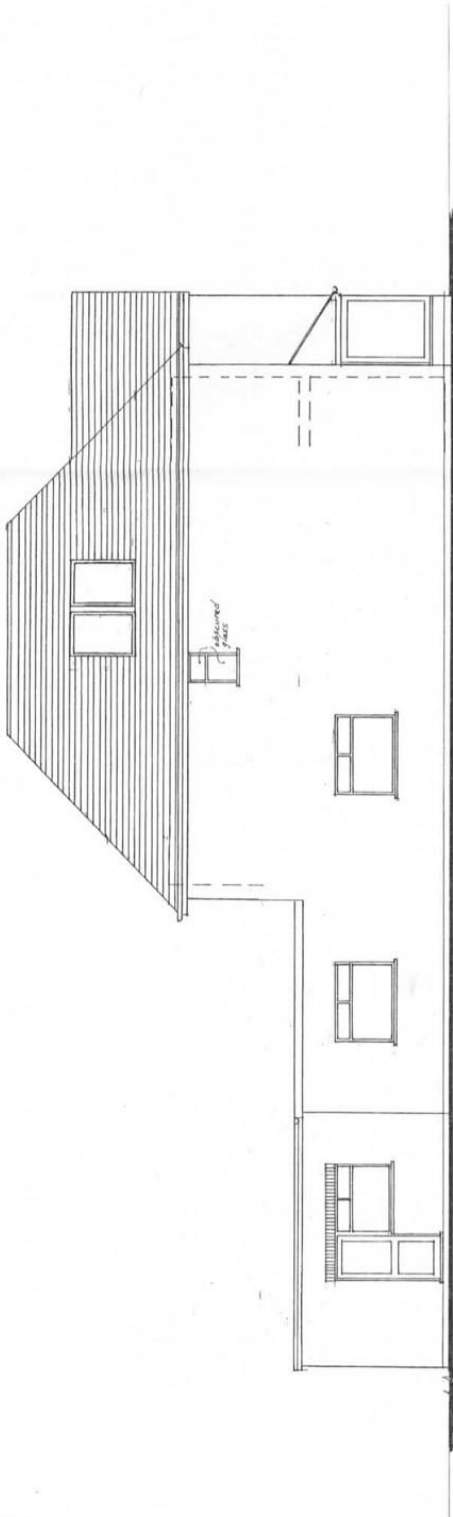
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GROUP



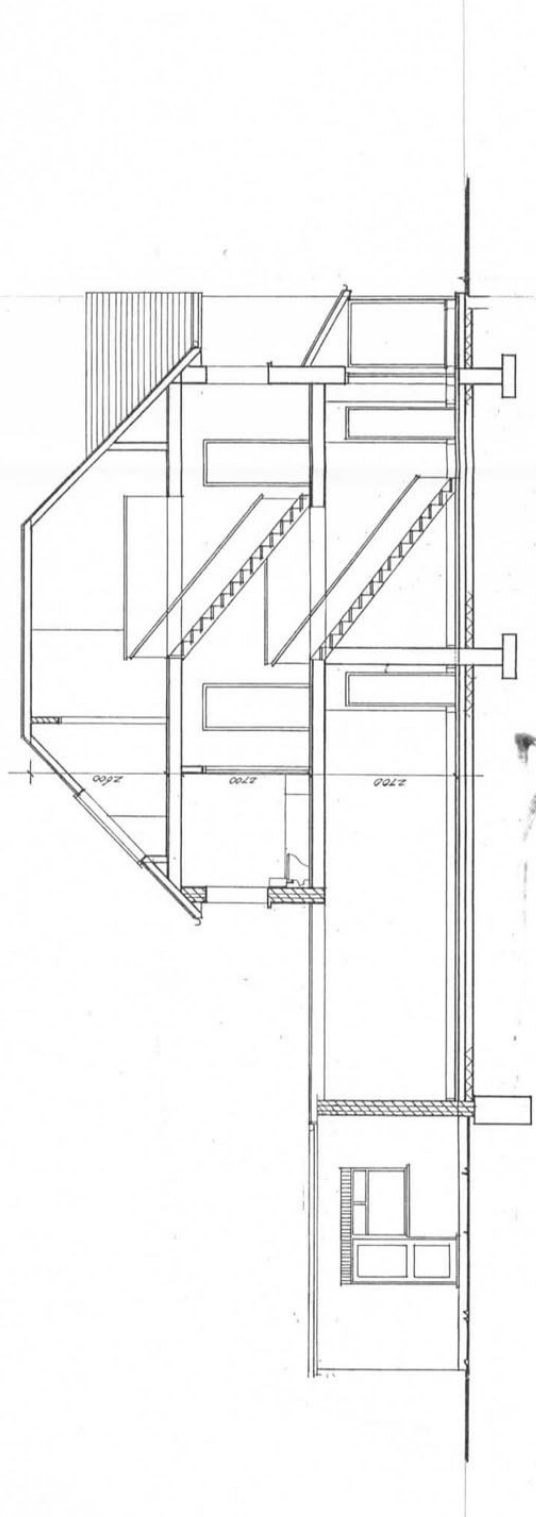
WEST

6 ELM LAWN CLOSE UXBRIDGE  
ELEVATION + SECTION - PROP.

Scale 1: 100  
REV. A 09/03/10 B 19/04/10 C 28/04/10  
Dwg. No. 0914/05C



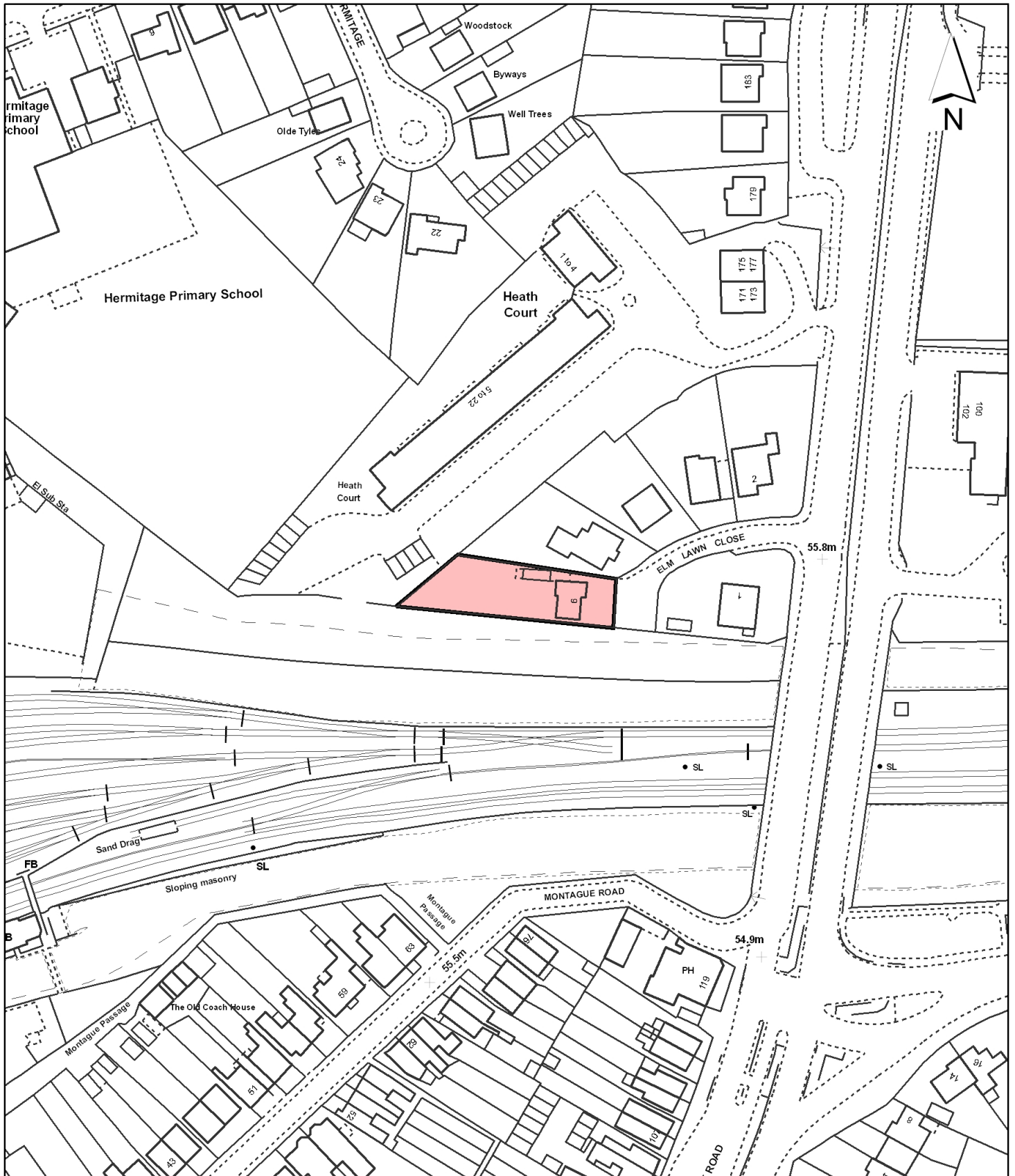
SOUTH





SECTION A-A

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PLAN



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	<p>Planning Application Ref:</p> <p><b>25819/APP/2010/179</b></p>	<p>Scale</p> <p><b>1:1,250</b></p>
	<p>Planning Committee</p> <p><b>Central and South</b></p>	<p>Date</p> <p><b>May 2010</b></p>
	 <p><b>HILLINGDON</b> LONDON</p>	