



HILLINGDON
LONDON



Central & South Planning Committee

To Councillors on the Committee

John Hensley (Chairman)
Judith Cooper (Vice-Chairman)
Wayne Bridges
Janet Duncan, Labour Lead
Neil Fyfe
Dominic Gilham
Robin Sansarpuri
Brian Stead

Date: TUESDAY,
14 FEBRUARY 2012

Time: 7.00 PM

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

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

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reports can be made available
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further information.**

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<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=123&Year=2012>

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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 -Petitions- When a petition of 20 signatures or more of residents that live, work or study in the borough is received they can speak at a Planning Committee in support of or against an application for up to 5 minutes. Where multiple petitions are received against (or in support of) the same planning application, the Chairman of the Planning Committee has the discretion to amend speaking rights so that there is not a duplication of presentations to the meeting. In such circumstances, it will not be an automatic right that each representative of a petition will get 5 minutes to speak. However, the Chairman may agree a maximum of 10 minutes if one representative is selected to speak on behalf of multiple petitions.

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.

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

Chairman's Announcements

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meetings held on 13 December 2011, 5 January and 24 January 2012
- 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	Land East of the Former EMI Site, Blyth Road, Hayes 1588/APP/2011/2253	Botwell	Demolition of warehouse extension to Apollo House and erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (Class A3), community room (Class D2), 5 x workshop units (Class B1, B8 or A2 uses), and associated car parking and landscaping. Recommendation : Approval, subject to a S106 Agreement.	37 - 98

	Address	Ward	Description & Recommendation	Page
7	Pronto Industrial Estate & 585 - 591 Uxbridge Road, Hayes 4404/APP/2011/2079	Botwell	Application to replace an extant planning permission ref: 4404/APP/2008/3558 dated 23/03/2009; Demolition of existing buildings and redevelopment of site to provide replacement Class B1(c) light industrial space and 34 two-bedroom and 9 one- bedroom flats with associated car parking, landscaping and amenity space. Recommendation : Approval, subject to a S106 agreement.	99 - 130
8	Unit F, Prologis Distribution Park, Stockley Park 68137/APP/2011/2564	Pinkwell	Alterations to existing elevations, boundary treatment and landscaping, installation of external plant and associated screening, alterations to access and car parking arrangements, including installation of gate house and gates in connection with use as a Class B8 data centre. Recommendation : Approval	131 - 150

Non Major Application with a Petition

	Address	Ward	Description & Recommendation	Page
9	16 North Common Road, Uxbridge 4942/APP/2011/2045	Uxbridge North	Two storey building to form 3 x 3 bed terrace dwellings with new accessway, car parking and amenity space, involving the demolition of existing outbuilding/garage at 17 North Common Road. Recommendation : Refusal	151 - 174

Non Major Application without a Petition

	Address	Ward	Description & Recommendation	Page
10	Unit 4A, Swallowfield Way, Hayes 35696/APP/2011/2260	Botwell	Change of use from Use Class B1c/B8 (Light Industry/ Storage and Distribution) to Use Class B1c/B2/B8 (Light Industry/ General Industry/ Storage and Distribution) for use as an MOT Testing Centre to include new customer entrance, alterations to elevations, installation of perimeter fence with gates and car wash and jet to rear. Recommendation : Approval	175 - 194
11	Premier Travel Inn, Shepiston Lane, Hayes 46138/APP/2011/2360	Pinkwell	Alterations to existing car park to provide an additional 33 x car parking spaces and 2 x coach parking spaces. Recommendation : Approval	195 - 210
12	Minet Country Park, Springfield Road, Hayes 49962/APP/2011/1309	Townfield	Two short linking sections to the Cycle Circuit and single storey detached hut, involving demolition of existing temporary hut. Recommendation : Approval	211 - 224
13	15B Station Road, Hayes 17297/APP/2011/2231	Townfield	Change of Use from Use Class B8 (Storage and Distribution) to Use Class A1 (Shops) covered car park to retail shop. Recommendation : Refusal	225 - 234
14	50 Brandville Road, West Drayton 47093/APP/2011/1337	West Drayton	First floor rear extension and alterations to roof from hip to gable end. Recommendation : Refusal	235 - 240

Any Items transferred from Part 1

Any Other Business in Part 2



HILLINGDON
LONDON

Minutes

Central & South Planning Committee

Tuesday, 13 December 2011

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

	<p>Members Present: Councillors John Hensley (Chairman) Judith Cooper (Vice-Chairman) Janet Duncan Neil Fyfe Roshan Ghei Dominic Gilham Brian Stead Michael White</p> <p>Officers Present: James Rodger - Head of Planning, Trading Standards & Environmental Protection Nikki Deol – Legal Advisor, Matt Duigan – Team Manager – Central & South Team Manmohan Ranger – Highways Engineer Gill Brice – Democratic Services</p> <p>Also Present Councillors Lindsay Bliss and John Major.</p>	
180.	<p>Apologies for Absence</p> <p>Apologies had been received from Councillors Wayne Bridges and Robin Sansarpuri with Councillors Michael White and Roshan Ghei substituting.</p>	<p>Action By:</p> <p><i>Gill Brice</i></p>
181.	<p>Declarations of Interest in matters coming before this meeting</p> <p>Councillor Judith Cooper declared a personal and prejudicial interest in Item 6 – Whitehall School, Cowley Road, Uxbridge as she lived close to the site and left the meeting whilst the item was discussed.</p> <p>Councillor Dominic Gilham declared a personal and prejudicial interest in Item 19 – Lane rear of 22, 22A and 24 Dickens Avenue, Hillingdon as he had been in contact with the objectors of the application and left the meeting whilst the item was discussed.</p> <p>Councillor Roshan Ghei declared a personal and prejudicial interest in Item 15 – 14 Yeading Lane, Hayes as he had been in contact with the supporters of the application and left the meeting whilst the item was discussed.</p>	<p>Action By:</p> <p><i>Gill Brice</i></p>

182.	<p>To sign and receive the minutes of the previous meeting held on 14 November (attached) and 22 November (to follow)</p> <p>The minutes of the meetings held on 14 and 22 November 2011, were agreed as a correct record and signed by the Chairman.</p>	
183.	<p>To confirm that the items of business marked Part 1 will be considered in Public and that the items marked Part 2 will be considered in private</p> <p>It was confirmed that all items would be heard in public.</p>	
184.	<p>WHITEHALL SCHOOL, COWLEY ROAD, UXBRIDGE 4341/APP/2011/2523</p> <p>Construction of a new 8 classroom two storey block to centre of existing site, including removal of existing temporary building; construction of new Multi Use Games Area on existing playing field area; provision of temporary decant accommodation, which will be removed upon completion of 8 classroom block; single storey extension to Junior School to form new kitchen and ancillary spaces; minor internal modifications to Infants School to provide additional WC facilities and storage; alterations to car parking layout; provision of new pedestrian access via Whitehall Road; and ancillary development.</p> <p>Officers introduced the report and advised the committee that the Environment Agency had withdrawn their objection subject to an additional condition being added on surface water run off.</p> <p>In accordance with the council's constitution a representative of the two petitions objecting to the proposal and the agent addressed the meeting.</p> <p>The petitioners objecting made the following points:-</p> <ul style="list-style-type: none"> • There were a number of errors in the report. • We know the school had to expand but it should be done for the benefit of the children. • The architect producing the plans had not listened to the representations made by the school. • There were concerns over the front entrance as no options had been given, would rather keep the existing entrance. • The parking scheme would not be sufficient as there would be 20 additional staff required for the new classrooms. • This was a confined space and was not big enough for what was being proposed. It had been asked that the kitchen be moved and made smaller. 	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>

- The materials to be used for fencing and path surfaces had not been seen.
- There were major highway issues and concerns over the cycle storage being at the Whitehall entrance. This would mean that cyclists would have to cycle through the school to access this storage
- There was a need to safeguard the community for the future, which was diverse.
- An alternative plan had been put forward, which the school had paid for. This plan expanded the hall and made a smaller kitchen.
- The plan in front of the committee would not work.
- The issue in regards to the access from Whitehall Road needs to be looked at further to ensure a safe environment for the pupils.
- Cowley Road and the Greenway were already heavily congested.
- Four mature trees at the front of the site would have to be removed.
- There were concerns over the fire regulations.
- The report stated that there were great crested newts in the pond this was not true.
- There needed to be space for children to play and good learning space.
- There had been no notes of meetings produced of the meetings that had taken place with the agent.
- It was not known whether there was asbestos in the school and whether it needed to be shut for its removal.
- There had been no feasibility study done on the access from Whitehall Road.
- There needed to be more work undertaken on how the CCTV and security would be managed.

The petitioners were advised that Fire Regulations were Building Control issues and would need to be approved before the development could be used.

The agent made the following points:-

- There was a requirement for additional pupil places.
- The construction project needed to provide the places for September 2012.
- Additional re-modelling of the toilet block had been undertaken.
- The draft plans were re-visited last year.
- The car parking scheme had to be balanced.
- The kitchen size meets the required building guidance.

- The cycle storage meets planning policy and details of the best solution could be looked at further to take on board the concerns that had been raised.
- The pre-construction F10 had not changed.
- The fire escape for the temporary accommodation would be to the rear.
- The MUGA would be fenced and met the requirements of Sport England.

In answer to an issue raised in relation to the entrance form Whitehall Road Officers advised that the access officer was happy with the access.

A member raised concerns in relation to there being a number of issues that had not been resolved with the school, especially in relation to the drop off point and vehicle access at the Cowley Road entrance.

Officers advised that this was a good scheme and there were no planning reasons to refuse the application. It was suggested that as there were concerns about vehicles accessing the waiting zone the traffic management strategy condition be amended to restrict vehicular access.

A member asked why the use of the MUGA was being restricted to Monday to Friday as the school may wish to use these for events at weekends.

Officers advised that if the MUGA was open for wider community use this may require floodlighting to be installed. It was not the aim to restrict the use of the MUGA and if required outside of the hours set out in the condition a variation to the condition could be sought.

The recommendation with the traffic management strategy condition being amended and an additional Environmental Agency condition being added was moved, seconded and on being put to the vote was agreed.

Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report and addendum sheet circulated additional condition provided by the Environment Agency and amended Traffic Management Condition as follows:-

	<p>Amended Traffic Management Condition</p> <p>Prior to occupation of the development hereby approved, a Traffic management Plan shall be submitted to and approved in writing by the Local Planning Authority. The traffic Management Plan shall detail measures, including mean to prevent vehicular access (other than for deliveries and disabled parking) to the parent waiting zone (as shown on plan 611547-10-20 P3), signage, marshalling, etc, which will be put in place to manage traffic and minimise the impact of the development on Cowley Road and Whitehall Road, particularly close to the schools main access points, during peak pick-up and drop-off times. The approved plan shall be implemented and shall remain in force for the lifetime of the development.</p> <p>REASON In the interests of highway and pedestrian safety in accordance with Policy AM7 if the Hillingdon Unitary Development Plan Saved Policies (September 2007).</p> <p>During the consideration of this item the Fire Alarm was activated and the committee and public had to vacate the building. The meeting was adjourned at 8.00 p.m. and re-adjourned at 8.15 p.m.</p>	
185.	<p>420 BATH ROAD, SIPSON 2985/APP/2011/2281</p> <p>Reserved matters (details of landscaping) in compliance with condition 2 of application ref. 2985/APP/2010/2988 to vary Condition 3 (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) of outline planning permission ref: 2985/APP/2009/680 dated 26/06/2009 (Erection of 400 bedroom 5 storey hotel with associated parking) to enable minor alterations to external elevations and internal floor plans.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report.</p>	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>

<p>186.</p>	<p>FIRST FLOOR, WORLD BUSINESS CENTRE, NEWALL ROAD, HEATHROW AIRPORT 50498/APP/2011/2703</p> <p>Change of use of 931sqm (10,025 sq.ft) internal floorspace on the first floor from directly related airport office to general office (Use Class B1) for use by Ascend / Reed Business Information Ltd.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report and addendum sheet circulated at the meeting.</p>	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>
<p>187.</p>	<p>LONG HAUL CATERING BASE, SCYLLA ROAD, HEATHROW 50270/APP/2011/2570</p> <p>Application to vary the following conditions: 5 (plans), 8 (ratio of car parking), 12 (parameters), 14 (energy), 15 (traffic arrangements), 16 (boundary treatment), 17 (samples), 18 (landscaping), 19 (construction management), 20 (levels), 21 (disabled access), 22 (refuse), 23 (security), 24 (CCTV), 26 (cycle parking), 27 (landscape maintenance), 30 (rainwater harvesting), 32 (contamination), 33 (ecology), 41 (external storage) of planning permission ref: 50270/APP/2011/1422: ((A) Detailed planning permission for 10,194 sq.m of commercial floorspace (B1c/B2/B8 Use Classes) on Plot 3 including a new access from Scylla Road and associated car parking, landscaping and ancillary works. (B) Outline planning permission (all matters reserved) for development to provide up to 6,294 sq.m (GEA) of flexible B1c/B2/B8 floorspace for Plot 1 and up to 8,163 sq.m (GEA) of flexible B1c/B2/B8 floorspace for Plot 2 with associated car parking, landscaping and ancillary works (Hybrid Application)).</p> <p>Officers advised the committee that additional plans had been received, which were shown on the addendum sheet but asked that the amended drawing number ? be deleted.</p> <p>The recommendation with the amendments was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved :</p> <p>That the application be determined by the Head of Planning, Consumer Protection, Sport and Green Spaces under delegated powers, Subject to the completion of a Deed of Variation to the legal agreement associated with planning</p>	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>

permission 50270/APP/2011/1422 for the following obligations:

i) Construction Training: Either an onsite training provision or a cash contribution equal to £2,500 for every £1 million build cost is to be delivered during the construction phases of the development. This obligation is to be delivered as each phase of the development is progressed.

ii) Employment Training: a financial contribution of £50,000 for the purposes of employment training in the borough.

iii) Public Realm: a financial contribution of £20,000 for off-site landscaping adjoining the river and the development site (this is for the entire development).

iv) Air Quality: a financial contribution of £25,000 towards air quality monitoring initiatives in the locality (this is for the entire development).

v) Travel Plan: 10 Year Green Travel Plans for each phase of the development. A financial contribution of £20,000 will also be provided to enable the monitoring of these travel plans for the 10 year period.

vi) Project Management and Monitoring Fee: a £5,000 contribution to ensure the project management and monitoring of the resulting agreement.

vii) To pay a monetary contribution of £40,000 to cover the costs of necessary works to the Clockhouse Roundabout.

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

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

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

E) That subject to the above, the application be deferred for determination by the Head of Planning, Consumer Protection, Sport and Green Spaces under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

	<p>F) That if the application is approved, the conditions set out in the officer's report and the addendum sheet circulated at the meeting be imposed subject to any changes negotiated by the Head of Planning, Consumer Protection, Sport and Green Spaces prior to issuing the decision.</p>	
188.	<p>LONG HAUL CATERING BASE, SCYLLA ROAD, HEATHROW 50270/APP/2011/2693</p> <p>Reserved matters for Phase 2 (plot 2) (landscaping, access, appearance, scale and layout) in compliance with condition 3 of planning ref: 50270/APP/2011/1422 dated 19/10/2011: A) Detailed planning permission for 10,194sqm (Gross External Area (GEA)) of commercial floorspace (B1c/B2/B8 Use Classes) on Plot 3 including a new access from Scylla Road and associated car parking, landscaping and ancillary works. B) Outline planning permission (all matters reserved) for development of flexible B1c/B2/B8 floorspace for Plot 1 and flexible B1c/B2/B8 floorspace for Plot 2 with associated car parking, landscaping and ancillary works. (Hybrid Application).</p> <p>Officers advised the committee that further details on the electric charging points were required. The standard condition was to be added.</p> <p>The recommendation with the additional condition was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved - That the application be Approved, subject to the conditions and informatives set out in the officer's report and addendum sheet circulated at the meeting and an additional condition added on electric charging points.</p>	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>
189.	<p>LAND AT P5 CAR PARK, SEALAND ROAD 62848/APP/2011/2762</p> <p>Creation of temporary building to accommodate Olympic Athletes Reception Centre, along with associated car parking (Consultation Under Part 18 of The Town And Country Planning (General Permitted Development) Order 1995).</p> <p>Officers advised the meeting that amended plans had been received due to a change in the profile of the roof.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That no objections be raised.</p>	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>

<p>190.</p>	<p>HEATHROW SUMMIT CENTRE, SKYPORT DRIVE, HARMONDSWORTH 9420/APP/2011/2119</p> <p>Redevelopment of the site to provide a 301 bedroom hotel (Class C1) and 4 new industrial units accommodating a combined total 8,005sqm of floor space (Use Classes B1(b), B1(c), B2 & B8) alterations to access arrangements (including from Hatch Lane), associated landscaping and car parking together (involving demolition of the existing buildings on site).</p> <p>A member asked whether condition 56 covered air conditioning or would a separate condition be required and would the view over the Green Belt be compromised.</p> <p>Officers advised the committee that a condition would be required but that this could be done by amending condition 23. In regard to the Green Belt the industrial buildings closest to the Green Belt were at a lower scale than the Hotel before it rises to the Hotel.</p> <p>A further concern was raised in relation to the height of the Hotel and how this relates to the surrounding area.</p> <p>Officers advised that there had been a lot of pre-application discussion and to provide the maximum employment floorspace it was considered that 5 storeys would be an acceptable height.</p> <p>In answer to a question raised in regards to the impact on the street scene officers advised that the scale of the scheme would be difficult to defend on appeal.</p> <p>A member raised concerns that this was a decision that would affect the borough and the committee had to be sure that the height did not impact on the Green Belt. The report stated that there had been an objection to the height of the Hotel and the illustrations did not show the view to and from the Green Belt.</p> <p>The committee felt that they needed further information on the impact the 5 storey Hotel would have on the Green Belt and the adjoining Conservation Area. It was suggested and agreed that the application be deferred for this further information to be provided.</p> <p>It was moved and seconded that the application be deferred to enable further information to be provided. On being put to the vote deferment was agreed.</p> <p>Resolved – That the application be deferred to enable further information to be provided on the views and impact of the proposal on the Green Belt and the Street Scene.</p>	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>
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<p>191.</p>	<p>ROBBS NURSERY, SPOUT LANE, STANWELL MOOR 49022/APP/2011/1777</p> <p>Restoration of land including the demolition of existing buildings, removal of hardstandings, creation of new landform and landscaping.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report and the addendum sheet circulated at the meeting.</p>	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>
<p>192.</p>	<p>364 & 365 STOCKLEY CLOSE, WEST DRAYTON 67947/APP/2011/2237</p> <p>Restoration of land including the demolition of existing buildings, removal of hardstandings, creation of new landform and landscaping.</p> <p>A member stated that Informative 5 needed to include the word ‘public’.</p> <p>The recommendation with informative 5 being amended was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report and addendum sheet circulated at the meeting and informative 5 being amended to include the word ‘public’.</p>	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>
<p>193.</p>	<p>14 YEADING LANE, HAYES 1104/APP/2011/1568</p> <p>Change of use from Guest House B & B to Class D1 Non-residential Institutions for Women’s Education and Recreation Institute (involving formation of staff car parking area to rear) (Retrospective application)</p> <p>In accordance with the council’s constitution a representative of the petitioners objecting to the proposal and the agent addressed the meeting.</p> <p>The petitioner objecting made the following points:-</p> <ul style="list-style-type: none"> • The previous application for flats was rejected due to parking, what had changed. • The application was for 20 people and 3 children on site, what would happen during school holidays. 	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>

- The premises were too small for an Education centre.
- It was being reported that most of the visitors to the centre would come by public transport. This could not be guaranteed.
- This was a charitable organisation and should serve everyone in the community.
- Yeading Lane was already congested and this would be increased if this application was approved and was a thoroughfare for emergency vehicles.
- The grandfather rights given to the previous use as a Hotel and was no longer valid.
- All residents have a key to access the alley at the rear for access only not parking.
- Access to the rear does not include No. 14 Yeading Lane and their refuse is collected from the front of the property.

The applicant made the following points:-

- The key to the alley was given to the centre by the Solicitor when the property was purchased.
- From the numbers at the meeting showed the level of support for the centre.
- The Centre was a registered charity.
- This was the third time that the application had been before the committee.
- The application was previously deferred for clarification of the access and usage.
- On two previous occasions the application had been recommended for approval.
- What had changed for the recommendation to know be refusal.
- It was believed that the committee did not have all the information in front of them.

A Ward Councillor attended the meeting and made the following points:-

- Had been contacted by the Warren Park Residents Association, which represents 500 households in the Ward, regarding this application.
- The Residents Association has a multi cultural membership.
- This was a difficult situation with a dumber of contentious issues.
- The recommendation for refusal was on planning grounds as access to the rear had not been resolved.
- Parking in the area an issue in a highly congested area, which were the concerns of residents?
- The centre had been operated in the last few months and there had been no effort to contact the Residents

	<p>Association, by the applicant.</p> <ul style="list-style-type: none"> • There were concerns over the capacity of the building. • The application does not comply with the Unitary Development Plan so the recommendation was correct. <p>In answer to an issue raised by a member. Officers advised the committee that the information that had been requested at the June meeting had not been received by the applicant.</p> <p>Officers further advised the committee that nothing had changed but there needed to be a way operating access to the rear and how capacity was to be controlled. The application had been in for 18 months and a decision needed to be made on the application.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be Refused for the reasons set out in the officer’s report.</p>	
<p>194.</p>	<p>UNIT 5, THE ARENA. STOCKLEY PARK, 68015/APP/2011/2074</p> <p>Change of use from class A1 to a mixed use class A1/A3 coffee shop.</p> <p>Officer’s introduced the report and informed the committee that the food hygiene condition on the addendum sheet should be an informative.</p> <p>In accordance with the Council’s constitution a representative of the petitioners objecting and the agent addressed the meeting.</p> <p>The petitioner objecting made the following points:-</p> <ul style="list-style-type: none"> • Some of the objections received had not been reported. • The hairdressers that previously occupied the unit did not go out of business. • The petition was signed by those who work or leave near the area. • The café was fully operational without the benefit of planning permission. • The table and chairs outside the café caused access problems to other units. • There was no need for a further catering unit in The Arena, as there was already a diverse range of uses. • The application would be harmful to the small businesses in the area and impact on the amenity of the surrounding commercial uses. 	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>

	<p>The agent made the following points:-</p> <ul style="list-style-type: none"> • The coffee shop was open and was being run by a Hillingdon based company. • The proposal was for a high quality coffee shop and provided employment. • The 2 tables outside the coffee shop do not block the walkway. • The issue of the bay trees raised by the petitioner was not under the control of the applicant. <p>In answer to an issue raised officers advised the committee that PPS4 was to protect Town Centres and Stockley was not classed as a Town Centre.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report and addendum sheet circulated at the meeting. The condition on food hygiene on the addendum sheet should be an informative not a condition.</p>	
195.	<p>UNIT 5 THE ARENA, STOCKLEY PARK 68015/ADV/2011/71</p> <p>Installation of 1x internally illuminated fascia sign and 1 non-illuminated projecting sign.</p> <p>In accordance with the Council’s constitution a representative of the petitioners and the agent addressed the meeting.</p> <p>The petitioner objecting made the following points:-</p> <ul style="list-style-type: none"> • The permanently illuminated sign was very large • The blinds were not white but deep red with white writing. <p>The agent had nothing further to add on the signage.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report.</p>	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>

<p>196.</p>	<p>132 RYEFIELD AVENUE, HILLINGDON 1728/ADV/2011/31</p> <p>Installation of 3 externally illuminated fascia signs to front, a portrait shape advertisement to the left of the shop entrance and an externally illuminated pole sign to front, as well as signage to the lower half of windows in the front elevation.</p> <p>In accordance with the Council's constitution the agent addressed the meeting, the petitioners objecting were not present at the meeting.</p> <p>The agent made the following points:-</p> <ul style="list-style-type: none"> • Previous concerns had been resolved. • The main sign was in the same position as was used for the public house. • Would ask the committee to approve the application as per the officer's recommendation. <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions set out in the officer's report and addendum sheet circulated at the meeting.</p>	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>
<p>197.</p>	<p>LAND REAR OF 22, 22A AND 24 DICKENS AVENUE, HILLINGDON 67783/APP/2011/107</p> <p>2 x two storey, 2-bed, semi-detached dwellings with associated parking and amenity space and installation of vehicular crossover.</p> <p>In accordance with the Council's constitution a representative of the petitioners addressed the meeting. The agent was not present at the meeting.</p> <p>The petitioner objecting made the following points:-</p> <ul style="list-style-type: none"> • Part of the application site had previously formed part of the garden of 24 Dickens Avenue. • The present owner of 24 Dickens Avenue had tried to re-purchase the garden taken from No. 24 without success. • The application was in conflict with PPS3, this policy was changed to protect residents form garden grab. • This policy was used to refuse an application a month ago by this committee. • This site was shown as back garden. 	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>

	<ul style="list-style-type: none"> • Asked the committee to overturn the recommendation and put residents first. • Concerned about vehicle access from Daleham Drive. • When the committee visited the site it was not a rue reflection of the parking and traffic using Daleham Drive. • The application would increase the volume of traffic in the road. • There were already traffic safety concerns in Daleham Drive that would be exacerbated by this development. <p>Officers advised that PPS3 had only altered the definition of previously developed land and means that all other relevant material planning considerations outweigh the loss of private residential gardens.</p> <p>The committee asked for the condition in regards to the vehicular crossover on the addendum sheet to be amended to include the re-sighting of the light column prior to commencement of the development. The informative on the addendum sheet should then be linked to this condition. The amendment to the condition and informative was agreed.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report and addendum sheet circulated at the meeting. The condition regarding the vehicle crossover to be amended to include ‘the light column to be re-sited prior to commencement of the development and the informative being linked to this condition.</p>	
198.	<p>38 BISHOPS ROAD, HAYES 58092/APP/2011/2440</p> <p>Single storey detached 1-bed self contained unit for occupation of Pte. Daniel Edwards. (Resubmission).</p> <p>In answer to clarification of whether there was a need for both informative 5 & 9 officers advised that informative 9 should be deleted.</p> <p>The recommendation with informative 9 being deleted was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report and addendum sheet circulated at the meeting and informative 9 deleted.</p>	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>

<p>199.</p>	<p>FORMER B & Q SITE, UXBRIDGE ROAD, HAYES 51508/APP/2011/963</p> <p>Variation of condition 12 (to extend the opening hours of the store) of planning permission ref. 51508/APP/2008/2927 dated 16/04/2010 : (Single storey canopy to front entrance, refurbishment and variation of condition of planning permission ref. 51508/96/1907 dated 16/04/1997 to allow use as an Asian supermarket, comprising 1,606sq.m main retail area, 69sq.m cafe area, 690sq.m bulk goods warehouse, 1,141sq.m goods storage area, and the utilisation of the former Garden Centre trading area as a 425sq.m covered trading area for fruit and vegetables. The proposal includes changes to the external appearance of the existing building, existing parking layout, boundary treatments, external lighting and associated bin storage/compactors)</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approve, subject to the conditions and informatives set out in the officer’s report and addendum sheet circulated at the meeting.</p>	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>
<p>200.</p>	<p>44 Mill Road, West Drayton 27428/APP/2011/2387</p> <p>Two storey side/ rear extension involving demolition of existing attached side garage and store.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Recommendation : That the application be approved, subject to the conditions and informatives set out in the officer’s report.</p>	<p>Action By:</p> <p><i>James Rodger Matt Duigan</i></p>
<p>The meeting, which commenced at 7.00 p.m., closed at 22.55 p.m.</p>		

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

Minutes**CENTRAL & SOUTH PLANNING COMMITTEE**

5 January 2012



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

	<p>Committee Members Present: Councillors John Hensley (Chairman) Judith Cooper (Vice-Chairman) Wayne Bridges Janet Duncan Neil Fyfe Dominic Gilham Robin Sansarpuri Brian Stead</p> <p>LBH Officers Present: Meghi Hirani – Team Leader, North, Matt Duigan – Team Leader Central & South, Manmohan Ranger – Highways Engineer, Sarah White – Legal Adviser, Gill Brice – Democratic Services.</p> <p>Also Present: Councillor George Cooper</p>	
202.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p>	<p>Action by</p>
	<p>Councillor Brian Stead declared a personal interest in Item 18 – Brunel University, Kingston Lane, Uxbridge Item 22 – Enforcement Report & Item 23 – Enforcement Report as the applications were in his ward. He remained in the meeting to discuss and vote on the application.</p> <p>Councillor Neil Fyfe declared a personal & prejudicial interest in Item 19 – Minet Junior School, Avondale Drive, Hayes, as he was a Governor at the school. He left the meeting whilst the item was discussed.</p> <p>Councillor Wayne Bridges declared a personal & prejudicial interest in Item 10 – 132 Ryefield Avenue, Hillingdon as he had been speaking to the petitioners objecting to the application. He left the meeting whilst the item was discussed.</p> <p>Councillor Dominic Gilham declared a personal interest in Item 9 – Former Honeywell Site, Trout Road, Yiewsley, as the application site was in his ward. He remained in the meeting to discuss and vote on the application.</p> <p>Councillor Janet Duncan declared a personal interest in Item 20 – West London Shooting School, West End Road, Northolt, as the site abutted her Ward. Item 8 as her partner's daughter attended the college. She remained in the meeting to discuss and vote on the application.</p>	<p><i>Gill Brice</i></p>

	<p>Councillor Sansarpuri declared a personal interest in Item 19 – Minet Junior School, Avondale Drive, Hayes as the application was in his ward. He remained in the meeting to discuss and vote on the application.</p> <p>Councillor Hensley declared a personal an prejudicial interest in Item 18 Brunel University, Kingston Lane, Uxbridge as an ex Don and academic adviser. He left the meeting whilst the application was discussed.</p> <p>Councillor Judith Cooper declared a personal interest in Item 16 – Land at Blackmore Way, Uxbridge as the application was in her husband’s ward. She remained in the meeting to discuss and vote on the application.</p>	
203.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>Item 23 – 2 Turnpike Lane, Uxbridge was taken as urgent by the Chairman as enforcement action to restrain the unauthorised use of the outbuilding was being held in abeyance pending the outcome of the planning application. An enforcement notice had already been served and not complied with, and officers were keen to commence a prosecution.</p>	
204.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART I WILL BE CONSIDERED IN PUBLIC AND THAT THE ITEMS MARKED PART 2 WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that items marked Part 1 would be heard in public and items marked Part 2 would be heard in private.</p>	
205.	<p>FORMER HAYES & HARLINGTON GOODS YARD, STATION ROAD, HAYES (<i>Agenda Item 6</i>)</p>	Action by
	<p>Variation of condition 10 of planning permission ref. 10057/APP/2007/3674 (granted on appeal 11 November 2008, for revisions to planning permissions ref. 10057/APP/2005/1620 and 10057/APP/2007/1993 and 10057/APP/2007/1994, for the comprehensive redevelopment of the former Hayes and Harlington Station Goods Yard site), to enable parking for private residential, hotel and apart-hotel to be self-parked (rather than valet parked) until 318 dwellings have been occupied.</p> <p>Officers advised the committee that the application sought to vary condition 10 to enable parking for private residential, hotel and apart-hotel to be self-parked (rather than valet parked) until 318 dwellings have been occupied.</p> <p>The committee asked that condition 10 be amended to delete ‘unless otherwise agreed in writing.’</p> <p>A member asked whether the parking standards had changed since the original.</p>	<p><i>Meg Hirani</i> <i>Matt Duigan</i></p>

	<p>Officers advised the committee that as there was a high level of transport links in the area, there was no change in the parking required since the original permission was granted.</p> <p>A member asked how the parking would be allocated.</p> <p>Officers advised that apart from disabled parking there would be no allocation of parking spaces. The application would provide for an interim arrangement prior to the development being fully occupied. Once 319 dwellings had been occupied the valet parking would need to be provided. The interim parking spaces would provide for .75 of a space per unit, which had been agreed when original planning application was granted permission.</p> <p>The recommendation with condition 10 amended was moved, seconded and on being put to the vote there were 6 in favour and 2 against. The recommendation was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report, addendum sheet circulated at the meeting and condition 10 being amended as follows:-</p> <p>The roads/turning/loading facilities/sight lines and parking areas (including the marking out of parking spaces) shown on the approved drawings T9-1-(20) P00 Rev P9F and T9- 1-(20) P0M Rev P9D and as described in the Traffic and Parking Management Plan (September 2011) shall be retained.</p>	
206.	<p>1 AND 1A BATH ROAD, HARLINGTON 35805/APP/2009/2433 (<i>Agenda Item 7</i>)</p> <p>Demolition of existing buildings and erection of a five storey, 192-bedroom hotel, basement and surface level car parking, bar/restaurant, meeting rooms and other associated works.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That if the S106 is not completed within 3 months of the date of this committee resolution, or any other period deemed appropriate by the Head of Planning, Trading Standards and Environmental Protection then the application may be referred back to the committee for determination.</p>	<p>Action by</p> <p><i>Meg Hirani</i> <i>Matt Duigan</i></p>
207.	<p>106 OXFORD, UXBRIDGE 26198/APP/2011/2085 (<i>Agenda Item 8</i>)</p> <p>Application under S73 of the Town and Country Planning Act to vary condition 3 of the existing permission 26198/APP/2008/2339 (Change of use from Class B1 (Offices) to Class D1 (Education) to enable a wider range of subjects to be taught and faculties to teach in the premises.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p>	<p>Action by</p> <p><i>Meg Hirani</i> <i>Matt Duigan</i></p>

	Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report and the addendum sheet circulated at the meeting	
208.	FORMER HONEYWELL SITE, TROUT ROAD, YIEWSLEY 335/APP/2010/1615 (Agenda Item 9)	Action by
	<p>Conversion of 7 existing live/work units into 7 one- bedroom and 7 two-bedroom apartments, with associated landscaping and car parking.</p> <p>A member raised concerns in relation to the parking as the parking spaces had been numbered and the report made no mention of a Parking Management Scheme. There was already an issue in regard to existing parking and this proposal would be exacerbate that situation if this application was to be approved.</p> <p>Officers advised the committee that there was no Parking Management Scheme on the original planning application. The spaces were unallocated with there being 21 spaces for the 14 units. The live/work units had not worked as expected and the current proposal met the required guidelines.</p> <p>A member asked whether the additional units being provided met the requirements of the London Plan.</p> <p>Officers advised the committee that this application was considered by the Committee at its meeting on 8 March 2011 when it was resolved to approve the application subject to the completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended). The applicant had subsequently submitted a revised site location plan amending the position of the red line site boundary. This plan excluded 3 car parking spaces which had already been conveyed to other properties within the wider development. Neighbouring occupiers had been re-notified of the amended plan and a further 6 replies had been received, reiterating previous objections, which had been referred to in the officer’s report. The overall number of car parking spaces and their allocation over the wider development remain as previously considered by the Committee, which was found to be acceptable. All other aspects of the scheme remained as previously considered.</p> <p>Officers further advised the committee that the overlooking and internal floor space met HDAS standards. The proposal met the standards of the London Plan in regard to the one bed units but the 2 bed units would depend on whether it was occupied by 3 or 4 people.</p> <p>It was suggested that condition 4 be amended, this was agreed by the committee.</p> <p>The recommendation was moved, seconded and on being put to the vote there were 7 in favour and 1 against. The recommendation was agreed.</p>	<p><i>Meg Hirani Matt Duigan</i></p>

Resolved - That the application be determined by the Head of Planning, Consumer Protection, Sport and Green Spaces under delegated powers, subject to the Council entering into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) to secure the following:

- (i) The provision of the proposed 7 one bedroom flats as shared ownership affordable housing units.**
- (ii) A financial contribution of £22,954 towards education facilities.**
- (iii) A financial contribution of £5,202 towards primary health care facilities.**
- (iv) A financial contribution of £522 towards library provision.**
- (v) A financial contribution equivalent of 5% of the total cash contributions for project management and monitoring.**

b. That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed.

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

d. That the application is reported back to the Planning Committee, if the Section 106 agreement is not completed within a period of 6 months from the date of Committee consideration.

e. That if the application is approved, the conditions and informatives set out in the officer's report and addendum sheet circulated at the meeting be attached and condition 4 as amended.

Amended Condition 4

The parking areas including the marking out of the 21 parking spaces (and for the avoidance of doubt, the spaces shall be marked out in a way which clearly and permanently identifies the dwelling to which the parking space is allocated), including any garages and car ports shown on the approved plans, shall be constructed, designated and allocated for the sole use of the occupants of the development hereby approved prior to the occupation of the development and thereafter be permanently retained and used for no other purpose. Spaces shall be allocated as follows:

- * 1 space minimum per dwelling (total 14 spaces).**
- * 4 spaces marked out and dedicated for the use of the 2 bedroom dwellings**
- * Not less than 3 unallocated spaces**

For the avoidance of doubt, spaces 12, 13, and 14 which are not included in the red line site plan do not make up the 21 spaces to be allocated.

	<p>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 6 of the London Plan (July 2011).</p>	
<p>209.</p>	<p>132 RYEFIELD AVENUE, HILLINGDON 1728/APP/2011/1565 <i>(Agenda Item 10)</i></p> <p>Conversion of first and second floors to 2, two-bedroom flats and 1, one-bedroom flat, involving installation of external staircase at rear first floor level and demolition of single storey rear extension, rear store and detached garage to provide space for the creation of a private communal garden and 5 car parking spaces.</p> <p>In accordance with the Council’s constitution a representative of the petitioners in support of the application addressed the meeting.</p> <p>The petitioner made the following points:-</p> <ul style="list-style-type: none"> • The application had been deferred at a previous meeting regarding concerns of car parking at front of premises, rear car parking, security issues for car parking at the rear, access and manouverability. • These concerns had all been met by the amendments provided. • The rear parking would not be used for the shop premises. • Rear access was used constantly as there were garages that are accessed from the same access as will be used for the proposed flats. • The access way was not owned by the properties. • There was a block of 14 garages rented out by the Council to residents in Midhurst Gardens, the arrangements for access to the Council owned garages would be the same as for those proposed for this application. • A majority of local residents want to see this application determined and 132 Ryefield Avenue fully utilised to much needed accommodation. • If approved it would mean that the rear of the site would be tidied, providing safe and secure parking and amenity space for the residential use. • Requested committee to consider the application favourably. <p>The committee suggested that condition 6 to be amended to add the word ‘accessible’ after ‘allocated’. This was agreed by the committee.</p> <p>The recommendation for approval with condition 6 being amended was moved, seconded and on being put to the vote agreed.</p> <p>Resolved – That the application be approved subject to the conditions and informatives set out in the officer’s report and addendum sheet circulated at the meeting and condition 6 being amended to add ‘accessible’ after ‘allocated’.</p>	<p>Action by</p> <p><i>Meg Hirani</i> <i>Matt Duigan</i></p>

210.	<p>HARVARD HOUSE, SUMMERHOUSE LANE, HARMONDSWORTH 67230/APP/2010/1905 (<i>Agenda Item 11</i>)</p> <p>Change of use from Class B1 (Office) to Class C1 (Hotels and Halls of Residence) for use as hotel with restaurant and installation of 1 rear and side dormers and new door to ground floor side.</p> <p>In answer to a question raised officers advised the committee that there had been no noise assessment undertaken on the rear parking area and the noise and disturbance that this make cause adjoining residential properties.</p> <p>The committee felt that they had insufficient information regarding noise and disturbance from parking, delivery and refuse bins and it was moved and seconded that the application be deferred for a noise assessment to be provided. Information from the Environmental Protection Unit in relation to external noise was also requested. The committee also agreed to undertake a site visit to be arranged once the noise assessment had been provided.</p> <p>Resolved – That the application be deferred to a noise assessment to be provided and a site visit.</p>	<p>Action by</p> <p><i>Meg Hirani Matt Duigan</i></p>
211.	<p>HARVARD HOUSE, SUMMERHOUSE LANE, HARMONDSWORTH 67230/APP/2010/1906 (<i>Agenda Item 12</i>)</p> <p>Change of use from Class B1 (Office) to Class C1 (Hotels and Halls of Residence) for use as hotel with restaurant and installation of 1 rear and side dormers and new door to ground floor side (Application for Listed Building Consent.)</p> <p>It was moved and seconded that the application be deferred and on being put to the vote deferral was agreed.</p> <p>Resolved – That the application be deferred to enable additional information to be provided on noise an disturbance and a site visit.</p>	<p>Action by</p> <p><i>Meg Hirani Matt Duigan</i></p>
212.	<p>LAND ADJACENT TO 33 AND 34 FAIREY AVENUE, HAYES 66668/APP/2011/1892 (<i>Agenda Item 13</i>)</p> <p>Two storey building comprising 4 x two-bedroom flats with associated amenity space and parking spaces, involving the demolition of 31 existing garages (Outline planning application for access, appearance, layout and scale with other matters reserved) (Resubmission).</p> <p>In accordance with the Council’s constitution the applicant addressed the meeting. The petitioners objecting to the proposal were not present at the meeting.</p> <p>The applicant made the following points:-</p>	<p>Action by</p> <p><i>Meg Hirani Matt Duigan</i></p>

	<ul style="list-style-type: none"> • The garages were far too small for a modern day car and had been difficult to rent. • A number of the garages were used solely for storage and a number had remained empty for a number of years. • Larger garages on this site would not be financially viable. • This application had reduced the number of flats proposed since the last application was dismissed on appeal. • The Inspector in dismissing the previous application stated that a smaller build would be more acceptable. • An appeal had already been submitted on this application. • The parking and turning space would remain and would not be affected by this application. • Recycling of materials during the demolition of the garages would take place on site as much as possible. • A method statement would ensure that the demolition of the garages would comply with Health & Safety. • Would be happy to agree to a S106 agreement if the committee were minded to approve the application. <p>In answer to an issue raised in relation to the S106 agreement officers advised that this was a standard reason for refusal on an application that had been appealed. This would ensure that an Inspector considering the appeal was aware that a S106 agreement should be considered.</p> <p>The recommendation that the application would have been refused was moved, seconded and on being put to the vote was agreed</p> <p>Resolved – That had an appeal against non-determination been received the application would have been refused for the reasons set out in the officer’s report and addendum sheet circulated at the meeting.</p>	
213.	<p>LAND FORMING PART OF 9 AND 9 PEMBROKE WAY, HAYES 36158/APP/2011/937 (<i>Agenda Item 14</i>)</p>	<p>Action by</p>
	<p>Two storey building comprising 4 x two-bedroom flats with associated amenity space and parking spaces, involving the demolition of 31 existing garages (Outline planning application for access, appearance, layout and scale with other matters reserved) (Resubmission).</p> <p>In accordance with the Council’s constitution a representative of the petitioners addressed the meeting. The agent/applicant was not present at the meeting.</p> <p>The petitioner made the following points:-</p> <ul style="list-style-type: none"> • The proposal was over development of the site. • Comments from residents had not been included in the officer’s report. • Part of the garden of 11 Pembroke Way would be lost if this development went ahead. 	<p><i>Meg Hirani</i> <i>Matt Duigan</i></p>

	<ul style="list-style-type: none"> • There was inadequate parking being provided with the overspill parking in the road. • The proposal would result in a loss of amenity for residents and increase the number of vehicles in Skipton Drive. • There were concerns about noise and pedestrian safety. • The proposal would reduce light to existing neighbours, existing trees already reduce light. • The site is close to 3 schools and should continue to be used as a family home and not a house in multiple occupation. • If this proposal was allowed it would set a precedent for other developments in Pembroke Way. • The proposal was out of character with the area. <p>The recommendation for refusal was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved - That the application be Refused for the reasons set out in the officer's report.</p>	
214.	<p>LAND REAR OF 25 WINDSOR GARDENS, HAYES 67835/APP/2011/1318 (Agenda Item 15)</p> <p>Erection of a three-bedroom, two storey end of terrace dwelling and single storey rear extension to existing dwelling involving the demolition of existing element to side/ rear and conservatory to rear.</p> <p>In accordance with the Council's constitution a representative of the petitioners addressed the meeting. The agent was not present at the meeting.</p> <p>The petitioner made the following points:-</p> <ul style="list-style-type: none"> • The proposal was only providing one parking space. • Parking in Windsor Gardens had already reached saturation point, this proposal would exacerbate this problem. • Refuse vehicles can not always access Windsor Gardens and have to return later. • The report was comprehensively detailed with 5 reasons for refusal. • Asked the committee to refuse the application as recommended by officers. <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be Refused for the reason set out in the officer's report.</p>	<p>Action by</p> <p><i>Meg Hirani Matt Duigan</i></p>

<p>215.</p>	<p>LAND AT BLACKMORE WAY, UXBRIDGE 20978/APP/2011/1521 (<i>Agenda Item 16</i>)</p> <p>Erection of a two storey building to include 4, one-bedroom flats with associated parking and amenity space involving demolition of existing garages.</p> <p>In accordance with the Council’s constitution a representative of the petitioners addressed the meeting. The agent was not present at the meeting.</p> <p>The petitioner made the following points:-</p> <ul style="list-style-type: none"> • The proposal would have an adverse impact on existing on-street parking arrangements. • The development at 1 Bawtree Road had already exacerbated the current parking situation. • There would be no dedicated parking for the existing 24 flats, contrary to conditions of the planning permission. • The developer had sold flats without garages. • Little effort had been made to make the garages available to local residents. • The proposal would increase on-street parking demands and encourage the paving of front gardens, which would affect the character of the area. • The parking problems would hamper emergency and service vehicles. • There were enough flats in the area and this application should be refused to put Hillingdon residents first. <p>The recommendation for refusal was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be Refused for the reasons set out in the officer’s report.</p>	<p>Action by</p> <p><i>Meg Hirani</i> <i>Matt Duigan</i></p>
<p>216.</p>	<p>LAND REAR OF 11 & 15 MONTAGUE ROAD, UXBRIDGE (<i>Agenda Item 17</i>)</p> <p>Erection of a two storey detached building to provide 4, one-bedroom flats with associated parking and amenity space and installation of vehicular crossover to side. (Resubmission)</p> <p>The petitioner was present at the meeting but declined his right to address the meeting. The agent was unable to attend the meeting but provided a letter to the committee, which was attached to the addendum sheet circulated at the meeting.</p> <p>A Ward Councillor addressed the meeting making the following point:-</p> <ul style="list-style-type: none"> • The proposal does not meet the requirements of the London Plan in relation to backland development not being acceptable. 	<p>Action by</p> <p><i>Meg Hirani</i> <i>Matt Duigan</i></p>

	<p>The recommendation for refusal was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be Refused for the reasons set out in the officer’s report.</p>	
217.	<p>BRUNEL UNIVERSITY, KINGSTON LANE, HILLINGDON 532/APP/2011/2364 (<i>Agenda Item 18</i>)</p> <p>New electrical sub-station (Retrospective).</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report.</p>	<p>Action by</p> <p><i>Meg Hirani</i> <i>Matt Duigan</i></p>
218.	<p>MINET JUNIOR SCHOOL, AVONDALE DRIVE, HAYES 2297/APP/2011/1524 (<i>Agenda Item 19</i>)</p> <p>Installation of a new vehicular crossover and staff car park, involving relocation and widening of existing gates, proposed path and alterations to fence line (Resubmission).</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report and addendum sheet circulated at the meeting.</p>	<p>Action by</p> <p><i>Meg Hirani</i> <i>Matt Duigan</i></p>
219.	<p>WEST LONDON SHOOTING SCHOOL, WEST END ROAD, NORTHOLT 39704/APP/2011/2964 (<i>Agenda Item 20</i>)</p> <p>Raising of height of existing attenuation flat top bund ranging between 3m at its eastern end and 15m at its western end to create a dome shaped bund. (Consultation by the London Borough of Ealing).</p> <p>The committee asked officers to inform Ealing Council that the proposal should be carried out in a timely manner.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved - That the London Borough of Ealing be informed that the London Borough of Hillingdon raises NO OBJECTION to the proposed scheme, subject to the conditions set out in the officer’s report and addendum sheet circulated at the meeting.</p>	<p>Action by</p> <p><i>Meg Hirani</i> <i>Matt Duigan</i></p>

220.	<p>ENFORCEMENT REPORT (<i>Agenda Item 21</i>)</p> <p>The recommendation set out in the officer's report was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved</p> <ol style="list-style-type: none"> 1. That the enforcement actions as recommended in the officer's report be agreed. 2. That the Committee resolve to release their decision and the reasons for it outlined in this report into the public domain, solely for the purposes of issuing the formal breach of condition notice to the individual concerned. <p><i>The report relating to this decision is not available to the public because it contains information which reveals that the authority proposes (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; and (b) to make an order or direction under any enactment and the public interest in withholding the information outweighs the public interest in disclosing it (exempt information under paragraph 6 of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).</i></p>	<p>Action by</p> <p><i>Meg Hirani Matt Duigan</i></p>
221.	<p>ENFORCEMENT REPORT (<i>Agenda Item 22</i>)</p> <p>The recommendation set out in the officer's report was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved</p> <ol style="list-style-type: none"> 1. That the enforcement actions as recommended in the officer's report be agreed. 2. That the Committee resolve to release their decision and the reasons for it outlined in this report into the public domain, solely for the purposes of issuing the formal breach of condition notice to the individual concerned. <p><i>The report relating to this decision is not available to the public because it contains information which reveals that the authority proposes (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; and (b) to make an order or direction under any enactment and the public interest in withholding the information outweighs the public interest in disclosing it (exempt information under paragraph 6 of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 as amended).</i></p>	<p>Action by</p> <p><i>Meg Hirani Matt Duigan</i></p>
222.	<p>2 TURNPIKE LANE, UXBRIDGE 53213/APP/2011/2672. (<i>Agenda Item 23</i>)</p> <p>Change of use of outbuilding from garage to 'House in Multiple Occupation' used in association with main dwelling as a 'House in Multiple Occupation'</p>	<p>Action by</p> <p><i>Meg Hirani Matt Duigan</i></p>

	<p>It was suggested that the District Valuer advised that outbuilding was being used as a separate dwelling.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be refused for the reasons set out in the officer’s report.</p> <p>This application was taken as urgent by the Chairman as enforcement action to restrain the unauthorised use of the outbuilding was being held in abeyance pending the outcome of this planning application as an enforcement notice had already been served and not complied with, and officers were keen to commence a prosecution.</p>	
<p>The meeting, which commenced at 7.00 pm, closed at 9.50 pm.</p>		

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

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Minutes**CENTRAL & SOUTH PLANNING COMMITTEE**

24 January 2012

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



HILLINGDON
LONDON

	<p>Committee Members Present: Councillors John Hensley (Chairman) Judith Cooper (Vice-Chairman) Wayne Bridges Janet Duncan Neil Fyfe Dominic Gilham Brian Stead</p> <p>LBH Officers Present: James Rodger – Head of Planning Matthew Duigan – Team Leader, Planning Manmohan Ranger – Highways Engineer Sarah White – Legal Services Natasha Dogra – Democratic Services Ian Thynne – Environmental Services</p>	
224.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies had been received from Cllr Sansapuri and Cllr Ghei substituted.</p>	Action by
225.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Cllr Bridges declared a personal interest in Item 7 (Stockley Park Golf Course) as the site was situated in the ward where Cllr Bridges was a Ward Councillor (Botwell).</p>	Action by
226.	<p>TO CONFIRM THAT THE ITEMS OF BUSINESS MARKED PART I WILL BE CONSIDERED IN PUBLIC AND THAT THE ITEMS MARKED PART 2 WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 4</i>)</p> <p>This was confirmed.</p>	Action by
227.	<p>STOCKLEY PARK GOLF COURSE 37850/APP/2011/46 (<i>Agenda Item 5</i>)</p> <p>Landscaping of existing golf course including planting, remodelling of landforms, and the enhancement and alteration of paths, greens, practice ground and fairways.</p> <p>Officers presented the report to the Committee and said the application</p>	Action by

	<p>sought permission for the landscaping of the existing golf course including planting, remodelling of landforms and the enhancement and alternation of paths, greens, practice ground and fairways. The Committee were informed that the application was partially retrospective with regard to some of the works.</p> <p>Some Members of the Committee did not feel comfortable making a decision regarding the site due to the history of the Golf Course and landfill site use. These Members felt that approving the application would send out the wrong message to member of public, as the site had been used for illegal and criminal activity in the past.</p> <p>Members asked Officers to describe the plants and density of the horticultural stock on the site. Officers said there were a number of different plant and shrub species proposed for the site, and highlight the areas where this stock would be placed on the site maps.</p> <p>Officers informed Members that they had visited the site earlier today and found that the site looked and felt like a Golf Course. Officers thought the site was playable and useable by golfers. Officers displayed photographs they had taken during their site visit and some Members of the Committee were pleased with the progress made on the site.</p> <p>Members asked Officers to:</p> <ol style="list-style-type: none"> 1. Amend condition 10 by inserting the words 'collated and' between the words 'be' and 'submitted' 2. Amend the replacement condition set out in the addendum by adding the following additional wording to the body of the condition: 'Any remediation works should be carried out strictly in accordance with details first approved in writing by the Local Planning Authority.' <p>It would proposed that the application be approved. This proposal was seconded and agreed with five votes for and two votes against the decision.</p> <p>Resolved – That the application be approved, subject to the conditions including the above amendments, and addendum sheet circulated at the meeting.</p>	<p><i>Matthew Duigan – Team Leader, Planning</i></p>
228.	<p>HEATHROW SUMMIT CENTRE SKYPORT DRIVE, HARMONDSWORTH 9420/APP/2011/2119 (<i>Agenda Item 6</i>)</p> <p>This item was withdrawn by the Head of Planning, Consumer Protection, Sport & Green Spaces prior to the meeting.</p>	<p>Action by</p>
229.	<p>9 BAXTER CLOSE 38913/APP/2011/90 (<i>Agenda Item 7</i>)</p> <p><i>A non-determination appeal had been lodged with respect to this application. As such the Committee were asked to advise what decision would have been made had the appeal not been lodged.</i></p>	<p>Action by</p>

	<p>Part two storey, part single storey detached building with habitable roof space to provide 4 two-bedroom back to back houses, with associated parking, amenity space and vehicle crossover to front involving demolition of existing detached dwelling.</p> <p>In accordance with the Council's constitution a representative of the petitioners in support of the application addressed the meeting.</p> <p>The petitioner made the following points:-</p> <ul style="list-style-type: none"> ▪ The proposed application did not pose any improvements to the building ▪ The application would not bring any advantageous effects to the site or surrounding area ▪ The plans of the site showed there was roof space living accommodation but did not highlight an escape route for emergency use. <p>Members informed petitioners that this Committee could only consider planning concerns – building safety would be considered by an application made to the Building Control Unit. Members asked petitioners whether they had pavement parking. Petitioners confirmed that they did due to congestion on the road.</p> <p>Members decided that had the non-determination appeal not been lodged they would be minded to refuse the application. This proposal was put forward, seconded and agreed unanimously.</p> <p>Resolved – That the application would have been refused had the non-determination appeal not been lodged.</p>	<p><i>Matthew Duigan – Team Leader, Planning</i></p>
<p>230.</p>	<p>ST DUNSTANS CHURCH HALL, CARFAX ROAD 64608/APP/2011/1280 (<i>Agenda Item 8</i>)</p> <p>This item was withdrawn by the applicant prior to the meeting.</p>	<p>Action by</p>
<p>231.</p>	<p>THE WOOLPACK 4766/APP/2011/1402 (<i>Agenda Item 9</i>)</p> <p>Change of use from ancillary public house car park to hand car wash (Sui Generis).</p> <p>Officers informed Members that the site was situated in the conservation area. The proposal posed a threat to the site, the nearby canal and associated wildlife due to run off from the car wash.</p> <p>Members asked Officers to add a refusal reason regarding the use of green belt land. Members asked Officers to amend refusal reason 1 to read as follows:</p> <p><i>'The proposal, by virtue of the design and siting (on Green Belt and near to the Grand Union Canal), would injure the visual amenities of the Green Belt and Grand Union Canal. Additionally the development fails to provide any compelling evidence to justify the inappropriate development in the Green Belt and as such is contrary to Policies OL1, OL2, OL5 and BE32 of the adopted Hillingdon Unitary</i></p>	<p>Action by</p>

	<p><i>Development Plan Saved Policies (September 2007).'</i></p> <p>It would proposed that the application be refused. This proposal was seconded and agreed unanimously.</p> <p>Resolved – That the application be refused, subject to the conditions as set out in the officer’s report and the addendum sheet circulated at the meeting</p>	<p><i>Matthew Duigan – Team Leader, Planning</i></p>
232.	<p>H.J. HEINZ CO. LTD, HAYES PARK 12853/APP/2011/1946 (<i>Agenda Item 10</i>)</p> <p>Installation of new cycle shelter.</p> <p>It would proposed that the application be approved. This proposal was seconded and agreed unanimously.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report and the addendum sheet circulated at the meeting</p>	<p>Action by</p> <p><i>Matthew Duigan – Team Leader, Planning</i></p>
233.	<p>ANSELL GARDEN CENTRE 1114/APP/2011/2683 (<i>Agenda Item 11</i>)</p> <p>Part change of use from ancillary to Use Class A1 (Shops) to Sui Generis for use as a hand car wash.</p> <p>Officers presented the report to the Committee. Members said this application did not affect the openness of the green belt land and were pleased with the proposal.</p> <p>Members asked Officers to add a separate condition to the application regarding the erection of permanent structures on the site. Members asked Officers to:</p> <ol style="list-style-type: none"> 1. Alter the description to read: use of part of Garden Centre car park as ancillary hand car wash. 2. Add the following condition: no structures shall be erected with out further approval in writing by the Local Planning Authority. <p>REASON To protect the visual amenities of the Green Belt and to accord with policy OL1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).</p> <p>It would proposed that the application be approved. This proposal was seconded and agreed unanimously.</p> <p>Resolved – That the application be approved, subject to the conditions as set out in the officer’s report and the addendum sheet circulated at the meeting</p>	<p>Action by</p> <p><i>Matthew Duigan – Team Leader, Planning</i></p>

234.	<p>ANSELL GARDEN CENTRE 1114/ADV/2011/89 (<i>Agenda Item 12</i>)</p> <p>Installation of 1 x non-illuminated vinyl banner, 4 x non-illuminated plaques, 1 x non-illuminated free standing sign</p> <p>Officers presented the report to Committee Members. Officer said the signage should be for directional purposes rather than business promotion. Members asked Officers to engage the application and determine suitable signage to be used on the site.</p> <p>It would proposed that the application be refused. This proposal was seconded and agreed unanimously.</p> <p>Resolved – That the application be refused, subject to the conditions and informatives set out in the officer’s report and the addendum sheet circulated at the meeting</p>	<p>Action by</p> <p><i>Matthew Duigan – Team Leader, Planning</i></p>
235.	<p>4 ELM LAWN CLOSE 66000/APP/2011/2532 (<i>Agenda Item 13</i>)</p> <p>Two storey side/ rear extension involving demolition of existing attached side garage and store.</p> <p>It would proposed that the application be approved. This proposal was seconded and agreed unanimously.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report and the addendum sheet circulated at the meeting</p>	<p>Action by</p> <p><i>Matthew Duigan – Team Leader, Planning</i></p>
236.	<p>QUARTERLY S106 MONITORING REPORT (<i>Agenda Item 14</i>)</p> <p>Resolved: The Quarterly Section 106 Monitoring Report was noted by the Committee.</p>	<p>Action by</p>
<p>The meeting, which commenced at 7.00 pm, closed at 8.50 pm.</p>		

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

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Report of the Head of Planning & Enforcement Services

Address LAND EAST OF THE FORMER EMI SITE BLYTH ROAD HAYES

Development: Demolition of warehouse extension to Apollo House and erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (Class A3), community room (Class D2), 5 x workshop units (Class B1, B8 or A2 uses), and associated car parking and landscaping.

LBH Ref Nos: 51588/APP/2011/2253

Drawing Nos:

- 0147 P_0001 Rev 00
- 0147 P_0002 Rev 00
- 0147 P_0003 Rev 00
- 0147 P_0004 Rev 02
- 0147 P_0100 Rev 02
- 0147 P_0101 Rev 00
- 0147 P_0102 Rev 01
- 0147 P_0103 Rev 00
- 0147 P_0110 Rev 03
- 0147 P_0111 Rev 00
- 0147 P_0120 Rev 04
- 0147 P_0121 Rev 00
- 0147 P_0130 Rev 02
- 0147 P_0131 Rev 00
- 0147 P_0140 Rev 02
- 0147 P_0141 Rev 00
- 0147 P_0150 Rev 02
- 0147 P_0151 Rev 00
- 0147 P_0160 Rev 03
- 0147 P_0170 Rev 02
- 0147 P_0351 Rev 00
- 0147 P_0352 Rev 00
- 0147 P_0353 Rev 00
- 0147 P_0354 Rev 00
- 0147 P_0355 Rev 00
- 0147 P_0301 Rev 02
- 0147 P_0302 Rev 02
- 0147 P_0303 Rev 02
- 0147 P_0304 Rev 02
- 0147 P_0305 Rev 02
- 0147 P_0306 Rev 02
- 0147 P_0307 Rev 02
- 0147 P_0308 Rev 01
- 0147 P_0309 Rev 03
- 0147 P_0310 Rev 00
- 0147 P_1001 Rev 01
- 0147 P_1002 Rev 01
- 0147 P_1003 Rev 01
- 0147 P_1004 Rev 01
- 0147 P_1005 Rev 01
- 0147 P_1006 Rev 01
- 0147 P_1007 Rev 02

0147 P_1008 Rev 01
 0147 P_1009 Rev 01
 0147 P_1010 Rev 01
 0147 P_1011 Rev 01
 0147 P_1012 Rev 01
 Design and Access Statement September 2011
 Design and Access Statement Addendum November 2011
 Transport Statement September 2011
 Daylight and Sunlight Report September 2011 158536/J025478
 Planning Statement 13/09/11 12606
 Sustainability Appraisal and Energy Strategy Report Issue 2
 Historic Environment Assessment 08/09/11 JLM0118
 Phase 1 Environmental Risk Assessment August 2011 HLE115948/003R
 Phase 1 Habitat and Ecological Scoping Survey 01/08/11
 Flood Risk Assessment September 2011 RCEF15831-002R
 Noise and Vibration Assessment September 2011 Rev 1
 Air Quality Assessment Rev 3
 Travel Plan Scoping Study November 2011
 Supplementary Advice in Respect of Internal Illuminance Levels Nov 2011
 Area Schedule Rev 04
 Briefing Note 25/11/2011 12606/MH/HW (and Appendices x 4)

Date Plans Received:	13/09/2011	Date(s) of Amendment(s):	20/09/2011
Date Application Valid:	20/09/2011		09/11/2011
			23/11/2011
			28/11/2011

1. SUMMARY

The application seeks planning permission for the demolition of the warehouse extension to Apollo House and for the erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (Class A3), community room (Class D2), 5 x workshop units (Class B1, B8 or A2 uses), and associated car parking and landscaping.

The proposed scheme is considered to be of an acceptable design which would be compatible within the local context and result in an adequate standard of amenity for future occupiers.

The proposal would not detrimentally impact on the residential amenity of neighbouring occupiers and would provide an acceptable area of soft landscaped amenity space for the benefit of future occupiers.

Accordingly, the application is recommended for approval, subject to conditions and the signing of a S106 Legal Agreement.

2. RECOMMENDATION

That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning, Consumer Protection, Sport and Green Spaces to grant planning

permission, subject to any relevant amendments agreed by the Head of Planning, Consumer Protection, Sport and Green Spaces and also those requested by the Greater London Authority and the following:

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

i) Employment generating initiatives and employment protection measures to include a minimum of the following obligations:

a) An obligation that no less than 90% of net lettable floorspace in the existing Shipping Building (former Mercury) and Record Store (former Phoenix) can be used for Class B1 purposes;

b) To expend no less than £800,000 on physical improvements to, and equipment of, existing employment buildings on the wider site prior to any occupation of the proposed Gatefold Building;

c) To convert the existing marketing suite on Blyth Road into incubator start-up units and to offer these at no more than 50% of open market rental prior to commencement of the Gatefold Building;

d) To offer the 4no. incubator units on the ground floor of the Gatefold Building at no more than 50% of open market rental.

ii) Transport: a S278 and or s38 agreement shall be entered into to cover any and all highways works required as a result of this application, including any amendments required to adopted or draft PMAs as a result of the proposals.

iii) Travel Plan: the submission of a Travel Plan including the implementation of a traffic management scheme, and a £20,000 compliance bond.

iv) Affordable Housing: at least 12% of the scheme delivered as affordable housing, by habitable room.

v) Education: a contribution in the sum of £417,480 based upon child occupancy in the residential units.

vi) Health: a contribution in the sum of £52,130.80 based upon occupancy of the residential units.

vii) Public Realm: a contribution in the sum of £100,000. With £30,000 of this sum dedicated to an initial upgrade of the pedestrian subway.

viii) Libraries Contribution: a contribution in the sum of £5,533.80 equal to £23 per person.

ix) Community Facilities: a contribution in the sum of £30,000 towards community facilities within the locality, or an in-kind facility located on the site and not less than 92sqm gross internal area.

x) Construction Training: either an in-kind scheme or a financial contribution secured towards training schemes. If a financial contribution is delivered then it should be in line with the formula of £2,500 for every £1 million build cost + number of units/160 x £71,675.

xi) Air Quality: a contribution in the sum of £25,000 towards air quality initiatives in the area.

xii) Project Management and Monitoring: a contribution equal to 5% of the total cash contributions secured under s106 to enable the management and monitoring of the resulting agreement.

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

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

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

E) That subject to the above, the application be deferred for determination by the Head of Planning, Consumer Protection, Sport and Green Spaces under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That if the application is approved, the following conditions be imposed subject to any changes negotiated by the Head of Planning, Consumer Protection, Sport and Green Spaces prior to issuing the decision:

1 T8 Time Limit

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

REASON

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

2 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 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).

4 NONSC Balconies/Screens

No development shall take place until full details, including drawings showing the siting, design and finish heights of obscure glazed privacy screens, balustrades, and railings on all balconies and terraces and roof terraces as shown on the plans hereby approved, have been submitted to and approved in writing by the Local Planning Authority.

REASON

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

5 CAC8 Record of the building prior to demolition

Prior to demolition, a general photographic record of the site to EH Level 1 shall be carried out, and a copy of the record shall be submitted to the Local Planning Authority.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6 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 building is 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).

7 M6 Boundary Fencing

A minimum 1.8 metre high close boarded fence or imperforate wall shall be maintained on the boundary with Network Rail land for the full depth of the development hereby approved, and shall be permanently retained for so long as the development remains in existence.

REASON

To safeguard the privacy and amenity of neighbouring occupiers in accordance with Policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 TL5 Landscaping Scheme

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),
- Landscaped wall to screen car park (including plans, sections, elevations and specifications).

Details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at www.caa.co.uk/srg/aerodrome). These details shall include the species, number and spacing of trees and shrubs.

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).

9 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 or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority 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).

10 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).

11 T19A Maintenance of Play Areas

No development shall commence until details of a scheme for the provision and maintenance in perpetuity of the children's play area have been submitted to and approved in writing by the Local Planning Authority. The details should include the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that a play area is satisfactorily implemented and properly maintained in accordance with Policy R1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

12 NONSC Landscape Management Plan

No development shall commence until details of a scheme for the provision and maintenance in perpetuity of the communal landscaped/public realm areas have been submitted to and approved in writing by the Local Planning Authority. The details should include the arrangements for its implementation, management, public access (including the opening and closing of the main entrance gate), security measures, and maintenance. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly managed in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

13 TL20 Amenity Areas

None of the dwellings hereby permitted shall be occupied, until the outdoor amenity area serving the dwellings as shown on the approved plans (including balconies where these are shown to be provided) has been made available for the use of residents of the development. Thereafter, the amenity areas shall so be retained.

REASON

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.1

14 NONSC 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 management plan shall comply with Advice Note 8 'Potential Bird Hazards for Building Design'.

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

REASON

To comply with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to minimise the attractiveness of the development to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

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 controlling access around the deck/walkway levels, 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 excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to 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 London Plan (July 2011) Policies 7.1 and 7.3

16 NONSC **CCTV**

No development shall commence until a scheme for the provision of Closed Circuit Television (CCTV) on and/or around the building, which is compatible with and can be integrated into the Council's CCTV monitoring system, has been submitted to, and approved in writing by, the local planning authority and the building shall not be occupied until the approved scheme has been implemented. Thereafter the approved scheme shall be permanently retained.

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 that the development provides a safe and secure environment in accordance with policy 7.3 of the London Plan (July 2011).

17 NONSC **Sustainability**

Prior to commencement of development a signed Design Stage Certificate by a licensed Code for Sustainable Homes assessor shall be submitted to and approved in writing by the Local Planning Authority. The Design Stage Certificate will confirm the development has been designed to meet Code Level 4.

Prior to occupancy of the development, a signed Completion Stage Certificate by a licensed Code for Sustainable Homes assessor shall be submitted to and approved in writing by the Local Planning Authority. The Completion Stage Certificate will confirm the development has been built to Code Level 4.

If the subsequent designs cannot meet Code Level 4 then a further sustainability statement will be required to be submitted and agreed in writing with the local planning authority. This will clearly demonstrate a 25% reduction in CO₂ (using a 2010 Part L building regulation baseline). This statement will also need to demonstrate how water recycling and harvesting will be incorporated into the final designs. The development must proceed in accordance with this updated sustainability statement if Code Level 4

will not be achieved.

Reason

To ensure the development is built sustainably and to meet Policies 5.1, 5.2, 5.3, 5.13, 5.14, and 5.15 of the London Plan (July 2011).

18 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).

19 NONSC Antennas

No antenna, masts, poles, satellite dishes or the like shall be erected atop any of the buildings here by approved.

REASON

To ensure that apparatus do not detract from the visual amenities of the area in accordance with Policy BE37 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

20 NONSC External Lighting

Before development commences, details of the position and design of external lighting shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of underground works and measures to eliminate vertical and horizontal light spillage for the car park areas, roads, areas immediately around the buildings and courtyards.

REASON

To ensure that the development presents a satisfactory appearance, and to safeguard the amenities of nearby residential properties in accordance with Policies BE13, and OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

21 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 AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2

22 DIS2 Access to Buildings for People with Disabilities

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 Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2

23 DIS5 Design to Lifetime Homes Standards & Wheelchair Standards

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further at least 10% of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document '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 (July 2011) Policies 3.1, 3.8 and 7.2

24 OM5 Provision of Bin Stores

No development shall take place until details of covered and secure facilities to be provided for the screened storage of refuse and recycling 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).

25 OM6 Refuse Collection Area (Residential)

Dustbins and enclosed refuse and recycling collection areas, details of which shall be submitted to and approved by the Local Planning Authority, shall be sited a maximum distance of 23 metres (10 metres where palladins are employed) from an adopted highway, and 25 metres from any dwelling unit.

REASON

To comply with the Hillingdon Design & Accessibility Statement (HDAS) Supplementary Planning Document: "Residential Layouts" (May 2006) and for the convenience of residents in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

26 NONSC Waste Management Plan

No development shall take place until a detailed Site Waste Management Plan, prepared in accordance with the requirements of the Site Waste Management Plans Regulations 2008, and in particular setting out how waste and recycling will be collected, stored and removed from the site, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development be carried out in strict accordance with the approved Site Waste Management Plan.

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) and the Site Waste Management Plans Regulations 2008.

27 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 6 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).

28 H1 Traffic Arrangements

Notwithstanding the plans and documents hereby approved, the development shall not begin until details of all traffic arrangements (including servicing arrangements, re-directed pedestrian routes, precise details of the lay-by, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, 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 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 6 of the London Plan . (July 2011).

29 H11A Visibility Splays

Unobstructed sight lines above a height of 1 metre shall be maintained where possible on both sides of the entrance to the site, for a distance of at least 2.4m in both directions along the back edge of the footway or verge.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced, in accordance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

30 H14 Cycle Storage

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage, changing facilities, lockers and showers for users of and visitors to the development have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan. (July 2011).

31 SUS8 Electric Charging Points

Before development commences, plans and details shall be submitted to and approved in writing by the Local Planning Authority, which confirm the following:

- i) That there will be passive provision of infrastructure for electric vehicle charging point to 20% of all car parking spaces;
- ii) That not less than 4% of all parking spaces shall be fitted with electric vehicle charging points;
- iii) The electric vehicle charging points shall be fast charging points and capable of charging multiple vehicles simultaneously.

Thereafter the development shall be carried out in accordance with the approved details, and the charging points retained and maintained in good working order for the life of the development.

REASON

To encourage sustainable travel and to comply with London Plan (July 2011) Policy 5.3.

32 NONSC Car Park Allocation

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

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

REASON

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

33 NONSC Construction Logistics Plan

Prior to commencement of each phase, a construction logistics plan for the relevant

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

The provisions of the construction logistics plan shall be carried out in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON

To minimise the impact of the construction phase on the strategic highway network in compliance with Policy AM2 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

34 NONSC Service/Delivery Plan

Prior to commencement of development details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

35 NONSC Delivery Hours

The premises shall not be used for the delivery and loading or unloading of goods outside the hours of 0800 and 1800, Monday to Friday, and between the hours of 0800 and 1300 on Saturdays. No deliveries shall take place on Sundays, Bank Holidays or Public Holidays.

REASON

To safeguard the amenity of surrounding areas in compliance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

36 NONSC Drainage

The construction of the surface and foul water drainage system shall be carried out in accordance with details that have been submitted to and agreed by the Local Planning Authority prior to the commencement of the development and implemented in accordance with the agreed details. 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

To prevent pollution of the water environment and to prevent increased risk of flooding in compliance with policy 5.12 of the London Plan (July 2011).

37 NONSC Contamination

The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning

Guidance on Land Contamination and approved by the Local Planning Authority (LPA). All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:

(i) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

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

(iii) (a) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement and all requirements shall be implemented and completed to the satisfaction of the LPA by a competent person. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority prior to its implementation.

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

(iv) Upon completion of the remedial works, this condition will not be discharged until a verification report has been submitted to and approved by the LPA. The report shall include details of the final remediation works and their verification to show that the works have been carried out in full and in accordance with the approved methodology. The report shall also include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.

REASON

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

38 NONSC Soils

All soils used for gardens and/or landscaping purposes shall be clean and free of contamination. Site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted and approved by the Local Planning Authority.

REASON

To ensure that the occupants of the development are not subjected to any risks from land contamination in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 5.21 of the London Plan

(July 2011).

39 NONSC Sound Insulation

Development shall not begin until a scheme for protecting the proposed residential development from road and rail traffic noise has been submitted to and approved by the Local Planning Authority (LPA). The scheme shall meet acceptable noise design criteria both indoors and outdoors and provide adequate ventilation to indoor areas. The scheme shall include such combination of sound insulation, acoustic ventilation and other measures as may be approved by the LPA. The scheme shall include provision of acoustic mitigation as recommended in Noise and Vibration Report ref: JAL6459 dated 7th September 2011. The scheme shall thereafter be retained and operated in its approved form for so long as the use hereby permitted remains on the site.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

40 NONSC Vibration Protection

Development shall not begin until a scheme for protecting the proposed development from vibration has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of land separation, vibration control techniques and other measures, as are agreed by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

Reason: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by vibration in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

41 NONSC Building Plant

The rating level of the noise emitted from the plant and equipment hereby approved shall be at least 5dB lower than the existing background noise level. The noise levels shall be determined at the nearest residential property during the relevant periods of operation and with all other items of machinery operating together. The measurements and assessment shall be made in accordance with British Standard 4142 -Method for rating industrial noise affecting mixed residential and industrial areas.

Reason: To protect the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

42 NONSC Sound Insulation Commercial

The development shall not begin until a sound insulation scheme for the control of noise transmission to the adjoining residential premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

Reason: To safeguard the amenity of the future occupants of development in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

43 NONSC Polluted Air

Before the development is commenced a scheme for protecting the proposed residential accommodation from external air pollution shall be submitted and approved by the LPA.

Any works which form part of such a scheme shall be completed before any part of the development is first occupied or used and measures put in place to ensure it is maintained for the life of the development.

Reason: To safeguard residential amenity in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

44 HLC1 Cafe

No persons other than staff (who may undertake preparation/cleaning work from 07.00 hours to 23.30 hours) shall be permitted to be on the premises of the Cafe between the hours of 23.00 hours and 08.00 hours.

REASON

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

45 HLC2 Community Centre

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

The community facility will be made available for use by the residents of the development upon first occupation and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority. Once operational, no persons shall be permitted to be on the community centre premises between the hours of 23.00 and 08.00 hours on any day.

REASON

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

46 N15 Hours restriction for audible amplified music/sound

No music and/or other amplified sound arising from the cafe or community centre shall be audible from the inside of surrounding or adjacent premises outside the hours of 0800 and 1800, Monday to Friday, and the hours of 0800 and 1300 on Saturdays, and not at all on Sundays, Bank Holidays or Public Holidays.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.15

47 HLC5 Industrial and Commercial Development

The commercial premises hereby approved (excluding the cafe and community centre) shall not be used except between 08.00 hours and 23.00 hours Mondays to Fridays, between 08.00 hours and 13.00 hours on Saturdays and at no time on Sundays and Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

48 NONSC Commercial Units

Prior to any occupation of the residential component of the development, the commercial units (including the Cafe and Community Centre) shall be constructed to a minimum of shell and core level (basic watertight structure but with no internal fixtures or fittings), unless otherwise agreed in writing by the Local Planning Authority.

REASON

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

49 NONSC Frontages

All glazing at the ground floor of the commercial units (including the Cafe) shall be transparent to enable views into the building, and shall not otherwise be obscured by any temporary or permanent hoarding or similar obstruction, and shall be maintained as such unless otherwise agreed in writing by the Local Planning Authority.

No roller shutters or grills shall be fitted at ground floor of the commercial units (including the Cafe) unless otherwise approved in writing by the Local Planning Authority.

REASON

To ensure an active and transparent ground floor frontage in support of the surrounding publicly accessible spaces in accordance with PPS1 and policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.

BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
>>	London Plan (July 2011) Policies:
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.6	(2011) Children and young people's play and informal recreation (strategies) facilities
LPP 3.8	(2011) Housing Choice
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 4.1	(2011) Developing London's economy
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.10	(2011) Urban Greening
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.13	(2011) Sustainable drainage
LPP 5.21	(2011) Contaminated land
LPP 6.2	(2011) Providing public transport capacity and safeguarding land for transport
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking

LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.8	(2011) Heritage assets and archaeology
LPP 7.13	(2011) Safety, security and resilience to emergency
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

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 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).

5 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.

6 I15 Control of Environmental Nuisance from Construction Work

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

7 117 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.

8 118 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).

9 119 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).

10 12 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.

11 123 Works affecting the Public Highway - Vehicle Crossover

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

12 124 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07,

Civic Centre, Uxbridge, UB8 1UW

13 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).

14 I48 Refuse/Storage Areas

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

15 I60 Cranes

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

16

Plant, Scaffolding and Cranes:

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

17 I62 Potential Bird Hazards from Buildings

The applicant is advised that any flat/shallow pitched or green roof on buildings have the potential to attract gulls for nesting, roosting and loafing and loafing purposes. The owners/occupiers of the building must ensure that all 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 Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

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 where applicable from Natural England before the removal of nests and eggs. For further information please see the attached Advice Note 8 - 'Potential Bird Hazards From Building Design'

18

Drainage:

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 10 metres of Network Rail's boundary.

19

Railway Safety:

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Network Rail at AssetProtectionWestern@networkrail.co.uk before works begin.

20

Ground Levels:

The developers should be made aware that Network Rail needs to be consulted on any alterations to ground levels. No excavations should be carried out near railway embankments, retaining walls or bridges.

Site Layout

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

21

Landscaping:

In the interests of safety, all new trees to be planted near Network Rail's land should be located at a distance of not less than their mature height from the boundary fence. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Permitted:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padius), Wild Pear (Pyrus Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata Zebrina

Not Permitted:

Alder (Alnus Glutinosa), Aspen - Poplar (Populus), Beech (Fagus Sylvatica), Wild

Cherry (*Prunus Avium*), Hornbeam (*Carpinus Betulus*), Small-leaved Lime (*Tilia Cordata*), Oak (*Quercus*), Willows (*Salix Willow*), Sycamore - Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), London Plane (*Platanus Hispanica*).

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Boundary Treatment:

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the southern side of Blyth Road, opposite the junction with Claredon Road. The site sits at the eastern end of the former EMI site. It is roughly rectangular in shape and lies to the south-west of Hayes Town Centre, approximately 250 metres west of Harlington Railway Station (via the subway under Station Road). The site has a PTAL Rating of 4.

The site is relatively self-contained and lies to the north of the Paddington to Reading mainline, which forms the southern boundary of the site. The site currently contains an industrial building, which is an extension to the adjacent Apollo House building. The site is accessed from Blyth Road.

The surrounding area contains a mix of uses including the remainder of the former EMI site to the west, which contains a mixture of industrial/office buildings, some of which are vacant and derelict. A small terrace of two-storey dwellings sits opposite the site across Blyth Road to the north, with a number of smaller commercial buildings also opposite. To the north-east lies a further large terrace of two-storey dwellings. A further industrial building lies to the east of the site.

The site is located adjacent to the Botwell: Thorn EMI Conservation Area, and Apollo House, which is a Locally Listed Building.

3.2 Proposed Scheme

The proposed mixed-use development would provide a total of 132 new residential apartments (44 x 1-bed, 72 x 2-bed, 12 x 3-bed, and 4 x 4-bed) within a pair of blocks arranged around a central landscaped courtyard and podium. The scheme would also provide 279sqm of commercial floorspace at ground floor level levels, designed to accommodate workshop-type uses (Classes B1, B8 or A2), as well as a 66sqm cafe (Class A3) at ground floor level with a mezzanine (42sqm). A community activity hall (97.2sqm) is to be provided at first floor level above the cafe. Car parking is to be provided on-site at ground floor level beneath the landscaped podium.

The proposed buildings would step-up from four-stories at the east end of the Blyth Road

frontage (north), to five-storeys along the remainder of the Blyth Road frontage. Behind the frontage the building would step up to five and six storeys, with a seventh storey provided to the building at the rear of the site facing the railway line.

107 car parking spaces are proposed at ground floor level, with the vehicle entry to the car park to the eastern end of the site off Blyth Road. A service bay is proposed to the front of the site off Blyth Road. Children's play space is proposed to the Blyth Road frontage, with amenity space provided at first floor level above the car parking, with additional amenity space provided at fifth, sixth and seventh floors.

3.3 Relevant Planning History

51588/A/97/0079 Part Of Thorn/Emi Site Blyth Road Hayes

Erection of 5 buildings containing 27,850 square metres of floorspace for use within Class B1,B2 and B8 of the Use Classes Order plus associated access roads, service areas, parking and landscaping (involving demolition of all existing buildings)(outline application)

Decision: 18-03-1998 Approved

51588/APP/2000/1418 Part Of Thorn/Emi Site Blyth Road Hayes

ALTERATIONS TO THE PARKING LAYOUT INVOLVING LANDSCAPING WORKS, FORMATION OF THREE ACCESS AND EGRESS POINTS TO BLYTH ROAD AND EXTINGUISHMENT OF EXISTING PUBLIC FOOTPATH, PLUS INSTALLATION OF CCTV AND LIGHTING (INVOLVING SELECTIVE DEMOLITION OF BUILDINGS)

Decision: 12-04-2001 Approved

51588/APP/2000/1827 Vulcan House, Mercury House And Phoenix House Blyth Road Hayes

ALTERATIONS TO EXTERNAL APPEARANCE AND EXTENSIONS TO VULCAN HOUSE, MERCURY HOUSE AND PHOENIX HOUSE

Decision: 12-04-2001 Approved

51588/APP/2000/1969 Apollo And Jubilee Houses Blyth Road Hayes

SELECTIVE DEMOLITION OF BUILDINGS (APPLICATION FOR CONSERVATION AREA CONSENT)

Decision: 04-05-2001 Approved

51588/APP/2000/1973 Land At Apollo And Jubilee Houses Blyth Road Hayes

ERECTION OF A DATA MANAGEMENT CENTRE BUILDING WITH ASSOCIATED PARKING AND LANDSCAPING TOGETHER WITH ALTERATIONS, REFURBISHMENT AND EXTENSION OF JUBILEE HOUSE

Decision: 16-04-2002 Approved

51588/APP/2000/366 Land At Thorn/Emi Complex Blyth Road Hayes

ALTERATIONS TO THE PARKING LAYOUT INCLUDING LANDSCAPING WORKS (INVOLVING SELECTIVE DEMOLITION OF BUILDINGS)

Decision: 12-12-2000 Approved

51588/APP/2000/367 Land At Thorn/Emi Complex Blyth Road Hayes
PARTIAL DEMOLITION OF EXISTING BUILDINGS AND REMOVAL OF PLANT AND
EQUIPMENT (APPLICATION FOR CONSERVATION AREA CONSENT)

Decision: 15-12-2000 Approved

Comment on Relevant Planning History

In addition to the above, the following application is also relevant:

59872/APP/2007/3060 - CHANGE OF USE OF, AND EXTERNAL ALTERATIONS TO, APOLLO AND JUBILEE TO PROVIDE A NEW CREATIVE QUARTER COMPRISING VINYL PRODUCTION, STUDIOS, VISITORS CENTRE, TRAINING, OFFICE AND EXHIBITION SPACE WITH ASSOCIATED CAFE /BAR, RETAIL AND LEISURE FACILITIES (USE CLASSES A1, A3, A4, A5, B1, B2, D1 & D2). CHANGE OF USE AND EXTERNAL ALTERATIONS TO NEPTUNE HOUSE FOR MIXED USE (USE CLASSES A3, A4, A5, B1, D1 & D2). NEW BUILD RESIDENTIAL DEVELOPMENT OF 244 UNITS WITH ASSOCIATED GROUND FLOOR USES (A1, A3, A4, A5, B1, D1 & D2) AND ASSOCIATED ACCESS, PARKING, SERVICING AND LANDSCAPING (INVOLVING PART DEMOLITION OF NEPTUNE, APOLLO AND JUBILEE BUILDINGS).
Approved - 09/01/2009.

It should be noted that this application established the principle of residential development on the application site.

4. Planning Policies and Standards

Hillingdon Unitary Development Plan Saved Policies September 2007
HDAS SPD: New Residential Layouts: July 2006
Accessible Hillingdon SPD: January 2010
Planning Obligations SPD: July 2008; and Revised Chapter 4, Education Facilities: September 2010.
The London Plan (July 2011)
Planning Policy Statement 1: Delivery Sustainable Development
Planning Policy Statement 3: Housing
Planning Policy Statement 4: Planning for Sustainable Economic Growth
Planning Policy Statement 5: Planning for the Historic Environment
Planning Policy Guidance 13: Transport
Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation
Planning Policy Statement 22: Renewable Energy
Planning Policy Statement 23: Planning and Pollution Control
Planning Policy Guidance 24: Planning and Noise

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.

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- BE4 New development within or on the fringes of conservation areas
- BE10 Proposals detrimental to the setting of a listed building
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE26 Town centres - design, layout and landscaping of new buildings
- BE36 Proposals for high buildings/structures in identified sensitive areas
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- H4 Mix of housing units
- H5 Dwellings suitable for large families
- LE2 Development in designated Industrial and Business Areas
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments
- >> London Plan (July 2011) Policies:
 - LPP 2.6 (2011) Outer London: vision and strategy
 - LPP 2.7 (2011) Outer London: economy
 - LPP 2.8 (2011) Outer London: Transport
 - LPP 3.1 (2011) Ensuring equal life chances for all
 - LPP 3.3 (2011) Increasing housing supply
 - LPP 3.4 (2011) Optimising housing potential
 - LPP 3.5 (2011) Quality and design of housing developments
 - LPP 3.6 (2011) Children and young people's play and informal recreation (strategies) facilities

- LPP 3.8 (2011) Housing Choice
- LPP 3.9 (2011) Mixed and Balanced Communities
- LPP 3.10 (2011) Definition of affordable housing
- LPP 3.11 (2011) Affordable housing targets
- LPP 3.12 (2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
- LPP 3.13 (2011) Affordable housing thresholds
- LPP 4.1 (2011) Developing London's economy
- LPP 4.4 (2011) Managing Industrial Land & Premises
- LPP 5.1 (2011) Climate Change Mitigation
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.6 (2011) Decentralised Energy in Development Proposals
- LPP 5.7 (2011) Renewable energy
- LPP 5.10 (2011) Urban Greening
- LPP 5.11 (2011) Green roofs and development site environs
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.21 (2011) Contaminated land
- LPP 6.2 (2011) Providing public transport capacity and safeguarding land for transport
- LPP 6.3 (2011) Assessing effects of development on transport capacity
- LPP 6.5 (2011) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2011) Cycling
- LPP 6.10 (2011) Walking
- LPP 6.13 (2011) Parking
- LPP 7.1 (2011) Building London's neighbourhoods and communities
- LPP 7.2 (2011) An inclusive environment
- LPP 7.3 (2011) Designing out crime
- LPP 7.4 (2011) Local character
- LPP 7.5 (2011) Public realm
- LPP 7.6 (2011) Architecture
- LPP 7.8 (2011) Heritage assets and archaeology
- LPP 7.13 (2011) Safety, security and resilience to emergency
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 17th October 2011

Site Notice Expiry Date:- Not applicable

26th October 2011

5.2

6. Consultations

External Consultees

GREATER LONDON AUTHORITY:

London Plan policies on the principle of development, affordable housing, housing mix, urban design (including residential quality), child play space, inclusive access, climate change, and transport are relevant to this application. The application complies with some of these policies but not others, for the following reasons:

i) Principle of development: The principle of a mixed use development with a substantial residential element in this location is acceptable and broadly in accordance with the London Plan.

ii) Affordable housing: The absence of an agreed affordable housing provision is unacceptable and in the absence of an independent appraisal of the applicant's financial viability report, the scheme fails to comply with policies 3.11 and 3.12 of the London Plan.

iii) Housing mix: The current mix of units needs to be reconsidered for the scheme to meet policy objectives set out in London Plan policy 3.8.

iv) Residential quality: Revisions and additional information is required with regards to the residential quality, to enable the scheme to be in conformity with London Plan policy 3.5 and meet London Plan guidance as set out in the Mayor's interim London Housing Design Guide and draft Housing SPD.

v) Urban design: Design revisions are sought for the proposal to be consistent with London Plan policies 2.15, 3.5, 7.1-7.8.

vi) Child play space: Clarification of the child yield figures and associated play space requirement is sought in order to ensure compliance with London Plan policy 3.6.

vii) Inclusive design and access: The applicant has committed to meeting Lifetime Homes standards. Further information is required in order to demonstrate that the scheme fully accords with London Plan policies 2.15, 3.8, 7.2, and 7.5.

viii) Climate change mitigation and adaptation: The applicant has submitted a sustainability statement but further information is needed to demonstrate that the scheme meets London Plan policies contained in Chapter 5 of the London Plan.

ix) Transport: The scheme is generally acceptable in transport terms, although further work is required by the applicant in order to fully comply with the London Plan.

On balance, the application does not comply with the London Plan.

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

i) Affordable housing: The independent appraisal of the applicant's financial viability report will need to be carried out before the application is reported back at Stage 2.

ii) Housing mix: The unit mix should be revised to provide an increased proportion of family-sized units.

iii) Urban design: The applicant needs to consider revising the layout of the scheme and the provision of gated developments. Further information needs to be given with regards to the noise levels of units which face the railway lines.

iv) Child play space: Clarification of the child yield figures and associated play space requirement is sought and a child play space strategy should be submitted.

v) Inclusive design and access: The applicant has committed to meet the Lifetime Homes standards. Further information is required in order to demonstrate that the scheme will deliver 10% wheel chair accessible units.

vi) Climate change mitigation and adaptation: Further information is required to confirm that all apartments and non-domestic building uses will be connected to the site heat network. Further information is also needed to confirm the floor area and location of the energy centre. The applicant should re-assess the suitability of CHP and confirm the size and long-term operational management of CHP, including specifically addressing the electricity sales strategy.

vii) Transport: Further information is required to secure electric vehicle charging points. The applicant will also need to undertake a pedestrian environment review system assessment, a bus stop audit, and a Delivery and Servicing Plan, and a Construction Logistics Plan.

Officer Comment:

The applicant has addressed the above identified deficiencies as clarified in the committee report.

BAA SAFEGUARDING:

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

Submission of a 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:

- i) Management of any flat/shallow pitched/sedum roofs on buildings within the site which may be attractive to nesting, roosting and loafing birds
- ii) Management of the proposed 'Green Wall' to ensure that it does not attract or support hazardous 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: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

For Information: 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.

Submission of Landscaping Scheme

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at www.caa.co.uk/srg/aerodrome). These details shall include the species, number and spacing of trees and shrubs

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

We would not wish to see any block planting of evergreen and broad leafed species such as Scots Pine and Oak as these are capable of providing large areas of dense foliage capable of attractive starling roosts and wood pigeons. Tree species should be planted at 4m centres. Berry and fruit bearing species should form less than 5% of the total planting palette and be distributed throughout so as not to form dense pockets of exploitable habitat.

We would also make the following observation:

Cranes

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

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above conditions are applied to any planning permission.

NATS SAFEGUARDING:

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Limited has no safeguarding objections to this proposal.

MOD SAFEGUARDING:

No safeguarding objections to this proposal.

NETWORK RAIL:

Whilst there is no objection in principle to this proposal I give below my comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining

land.

I would advise that Crossrail Limited must be consulted on this application. The project to facilitate Crossrail has various land designations and it appears that the application site may include some designated land, or where Crossrail land is adjacent to the application site. It is imperative that Crossrail are consulted directly so that there is no risk to the project, as this would be against national and local planning guidance regarding implementing sustainable transport alternatives to road transport.

Fencing

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

Drainage

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 10 metres of Network Rail's boundary.

Safety

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Network Rail (at AssetProtectionWestern@networkrail.co.uk) before works begin.

Ground Levels

The developers should be made aware that Network Rail needs to be consulted on any alterations to ground levels. No excavations should be carried out near railway embankments, retaining walls or bridges.

Site Layout

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

Environmental Issues

The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.

Landscaping

In the interests of safety, all new trees to be planted near Network Rail's land should be located at a distance of not less than their mature height from the boundary fence. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Permitted:

Birch (*Betula*), Crab Apple (*Malus Sylvestris*), Field Maple (*Acer Campestre*), Bird Cherry (*Prunus Pados*), Wild Pear (*Pyrus Communis*), Fir Trees - Pines (*Pinus*), Hawthorne (*Cretaegus*), Mountain Ash - Whitebeams (*Sorbus*), False Acacia (*Robinia*), Willow Shrubs (*Shrubby Salix*), Thuja Plicatata (*Zebrina*).

Not Permitted:

Alder (*Alnus Glutinosa*), Aspen - Poplar (*Populus*), Beech (*Fagus Sylvatica*), Wild Cherry (*Prunus Avium*), Hornbeam (*Carpinus Betulus*), Small-leaved Lime (*Tilia Cordata*), Oak (*Quercus*), Willows (*Salix Willow*), Sycamore - Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), London Plane (*Platanus Hispanica*).

Plant, Scaffolding and Cranes

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

CROSSRAIL:

The site of this planning application is identified outside the limits of land subject to consultation under the Safeguarding Direction. Works to the railway on the southern boundary and at the nearby Hayes and Harlington station will be carried out in connection with the Crossrail project. It is possible that a sliver of land on the southern edge of the site will be acquired for railway works. This is shown on sheet 319 of the Crossrail Safeguarding Directions issued by the Secretary of State for Transport dated January 2008.

The implications of the Crossrail proposals for the application have been considered and I write to inform you that Crossrail Limited do not wish to make any comments on this application as submitted.

THAMES WATER:

Waste Comments:

Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Should the Local Planning Authority look to approve the application, Thames Water would like the following 'Grampian Style' condition imposed:

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.

Water Comments:

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

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT:

Noise and Vibration Assessment:

I have reviewed the submitted Noise and Vibration Assessment report marked by project number JAL6459, dated 7th September 2011. The report considers the following main issues:-

- i) Noise and vibration associated with plants and machineries inherent during construction phase of the development
- ii) Noise and Vibration impact associated with the operational phases of the development
- iii) The suitability of the proposed development site for residential purposes, including any mitigating measure to reduce any impact identified

The assessment considers various industry guidance documents including PPG24, BS5228, BS8233, BS4142 and BS6472 and criteria specified by the World Health Organisation (WHO) to determine the overall impact of the development and sets out various acoustic design criteria for the different elements of the development.

The assessment comprised of a series of long term and short term noise survey and results of a detailed noise and vibration survey carried out various locations over a representative period for the entire EMI site. These have been indicated in tables 4.1 and 4.2 respectively.

Residential development:

The processed measured ambient noise levels described in the report has been calculated and outlined in Appendix C in details, indicating the corresponding Noise exposure Category (NEC) on the nearest residential facade to the south of the proposed development nearest to the railway tract would be in NEC C, according to PPG24, whereas calculated noise levels to the other elevation is calculated to be in NEC B. However the overall site as assessed in accordance with PPG24 remains in NEC C. The corresponding advice is as follows:

Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise to meet the Council's recommended outdoor and indoor noise levels.

However, the Local Authority is given discretion to allow development due to other overriding reasons, such as when no quieter sites are available. The acoustic report has provided options for mitigation strategies as outlined in section 8.0, taking into account the building layout and building envelope sound insulation and existing barrier along the southern barrier of the proposed site, including a comprehensive glazing configuration.

Our recommendation is that appropriate condition be imposed to ensure that a detailed acoustic insulation is provided as part of the design scheme to ensure that the future occupiers of the development are adequately protected and noise.

Condition 1 - Sound Insulation Scheme

Development shall not begin until a scheme for protecting the proposed residential development from road and rail traffic noise has been submitted to and approved by the Local Planning Authority (LPA). The scheme shall meet acceptable noise design criteria both indoors and outdoors and provide adequate ventilation to indoor areas. The scheme shall include such combination of sound insulation, acoustic ventilation and other measures as may be approved by the LPA. The scheme shall include provision of acoustic mitigation as recommended in Noise and Vibration Report ref: JAL6459 dated 7th September 2011. The scheme shall thereafter be retained and operated in its approved form for so long as the use hereby permitted remains on the site.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Vibration from railway movement:

The southern elevation next to railway is identified as being exposed to high level of noise and vibration from rail movements. Section 5.13 of the report claims that vibration from rail movements is unlikely to be an issue based on a finding undertaken in a previous vibration survey. It is important to note EPU will required evidence to demonstrate these claims that vibration may not be an issue in the residential building next to the railway during the day and night time period. BS5228 advises that humans are known to be very sensitive to vibration with the threshold of perception 0.13 - 0.3 Peak Particle Velocity (PPV) Therefore if vibration is perceptible at receptors in the vicinity then discomfort, disturbance and adverse comments is likely. Railways, especially railways carrying goods trains, are significant sources of vibration. Where vibration is perceptible at proposed sites a scheme of control measures should be drawn up. Resonance and amplification at floor levels above ground should be considered. A number of control measures can be used to control and limit exposure to vibration, but the most practical and effective method is to ensure that there is adequate separation between the affected building and the source of the vibration.

Taking the above into account, I recommended the following condition as a result of railway vibration to be attached to any approval considered.

Condition 2 - Vibration from Railway

Development shall not begin until a scheme for protecting the proposed development from vibration has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of land separation, vibration control techniques and other measures, as are agreed by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

Reason: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by vibration in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Noise from building services plant:

The residential properties on Blyth Road have been identified as nearest noise sensitive receptors and in line with Hillingdon s SPD on noise from building serves plant, the corresponding requirement is that the rating level of plant noise should be at least 5dB below measured background (LA90,T) noise level at these premises together with the residential units within the development itself. I therefore recommend the following condition to control noise from fixed plant at the development

Condition 3 - Building Services Plant

The rating level of the noise emitted from the plant and equipment hereby approved shall be at least 5dB lower than the existing background noise level. The noise levels shall be determined at the nearest residential property during the relevant periods of operation and with all other items of machinery operating together. The measurements and assessment shall be made in accordance with British Standard 4142 -Method for rating industrial noise affecting mixed residential and industrial areas.

Reason: To protect the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Noise from Commercial element within the development:

In other to ensure that noise from the commercial part of the mixed used development is adequately controlled. The applicant proposes to comply with Building Regulation approved document E to achieve the required sound reduction index Assessment of potential noise sources

from these uses will need to be carried out at the detailed planning application stage and sound insulation sufficiently enhanced and implemented where necessary to provide satisfactory noise levels and prevent migration of noise from the commercial part of the development to residential units. Advice on appropriate internal noise levels is given in British Standard BS8233 and the Council's Supplementary Planning Document on Noise for residential noise.

Conditions are therefore recommended by EPU to control these potential noise sources such as noise relating to new fixed plant, hours of operation of the proposed commercial uses, delivery/waste collections and other air handling systems. More importantly, the car park noise from the proposed car park use, expressed as (L_{max}) noise indicator.

Condition 4 - Sound insulation of commercial parts

The development shall not begin until a sound insulation scheme for the control of noise transmission to the adjoining residential premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

Reason: To safeguard the amenity of the future occupants of development in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Condition 5 - External lighting

Development shall not begin until details of all external lighting proposed within the development has been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources, including intensity of illumination. No floodlighting or other external lighting should be installed without the prior written approval of the Local Planning Authority.

Reason: To ensure the safety and security of occupants while safeguarding the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan.

Noise and Vibration Impact during construction phases:

The noise and vibration assessment does not contain predictions attributable to construction and enabling works associated with the proposed development but claims to use best practical means as defined by section 72 of Control of Pollution Act 1974 to mitigate disturbance caused by construction works. Particular reference need to be made to appropriate industry guidance BS5228:2009 Code of Practice for noise and vibration control on construction and open sites.

Ideally, noise and vibration from demolition and construction works should be controlled to lower noise levels, for example, 65dB LA_{eq}, 1h during the daytime working hours, where it is anticipated that there will be exceedance due to operational requirement, appropriate mitigating measures must to be implement to ensure adequate protection to sensitive residential receptors.

To ensure that adverse impact is not caused to nearby residents, a construction environmental management plan as set out in this memo has been requested and should be imposed, with particular attention to time restrictions for construction activities.

Air Quality Impact Assessment:

The proposed development is within a designated Air Quality Management Area (AQMA) and in a location currently exceeding the European Union limit value for annual mean nitrogen dioxide (NO₂) attributed mainly to road traffic in the area. The AQ assessment considers the following key requirements:

- i) Suitability of the site for the proposed development given the proximity to roads and railway
- ii) Construction and operational impact of the proposed development on Air Quality in the site

location

The report predicted air quality impact during the first year in which the proposed development is to open (2012) and claims that pollutant concentration associated with the proposed development at existing receptor are expected to be 'imperceptible' therefore the assessment is deemed negligible within the context of Air Quality. The modelling used for the predictions claim a reduction in NO2 levels by 2012. The proposed opening year for the development tends to be inconsistent with air quality modelling for the borough for 2015, which indicates levels close to and exceeding the EU limit value for the area for NO2. It is required that the most recently available measured data be considered for background level to obtain a representative pollutant concentration, as NO2 levels are not decreasing in the location of the borough.

Our opinion on the impact of the development on AQ is given as follows:

As the development is with an AQ and will potentially cause increases in pollutant concentration in an area already suffering poor air quality the following has been requested:

A Section 106 obligation for £25,000 should be sought for contribution to the air quality monitoring network in the area.

Proposed Energy Centre

The energy assessment report advises that the use of biomass technology is not an economically suitable renewable technology thus does not recommend the use biomass technology, so the use of CHP is unlikely to contribute to poor air quality in the area, and we would support this approach. However, should this change, further air quality assessment, taking the use of biomass into consideration, need to be undertaken.

The energy efficiency considerations for the development are noted. We would recommend given the draft CERC modelling the following condition is attached to ensure mitigation against the poor air quality in the area, particularly for the lower residential levels.

Condition 6 - Ingress of Polluted Air

Before the development is commenced a scheme for protecting the proposed residential accommodation from external air pollution shall be submitted and approved by the LPA. Any works which form part of such a scheme shall be completed before any part of the development is first occupied or used and measures put in place to ensure it is maintained for the life of the development.

Reason: To safeguard residential amenity in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Notes: In areas where there the air pollution levels are above, or close to, the national and European limits, this is designed to safeguard the future residents from the ingress of the poor outdoor air quality. The design must take into account climate change pollutants and ensure there are no trade-offs between local and global pollutant emissions. Suitable ventilation systems will need to: take air from a clean location or treat the air and remove pollutants; designed to minimise energy usage; be sufficient to prevent summer overheating; have robust arrangements for maintenance.

Demolition and Construction Phase:

Although reference was made to the GLA guidance on construction dust in the air quality assessment, it was not used to assess this risk at the site. Slight adverse significance with regard to dust from the development works have been identified and mitigations measures have been recommended to reduce the impact of dust, and recommends detailed mitigation measures to control construction traffic with regard to the roads used should be agreed with the LPA. It appears

to be a medium risk site with the nearest residential receptors near by on the other side of Blyth Road. An environmental management plan following the risk assessment approach outlined in the GLA Best Practice guide ensuring all appropriate mitigation measures are employed to protect existing sensitive receptors is required. A method statement for the control of dusts attributable to demolition works will be required.

Travel Plan:

The Green Travel Plan should include areas that look to offsetting any impact of the development on air quality. A baseline study and quantification of the reductions in emissions achieved by the travel plan should be requested.

Condition 7 - Green Travel Plan

Due to the development being within the AQMA, the Travel Plan submitted should include the consideration of providing a personalised travel planning service to maximise the take up of more sustainable modes of transport.

Reason: To safeguard residential amenity in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

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

Demolition and Construction:

It is noted from the noise impact assessment that no noise predictions has been indicated for construction works associated with the development however it is recognised that the impact of particulate emission have been taken in to account in the Air Quality Assessment. Particular reference need to be made to appropriate industry guidance BS5228:2009 Code of Practice for noise and vibration control on construction and open sites.

Ideally, noise and vibration from demolition and construction works should be controlled to lower noise levels, for example, 65dB LAeq, 1h during the daytime working hours, where it is anticipated that there will be exceedance due to operational requirement, appropriate mitigating measures must to be implemented with respect to noise and dusts to ensure adequate protection to sensitive receptors.

With the above in mind, in order to ensure adequate control is in place against environmental nuisance attributable to demolition and construction, EPU recommends the following condition in any approval granted.

Condition 8 - Construction, Environmental Management Plan

Before the development hereby approved commences, an Environmental Management Plan (EMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The EMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The EMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with and distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Construction of the development shall be carried out in accordance with the approved EMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Condition 9 - Method Statement

A method statement shall be submitted to, and approved by, the Local Planning Authority, before the development is commenced for a management scheme whose purpose shall be to control and minimise emissions of pollutants from and attributable to the demolition and/or construction phases of the development. The scheme shall set out the secure measures which, can and will, be put in place.

Reason: Dust and other air pollution from demolition and construction can impact greatly on the health and quality of life of people working on and living close to these sites if they are badly managed. Advice as in 'The control of dust and emissions from construction and demolition: Best Practice Guidance' published by London Councils and GLA should be used as a basis for the method statement.

Construction Site Informative

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

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

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

Contamination:

The key report on the site from a contamination viewpoint is the Environmental Risk Assessment. The report provides a study of all the contaminated land issues including an assessment of the previous investigations across the site and wider EMI area from 1998 to 2011. Historically there are a number of contaminative uses particularly the record factory. Appended to this report is the RPS Site Investigation of March 2011. This applies to the site of the application and wider EMI area but did not include boreholes within the buildings.

The last investigations were for the RPS report in March 2011 when the second phase of intrusive investigation was undertaken including boreholes. Previous work had been carried out by Wimtec Consultants in 1999.

Boreholes are shown across the full EMI site in the RPS report and there are 6 boreholes in the area of this application. The inside of the building at Apollo House is not investigated and more information on the ground will be needed here. The issues of human health including soil contamination and gas have been assessed. Contamination is identified. Heavy Metals in the made ground (ash and clinker) have been found. The made ground is of a reasonable depth being deep on some parts of the overall EMI site. Some basements were also found. Some petroleum

hydrocarbons and chlorinated solvents were found on the site in the groundwater. Some free phase hydrocarbons are present. Some ground gas is present probably from the breakdown of these hydrocarbons. The report includes a conceptual model and recommendations for further works and remediation for the new part residential use. These works include a recommendation for further investigations especially on the building footprint where there are no boreholes.

Remediation appears necessary for the gardens and landscaped areas by importing clean soil. It is anticipated that the hydrocarbon contamination may be remediated including the groundwater contamination. Passive gas protection on the new build looks necessary however RPS indicate if the hydrocarbons are removed this may not be necessary.

I would advise that a contaminated land condition as below should be applied to any permission. The Environment Agency will need to comment on this site given the groundwater pollution noted in the report. It is worth noting that the 2011 report targeted areas around the buildings on the application site and wider EMI area. I would anticipate more boreholes on demolition.

WASTE:

I would make the following comments on the above application regarding waste management.

Residential Development:

a) I would estimate the waste arising from the development would be accommodated in a total of 19 bulk bins. The 19 bulk bins shown would therefore be sufficient. Initially all bulk bins on site would be for residual waste; then some of these could be exchanged for recycling at a latter date, or an additional recycling bins added.

b) The bin enclosures must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of storage area. The size and shape of the bin enclosures must also allow good access to bins by residents, and if multiple bins are installed for the bins to be rotated in between collections.

c) Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

d) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

e) The gate / door of the bin stores needs to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

f) Internal bin chambers should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly proofed.

g) If the chambers are inside the building they should have a light. The lighting should be a sealed bulked fitting (housings rated to IP65 in BS EN 60529:1992).

h) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

i) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

Commercial Units:

j) The occupiers would have to make an arrangement with either the Council or a licensed waste carrier for the collection of the waste produced from the premises.

k) The producers of waste from commercial premises have a Duty of Care to contain the waste safely until it is collected by the Council or a licensed waste carrier. They can best comply with this through the use of bulk bins or presenting sacks on the day of collection.

l) The cafe should have one x 1,100 litre type of bulk bin to safely and hygienically contain the waste arising from this type of business. The bulk bin should be sited on an area of hard-standing, with a smooth surface, so that it can be washed down with water and disinfectant. The surface should be cambered so the 'run off' flows towards a proper drain.

m) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

n) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

General Points:

o) The value of the construction project will be in excess of £300,000, so the Site Waste Management Plans Regulations 2008 apply. This requires a document to be produced which explains how waste arising from the building works will be reused, recycled or otherwise handled. This document needs to be prepared before the building work begins.

n) The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

SECTION 106 OFFICER:

Proposed Heads of Terms:

1. Employment generating initiatives and employment protection measures to include a minimum of the following obligations:

- a) An obligation that no less than 90% of net lettable floorspace in the existing Shipping Building (former Mercury) and Record Store (former Phoenix) can be used for Class B1 purposes;
- b) To expend no less than £800,000 on physical improvements to, and equipment of, existing employment buildings on the wider site prior to any occupation of the proposed Gatefold Building;
- c) To convert the existing marketing suite on Blyth Road into incubator start-up units and to offer these at no more than 50% of open market rental prior to commencement of the Gatefold Building;
- d) To offer the 4no. incubator units on the ground floor of the Gatefold Building at no more than 50% of open market rental.

2. Transport: a S278 and or s38 agreement shall be entered into to cover any and all highways works required as a result of this application, including any amendments required to adopted or draft PMAs as a result of the proposals.

3. Travel Plan: the submission of a Travel Plan including the implementation of a traffic management scheme, and a £20,000 compliance bond.

4. Affordable Housing: at least 12% of the scheme delivered as affordable housing, by habitable room.

5. Education: a contribution in the sum of £417,480 based upon child occupancy in the residential units.
6. Health: a contribution in the sum of £52,130.80 based upon occupancy of the residential units.
7. Public Realm: a contribution in the sum of £100,000 is sought. With £30,000 of this sum dedicated to an initial upgrade of the pedestrian subway.
8. Libraries Contribution: a contribution in the sum of £5,533.80 equal to £23 per person.
9. Community Facilities: a contribution in the sum of £30,000 towards community facilities within the locality, or an in-kind facility located on the site and not less than 92sqm gross internal area.
10. Construction Training: either an in-kind scheme or a financial contribution secured towards training schemes. If a financial contribution is delivered then it should be in line with the formula of £2,500 for every £1 million build cost + number of units/160 x £71,675.
11. Air Quality: a contribution in the sum of £25,000 towards air quality initiatives in the area.
12. Project Management and Monitoring: a contribution equal to 5% of the total cash contributions secured under s106 to enable the management and monitoring of the resulting agreement.

Recreational Open Space: An assessment of the open space provisions in the area has taken place and Green Spaces consider that there is adequate provision at this time and therefore no open space obligations is sought as a result of his proposal.

ACCESS OFFICER:

In assessing this application, reference has been made to London Plan (July 2011) policy 3.8 (Housing Choice) and the Council's Supplementary Planning Document 'Accessible Hillingdon' adopted in January 2010.

Further to my memo dated 4th November 2011 and subsequent revised Design and Access Statement and plans from the developer on 15th November, the following issues remain outstanding:

- i) The proposed undercroft car park should cater for high sided wheelchair accessible vehicles, and as such should provide a minimum height clearance of 2.4 m.
- ii) At least one bathroom within each Lifetime Home should feature capped-off floor gully drainage. Confirmation of such provision is requested. At least 700 mm of clear space should be provided to one side of the WC, i.e. the handbasin should not project 200 mm into the transfer space. In addition, 1100 mm from the front rim of the toilet pan to any obstruction opposite should be achieved. The relevant amendments should be demonstrated on plan.
- iii) Wheelchair Standard accommodation should provide a well-ventilated storage area for an outdoor mobility vehicle or additional wheelchair. The Design & Access Statement proposes that the location of such storage will be developed as the design is progressed, however, it will be necessary to provide such detail at this planning application stage.
- iv) In addition to the above, it is noted on the revised drawings, that many of the proposed wheelchair standard home bathrooms feature a large hand basin within the transfer space. The bathrooms should be redesigned accordingly to accord with the Council's adopted Supplementary Planning Document 'Accessible Hillingdon'. A proportion of these bathrooms should be designed as wetrooms.

URBAN DESIGN AND CONSERVATION:

The revised drawings and explanatory details address a number of the issues previously raised. There remain some concerns re the use of timber and bamboo on the internal facades, but this matter could be addressed via a condition requiring samples of materials, indicating colours and finishes for all external surfaces, including the roofs, to be submitted for agreement. The design of the walkways, screens, handrails and balustrades also need to be covered, plus details of all

external doors and windows. Details of any external plant, venting etc also need to be agreed.

The external tower staircase from the deck, as shown on drg P.0310, appears to be rather oddly drawn. The extent of the shading makes it appear almost as an enclosed structure with enclosed walkways off it. Its roof form is also shown as a glazed, fan shaped structure, which does not tally with the more conventional roof shown on the roof level plan.

There are also anomalies with some of the other drawings. The roofs of the principal blocks, running front to back on the site, are shown on drawing P0170 as a series of single plane mono pitches, yet on the cross-sections in P0305 they have a staggered roof form. This needs to be clarified and the elevations adjusted if necessary. The extent of the PVs should ideally be shown on the roof plan. The parapet to the brown roof area adjacent to the railway is not shown on elevation drawing 306, which seems to show a tall glazed screen in this location and also on 310. The balcony is missing from the top floor of the cross section on the taller element on drawing 306.

More planting could still be incorporated within all of the open spaces, but subject to the agreement of the Council's Landscape Officer, this could potentially be covered by condition. All boundary treatments, gates, screens and planters will need to be detailed, as will materials and the design of areas of hard landscaping/decked areas, together with lighting, CCTV, and signage.

As previously requested, a general photographic record of the site to EH Level 1 should be made before demolition commences. It is also important that GLAAS is content with the approach taken to the archaeology of this site.

CONCLUSION: No objection in principle, subject to the above.

LANDSCAPE OFFICER:

Context:

The site is occupied by an industrial building at the eastern end of the former EMI headquarters, close to Hayes Town Centre. The area is predominantly industrial in character with pockets of terraced housing, some of which is opposite the site to the north of Blyth Road. The southern boundary is defined by the railway corridor (Great Western Mainline) which has a line of (self set) trees along its northern boundary. There are no significant landscape features close enough to the proposed development to pose a constraint. There are no Tree Preservation Orders on, or close to, the site, nor does it fall within a designated Conservation Area.

Proposal:

The current proposal supersedes two previous planning consents (the most recent of which ref. 59872/APP/2007/3060). The current scheme has been the subject of pre-application discussion with officers and has been amended to reflect the feedback received. The scheme requires the demolition of the warehouse to provide 131 flats, with a cafe / community room and workshop units at ground-floor level, fronting onto Blyth Road. The layout includes the provision of car parking and amenity landscaping.

The landscape aims and objectives are described in 04.9 of the Design & Access Statement. The principle public landscaped components at ground level will be the children's play area in front of the building, the northern (plaza) area in front of the ground-floor workshops and the eastern edge landscape. Ground level (controlled access / communal) areas include the entrance courtyard, the central gardens and the western gardens. The main roof garden component is on top of the five-storey northern building with a modest area on top of the fourth-floor eastern wing. The bird's eye illustration on p.58 indicate additional hard and soft landscaping on the eastern and southern elevations which are not reflected in the plans.

Further to this, at 4.9.9 a railway buffer strip is described along the southern boundary which has

been reserved for use in connection with Crossrail. It is noted that should this land not be required by Crossrail it will be planted to form a native woodland buffer between the building and the railway.

Hard and soft landscape materials are suggested, including lighting and the use of permeable paving.

Landscape Considerations:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

i) No trees or other landscape features of merit will be affected by the development and the Design & Access Statement indicates a commitment to a high quality landscape scheme which will be attractive to residents and onlookers and should be designed and detailed to be robust in an otherwise hard, urban environment.

ii) The success of the landscape will be dependent on high quality hard and soft landscape detailing supported by detailed specifications and designed to facilitate the successful establishment of plants and mindful of future management and maintenance requirements.

iii) Ground level planting should be designed to include trees which will be suitable for the space in which they are planted, allowing for growth to maturity without conflicting with the building fabric or natural light levels. All opportunities for tree planting should be considered, notably along the Blyth Road frontage. The only tree mentioned in the planting palette is Norway Maple (var. 'Crimson King') This is a broad-headed tree with a dense canopy of very dark leaves. In this location it is likely that tall-growing fastigiate trees with smaller lighter leaves and light canopies will be more appropriate.

iv) The reliance on podium level communal amenity spaces indicates that the planting of the roof gardens should be particularly carefully detailed to ensure that the soft landscape is three-dimensional and creates varied and interesting amenity spaces within a comfortable microclimate. Evidence should be provided to ensure that 'structure' planting in the form of trees, hedges and large shrubs can be sustained. A carefully selected planting palette will be required to ensure that the planting includes 'structure' planting and year-round seasonal interest. The plant selection should also take into account the particular planting conditions and microclimate associated with roof gardens. Details will be required of appropriate growing medium /depth, drainage and irrigation (either automatic or facilitated by adequate water supply points) to ensure that the planting will be successfully established and maintained.

v) Full details of all hard materials, including plant supports/containers, street furniture, lighting, boundary treatments, surfacing and play areas will be required, by condition.

vi) A landscape management / maintenance plan should be submitted to ensure that the ground level and podium level landscape is established and maintained in accordance with good practice and the design objectives.

Recommendations:

No objection, subject to the above considerations and conditions TL5, TL6 and TL7.

SUSTAINABILITY OFFICER:

The submitted energy assessment states:

'The pre-assessment credit tracker (Appendix h) presents a review of the likely Code for Sustainable Homes (November 2010) Credit Scores for the residential units of Phase 1 at The Gatefold Building site. This section summarises the main results for the building at pre-assessment stage. The desired rating for The Gatefold Building is Level 4.'

Meeting Code Level 4 will ensure that the development will meet other sustainability policies within the London Plan, i.e. energy, water efficiency and sustainable drainage. As a consequence, this condition is the only one required to meet sustainability aims:

Condition

Prior to commencement of development a signed Design Stage Certificate by a licensed Code for Sustainable Homes assessor shall be submitted to and approved in writing by the Local Planning Authority. The Design Stage Certificate will confirm the development has been designed to meet Code Level 4.

Prior to occupancy of the development, a signed Completion Stage Certificate by a licensed Code for Sustainable Homes assessor shall be submitted to and approved in writing by the Local Planning Authority. The Completion Stage Certificate will confirm the development has been built to Code Level 4.

If the subsequent designs cannot meet Code Level 4 then a further sustainability statement will be required to be submitted and agreed in writing with the local planning authority. This will clearly demonstrate a 25% reduction in CO2 (using a 2010 Part L building regulation baseline). This statement will also need to demonstrate how water recycling and harvesting will be incorporated into the final designs. The development must proceed in accordance with this updated sustainability statement if Code Level 4 will not be achieved.

Reason

To ensure the development is built to the vision set out in the design and access statement and to meet Policies 5.1, 5.2, 5.3, 5.13, 5.14, and 5.15.

Condition

Prior to the commencement of development a plan showing provision for electric charging points to serve 5% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked. The development shall proceed in accordance with the approved plan.

Reason

To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policy 6.13 of the London Plan.

Surface Water Drainage:

The site is not within a flood risk area but does need to manage surface water run-off to ensure risks offsite are not increased. The submitted strategy provides very little detail about the final solution of the drainage scheme. The following condition is therefore required to ensure the broad strategy is reflected in the detailed designs:

Condition

No development approved by this permission shall be commenced until a detailed sustainable drainage scheme is submitted and agreed in writing by the Local Planning Authority. The scheme shall demonstrate that runoff can be attenuated as close to the source as possible in compliance with the Flood Risk Assessment (RPS, September 2011). The scheme shall also clearly set out the maintenance arrangements for the drainage strategy. The development shall proceed in accordance with the approved scheme.

Reason

To prevent the increased risk of flooding in accordance with PPS25 and Policy 5.13 of the London Plan.

HIGHWAYS:

The trip generation implications of this development are less than the previously approved re-development of part of the former EMI site for 244 residential units (that development included the

application site and an additional part of the former EMI site).

The 2009 permission referenced above did not include any major highway improvements to the surrounding road network and would have generated higher trip generation than the current proposed scheme, I therefore have not taken too critical approach to the technical aspects of the Transport Assessment. I would nonetheless comment that I would expect if there is a larger scale masterplan underway for the rest of the Former EMI site (which I understand to be the case) to receive a Transport Assessment that is both far more detailed in its appraisal than the TA submitted for this application and which fully considers proposals for physical improvements to the surrounding road network.

The proposed refuse & delivery bay has been the subject of extensive discussion. The swept paths for delivery vehicles do not have the sort of error margins I would expect to see, but given the relatively limited number of daily expected site deliveries, slow vehicle speeds, and the fact that Blythe Road is a 7m wide, 1-way road at the point at which it passes the site, I do not raise a formal objection in this regard. The submitted layout for the refuse and delivery bay is not ideal as it involves an extensive vehicle cross-over. Quite simply the scheme is not designed to enable proper on site delivery vehicle provision, hence the lay-by arrangement. I note that the bus route does not pass by the proposed delivery bay but goes up Clarendon Road and that the applicant has undertaken a thorough assessment of the likely number of delivery vehicles a day (9). Subject to my planning colleagues being satisfied that they can resist a similar servicing arrangement for the wider former EMI site (as a continuous line of service lay-by's along Blyth Road would not be acceptable in highway terms) I have no objection to the delivery bay subject to the imposition of a 'grampian' style condition requiring final details of the servicing arrangements, re-directed pedestrian routes and precise details of the lay-by.

There is a parking management scheme in the vicinity of the application site, which has been approved by the Councils Cabinet Member for Planning Highways and Recycling which will need to be subject to a minor revision, this should form part of the legal agreement (I would comment that the scheme does not have an adverse impact on the PMA but nonetheless a technical revision to the PMA will be required if the application is approved).

The Council's standard construction management condition must also be imposed on this development to ensure that the construction phase of the development does not impact on highway and pedestrian safety on Blyth Road.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

UDP Policy LE2 states:

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. The Local Planning Authority will not permit development for other uses in IBAs unless it is satisfied that:

- i) There is no realistic prospect of the land being used for industrial or warehousing purposes in the future, and;
- ii) The proposed alternative use does not conflict with the policies and objectives of the plan
- iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.

In applying Policy LE2, the Local Planning Authority will where appropriate take into account (1) evidence of a lack of demand for industrial and warehousing uses; (2) the length of time the vacant premises or land have been marketed and interest expressed by potential occupiers; (3) the amount and nature of vacant industrial and warehousing

floorspace and land in the Borough, as well as outstanding unimplemented planning permissions and development under construction; (4) the size and layout of existing premises will also be taken into account.

The proposal does not strictly adhere to Policy LE2 as it is for a residential-led development. However, planning permission was granted for the wider site in 2009, and as part of that approval, this portion of the site would be developed for 116 residential units as part of the wider mixed use scheme of commercial space and 244 residential units. As such, it could be considered that the principle of mainly residential use of this part of the wider site has already been established. This is recognised by the GLA in its representations on this current application.

The applicant states that this scheme is essential to establish the reality of the redevelopment for the larger opportunity area site. However, there remains the issue that the current application proposal is predominantly residential and that there is a need to ensure that the envisaged employment-led mixed use across the wider site is both maintained and protected at each stage.

The wider former EMI site is the main focus of activity for the landowners and they have identified the need to create a safer and more lively/interesting environment as essential to reversing the decline and dereliction which have clearly undermined the ability to attract and retain employers and jobs on this strategic Industrial and Business Area. They intend to do this through a comprehensive masterplan approach which achieves a lively active mixed use across the site with the achievable target of reinstating around 4,000 jobs in new and refurbished buildings on the site, and which supports and restores the main heritage assets of the 'at risk' conservation area.

Officers have commenced working through a joint officer/member/landowners working party to review preferred options for such development of a more active environment within the wider former EMI site and thereby encourage take-up of to-be-refurbished (but currently poor standard) employment space. To this end, discussions are progressing on a mixed-use scheme (as envisaged in the Council's Employment Land Review) including:

- refurbished office buildings (some locally listed),
- new employment spaces at a variety of scales,
- an active new pedestrian route connecting through the site and towards the town centre,
- residential units above and
- cafes, bars, leisure and arts spaces along the pedestrian route to encourage integration with the wider Hayes community.

Prior to the regeneration of the wider site, it is necessary to ensure that momentum towards these employment objectives are secured in the event of the primarily residential first phase scheme being progressed as sought by the current application now being considered. Discussions have therefore been entered into in respect of s106 planning obligations which protect and encourage certainty of mixed-use development taking place across the wider former EMI site.

The heads of terms of the S106 in relation to employment are proposed as follows:

- a) An obligation that no less than 90% of net lettable floorspace in the existing Shipping Building (former Mercury) and Record Store (former Phoenix) can be used for Class B1 purposes;
- b) To expend no less than £800,000 on physical improvements to, and equipment of, existing employment buildings on the wider site prior to any occupation of the proposed Gatefold Building;

- c) To convert the existing marketing suite on Blyth Road into incubator start-up units and to offer these at no more than 50% of open market rental prior to commencement of the Gatefold Building;
- d) To offer the 4no. incubator units on the ground floor of the Gatefold Building at no more than 50% of open market rental.

Officers have considered very carefully the employment policy considerations of release of this site for what is predominantly housing. It should be stressed that there are a number of unique aspects of this site. Firstly it has an extant permission for a housing and employment use development where the housing component involved more residential units than currently proposed and which sited the housing over the application site. This is important as it makes it clear that the Council has already agreed that the wider regeneration of the former EMI site is going to involve a housing component. Secondly the applicant is owner of both the application site and the whole of the wider EMI site. There are clauses proposed in the S106 which require employment generating measures to be applied for the wider EMI site. Thirdly the GLA has been consulted on this application, the GLA have previously objected to loss of employment land that is designated as protected industrial and business floorspace in the 2011 London Plan in Hayes to non B1/B2/B8 uses (re: The ASDA proposal). The application site although designated in the saved policies UDP as protected employment land is not subject to a site specific policy protection under the 2011 London Plan. Fourthly, and relevant to UDP Policy, the wider EMI site has been subject to extensive marketing over a long timescale for employment uses (the applicant has provided some evidence of this). The wider site due to its heritage constraints has clearly proved difficult to market for employment purposes. Officers consider it important that investment in the site is no discouraged.

Officers were aware that the complexities of the wider masterplan were such that the most favourable approach of tying the phase 1 development to a whole site masterplan could delay the project by up to a year. Two options were looked at, a bond (this is not feasible for complex legal reasons relating to what can be included in planning obligations and in this particular case it is not an option) or a package of both on site/off site employment initiatives and measures intended to offer much needed modern floorspace for small business at affordable rent levels and investment in the wider EMI site. It is this second option that is the subject of negotiated heads of terms as set out in full above. It should also be noted that the Government is pushing Councils to adopt a favourable approach towards new housing, employment generation and use of redundant land. Taking all of the above factors into account, it is considered that there will be adequate safeguards to ensure that future development on the wider former EMI site will indeed be mixed use and that the community, employment and training benefits associated with the scheme will also be secured. Clearly the Council must very carefully consider the release of employment land, in this case it considered the overall benefits of the scheme when considered with the various site specific circumstances enable the Council to consider the release of the land for a development with a largely residential component.

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 5 and is considered to be an urban setting. Taking this into account, the London Plan density guideline is 200-700 habitable rooms per hectare (hr/ha) or 55-225 units per hectare (u/ha), for such a location.

The current scheme proposes 132 units, which would have a total of 372 habitable rooms.

This would provide a residential density for the development of approximately 185 u/ha and 523 hr/ha. As such, the proposed scheme would be within the guidelines of the London Plan table 3.2 density matrix in terms of units, as per the consented scheme.

In addition, it is noted that density is only one measurement of the acceptability of a living environment created, however 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

There are no Scheduled Ancient Monuments, Registered Parks and Gardens or Grade I Listed Buildings within the one kilometre radius search area. The area is also not shown as an Archaeological Priority Area on the Proposals Map. The nearest Grade II Listed building is Enterprise House to the north-west along Blyth Road. The extreme western edge of the site abuts Apollo House (which is Locally Listed) which forms the eastern extent of the Thorn EMI Local Planning Authority designated Conservation Area (designated in 1988). The proposed building would be built up to the Conservation Area boundary. The design of the building will be discussed in detail in a following section, however, it is considered that the proposed scheme would not impact on the adjacent Conservation Area or Locally Listed Building.

The Council's Conservation and Urban Design Officer has assessed the Heritage Statement that was submitted with the application, and states that the comments made and findings are considered acceptable. It is considered that a condition should be imposed on any grant of permission requiring a general photographic record of the site be made before demolition commences.

7.04 Airport safeguarding

BAA Safeguarding has reviewed the application, and raises no objection subject to the imposition of conditions. NATS Safeguarding has reviewed the application and raises no objection to the application from an airport safeguarding perspective. As such, it is considered that the proposal would not impact on the safe operation of any airport.

7.05 Impact on the green belt

The site is not located within or adjacent to the Green Belt. As such, the scheme would not impact on the Green Belt.

7.07 Impact on the character & appearance of the area

Policies BE13, BE19, and BE21 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 7.1 sets out a series of overarching design principles for development in London, and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant.

The Urban Design Officer raises no objections to the scale, height and massing of the proposed buildings. It is considered that the proposed buildings would not appear unduly prominent within the street scene and would be compatible with the scale of surrounding residential development. No objections are raised to the siting of the play area.

The external design of the buildings and proposed building materials, such as facing bricks, render, and timber cladding maintain a balanced and appropriate design response

with regard to the scale and context of the site. It is considered that a condition be imposed 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.

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

Policies BE20 and BE24 seek to ensure that new development does not generate adverse impacts in respect to sunlight and privacy. The proposed development would be sited in close proximity to residential uses across Blyth Road to the north of the site. There was therefore a clear need for a detailed sunlight and daylight report and analysis of the potential impact on the outlook of the adjacent residents. This report was submitted with the application.

The only residential properties within the vicinity of the development are located at 77-101 (odd) Blyth Road and, as such, the analysis was limited to these properties.

In terms of daylight, Vertical Sky Component tests were carried out for a number of reference points. Three of these points received VSC results below recommended BRE levels. These were then further assessed under Average Daylight Factor (ADF) tests and Daylight Distribution assessments. The assessment concluded that all but one of the 51 rooms assessed on these properties would meet the BRE target values. The one minor transgression is still left with 79% of its former value, only 1% less than the standard. It should be noted that 6 of the rooms tested actually benefit from an increase in light levels.

With regard to sunlight amenity, all of the windows which face within 90-degrees of due south would comfortably meet or exceed the BRE target values with the exception of one ground floor window which is only 1% less than the level recommended by the BRE. Such a minor transgression would not be noticeable to the occupant.

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. This distance is achieved across the site. With regard to privacy, the layout of the proposed buildings will not infringe the 21m distance between habitable room windows as required by the Council's Residential Layout Design Guide, and adequate separation distances would be provided between the proposed buildings and neighbouring residential properties in accordance with the guidelines in the HDAS 'Residential Layouts' Supplementary Planning Document and policy BE24 of the UDP.

As such, it is not considered that there would be a material loss of daylight or sunlight to neighbouring properties, as the proposed buildings would be sited a sufficient distance away from adjoining properties to avoid overbearing issues. It is also considered that a high level of privacy to existing dwellings would be maintained. The proposed development is considered to be consistent with policies BE20, BE21 and BE24 of the UDP.

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 - 20sqm of shared amenity space.
- b) 2-bed flat - 25sqm of shared amenity space.
- c) 3+ bed flat - 30sqm of shared amenity space.

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

- a) 44 x 1-bed flats - $44 \times 20 = 880\text{sqm}$.
- b) 72 x 2-bed flats - $72 \times 25 = 1800\text{sqm}$.
- c) 16 x 3+ bed flats - $16 \times 30 = 480\text{sqm}$.

The scheme results in an HDAS requirement of 3160sqm of amenity space.

The proposed scheme provides a quantum of amenity space totalling 3732sqm, of which 1466sqm is communal amenity space for the flats, 500sqm is provided as children's play space, 808sqm is private amenity space in the form of balconies, and 958sqm is private amenity space in the form of garden space. As such the total amenity space across the site exceeds the requirements, and provides adequate provision for future residents across the site. Defensible space is also provided to all ground floor habitable room windows.

The children's playspace provided of 500sqm complies with the Council's requirement of 470sqm.

INTERNAL LAYOUT

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 in the London Plan 2011 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 residential units are:

- 1-bed 2-person flat - 50sqm
- 2-bed 3-person flat - 61sqm
- 2-bed 4-person flat - 70sqm
- 3-bed 4-person flat - 74sqm
- 3-bed 5-person flat - 86sqm
- 4-bed 5-person flat - 90sqm

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

The applicant has confirmed that Lifetime Home standards will be met for all the units, and this will be secured via a condition on any grant of permission. In addition, 21 of the units (16%) 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.

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 proposed site layout would provide a high standard of amenity for future occupiers. The layout provides space around the flatted blocks, and ensures that there is adequate separation between the buildings. The majority of units are dual aspect, and those that are not utilised large areas of glazing to the habitable rooms. This will result in a satisfactory outlook from the proposed units in these buildings 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.

21-metre overlooking distances from window to window (or balcony) are met for the majority of units, and in the instances where the distance is marginally less than this, privacy is to be maintained by the use of obscure glazed screens. It is considered that all units also benefit from acceptable levels of light and outlook.

As such, it is considered that all of the units would benefit from an acceptable level of privacy, 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

It is considered that the vehicle trip generation resulting from this proposal is not likely to significantly impact on the capacity of the highways network. Any issues resulting from the additional traffic generated as result of this proposal would likely be able to be mitigated via a Travel Plan and other sustainable transport options.

The scheme proposes 99 car parking spaces for 132 residential units. Two visitor spaces and one space per each of the commercial units are also provided. This equates to a level of 0.75 spaces per residential unit. The car parking is provided via communal parking, and a condition is recommended to ensure a car parking allocation and management plan is submitted to the Council for approval. The Highway Engineer considers that given the site's high Public Transport Accessibility Level (PTAL) score (5), and the mix of unit types and sizes proposed, the amount of car parking proposed is considered acceptable. In addition, secure storage for bicycles in each of the dwellings is proposed within the flatted blocks. It is recommended that this be secured via condition on

any permission. As such, it is considered that the application complies with UDP policies AM9, AM14 and AM15.

The proposed refuse & delivery bay has been the subject of extensive discussion. The Council's Highways Officer has stated that although the swept paths for delivery vehicles do not have the sort of error margins normally expected, given the relatively limited number of daily expected site deliveries, slow vehicle speeds, and the fact that Blythe Road is a 7m wide, 1-way road at the point at which it passes the site, no objection is raised in this regard.

The submitted layout for the refuse and delivery bay is not ideal as it involves an extensive vehicle cross-over. As such, it is not considered that the scheme is designed to enable proper on site delivery vehicle provision, hence the proposed lay-by arrangement. It is noted that the bus route does not pass by the proposed delivery bay but goes up Clarendon Road and that the applicant has undertaken a thorough assessment of the likely number of delivery vehicles a day (9). The Highways officer has no objection to the delivery bay subject to the imposition of a 'grampian' style condition requiring final details of the servicing arrangements, re-directed pedestrian routes and precise details of the lay-by.

7.11 Urban design, access and security

Urban design and access matters are addressed in other sections of this report. The security of the development can be controlled via the imposition of a condition on any grant of permission requiring the scheme comply with the requirements of Secured by Design. Such a condition is recommended.

7.12 Disabled access

Policies 3.1 and 7.2 of the London Plan and guidance within the HDAS - Accessible Hillingdon requires new residential developments to achieve Lifetime Homes Standards and for 10% of the units to be easily adaptable for wheelchair users.

The Council's Access Officer has reviewed the application in detail and considers that the proposal would represent a development which, subject to a condition requiring further details, complies with Lifetime Homes Standards and would provide a wheelchair unit with two potential access routes. Accordingly, the proposal complies with policies 3.1 and 7.2 of the London Plan and guidance within HDAS - Accessible Hillingdon.

7.13 Provision of affordable & special needs housing

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 supersedes these requirements and schemes with 10 units or more shall secure 50% affordable housing.

London Plan Policy 3.12 states the maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes. Regard should be had to current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8 and 3.10 and 3.11; affordable housing targets adopted in line with Policy 3.11; the need to encourage rather than restrain residential development (Policy 3.3); the need to promote mixed and balanced communities (Policy 3.9); the size and type of affordable housing needed in particular locations; and the specific circumstances of individual sites.

The scheme proposes 12% affordable housing based on habitable rooms, along with a

package of planning contributions to mitigate the impacts of the scheme. In respect of Councils UDP Saved Policy Pt1.17 states that the Council will seek the maximum acceptable amount of affordable housing. The London Plan states that in estimating affordable housing provision from private residential or mixed-use developments, boroughs should take into account the economic viability of the scheme.

The level of affordable housing offered by the applicant is 12% in terms of habitable rooms, which has been justified by a Financial Viability Appraisal, which shows that the current level of affordable housing is likely to be at a level to maintain the viability of the scheme. 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.

The Council sought advice from an independent and appropriately qualified financial consultant who has assessed the applicants financial appraisal of the scheme. This assessment has confirmed that the Council is seeking the maximum affordable housing offer balanced with the need to provide for other planning obligations (to mitigate other impacts that would arise from the scheme). Given the balance to be struck between providing affordable housing and other planning contributions to mitigate the impacts of the scheme, in accordance with Circular 05/05, it is considered that the maximum amount of affordable housing has been achieved.

As discussed above, all units will be to Lifetime Homes standard, with over 10% of units to wheelchair accessible standard.

7.14 Trees, landscaping and Ecology

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The hard and soft Landscaping Strategy Plan provides detail on the way landscaping is proposed to be provided. Discussions with the Council Landscape and Tree advisor have confirmed that while the general approach to landscaping is acceptable, further details will be required to confirm that proposals are acceptable, and as such a relevant condition is recommended.

The Council's Tree and Landscape Officer has stated that the landscape proposals are broadly acceptable, and subject to appropriate landscaping conditions being imposed on any planning permission, no objections are raised in relation to the proposal.

Overall it is considered that, subject to conditions, the development would achieve a high quality landscape layout which would serve to soften the visual appearance of the areas of hard standing, protect the amenity of the wider area and enhance the amenity of future occupiers in accordance with Policy BE38 of the Saved Policies UDP.

ECOLOGY

An ecological assessment has been submitted. The report confirms that there are no statutory, or non-statutory, nature conservation designations within, or adjacent to, the site and concludes that there was no evidence, from survey work and background data searches, to suggest that the proposed development would lead to any significant effects on any known protected species.

The ecological assessment was referred to the Council's Trees and Landscape and

Sustainability Officers who raise no objection to the assessment or its findings.

Surveys have been carried out with regard to Bats and breeding birds. The surveys conclude that such species may be present on the site, and suggest mitigation measures to protect them. As such, it is recommended that a condition be imposed ensuring the works are carried out in accordance with this documents, and that an informative be placed on any permission reminding the applicant of their responsibilities to protect these species under European Legislation.

7.15 Sustainable waste management

A Waste Management Plan will be required to 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. These measures can be controlled by appropriate conditions.

7.16 Renewable energy / Sustainability

Policies within Chapter 5 of the London Plan require developments to provide for reductions in carbon emissions, including a reduction of 25% in carbon emissions, in line with Code for sustainable Homes Level 4.

The application is supported by an assessment which indicates that the development has been designed to achieve Level 4 of the Code for Sustainable Homes, and achieve a 27.9% reduction in carbon emissions. No objections are raised to the details submitted.

The Council's Sustainability Officer states that meeting Code Level 4 will ensure that the development will meet other sustainability policies within the London Plan, i.e. energy, water efficiency and sustainable drainage. For example, to meet Code Level 4, at least 25% carbon reductions must be made on the site. Therefore, a condition requiring the scheme to meet Code Level 4 will ensure the scheme also provides a 25% carbon reduction, as well as the other requirements such as water efficiency and sustainable drainage. This is in line with policy requirements, and should be controlled via condition, should permission be granted.

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1, and is less than one hectare in area. As such, a Flood Risk Assessment (FRA) is not required. However, the Applicant submitted a FRA with the application, which concluded it has been demonstrated that the development would be safe, without increasing flood risk elsewhere. The site is not within a flood risk area but does need to manage surface water run-off to ensure risks offsite are not increased. The submitted strategy provides very little detail about the final solution of the drainage scheme. A condition is therefore required to ensure the broad strategy is reflected in the detailed designs.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit has reviewed the submission and raises no objections subject to conditions ensuring the submission of a sound insulation scheme for road and rail noise, a vibration protection scheme, mitigation measures for the plant and machinery, and ventilation and pollution control measures.

A contribution towards air quality monitoring is recommended as part of the S106 Legal Agreement to ensure the scheme does not cause unacceptable increases to pollutant levels in the surrounding AQMA.

It is considered that the construction of the scheme will have some additional impact on

noise and air quality in the area, however, it is considered that a condition on any grant of permission requiring the submission of a construction management plan, would mitigate any construction nuisance.

7.19 Comments on Public Consultations

The issues raised by Objectors above are addressed in the report above.

It is considered that the concerns and issues raised by consultees, both internal and external, are also addressed above, and can be addressed via conditions on any grant of planning permission.

The following are the responses to the concerns raised by the GLA:

AFFORDABLE HOUSING: The Council has commissioned an independent review of the viability assessment submitted by the applicant (based on the GLA's toolkit assessment method) in order to determine the highest proportion of affordable housing accommodation which the scheme could reasonably be expected to deliver. On the basis of this and, in particular, the need for the applicant to contribute to other planning obligations as part of the scheme it is concluded that approximately 12% of habitable rooms on the site could reasonably be provided as affordable housing accommodation. This provision has been justified by a Financial Viability Appraisal, which shows that the current level of affordable housing is likely to be at a level to maintain the viability of the scheme. 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.

HOUSING MIX: It is recognised that the proposed mix of units does not reflect the London-wide need identified in the SPG, with a shortfall of family sized units. Whilst it is recognised that there will be local variations in housing need, the GLA requests further discussion in order to be clear how the proposed mix has been arrived at. In practice, the proposed mix has been discussed with the Council's housing department and has been revised to meet local need and the nature of the town centre location.

DENSITY: On the basis of the application site boundary (0.71ha), the proposed density is 185 units per hectare. This is slightly below the density threshold expected by the GLA, but would be a higher density when considering density based on net residential site area. The proposed density is considered to be acceptable in the context of the need to retain adequate daylight, sunlight and amenity for the two-storey housing to the north of Blyth Road.

SITE LAYOUT: Additional details have been requested by the GLA with regard to two 'L' shaped blocks and concern has been raised in connection with the creation of a 'gated community'. The design of the scheme has been amended significantly since pre-application discussions to meet the Council's SPG requirements for a 21 metre separation between habitable rooms, greatly influencing the layout of the development. The proposed courtyard will in practice be open to the public during daylight hours and, given the proposed public realm benefits to the north of the site and the cafe and community space, the Council does not consider that the proposals will create a gated community. At the request of the Council, access to the internal cores and stairways will need to be restricted for security purposes.

High quality public realm is provided to the north and east of the Gatefold building. Due to site constraints and the 21m rule it was not considered beneficial to incorporate public realm to the south and west. The building has been designed with a large cut to the north

eastern corner, which gives a strong sense of permeability, allowing views to the housing and courtyard within.

RESIDENTIAL LAYOUT AND QUALITY: The GLA has welcomed the inclusion of dual aspect units for all homes and notes that all proposed units meet the minimum space standards (in compliance with London Plan Policy 3.5).

Clarification is sought by the GLA on whether more than eight units are served by a single core on each floor. The Gatefold Building has three cores, one in the eastern flank, one in the western flank and a central core located in the courtyard. While the east and west cores each serve only one run of deck circulation per level, the central core is controlled by an access system which effectively makes it behave as two cores, serving deck circulation to both the north and south. The central core is highly visible and open in nature which provides good natural surveillance and security. While there are some increases level by level from the west core, it should be noted that on average fewer than 8 units are accessed per core over the 5 levels. In only two cases are more than 8 dwellings accessed by one core within the west flank.

With regard to noise given the proximity to the railway line, information is requested by the GLA to demonstrate that noise levels will not exceed maximum standards. The Council notes that a Noise Report has been submitted with the planning application demonstrating that acceptable internal noise environments can be achieved in habitable rooms, provided an appropriate glazing and means of ventilation is installed. The glazing/ventilation details would therefore be required by way of a planning condition.

The GLA has requested that residents should have an identifiable front entrance on all ground floor units with access direct to the public realm. The residential units to the east have a secondary access at ground level. On the northern elevation, in order to meet the Lifetime Homes standards, it is not possible to have level access to individual residential access points at ground level but level ground floor access is provided for the commercial units.

Ground floor units to the east flank are all accessed from a public street. This street is activated by gardens as in a conventional street condition. All units in the development are accessed, firstly from the large entrance on Blyth Road via the courtyard.

HEIGHT, MASSING AND APPEARANCE: The proposed five to six storey development is considered to be acceptable by the GLA. Further vertical articulation of elevations is recommended.

The building sits on a podium level, which is articulated on the north façade by means of a step back and change in material, this gives the building a human scale as it touches the ground. Whilst the building's mass and overall form relate to the existing site context of the industrial Old Vinyl Factory buildings, the elevations are articulated by balconies and cut outs which give it a more domestic quality relating to the housing on Blyth Road. The submitted plans (as revised) are considered to address the GLA's concerns.

CHILDREN'S PLAY SPACE: Clarification on the proposed child yield is requested by the GLA, in order to assess the propose play space provision. The appropriate calculation of child yield has been supplied to the applicant by LB Hillingdon. The applicant has increased the proposed play area from 336sqm to 500sqm on the basis of an estimated child yield of 47. This provides in excess of 10sqm of play space per child and is considered by the Council to be acceptable to meet local needs.

INCLUSIVE DESIGN: All units will meet Lifetime Homes standards in accordance with London Plan policy 3.8.

The GLA has requested additional information on the location of the proposed wheelchair units. The Design and Access Statement Addendum and updated drawings submitted by the applicant confirms the location of the wheelchair units. The Council considers that the proposals are acceptable and comply with the London Plan standards (Policy 3.8).

CLIMATE CHANGE MITIGATION: The GLA considers that the applicant has broadly followed the energy hierarchy and that sufficient information has been provided to understand the energy proposals of the scheme. However, further information is required about the energy centre and re-assessment of the suitability of CHP before the proposals can be considered acceptable to the GLA.

The applicant has advised that the central plantroom will be operated by the site Management Company who will provide maintenance and billing facilities. The CHP is sized to provide electricity for Landlord s services only and not directly to the tenant or homeowner, this simplifies the apportionment of costs and billing arrangements. It is also proposed to incorporate measures to allow the future connection to the wider Old Vinyl Factory masterplan district heating scheme fed from the Power House. This would enable the Gatefold Building to act as a heat node and provide some further resilience. The wider masterplan scheme is likely to be operated by an Energy Services Company (ESCO) who would effectively take over operation of the Gatefold Building central plantroom and operate it as a heat node for the wider 'district' scheme. The Council's Sustainability Officer is satisfied that the applicant s response addresses the GLA's concerns.

CLIMATE CHANGE ADAPTATION: It is requested by the GLA that the applicant's commitment to Code for Sustainable Homes Level 4 is conditioned in the eventuality of permission being granted.

Further information is requested with respect to how the commercial aspects of the scheme will meet BREAAAM standards, how the scheme will reduce water-runoff and provide for measures to ensure water efficiency. The commercial aspects of the scheme would be assessed under the relevant BREEAM variant once the end uses are known. Measures incorporated will be similar to those incorporated within the residential element and are in many ways the same.

With respect to the surface water run-off the FRA submitted with the application addresses surface water drainage. Due to the developed nature of the site the proposed development will not significantly alter the area of hardstanding on the site. However the proposals include a conceptual surface water attenuation scheme, which proposes modular underground attenuation tanks. The calculations for the conceptual scheme include a calculation of the maximum required storage volumes in order to achieve greenfield run-off for a 100 year event plus 30% allowance for climate change. It is anticipated that the detailed design would be subject to a condition requiring the approval of a details informed by detailed modelling and refined calculations of required attenuation volume, taking into account the storage provided by the communal roof gardens (current calculations exclude garden areas).

Further water mitigation measures are proposed including low flush WCs, low flow taps and showers and A+ rated appliances that use water. The requirements of Code Level 4 will be met ensuring that water consumption is no greater than 105 litres per person per day. With extensive areas of green roof it is not proposed to install rainwater harvesting as

a supplementary or complimentary measure.

TRANSPORT: TfL has confirmed that the modal split and trip generation are considered to be satisfactory.

Confirmation of the provision of electric vehicle charging points has been requested. In compliance with the London Plan, the design and access statement addendum confirms the applicant's commitment to the provision of charging points for 20% of spaces.

A PERS audit and bus stop audit has been requested by TfL. As part of the s106 heads of terms the Council will secure a commitment from the applicant for £100,000 towards public realm improvements and subway upgrade which will offer improved connections to nearby bus stops and rail provision.

As requested by TfL, a Delivery and Servicing Plan, a Travel Plan and a Construction Logistics Plan will be secured by condition.

CROSSRAIL:

The Crossrail Alterations 2010 document states:

'On sites which were previously developed and which have been cleared, floorspace of the same use class which was demolished not longer than five years prior to the date of submission of an application should be taken into account in establishing the baseline for calculating the net additional floorspace for the purposes of this guidance.'

'Where a mixed-use scheme containing uses attracting Crossrail charges is proposed, the Crossrail charge should relate to the net additional transport impact from the new development. This should be calculated by deducting theoretical charge that would be paid by the existing uses from the charge applicable to the new development.'

There would be no net increase in commercial floorspace on the site as a result of this scheme. As such, it is considered that the scheme would not attract a Crossrail contribution.

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'. Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development.

The obligations sought are as follows:

1. Employment generating initiatives and employment protection measures to include a minimum of the following obligations:

a) An obligation that no less than 90% of net lettable floorspace in the existing Shipping Building (former Mercury) and Record Store (former Phoenix) can be used for Class B1 purposes;

b) To expend no less than £800,000 on physical improvements to, and equipment of, existing employment buildings on the wider site prior to any occupation of the proposed

Gatefold Building;

c) To convert the existing marketing suite on Blyth Road into incubator start-up units and to offer these at no more than 50% of open market rental prior to commencement of the Gatefold Building;

d) To offer the 4no. incubator units on the ground floor of the Gatefold Building at no more than 50% of open market rental.

2. Transport: a S278 and or s38 agreement shall be entered into to cover any and all highways works required as a result of this application, including any amendments required to adopted or draft PMAs as a result of the proposals.

3. Travel Plan: the submission of a Travel Plan including the implementation of a traffic management scheme, and a £20,000 compliance bond.

4. Affordable Housing: at least 12% of the scheme delivered as affordable housing, by habitable room.

5. Education: a contribution in the sum of £417,480 based upon child occupancy in the residential units.

6. Health: a contribution in the sum of £52,130.80 based upon occupancy of the residential units.

7. Public Realm: a contribution in the sum of £100,000. With £30,000 of this sum dedicated to an initial upgrade of the pedestrian subway.

8. Libraries Contribution: a contribution in the sum of £5,533.80 equal to £23 per person.

9. Community Facilities: a contribution in the sum of £30,000 towards community facilities within the locality, or an in-kind facility located on the site and not less than 92sqm gross internal area.

10. Construction Training: either an in-kind scheme or a financial contribution secured towards training schemes. If a financial contribution is delivered then it should be in line with the formula of £2,500 for every £1 million build cost + number of units/160 x £71,675.

11. Air Quality: a contribution in the sum of £25,000 towards air quality initiatives in the area.

12. Project Management and Monitoring: a contribution equal to 5% of the total cash contributions secured under s106 to enable the management and monitoring of the resulting agreement.

7.21 Expediency of enforcement action

No Enforcement action is required in this instance.

7.22 Other Issues

CONTAMINATION:

Due to the previous uses on the site, a number of reports have been submitted regarding the potential for contamination on the site. The proposal and submitted information has been assessed by the Environment Agency and Council's Environmental Protection Unit, who recommended a condition be imposed on any permission requiring a final agreed

remediation strategy and a validation report on completion be required for this site.

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

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10. CONCLUSION

The application seeks planning permission for the demolition of the warehouse extension to Apollo House and for the erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (Class A3), community room (Class D2), 5 x workshop units (Class B1, B8 or A2 uses), and associated car parking and landscaping.

The proposed scheme is considered to be of an acceptable design which would be compatible within the local context and result in an adequate standard of amenity for future occupiers.

The proposal would not detrimentally impact on the residential amenity of neighbouring occupiers and would provide an acceptable amenity for the benefit of future occupiers.

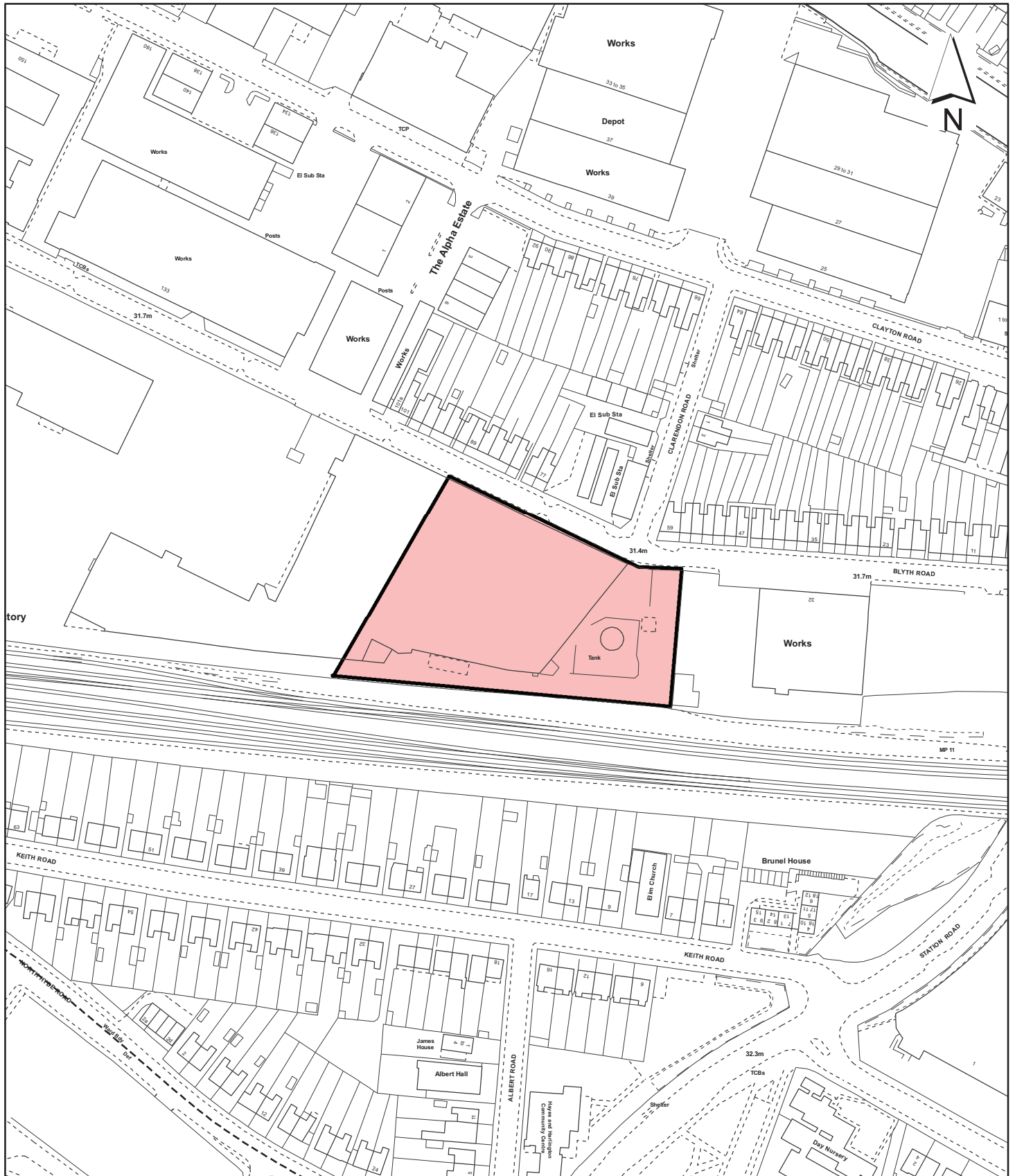
For the reasons provided throughout this report, the application is considered to be appropriate and acceptable and to comply with the relevant policies and planning guidance for the site. Accordingly, the application is recommended for approval, subject to conditions and the signing of a S106 Legal Agreement.

11. Reference Documents

Hillingdon Unitary Development Plan Saved Policies September 2007
HDAS SPD: New Residential Layouts: July 2006
Accessible Hillingdon SPD: January 2010
Planning Obligations SPD: July 2008; and Revised Chapter 4, Education Facilities:
September 2010.
The London Plan (July 2011)
Planning Policy Statement 1: Delivery Sustainable Development
Planning Policy Statement 3: Housing
Planning Policy Statement 4: Planning for Sustainable Economic Growth
Planning Policy Statement 5: Planning for the Historic Environment
Planning Policy Guidance 13: Transport
Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation
Planning Policy Statement 22: Renewable Energy
Planning Policy Statement 23: Planning and Pollution Control
Planning Policy Guidance 24: Planning and Noise

Contact Officer: Adam Flynn

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**Land east of the former
EMI Site, Blyth Road
Hayes**

Planning Application Ref:

51588/APP/2011/2253

Planning Committee

Central and South

Scale

1:2,000

Date

**February
2012**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services

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



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address PRONTO INDUSTRIAL ESTATE AND 585 - 591 UXBRIDGE ROAD HAYES

Development: Application to replace an extant planning permission ref: 4404/APP/2008/3558 dated 23/03/2009; Demolition of existing buildings and redevelopment of site to provide replacement Class B1(c) light industrial space and 34 two-bedroom and 9 one- bedroom flats with associated car parking, landscaping and amenity space.

LBH Ref Nos: 4404/APP/2011/2079

Drawing Nos: PL-100
TD401_01A
PL-101B
PL-201A
PL-300
PL-207
PL-206
PL-402
PL-403A
PL-401A
Design & Access Statement
Air Quality Assessment
Arboricultural Implications Assessment Report
Daylight, Sunlight & Overshadowing Assessment
Noise Assessment
Supporting Planning Statement
Sustainability Statement
Tree Survey Schedule
Employment Land Availability Report
Disabled Access Statement
Energy Statement
Code for Sustainable Homes Pre-Assessment Report
Transport Appraisal
PL-400
PL-404
PL-405
PL-200B
PL-202A
PL-203B
PL-204B
PL-205B

Date Plans Received: 24/08/2011 **Date(s) of Amendment(s):** 20/10/2011

Date Application Valid: 20/10/2011 10/01/2012
30/01/2012

1. SUMMARY

Planning permission is sought to extend the time frame of a previous permission by up to a further three years. The application proposes the demolition of the existing buildings and the redevelopment of the site to provide replacement Class B1(c) light industrial space, 34 two-bedroom and 9 one-bedroom flats with associated car parking,

landscaping and amenity space.

The previous planning permission (the 2009 Permission) was approved on 23 March 2009, with a time frame of three years, expires on 23 March 2012. The 2009 permission is a substantive material consideration for this application, particularly in light of changes to procedures introduced in October 2009 concerning applications to extend planning permissions. In cases such as this the key issue is to consider what has changed since the original approval. Material changes include the adoption of the London Plan 2011 and the Council's Accessible Hillingdon SPD 2010.

The principle of redeveloping the site for a mixed use development has already been established by the permission granted in 2009. All details are identical to those previously approved. The overall size, siting, design and external appearance is considered to be acceptable, and no objections have been raised to the proposed parking, access and landscaping.

The proposal complies with current London Plan 2011 and UDP policies as well as the accessible Hillingdon SPD 2010. Accordingly, approval is recommended, subject to the applicant entering into a deed of variation to the existing Section 106 agreement to secure various planning obligations in accordance with the Council's Planning obligations Supplementary Planning Document.

2. RECOMMENDATION

a. That the application be determined by the Head of Planning, Consumer Protection, Sport and Green Spaces under delegated powers, subject to the completion of a deed of variation to the Section 106 Agreement dated 23 March 2009 accompanying planning permission ref. 4404/APP/2008/3558 to provide for the following obligations:

(i) Travel plans to be prepared in accordance with TFL guidance and implemented for the light industrial and the residential components of the development.

(ii) The provision of a contribution of £19,571 towards educational facilities (inflation adjusted to account for the retail price index since March 2009).

(iii) The provision of a contribution of £11,844.95 towards health care facilities (inflation adjusted to account for the retail price index since March 2009).

(iv) The provision of a contribution of £10,000 toward community facilities (inflation adjusted to account for the retail price index since March 2009).

(v) The provision of a contribution of £1,486 towards local library facilities (inflation adjusted to account for the retail price index since March 2009).

(vi) A contribution of £2,500 for every £1 million build cost to provide for construction training.

(vii) The provision of a pedestrian access to Rosedale Park, including the provision of access control and CCTV provision.

(viii) A cash contribution equal to 5% of the total cash contribution to enable the management and monitoring of the requirements of the legal agreement.

b. That the applicant meets the Council's reasonable costs in the preparation of the deed of variation to the Section 106 agreement and any abortive work as a result of the deed not being completed.

c. That the officers be authorised to negotiate and agree detailed terms of the proposed deed of variation.

d. That the application is reported back to the Planning Committee, if the Section 106 agreement is not completed within a period of 6 months from the date of Committee consideration.

e. 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 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 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).

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 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).

6 MCD9 No External Storage including refuse

In relation to the B1(c) units hereby approved no display, placing or storage of refuse, recycling, goods, materials, plant or equipment shall take place other than within the buildings.

REASON

In the interests of amenity and to ensure that external areas are retained for the purposes indicated on the approved plans in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.1.

7 MCD10 Refuse/Recycling Facilities

No development shall take place until details of facilities to be provided for the screened and secure storage of refuse and recycling at the premises 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

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

8 RPD11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995)

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the units identified as light industrial (Use Class (B1(c))) shall be used only for purposes within Use Class B1(c) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

In order to ensure the retention of industrial floorspace on site without detriment to the amenity of future or neighbouring occupiers in accordance with policies LE4, OE1, OE3 and OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

9 H1 Traffic Arrangements - submission of details

Development shall not begin until details of all traffic arrangements (including where appropriate home zones, shared surfaces, carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces including a scheme of dedicated allocated parking, 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 6 of the London Plan . (July 2011).

10 H14 Cycle Storage - details to be submitted

No part of the development hereby permitted shall be commenced until details of covered and secure storage for 61 bicycles (43 for the residential units and 18 for the B1(c) units), changing facilities, lockers and showers for users of and visitors to the development have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan. (July 2011).

11 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).

12 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).

13 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).

14 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 or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority 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).

15 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).

16 N2 Noise-sensitive Buildings - use of sound insulation

Development shall not begin until a sound insulation scheme for protecting buildings A1 and A2 from road traffic noise and a scheme of sound attenuation between the ground and first floor uses within buildings A2, C and D, has been submitted, to, and approved by the Local Planning Authority. The sound insulation scheme shall meet an acceptable internal noise design criteria. The said scheme shall include such secure provision as will ensure that the said scheme and all of it endures for so long as the development is available for use and that any and all constituents parts are repaired and maintained and replaced in whole or in part so often as occasion may require.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (rail traffic) (air traffic) (other) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.15

17 NONSC Hours of Operation

The light industrial units (Use Class B1(c)) hereby approved and/or associated plant shall not be used outside the hours of 0800 and 1800 Monday to Friday, and 0800 and 1300 on Saturdays. The premises and/or specified plant or use shall not be used on Sundays or Bank Holidays.

REASON

To safeguard the amenity of the surrounding area in accordance with policies OE1, OE3 and OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 7.15 of the London Plan (July 2011).

18 NONSC Delivery Hours

No loading and unloading (to include waste collections) associated with light industrial units (Use Class B1(c)) on site shall take place outside the hours of 0800 and 1800 Monday to Friday, and 0800 and 1300 on Saturdays. No loading or unloading (to include waste collections) shall occur on Sundays or Bank Holidays.

REASON

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 7.15 of the London Plan (July 2011).

19 DRC6 Contaminated Land - survey and remedial works

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 London Plan (July 2011) Policy 5.21

20 DIS3 Parking for Wheelchair Disabled People

Development shall not commence until details of parking provision for wheelchair users, 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 AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Note: wheelchair users are not the only category of people who require a 'disabled' parking space. A Blue Badge parking space can also be used by people who have a mobility impairment (full-time wheelchair users account for only a small percentage of this category) including elderly people, visually impaired people having a sighted driver, children having bulky equipment such as oxygen cylinders that have to be transported with them, etc.

21 DIS5 Design to Lifetime Homes Standards & Wheelchair Standards

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document '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 (July 2011) Policies 3.1, 3.8 and 7.2

22 SUS2 Energy Efficiency Major Applications (outline where energy s

No development shall take place on site until a detailed energy assessment has been submitted to, and approved in writing by the Local Planning Authority. The assessment shall set out the baseline (2010 Building Regulations) energy demand, the details of how the development will achieve a 25% reduction in carbon emissions, the types of technology to be used, the impact of the technologies on the baseline, the phasing of the technology and plans and elevations showing inclusion of the technology. The methods identified within the approved assessment shall be integrated within the development and thereafter permanently retained and maintained.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with London Plan (July 2011) Policies 5.1, 5.2, 5.3, 5.4, 5.5, 5.7, 5.9 and 5.10

23 SUS4 Code for Sustainable Homes details

No development shall take place until an initial design stage assessment by an accredited assessor for the Code for Sustainable Homes and an accompanying interim certificate stating that each dwelling has been designed to achieve level 3 of the Code has been submitted to, and approved in writing, by the local planning authority. No dwelling shall be occupied until it has been issued with a final Code certificate of compliance.

REASON

To ensure that the objectives of sustainable development identified in London Plan (July 2011) Policies 5.1 and 5.3

24 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 London Plan July 2011 and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), London Plan (July 2011) Policy 5.12 and PPS25.

25 NONSC High Level Windows

All windows indicated to be high level windows on the approved plans shall be positioned so that the bottom sill is a minimum of 1.7m above final floor levels.

REASON

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

26 NONSC Screening - Roof Terraces and Balconies

No development shall take place until details of the detailed design of the proposed balconies and roof terrace privacy screens have been submitted to, and approved in writing by, the Local Planning Authority. The balconies and roof terrace privacy screens will be implemented in accordance with the approved details and thereafter permanently retained.

REASON

To ensure the appearance of the balconies and roof terrace screening is appropriate and to prevent overlooking to adjoining properties in accordance with policies BE13 and BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

27 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3

28 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 7 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).

29 NONSC CCTV and Lighting

Prior to development commencing, the applicant shall submit details of CCTV and external lighting coverage for the site for approval by the Council. The approved details shall be installed prior to first occupation of any part of the development hereby approved and thereafter permanently maintained.

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, and to reflect the guidance contained in Circular 5/94 'Planning Out Crime' and the Council's SPG on Community Safety By Design.

30 NONSC Archaeology

No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

REASON

To ensure that the proposed development does not disturb archaeological remains of importance in accordance with policy BE1 of the Hillingdon Unitary Development Plan Saved Policies.

31 NONSC Living Wall

No development shall commence on site until details of the proposed Living Wall on the northern elevation of Block B have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall be completed in accordance with the approved details and the Living Wall permanently retained and maintained on site.

REASON

In order to ensure the proposed Living Wall is implemented in accordance with policy 5.11 of the London Plan (July 2011).

32 SUS8 Electric Charging Points

Before development commences, plans and details of 12 electric vehicle charging points, serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To encourage sustainable travel and to comply with London Plan (July 2011) Policy 5.3

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 (July 2011) and national guidance.

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
OE5	Siting of noise-sensitive developments
H4	Mix of housing units
H6	Considerations influencing appropriate density in residential development.
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE1	Proposals for industry, warehousing and business development
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 3.4	(2011) Optimising housing potential
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.13	(2011) Sustainable drainage
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy

3 11 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 112 Notification to Building Contractors

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

5 113 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).

6 114C Compliance with Building Regulations Access to and use of

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

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

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

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

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

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

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6 and 8.

7 115 Control of Environmental Nuisance from Construction Work

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

8 119 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).

9 123 Works affecting the Public Highway - Vehicle Crossover

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

10 13 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

11 131 Sites of Archaeological Interest

The application falls within an area in which archaeological finds of importance might be uncovered and while the scale of the works does not necessitate a full archaeological evaluation, a 'watching brief' may be required. Before commencement of the proposed works, you are therefore requested to send a copy of the approved drawings to English Heritage to allow them the opportunity to keep a watching brief during the course of the

works. Contact - English Heritage, 23 Savile Row, London, W1S 2ET (Tel. 020 7973 3000).

12 I47 **Damage to Verge**

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

13

The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines.

14

You are encouraged to consider the provision of electric charging points in the car park for use by the future occupiers of the development.

15

You are advised that, due to the development's reliance on roof terraces for amenity space, any proposal for the installation of wind turbines on site may have a detrimental impact on the living environment provided for future occupiers. Accordingly, any submission in relation to condition 24 proposing wind turbines will be referred to the Planning Committee for determination.

16 I25A **The Party Wall etc. Act 1996**

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

- 1) carry out work to an existing party wall;
- 2) build on the boundary with a neighbouring property;
- 3) 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. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

3. CONSIDERATIONS

3.1 Site and Locality

The site is an irregular 'L' shape trading estate of 0.49 hectares in area and located on the southern side of Uxbridge Road, Hayes. On the Proposals Map of the Hillingdon Unitary

Development Plan the site is located within the Developed Area. There is currently a single storey detached converted house, occupied by a coach operator, at the front of the site and 7 industrial buildings at the rear of the site. The existing buildings are generally of a poor quality and are of no architectural merit.

Historically the site has been used as a transport depot for the parking and maintenance of vehicles and the storage/distribution of fuel products and ancillary goods. The site is currently being used for a number of industrial uses including panel beaters/car repairs, vehicle mechanics, valeting, metal fabrication and coach works. The uses on site currently represent a mix of B1(c) (Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses. However, the majority of the operations on site are considered to fall within use class B2.

The site has a 13.5 metre frontage and vehicular access off Uxbridge Road. The northern part of the site is long and narrow, approximately 24 metres wide, and this opens up at the southern end to an area approximately 73 metres wide.

The surrounding area consists of detached and semi-detached residential dwellings, generally two storeys in height, with large back gardens (average of approximately 50 metres). However, there are a number of more recent developments of a larger scale within the surrounding context. They include a 3 storey nursing and residential care home opposite the site and the 2.5/3 storey residential blocks at Admiral, Neville and Charlton Court to the east.

Adjacent to the site, to the west is a single storey house, which has been converted into a solicitor's office. At the rear of the site, to the east, is Rosedale Park. Allotment gardens are located to the south and west. A large recreation ground benefiting from play facilities is also located opposite the site entrance on the northern side of Uxbridge Road.

The site has a Public Transport Accessibility Level of 2 (on a scale of 1-6 where 6 represents the highest level of accessibility), although this increases to level 3 approximately 30m to the east of the application site. The site is also located within approximately 385m of the Uxbridge Road Secondary Shopping Area, which provides a range of local facilities.

3.2 Proposed Scheme

The proposed scheme is identical to the 2009 Permission and would involve the demolition of the existing industrial units and the redevelopment of the site to provide a mixed-use development comprising 750 sq m of B1(c) light industrial floorspace, 34 two bedroom flats and 9 one bedroom flats. Associated car parking, landscaping and amenity space would be provided.

The scheme is set out based on a shared surface and home zone principle with a mixed use surface surrounded by car parking, hard landscaped amenity areas and car parking winding through the development. The uses are distributed so that the light industrial uses are focussed closer to the Uxbridge Road and residential uses further into the site where traffic movements will be lower. The use of articulated landscaping and street furniture is demonstrated in order to define vehicular and pedestrian priorities within the home zone.

The scheme includes the provision of a variety of external amenity space spaces including approximately 227 sq m of roof terraces, 452.3 sq m of private amenity space (including private gardens and balconies), 621 sq m of communal soft/hard landscaping and an area

of approximately 786.4 sq m is designated as a Home Zone.

The proposed scheme consists of 7 buildings, which are described in detail below.

BUILDINGS A1 and A2

Buildings A1 and A2 are located on the frontage of Uxbridge Road. They are 2.5 storeys in height with pitched roofs with projecting front bays and of a design that mirror each other across the site entrance. The indicative materials palette is shown to be a combination of brick, timber, render and slate tiles. 2 disabled bays are located on the site frontage to serve these blocks.

Building A1 contains a one bedroom disabled flat, a standard one bedroom flat and a two bedroom flat.

Building A2 contains a B1(c) unit at ground floor level, a one bedroom flat and a two bedroom flat.

BUILDING B

Building B is located on the northern boundary of the site approximately 13m to the rear of building A1. The building is adjacent to an offsite conifer tree screen of significant height. The unit varies between 2 and 3 storeys in height adopting a more modern design than the two blocks fronting Uxbridge Road and includes the provision of a feature bay and a large green wall. The indicative materials proposed are a combination of brick, timber, render and glazing. The footprint of the building is approximately 201.5 sq m.

The building accommodates 237.5 sq m of B1(c) floor space divided into two units.

BUILDING C

Building C is located in the approximate centre of the site 18m to the south of building B and abutting the rear corner boundary of the neighbouring solicitor's office at Nos. 593-595 Uxbridge Road. The building is between 3 and 4 storeys in height with a 70 sq m roof terrace provided on the western side of the building and all of the residential units benefit from individual balcony provision. In terms of design the detailing demonstrates a modern design including a shallow pitched south facing roof slope, recessed balconies and recessed third floor treated with timber cladding. The indicative materials palette consists of brick, timber, render and glazing. The footprint of the block is approximately 196 sq m.

The building accommodates a B1(c) unit at ground floor level, 1 one bedroom flat and 4 two bedroom flats.

BUILDING D

Building D is located in the south eastern corner of the site, where the site abuts Rosedale Park and the allotments.

The design comprises a 3/4 storey building reducing in height toward the site's southern boundary with the adjacent allotments. The 4th storey section of the design would be timber clad and set back from the eastern façade to reduce its visual impact.

The general design and indicative materials palette is consistent with the design theme

employed throughout the proposed scheme. All residential units located within this block are provided with private balconies. The footprint of the block is approximately 323 sq.m.

The building accommodates approximately 263.3 sq.m of internal B1(c) floor area, 2 one bedroom flats and 8 two bedroom flats.

BUILDINGS E AND F

Buildings E and F are located in the south western area of the site. Building E lies in close proximity to the site's southern boundary with the adjacent allotments. Building F is set back approximately 4m from the rear boundary of Nos. 601 and 603 Uxbridge Road. The buildings are four storeys in height with a proposed design and material palette consistent with that of the other buildings within the development, although these residential only buildings have slightly more articulated elevations. Building E benefits from two roof terraces totalling 106 sq.m (34 sq.m and 72 sq.m respectively) and building F a roof terrace of 51 sq.m. Within both buildings all units have access to at least one balcony or a private ground floor terrace. The buildings each have footprints of approximately 25 sq.m.

Building E accommodates a one bedroom flat, 8 two bedroom flat and 2 two bedroom disabled units. Building F accommodates 2 one bedroom flats, 8 two bedroom flats and 2 two bedroom disabled units. The disabled units are located on the ground floor within both buildings.

The original application was supported by the following specialist reports which were taken into account by the Local Planning Authority its decision to grant planning permission: Supporting Planning Statement, Design and Access Statement, Economic Viability Assessment, Employment Land Availability Report, Daylight, Sunlight and Overshadowing Assessment, Noise Assessment, Air Quality Assessment, Sustainability Statement and Energy Assessment, Tree Survey and Arboricultural Implications Assessment, and Transport Statement.

The current application is also supported by the following additional reports and plans, which have been submitted to address changes in conditions and policy.

Transport Appraisal: The report reviews trip generation and impacts on the highway network, it concludes that there are many sustainable travel options available near to the site and that the impact of the development on the adjacent road network would not be material.

Disabled Access Statement & Amended Floor Plans: The statement reviews compliance of the scheme with the Council's Accessible Hillingdon SPD which has been adopted since the grant of the original planning permission. The amended floor plans seek to demonstrate internal alterations to the layout of the units in order to accommodate the improved levels of accessibility. These have been reviewed by officers and are confirmed to be internal alterations only, they do not alter the layout or appearance of the scheme, not do they alter the location of any fenestration of balconies.

Energy Statement & Code for Sustainable Homes Pre-Assessment Report: These reports consider the application against revised sustainability standards set out in the London Plan February 2011. They conclude that the development is capable of compliance with these requirements.

3.3 Relevant Planning History

4404/APP/2008/3558 Pronto Industrial Estate And 585 - 591 Uxbridge Road Hayes
Demolition of existing buildings and redevelopment of site to provide replacement Class B1(c) light industrial space and 34 two-bedroom and 9 one- bedroom flats with associated car parking, landscaping and amenity space.

Decision: 23-03-2009 Approved

Comment on Relevant Planning History

Full planning permission (the 2009 Permission) was granted on 23 March 2009 for the demolition of the existing buildings and the redevelopment of the site to provide replacement Class B1(c) light industrial space, 34 two-bedroom and 9 one-bedroom flats with associated car parking, landscaping and amenity space following the completion of a Section 106 agreement (Ref. 4404/APP/2008/3558). This permission has not been implemented and remains extant until 23 March 2012.

4. Planning Policies and Standards

The London Plan (July 2011)
Hillingdon Unitary Development Plan Saved Policies (September 2007)
Planning Obligations Supplementary Planning Document (July 2008)
Accessible Hillingdon Supplementary Planning Document (January 2010)

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.

Part 2 Policies:

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
OE5 Siting of noise-sensitive developments
H4 Mix of housing units
H6 Considerations influencing appropriate density in residential development.
R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE1 Proposals for industry, warehousing and business development
LE4 Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LE7 Provision of planning benefits from industry, warehousing and business development
AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14 New development and car parking standards.

AM15	Provision of reserved parking spaces for disabled persons
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 3.4	(2011) Optimising housing potential
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.13	(2011) Sustainable drainage
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **14th November 2011**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was advertised as major development and 109 adjoining owners/occupiers were consulted. One reply has been received from an adjoining owner/occupier alleging that the application site includes land not in the ownership of the applicants. The applicants have subsequently confirmed that all land within the application site is under their control.

METROPOLITAN POLICE CPDA

No specific concerns with regard to the design or layout of the scheme, subject to the standard secure by design conditions and details of cycle storage design. The following specific security needs have also been identified:

- The area of parking to the south of the site would benefit from minimal natural surveillance. Measures, including the potential use of CCTV on site accesses, should be investigated to ensure security.
- Provision of CCTV on the main entrance should be investigated.
- Should the pedestrian access to Rosedale Park go ahead this should be secured by access control and CCTV.

THAMES WATER

No objections with regard to surface water drainage. However, an informative should be added to advise the applicant of the need to contact Thames Water regarding any connections to the public sewer.

BAA SAFEGUARDING

No objection.

NATS SAFEGUARDING

No objection.

Internal Consultees

URBAN DESIGN

The Council's Urban Design Officer made the following comment on the previous scheme, which was identical in terms of layout, design, appearance and massing:

'The scheme proposes the redevelopment of the Pronto Trading Estate with a mixed use regeneration scheme, which has the benefit of retaining a significant amount of light industrial use, whilst providing 45 residential apartments with associated green open space and car parking.

The application site is situated in a predominantly residential area, characterised by a mixture of detached and semi detached dwellings, set in deep gardens. The street scene character is strongly suburban, with the recent addition of a three storey care home, located opposite the site.

The key urban design considerations of the site are visual impact and street scene character along Uxbridge Road, impact on the adjacent Green Chain to the south of the application site, as well as spatial relationship and built character within the site and in relation to the built context. Legibility within the site, connectivity to adjacent pedestrian links as well as high quality open spaces are other main objectives.

The application scheme has undergone extensive pre-application discussions with the planning department, including urban design aspects, and has been modified on the points of concern in accordance with officers advice. The scale, height and massing of the building block at the far rear, building E, has been reduced and redesigned in order to establish a comfortable spatial relationship with the adjacent Green Chain to the rear, as well as a suitable group of buildings within the site.

The scheme creates a strong frontage along Uxbridge Road, and closes the existing gap in the streetscape. The proposed two gateway buildings along the Uxbridge Road frontage, Block A and B, will provide distinct signature features in the streetscape, which contribute to the visual interest and improve the legibility of the site.

The landscaping has been designed as a parallel and integral part of the site layout, which results in a generous, functional and interesting sequence of open spaces. The hard and soft landscaping, designed in a coherent and organic manner, contains car parking, entrance and amenity areas. The 3-4 storey high blocks C-F create a good group around a home zone. The scheme provides a variety of places in direct relation to the buildings, and seeks to establish good pedestrian links to the adjacent Rosedale Park. Secure cycle parking is provided in form of well designed timber sheds.

The proposed building design is considered to reflect the existing building pattern in the area with regards to scale, height, composition and materials. The materials are however traditional, and the development as a whole is considered to respect the local distinctiveness of the area. The building design benefits from a combination of render, brickwork and horizontal timber, with good detailing. The skilful articulation of the facades strongly adds interest to the design, as well as reduces the bulk and massing.

In summary, from an urban design point of view the proposal is supported.'

TREES & LANDSCAPE

Landscape Context:

The site is occupied by an industrial estate, which is characterised by its buildings and hard landscape associated with parking and manoeuvring yards. There is little vegetation within the site, but a number of (off-site) trees and hedges line the boundaries. All vegetation was surveyed and a report submitted as part of a previous application ref. 4404/APP/2008/3558.

Trees on, or close to, the site are not protected by TPO or Conservation Area designation.

Proposal:

The proposal is an application to replace an extant planning permission ref. 4404/APP/2008/3558, to demolish the existing buildings and redevelop the site to provide a mix of light industrial space and flats, within a landscaped setting.

Landscape Considerations:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- Floyd Matcham's tree Survey and Arboricultural Implications Assessment (dated October 2006) is now out of date and a new survey, Arboricultural Implications Assessment, Tree Protection Plan and Arboricultural Method Statement will be required, by condition.
- Notwithstanding the above, the previous planning application was approved on the understanding that the (on-site) trees on site did not justify retention and Floyd Matcham's landscape masterplan (ref. TD 401-01A) was considered acceptable, subject to detail.
- Since the previous application, drainage requirements have changed with regard to SUDS compliance.
- A landscape management / maintenance plan should be submitted to ensure that the landscape is established and maintained in accordance with good practice.

Recommendations:

No objection, subject to the above considerations and conditions TL1, TL2, TL3, TL5, TL6 and TL7.

ENVIRONMENTAL PROTECTION UNIT

No objection to the proposal subject to conditions to address the following:

- Protection of the residential units from road noise
- Restriction on operating hours for the B1(c) units.
- Restriction on timing of deliveries for the B1(c) units.
- Restriction on the use of plant machinery without prior consent.

Air Quality:

The Air Quality Assessment by Accon uk dated 25/11/2008 indicates that the air quality will be suitable for the future residents of the proposed scheme however it does not address the potential impact of the proposed scheme on the local air quality. A condition requiring appropriate measures to limit any impact would ensure no adverse impacts. This would include producing a green travel plan which should include personal travel plans for the future residents.

ACCESS OFFICER

No objection.

S106 OFFICER

Proposed Heads of Terms:

- Education: £19,571 for nursery and primary.
- Health: £11,844.95 for local surgery provision.
- Community Facilities: £10,000 for pooling towards the Hayes End Recreation centre upgrade.

· Libraries: £1,486.

All the above contributions should be inflation adjusted to account for the retail price index since March 2009.

- Construction training: £2,500 for every £1m build cost.
- Project Management and Monitoring fee: 5% of the total cash contributions.

WASTE

No objection.

SUSTAINABILITY OFFICER

No objection. The submitted energy assessment is appropriate for this stage of the process, however a more detailed strategy will be required through an appropriate condition.

GREEN SPACES

Green Spaces made the following comment on the original application, which is identical:

'There is no objection in principle to the provision of a pedestrian access from the new residential development into Rosedale Park. If this were to be provided an access gate would have to be provided by the developer and the opening and closing of the access gate would have to be allocated to the park management regime to ensure the security and opening hours of the facility were appropriate controlled.

Given the setting back of the proposed building from the boundary with Rosedale Park, the developer would also need to ensure appropriate boundary treatment was provided.'

HIGHWAYS

The current proposal will result in a considerable reduction in trips by HGVs in comparison with the site's previous use.

The proposal is identical to that previously approved and it is not considered that the development will give rise to traffic generation that cannot be accommodated on the existing highway network.

No objections are raised on traffic grounds.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development was established under the 2009 Permission (Ref: 404/APP/2008/3558).

The site is located within the 'Developed Area' as shown on the proposals map of the Hillingdon Unitary Development Plan. The surrounding area has a mix of uses, including residential properties and a park to the east, a solicitor's office to the west and allotments to the south.

The proposal would represent a high quality mixed use development contributing to the borough's housing stock and providing for a commensurate level of improved industrial floorspace on the site, which would meet the needs of small businesses.

The existing consent is a significant material planning consideration and there have been no changes to planning policy which would impact on the appropriateness of the development. Accordingly, no objection is raised to the principle of the development.

7.02 Density of the proposed development

Policy 3.4 of the London Plan seeks to optimise housing output taking into account local context and character, the design principles in Chapter 7 and public transport capacity. This policy framework and objectives remain the same as under the previous iteration of the London Plan.

The density of the development was subject to detailed consideration under the 2009 Permission and was considered appropriate for the development site. The density of the development is therefore considered appropriate.

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

The site is not located in proximity to any Conservation Areas, Listed Buildings or Areas of Special Local Character.

The site is situated between the medieval settlements of Uxbridge and Wood End, and the Greater London Sites and Monuments Record indicates that medieval and other evidence has been discovered nearby. Accordingly, there is a possibility that archaeological remains may be located on the site.

The 2009 Permission was considered acceptable subject to a condition to secure appropriate archaeological work. There has been no change in policy or circumstance in this regard and the development would remain acceptable subject to imposition of such a condition.

7.04 Airport safeguarding

The design remains the same as that approved under the 2009 Permission, with the maximum height of buildings within the proposal being 14.2m above ground level and compliant with airport or aerodrome safeguarding.

7.05 Impact on the green belt

The site is not located within or adjacent to the designated Green Belt.

7.07 Impact on the character & appearance of the area

There has been no change to the policy context with regard to character and appearance since the approval of the 2009 Permission.

The 2009 Permission was considered to be acceptable in terms of overall height and bulk. In addition it was considered that scheme would create a strong frontage along Uxbridge Road, closing the existing gap in the streetscape while maintaining the character of the overall street scene and adding a level of interest.

The proposals remain identical in terms of design, external layout and appearance to those previously granted and accordingly no objection is raised in this regard.

7.08 Impact on neighbours

Issues relating to the potential impact of noise on the neighbouring properties have been addressed in the Noise and Air Quality Issues section below.

A site visit has been undertaken to confirm that there have been no fundamental changes to the sites surrounding and the development remains identical to the 2009 Permission in terms of its relationship with surrounding properties. Amended floor plans have been submitted to enhance accessibility, but these alter internal layouts only and do not alter the location of any fenestration or any aspect of the scheme which would impact on the amenity of neighbouring occupiers.

The relationship of the development with neighbouring properties was subject to detailed consideration in determining to approve the 2009 Permission, which was considered

would have a satisfactory relationship with, and maintain an appropriate level of residential amenity to, neighbouring residential properties.

It is therefore considered that the current proposal would maintain this appropriate relationship.

7.09 Living conditions for future occupiers

Issues relating to the potential impact of noise on the future occupiers have been addressed in the Noise and Air Quality Issues section below.

There has been no change to planning policy relating to the provision of living conditions for future occupiers since the approval of the 2009 Permission.

The amenity of future occupiers was subject to detailed consideration in reaching the decision to grant permission for the original planning permission with the scheme providing:

- (i) Appropriate internal floor areas;
- (ii) Adequate on-site amenity space in a variety of forms including communal amenity areas, roof top terraces, balconies;
- (iii) Being located in close proximity to off-site recreational facilities with Children's play facilities, including at Rosedale Park and on Uxbridge Road; and
- (iv) Being of a general layout which would preserve privacy, daylight and general amenity for future occupiers.

It is noted that the original development secured the provision of a convenient pedestrian link to Rosedale Park, this is retained within the current proposal and would be secured by legal agreement.

The proposal would therefore provide the same appropriate standard of residential amenity as the 2009 Permission.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's policies relating to highways safety and cycle/car parking requirements remain the same as those in force at the time of the 2009 Permission being approved.

The layout of the site, which is based around a 'home zone' arrangement remains unchanged and provides the same number of cycle and parking spaces, this being:

- (i) 63 secure covered cycle parking spaces spread throughout the site;
- (ii) 59 car parking spaces (43 for use by the residential units), including 4 oversized spaces to accommodate deliveries and 8 disabled spaces

The 2009 Permission was considered to be acceptable in terms of site layout, cycle and car parking subject to conditions securing the submission of details in respect of some detailed matters.

The applicant has submitted an updated Transport Appraisal which indicates that the traffic generation of the development would not exceed that previously predicted and that these would not be material to the operation of the highways network.

No significant changes to highways conditions in the area surrounding the site have been identified since approval of the 2009 Permission and no objection has been raised by the Council's Highways Officer.

Accordingly, the scheme is considered to be appropriate with regard to highways layout, cycle & car parking and traffic generation.

7.11 Urban design, access and security

The Urban Design Officer's comments on the 2009 Permission, which was identical, in the relevant section above and detailed design considerations are addressed in the relevant sections of this report. In general the scheme is considered to be of high quality in terms of urban design.

In terms of security, the comments of the Metropolitan Police Crime Prevention Design Advisor on the 2009 Permission, which was identical, are included in the relevant section above. The scheme is generally considered to be of an acceptable design in terms of security. However, conditions are suggested to ensure detailed security considerations and the implementation of CCTV in key areas are carried through to implementation should approval be granted.

7.12 Disabled access

Policy 3.8 of the London Plan and the Accessible Hillingdon Supplementary Planning Document require that 10% of all new residential units be designed to be easily adaptable for use by a wheelchair disabled person and that all new residential units are designed to meet Lifetime Homes standards.

Since approval of the 2009 Permission the Council has adopted the Accessible Hillingdon SPD 2010, which specifies some increased standards. In order to address this the applicant has submitted a disabled access statement and a set of revised floorplans demonstrating alterations to the internal layout of some units.

The Council's Access Officer raises no objection to the scheme as amended which provides all units built to Lifetime Homes standards, 5 disabled rooms and complies fully with the provisions of the current Accessible Hillingdon SPD.

7.13 Provision of affordable & special needs housing

Affordable Housing Policy has been updated within the London Plan 2011 and is now addressed under policy 3.11 which seeks for developments to provide 35% affordable housing. This is lower than the requirement at the time of approving the 2009 Permission. However, Policy 3.12 which addresses negotiations on planning obligations still requires that negotiations relating to affordable housing provision should take account of their individual circumstances including development viability.

The 2009 Permission was supported by a financial viability assessment demonstrating that it was not feasible to provide any affordable housing within the redevelopment. The assessment was considered at the time by an independent consultant in line with the Council's standard approach who confirmed that affordable housing provision was not viable within the scheme.

Since 2008 the economy has remained in a state of recession with no significant improvement in the housing market. Instead, the majority of house price indexes are indicative that currently the real value of property, when adjusted for inflation, is lower than it was at the time of considering the original application. However, build costs continue to increase. Given that there have been no significant changes in the economic situation since grant of the 2009 Permission it is considered that the cost modelling previously undertaken would remain valid.

The proposed development remains a high quality scheme, and planning policy seeks that affordable housing targets should not restrain housing provision. Accordingly, no

objection is raised due to the lack of affordable housing provision within the scheme.

7.14 Trees, landscaping and Ecology

There has been no change to adopted planning policy in relation to the issues of trees, landscaping or ecology since grant of the 2009 Permission.

The 2009 Permission was subject to detailed consideration by the Council's Trees Officer who considered that the proposal could be erected on site without any implications to the long term health and maintenance of the neighbouring cypress hedge. The proposed landscaping layout was considered to provide appropriate areas of grass and extensive shrub planting to enhance boundaries, and appropriate mixture of hard and soft landscaping utilising a palette of good quality materials.

Given there have been no material changes to planning policy it is considered that the landscaping scheme remains acceptable.

7.15 Sustainable waste management

Policy 5.17 of the London Plan sets out the Spatial Policy for Waste Management in London and states that all developments should provided adequate storage facilities for waste and recycling. this requirement remains the same as that in place when the 2009 Permission was approved.

The level and location of refuse and recycling storage remain identical to those which were approved under the previous permission. As there have been no material changes in planning policy the waste provision is considered to be appropriate, subject to conditions to provide further details of the residential waste storage and to prevent external storage of waste and recycling relating to the industrial units.

7.16 Renewable energy / Sustainability

Policies within chapter 5 of the London Plan require all developments to make the fullest contribution to achieving sustainable design and reducing carbon dioxide emissions. Specifically with reference to Major Developments, developments are required to identify energy efficiency savings to ensure a 25% improvement over the target emission rate in the 2010 Building Regulations. It should be noted that this requirement is lower than that which was in place at the time of considering the previous application.

Given the change in policy and advances in technology the applicant has submitted an updated Energy Assessment and Code for Sustainable Homes Pre-Assessment. These document indicate that the development would be easily capable of complying with the requirements of the London Plan.

The design also continues to attain the maximum contribution towards more specific policy requirements of the London Plan, such as the incorporation of a Green Wall on building B in order to provide such features where feasible in accordance with London Plan policy 5.11.

The proposal and supporting documentation indicate that substantial consideration of sustainability criteria has been applied during the design of the proposal and has resulted in a development which is considered to satisfy the requirements of the various London Plan policies relating to climate change.

7.17 Flooding or Drainage Issues

The site does not lie within a designated flood risk zone. Accordingly, the consideration of flood risk is not relevant to the current proposal.

Policy 5.13 of the London Plan, encourages developments to adopt sustainable urban drainage solutions to manage surface water run off. This policy objective remains the same as that in place when the 2009 Permission was approved.

The layout of the development remains identical to the 2009 Permission, which was considered acceptable subject to the imposition of a condition requiring the design and implementation of a sustainable drainage scheme. Subject to the same condition the current application would remain acceptable.

7.18 Noise or Air Quality Issues

The Council's adopted policy with regard to noise and environmental impacts on amenity remain identical to those in force when the 2009 Permission was approved.

The 2009 Permission, and supporting noise report, was subject to detailed consideration with regard to noise impacts. This review has regard to the existing use of the site, which would be a source of noise. It was concluded that the development would achieve an appropriate environment for both future and neighbouring occupiers subject to conditions securing a suite of noise mitigation measure and controlling the use of the proposed light industrial units.

Given there has been no material change in policy or circumstance it is considered that the development would be acceptable subject to imposition of the same conditions.

7.19 Comments on Public Consultations

One objection has been received from an adjoining owner/occupier alleging that the application site includes land not in the ownership of the applicants. The applicants have subsequently confirmed that all land within the application site is under their control.

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

The proposed development will result in an increased population, which will in turn increase demand on local services and facilities. Policy R17 of the Council's Unitary Development Plan requires the Council 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.

The Council's Section 106 Officer has advised that the development will increase demands on local facilities and infrastructure. In line with the Council's Planning Obligations SPD the contributions set out below should be sought to improve these facilities to meet the increased demands of the development.

Education: A contribution of £19,571 to provide for nursery and primary (inflation adjusted to account for the retail price index since March 2009).

Health: A contribution of £11,844.95 to provide local surgery expansion (inflation adjusted to account for the retail price index since March 2009).

Community Facilities: A contribution of £10,000 to be pooled towards the Hayes End Recreation centre upgrade (inflation adjusted to account for the retail price index since

March 2009).

Libraries contribution: A contribution of £1,486 to provide for improved local library facilities (inflation adjusted to account for the retail price index since March 2009).

Construction training: A contribution of £2,500 for every £1 million build cost to ensure training opportunities are provided for local people.

Project Management and Monitoring fee: 5% of the total contributions to ensure appropriate management and monitoring of the obligations mentioned above.

The applicant has agreed to these contributions, which will be ensured through the completion of a deed of variation to the existing legal agreement. No, objection is raised to the proposal subject to the satisfactory completion of the deed.

7.21 Expediency of enforcement action

N/A

7.22 Other Issues

N/A

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

Planning permission is sought to extend the time frame of a previous permission by up to a further three years. The application proposes the demolition of the existing buildings and the redevelopment of the site to provide replacement Class B1(c) light industrial space, 34 two-bedroom and 9 one-bedroom flats with associated car parking, landscaping and amenity space.

The previous planning permission (the 2009 Permission) was approved on 23 March 2009, with a time frame of three years, expires on 23 March 2012. The 2009 permission is a substantive material consideration for this application, particularly in light of changes to procedures introduced in October 2009 concerning applications to extend planning permissions. In cases such as this the key issue is to consider what has changed since the original approval. Material changes include the adoption of the London Plan 2011 and the Council's Accessible Hillingdon SPD 2010.

The principle of redeveloping the site for a mixed use development has already been established by the permission granted in 2009. All details are identical to those previously approved. The overall size, siting, design and external appearance is considered to be acceptable, and no objections have been raised to the proposed parking, access and landscaping.

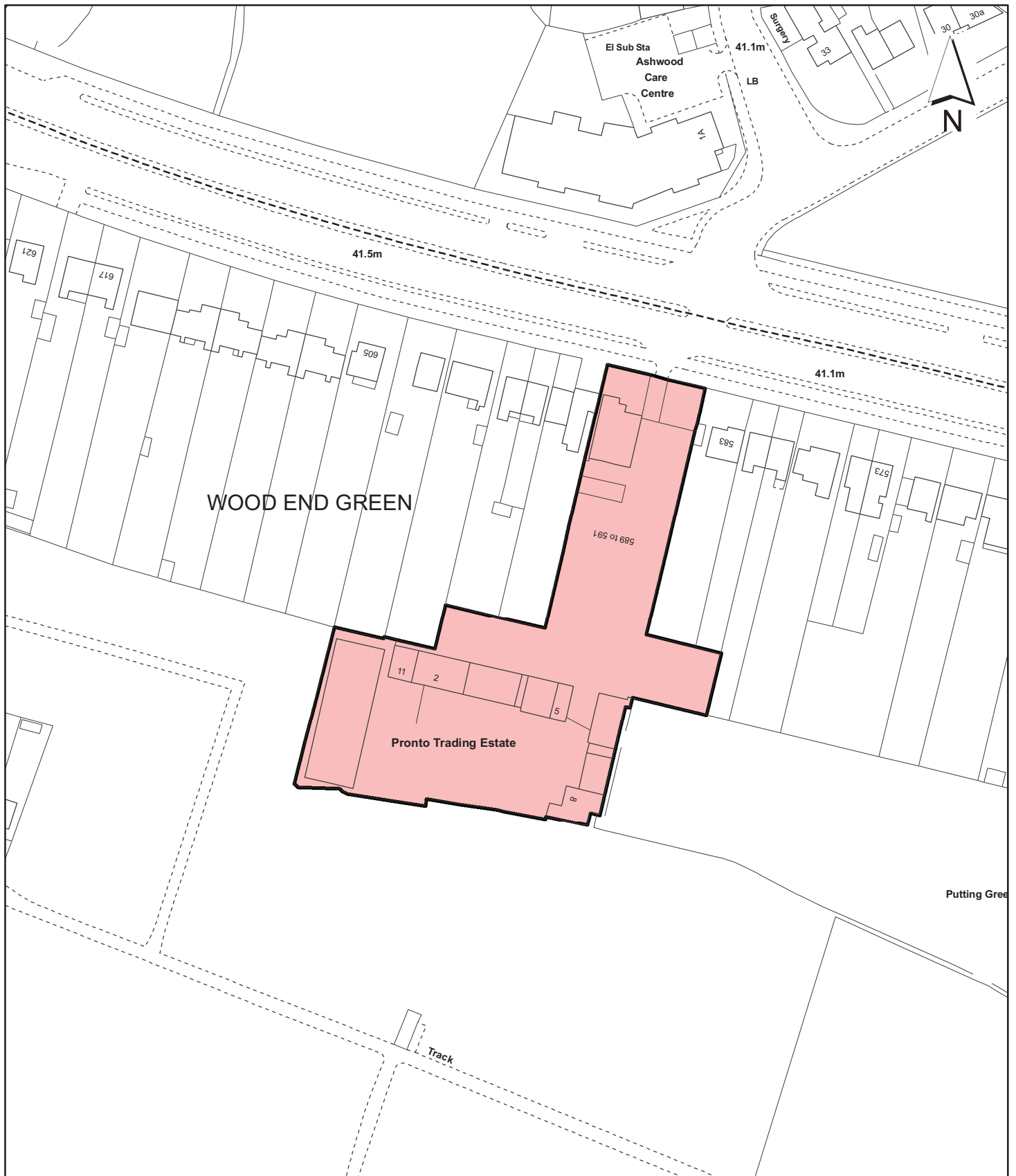
The proposal complies with current London Plan 2011 and UDP policies as well as the accessible Hillingdon SPD 2010. Accordingly, approval is recommended, subject to the applicant entering into a deed of variation to the existing Section 106 agreement to secure various planning obligations in accordance with the Council's Planning obligations Supplementary Planning Document.


11. Reference Documents

The London Plan (July 2011)
Hillingdon Unitary Development Plan Saved Policies (September 2007)
Planning Obligations Supplementary Planning Document (July 2008)
Accessible Hillingdon Supplementary Planning Document (January 2010)

Contact Officer: Adrien Waite

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2012 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center">Pronto Industrial Estate and 585 - 591 Uxbridge Road Hayes</p>		<p align="center">LONDON BOROUGH OF HILLINGDON Planning, Environment, Education & Community Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center">4404/APP/2011/2079</p>	<p>Scale</p> <p align="center">1:1,250</p>	
	<p>Planning Committee</p> <p align="center">Central and South</p>	<p>Date</p> <p align="center">January 2012</p>	



HILLINGDON
LONDON

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Report of the Head of Planning & Enforcement Services

Address UNIT F, PROLOGIS DISTRIBUTION PARK STOCKLEY ROAD WEST
DRAYTON

Development: Alterations to existing elevations, boundary treatment and landscaping, installation of external plant and associated screening, alterations to access and car parking arrangements, including installation of gate house and gates in connection with use as a Class B8 data centre.

LBH Ref Nos: 68137/APP/2011/2564

Drawing Nos: 30400-PL-101
30400-PL-102
30400-PL-103
30400-PL-104
30400-PL-110A
30400-PL-111
30400-PL-112
30400-PL-113A
30400-PL-114A
A05906
A05952
Acoustic Report
Letter from Energy Provider
Transport Statement
Design and Access Statement
30400-PL-100

Date Plans Received: 19/10/2011 **Date(s) of Amendment(s):**

Date Application Valid: 21/10/2011

1. SUMMARY

This application relates to Unit F at Prologis Park, Stockley Road. The proposal relates to works which are required to facilitate the use of the building as a Data Centre.

Advice from the Council's Legal Advisor is that Appeal Decisions (considered relevant to this current scenario) show that this type of use can be considered a storage (Class B8) use, and as such no permission is required for the use itself, however alterations to the loading and parking areas, as well as security fencing are required and would need planning permission.

While there is not an objection raised to this proposal (which involves significant reductions in the size of the loading area, and a reduction in car parking spaces), the recommendation for approval is on the basis that the building (Unit F) be used as a Data Centre (which has unique characteristics which mean less deliveries are necessary and less staff/visitor parking is required). A condition is recommended to ensure this.

2. RECOMMENDATION

APPROVAL subject to the following:

1 T8 Time Limit - full planning application 3 years

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

REASON

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

2 OM1 Development in accordance with Approved Plans

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

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 and BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 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).

4 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 hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (ii) 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.
- (iii) 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).
- (iv) 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).

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 or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with

BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (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 NONSC Air Quality

Before any part of the development is occupied an environmental fleet management plan shall be submitted for approval to the Local Planning Authority. The said scheme shall include the use of low emission vehicle technologies (e.g. use of electric and/or hybrid vehicles where appropriate, installation of electric charging points), environmentally aware driver training scheme (e.g. no idling), and fleet servicing and maintenance regime. The said scheme shall be implemented for so long as the development is available for use.

REASON:

To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

9 RPD11 Restrictions on Changes of Uses

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building (Unit F) shall be used only for a Data Centre and for no other use purposes within Use Classes B1(a) & (c), B2 & B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

The development will result in a reduction in car parking and loading/servicing areas and facilities, which is only acceptable because of the unique nature/character of Data Centres (which have a reduced need for deliveries, servicing and parking as compared to other uses within the B1(a) & B1(c), B2 and B8 use classes). The condition is necessary to ensure that parking, loading and servicing areas are adequately considered in relation to future occupiers of the site and the facilities provided for any subsequent non data centre uses are commensurate with the need of future uses which may be proposed in the building and to accord with policies AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

10 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 the London Plan (July 2011) and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), London Plan (July 2011) Policy 5.12 and PPS25.

11 SUS8 Electric Charging Points

Before development commences, plans and details of 1 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.

REASON

To encourage sustainable travel and to comply with London Plan (July 2011) Policy 5.3

12 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3

13 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 use hereby permitted is commenced. 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).

14 H10 Parking/Turning/Loading Arrangements

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 6 of the London Plan . (July 2011).

15 NONSC Plant Noise

The rating level of noise emitted from the mechanical plant at the proposed development shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property during the relevant periods of operation and with all other items of machinery operating together. The measurements and assessment shall be made in accordance with British Standard 4142 'Method for rating industrial noise affecting mixed residential and industrial areas'.

Reason

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

16 NONSC Plant details

Prior to commencement of development, details of any plant to be installed (with respect in particular to the design and noise levels of the equipment installed and noise mitigation measures) shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented in its entirety before the hotel is brought into use and maintained as such thereafter unless written agreement is given to any variations from the Local Planning Authority.

REASON

To safeguard the amenity of the users of the proposed building given high background noise levels around the application site in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies September 2008.

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 (July 2011) and national guidance.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
CACPS	Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved

	Policies, September 2007)
LE2	Development in designated Industrial and Business Areas
LPP 4.1	(2011) Developing London's economy
LPP 4.10	(2011) New and Emerging Economic Sectors
LPP 4.11	(2011) Encouraging a connected economy
LPP 4.12	(2011) Improving opportunities for all
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
PPG13	Transport
PPG24	Planning and Noise
PPS1	Delivering Sustainable Development
PPS20	Renewable Energy
R16	Accessibility for elderly people, people with disabilities, women and children

3 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).

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.

5 147 **Damage to Verge**

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

6 148 **Refuse/Storage Areas**

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises of Unit F, located within ProLogis Park Heathrow on the eastern side of Stockley Road. Access roads run along the southern and western boundaries of the site.

An area of car parking is located between the building and the southern boundary. Units A and B are located to the west with Unit E to the north. Nos 7-17 Nine Acres Close are located east of the site. An area of Green Belt lies to the north of the application site.

3.2 Proposed Scheme

The proposed scheme involves alterations to the existing elevations, boundary treatment and landscaping, the installation of an external plant and associated screening, and alterations to access and car parking arrangements, including the installation of a gatehouse and gates. These alterations are to allow the use of the building as a Data Centre which is considered to fall within the existing Use Class B8 for the storage of electronic data.

The proposed scheme involves alterations to the existing elevations due to the installation of a number of louvers on the elevations to facilitate ventilation of the proposed mezzanine floor. All louvers and openings will be designed to match the existing colour and profile where applicable.

The existing boundary fence is to be replaced by 3 metre high security welded mesh fencing around the site boundaries and 5 metre high welded mesh fencing around the service yard. The external plant will sit within a louvered compound to provide security, control noise and to screen the external plant.

The scheme also includes alterations to access and car parking arrangements, including the installation of a gatehouse and gates. Vehicular access into the site is off Stockley Road onto the existing estate road serving the whole ProLogis Park site. The vehicular access into the plot will remain as existing, with a separate access for cars to the front of

the building with the gatehouse providing 24 hour security to the site. Access for HGV vehicles into the service yard will be from the road along the west elevation.

3.3 Relevant Planning History

18399/APP/2006/2308 Former M O D Records Office Stockley Road West Drayton

Reserved matters (details of siting, design, external appearance & landscaping) of Unit F (employment component) in compliance with condition 3 of planning permission ref:18399/APP/2005/3415 dated 02/03/06 and variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 & 30 (to allow separate phased submissions of details relating to residential & employment components of the development) of outline planning permission ref:18399/APP/2004/2284 dated 19/08/05 Redevelopment of the site for a mixed-use development comprising Classes B1(a) & (c), B2 & B8 employment uses and Class C3 residential use up to a maximum of 101 units with associated access, parking and landscaping

Decision: 03-11-2006 Approved

18399/APP/2006/3111 Former M O D Records Office Stockley Road West Drayton

DETAILS OF MATERIALS IN COMPLIANCE WITH CONDITION 1 OF PLANNING PERMISSION REF: 18399/APP/2006/547 DATED 12/07/2006 RESERVED MATTERS (DETAILS OF SITING, DESIGN, EXTERNAL APPEARANCE AND LANDSCAPING) OF UNITS B, E & F (EMPLOYMENT COMPONENT) OF OUTLINE PLANNING PERMISSION REF: 18399/APP/2004/2284 DATED 19/08/2005 REDEVELOPMENT OF SITE FOR A MIXED USE (EMPLOYMENT AND RESIDENTIAL)

Decision: 12-03-2007 Approved

18399/APP/2006/524 Former M O D Records Office Stockley Road West Drayton

RESERVED MATTERS (DETAILS OF SITING, DESIGN, EXTERNAL APPEARANCE AND LANDSCAPING) OF THE RESIDENTIAL COMPONENT (101 UNITS) IN COMPLIANCE WITH CONDITION 3 OF PLANNING PERMISSION REF. 18399/APP/2005/3415 DATED 27/01/2006: 'VARIATION OF CONDITIONS 2,3,7,8,10,11,13,20, 21,22,26,29 & 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 COMPRISING USE CLASSES B1(a) & (c), B2 AND B8 EMPLOYMENT USES AND C3 RESIDENTIAL USE (UP TO A MAXIMUM OF 101 UNITS) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING'.

Decision: 26-07-2006 Approved

18399/APP/2007/2724 Former M O D Records Office Stockley Road West Drayton

RESERVED MATTERS (DETAILS OF SITING, DESIGN, EXTERNAL APPEARANCE AND LANDSCAPING) OF UNITS C AND D (EMPLOYMENT COMPONENT) IN COMPLIANCE WITH CONDITION 3 OF PLANNING PERMISSION REF.18399/APP/2005/3415 DATED 27/01/2006: VARIATION OF CONDITIONS (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 COMPRISING USE CLASSES B1(a) & (c), B2 AND B8 EMPLOYMENT AND C3 RESIDENTIAL USE (UP TO A MAXIMUM OF 101 UNITS) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING.

Decision: 17-12-2007 Approved

18399/APP/2007/2725 Former M O D Records Office Stockley Road West Drayton

RESERVED MATTERS (DETAILS OF SITING, DESIGN, EXTERNAL APPEARANCE AND LANDSCAPING) OF UNITS C, D AND G (EMPLOYMENT COMPONENT) IN COMPLIANCE WITH CONDITION 3 OF PLANNING PERMISSION REF.18399/APP/2005/3415 DATED 27/01/2006: VARIATION OF CONDITIONS (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 COMPRISING USE CLASSES B1(a) & (c), B2 AND B8 EMPLOYMENT USES AND C3 RESIDENTIAL USE (UP TO A MAXIMUM OF 101 UNITS) WITH ASSOCIATED ACCESS, PARKING AND LANDSCAPING.

Decision: 17-12-2007 Approved

Comment on Relevant Planning History

Planning History for the Site (Prologis Park Unit F)

18399/APP/2004/2284 - 'Redevelopment of the site for a mixed- use comprising (Classes B1(a) & (c), B2 and B8) employment uses and (Class C3) residential (up to a maximum of 101 units) with associated access, parking and landscaping (outline application)' Outline Planning permission granted.

18399/APP/2006/2308 - Reserved matters (details of siting, design, external appearance & landscaping) of Unit F (employment component) in compliance with condition 3 of planning permission ref:18399/APP/2005/3415 dated 02/03/06 and variation of conditions 2, 3, 7, 8, 10, 11, 13, 20, 21, 22, 26, 29 & 30 (to allow separate phased submissions of details relating to residential & employment components of the development) of outline planning permission ref:18399/APP/2004/2284 dated 19/08/05 Redevelopment of the site for a mixed-use development comprising Classes B1(a) & (c), B2 & B8 employment uses and Class C3 residential use up to a maximum of 101 units with associated access, parking and landscaping. Permission Granted.

The following Appeal is also considered relevant to this application Ref: APP/Y0435/X/09/2103771 (Plot 310, Crossley Drive, Magna Park, Milton Keynes). In that appeal decision the appeal inspector concluded that storage of electronic data is a storage use within Class B8.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.24 To reserve designated Industrial and Business Areas as the preferred locations for industry and warehousing.

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.

Part 2 Policies:

AM14 New development and car parking standards.
AM7 Consideration of traffic generated by proposed developments.
BE13 New development must harmonise with the existing street scene.
BE15 Alterations and extensions to existing buildings
BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
CACPS Council's Adopted Car Parking Standards (Annex 1, HUDP, Saved Policies, September 2007)
LE2 Development in designated Industrial and Business Areas
LPP 4.1 (2011) Developing London's economy
LPP 4.10 (2011) New and Emerging Economic Sectors
LPP 4.11 (2011) Encouraging a connected economy
LPP 4.12 (2011) Improving opportunities for all
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
PPG13 Transport
PPG24 Planning and Noise
PPS1 Delivering Sustainable Development
PPS20 Renewable Energy
R16 Accessibility for elderly people, people with disabilities, women and children

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **11th November 2011**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

56 neighbours were consulted and no comments were recieved.

BAA:

The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We therefore have no objection to this proposal. The applicants' attention is drawn to 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.

NATS:

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Limited has no safeguarding objections to this proposal.

Please be aware that this response applies specifically to the above consultation based on the information supplied at the time of this application. If any changes are proposed to the information supplied to NERL in regard to this application (including the installation of wind turbines) which become the basis of a full, revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Internal Consultees

LEGAL OFFICER:

Provided the installation of a mezzanine floor affects only the interior of the building (or does not materially affect the exterior) it will not fall within the definition of development (see Section 55(2)(a) of the TCPA 1990). The control over the installation of mezzanine floors only attaches to buildings used for the retail sale of goods other than hot food (see Article 3(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2010). The above being the case, the installation of a mezzanine floor within a B8 unit does not require planning consent.

In my view, the appeal decision APP/Y0435/X/09/2103771 (Plot 310, Crossley Drive, Magna Park, Milton Keynes) does support the argument that a data centre should be classified as B8 Storage. It would be legitimate for you to rely on this appeal decision as a material consideration.

It is likely that an inspector would follow the previous appeal decision and therefore you would have to lodge a S288 appeal in the high court to get the precedent definitively overturned.

EPU:

The site is in an area of poor air quality within the AQMA. It was agreed an air quality assessment was not going to be required in this instance as local emissions were likely to go down based on the proposed use. It is understood there would be no on site power generation resulting in emissions to air (except for back up generators) and Highways have not requested any junction improvement works. If this is to change for any reason (due to possible impacts from the Cross Rail works site) we may need to reconsider.

The following conditions are suggested towards improving air quality in the area where NO₂ is slightly below the annual European Union limit Value of 40 mg/m³.

No travel plan has been submitted for the change of use application. This needs to be given due consideration to ensure sustainable modes of transport are available to staff.

Air Quality Condition 1 - Green Travel Plan

Before the development is occupied a Green Travel Plan shall be submitted for approval to the Local Planning Authority for each unit. Due to the development being within the AQMA, the Travel Plan submitted should include the consideration of providing a personalised travel planning service to maximise the take up of more sustainable modes of transport.

REASON: To safeguard residential amenity in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Notes: If the development is within the AQMA and close to public transport a more detailed Travel Plan should be sought. The provision of a personalised travel planning service can help to enhance the uptake of more sustainable modes of transport. Advice on approach can be found in the following DfT publication:

<http://www.dft.gov.uk/pgr/sustainable/travelplans/ptp/personalisedtravelplanningev5774>

This development is within the boundaries of the London Low Emission Zone (LEZ) which sets strict pollutant emissions criteria for entry of certain types of diesel vehicles into the area within the M25. However, as this development is also within a declared AQMA and within an area of poor air quality a detailed environmental management plan aimed at reducing emissions from the fleet is also required for the operational phase of the development. This should include, for example, selecting delivery companies who can demonstrate their commitment to following best practice such as the Freight Operator Recognition Scheme (FORS).

Air Quality Condition 2 - Environmental Fleet Management

Before any part of the development is occupied an environmental fleet management plan shall be submitted for approval to the Local Planning Authority. The said scheme shall include the use of low emission vehicle technologies (e.g. use of electric and/or hybrid vehicles where appropriate, installation of electric charging points), environmentally aware driver training scheme (e.g. no idling), and fleet servicing and maintenance regime. The said scheme shall be implemented for so long as the development is available for use.

Reason: To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Notes: This condition is used to ensure that the end development use does not increase pollutant emissions in the surrounding area. The environmental management plan should, where relevant, address issues such as environmental fleet management, travel plan etc.

TREES/LANDSCAPE OFFICER:

The site is occupied by warehouse, unit F, a vacant shed in the recently completed industrial park. Drawing No. 30400-PL-01 shows the existing site layout, including an approved landscape buffer with a necklace of specimen trees planted around the south and west boundaries. A woodland planted bund screens the site from the residential estate to the east. Trees around the site have been planted in accordance with approved landscape details.

PROPOSAL:

The proposal is to change the use of the building to a data centre with associated alterations to the building, boundary treatment and landscaping. Specific external alterations include the provision of a security gate house and upgraded security fencing to the boundary.

LANDSCAPE CONSIDERATIONS:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- Access to the site will utilise the existing entrance off the southern access road. The new layout includes the provision of a new gatehouse set back from the entrance, involving the loss of two existing parking spaces. According to drawing No. 30400-PL-110A no trees or other landscape features will be removed as a result of the proposal. However, the proposed installations are close to the existing trees and they should be safeguarded during the construction/installation operations.

- The main amendment to the landscape is the replacement of the existing perimeter fence high security welded mesh fencing to 3 metres in height around the boundaries. This will be increased to

a height of 5 metres around the service yard.

RECOMMENDATIONS:

No objection, subject to the above considerations and conditions TL1, TL2 and TL3.

ACCESS OFFICER:

The Access Officer was consulted but stated that as no changes were proposed to the disabled parking layout he had no comments to make.

SUSTAINABILITY OFFICER:

As the change of use to the Data Centre does not require permission there is no requirement for the Council to stipulate renewable energy technology or reduction in energy consumption.

Even if the application were to require permission, the London Plan energy reduction targets only refer to regulated energy and would not have much impact on this development.

I therefore have no objections to the development.

HIGHWAYS: No objection is raised subject to a condition ensuring that when the data centre use ceases the service yard, loading bays and car park be reinstated to its present state.

OFFICER COMMENT: A condition restricting the use of the site to a data centre and no other use with use classes B1, B2 or B8 will address these issues.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Appeal decisions are relevant to this application, in particular the appeal decision APP/Y0435/X/09/2103771 (Plot 310, Crossley Drive, Magna Park, Milton Keynes) is considered to support the argument that a data centre should be classified as B8 Storage. In this regard the use of Unit F as a Data Centre does not require permission.

This application does not involve a change of use, and as such there is no objection raised in principle to the development.

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

BAA have raised no objection to this proposal.

7.05 Impact on the green belt

Initial consideration of the impact of the development, of which Unit F forms part, on the adjacent Green Belt land to the south of the site was undertaken at the outline planning stage. It was determined that sufficient area was available to screen and soften the impact of any new built form.

Unit F is well screened from the adjoining Green Belt land by the provision of a landscaped buffer up to 13 metres in width along the southern boundary of the site. Additional landscaping also exists within the site with planting being provided along the internal boundaries of the unit. These areas of planting result in a good visual enclosure of the site ensuring the adjoining Green Belt is not unduly affected by the scale of the unit.

The proposed changes to the building would not change this situation and the development is therefore considered to comply with Policy OL5 of the Unitary Development Plan.

7.07 Impact on the character & appearance of the area

The main scope of work would not be easily visible from any residential properties and would be set behind boundary treatment.

Conditions are recommended to ensure that landscaping is introduced to soften the appearance of the boundary treatment and parking area. The applicant proposes screening of the plant areas (so these would not be easily visible from the road way).

7.08 Impact on neighbours

Unit F forms part of a wider development site which included a residential development of 101 units immediately to the east of this unit. As part of the outline planning permission (Ref. 18399/APP/2004/2284) a landscaped buffer was constructed in order to provide a visual and acoustic barrier between the employment and residential components of the development. In addition, acoustic fencing was provided along the eastern boundary of the service yard of Unit F. In view of this it is not considered that the installation of plant in the service yard together with associated screening, the reduction in loading bays, the alterations to the parking and access arrangements, including the installation of a gate house and gates would have any material impact on the amenities of the new residential units being constructed on the adjoining site.

7.09 Living conditions for future occupiers

Not strictly applicable to this application (as it is not for residential development). However the proposal would provide adequate facilities for future workers and comply with relevant disabled access requirements.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The application would result in the loss of 6 parking spaces and the majority of the loading/servicing area.

The application was referred to the Council's Highways Officer who has advised that the unique nature of data centres is such that there are few deliveries and less staff are required than would be expected to occupy a typical warehousing operation.

The Highways Officer has considered the evidence submitted by the applicant to justify parking and loading, and considers that subject to the use being limited to a Data Centre, then there would be no objections to the scheme.

7.11 Urban design, access and security

The proposal does not raise concerns in Urban Design terms. Conditions are suggested to ensure detailed security considerations and the implementation of CCTV in key areas.

7.12 Disabled access

The application does not involve a change of use or alterations internally which require planning permission. The external works proposed, subject to conditions, would meet accessible requirements.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The proposal will utilise the existing entrance off the southern access road with the provision of a new gatehouse set back from the entrance. The new gatehouse will result in the loss of two existing parking spaces but will not result in any changes to existing trees and landscape features. As the proposed installations and alterations are located close to existing trees, tree protected measures are needed to safeguard the trees during the construction and installation operations.

The existing boundary treatment is to be replaced by 3 metre high security welded mesh fencing around the boundaries and 5 metre high security welded mesh fencing around the service yard.

The Trees/Landscape Officer considers the proposed landscaping to be acceptable.

7.15 Sustainable waste management

Policy 5.17 of the London Plan sets out the Spatial Policy for Waste Management in London and states that all developments should provide adequate storage facilities for waste and recycling.

In this case the proposal relates to primarily parking and loading areas and not to the use of the building itself. There would be ample room internally to accommodate refuse storage (the use itself is not one which results in any significant generation of waste/recycling). No objection is raised.

7.16 Renewable energy / Sustainability

The application was referred to the Council's Sustainability Officer, who noted that as no change of use was involved, the scheme is essentially limited to works to the parking and loading areas. As such this scheme does not generate a requirement to offset carbon emissions.

7.17 Flooding or Drainage Issues

The site does not lie within a designated flood risk zone. Accordingly, the consideration of flood risk is not relevant to the current proposal.

Policy 5.13 of the London Plan, encourages developments to adopt sustainable urban drainage solutions to manage surface water runoff. Subject to the imposition of a condition requiring the design and implementation of a sustainable drainage scheme, no objection is raised to this scheme.

7.18 Noise or Air Quality Issues

The application site is located in an area of poor air quality within the AQMA. The proposed use will result in a decreased level of local emissions as, except for backup generators, there would be no on-site power generation resulting in emissions to air. The development is also within the boundaries of the London Low Emission Zone (LEZ) which sets strict pollutant emissions criteria for entry of certain types of diesel vehicles into the area within the M25. Therefore, as the development is located within an area of poor air quality, a detailed environmental management plan aimed at reducing emissions from vehicles entering the site is required for the operational phase of the development.

Subject to an environmental management plan, the Environmental Protection Unit considers the proposal to be acceptable.

The supporting noise report was subject to detailed consideration with regard to noise impacts. This review has regard to the proposed use of the site, which would be a source of noise. It was concluded that the development would achieve an appropriate environment for neighbouring occupiers subject to conditions securing noise mitigation measures and controlling the use of the plant.

7.19 Comments on Public Consultations

No response received from neighbour consultations. Other matters raised by internal and external consultees have either been dealt with in the body in the report or by way of recommended planning conditions.

7.20 Planning obligations

Not applicable to this application.

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

10. CONCLUSION

This application relates to Unit F at Prologis Park, Stockley Road. The proposal relates to works which are required to facilitate the use of the building as a Data Centre.

This type of use can be considered a storage (Class B8) use, and as such no permission is required for the use itself, however alterations to the loading and parking areas, as well as security fencing are required and would need planning permission.

While there is not an objection raised to this proposal (which involves significant reductions in the size of the loading area, and a reduction in car parking spaces), the recommendation for approval is on the basis that the building (Unit F) be used as a Data Centre (which has unique characteristics which mean less deliveries are necessary and less staff/visitor parking is required).

Subject to the recommended conditions approval is recommended.

11. Reference Documents

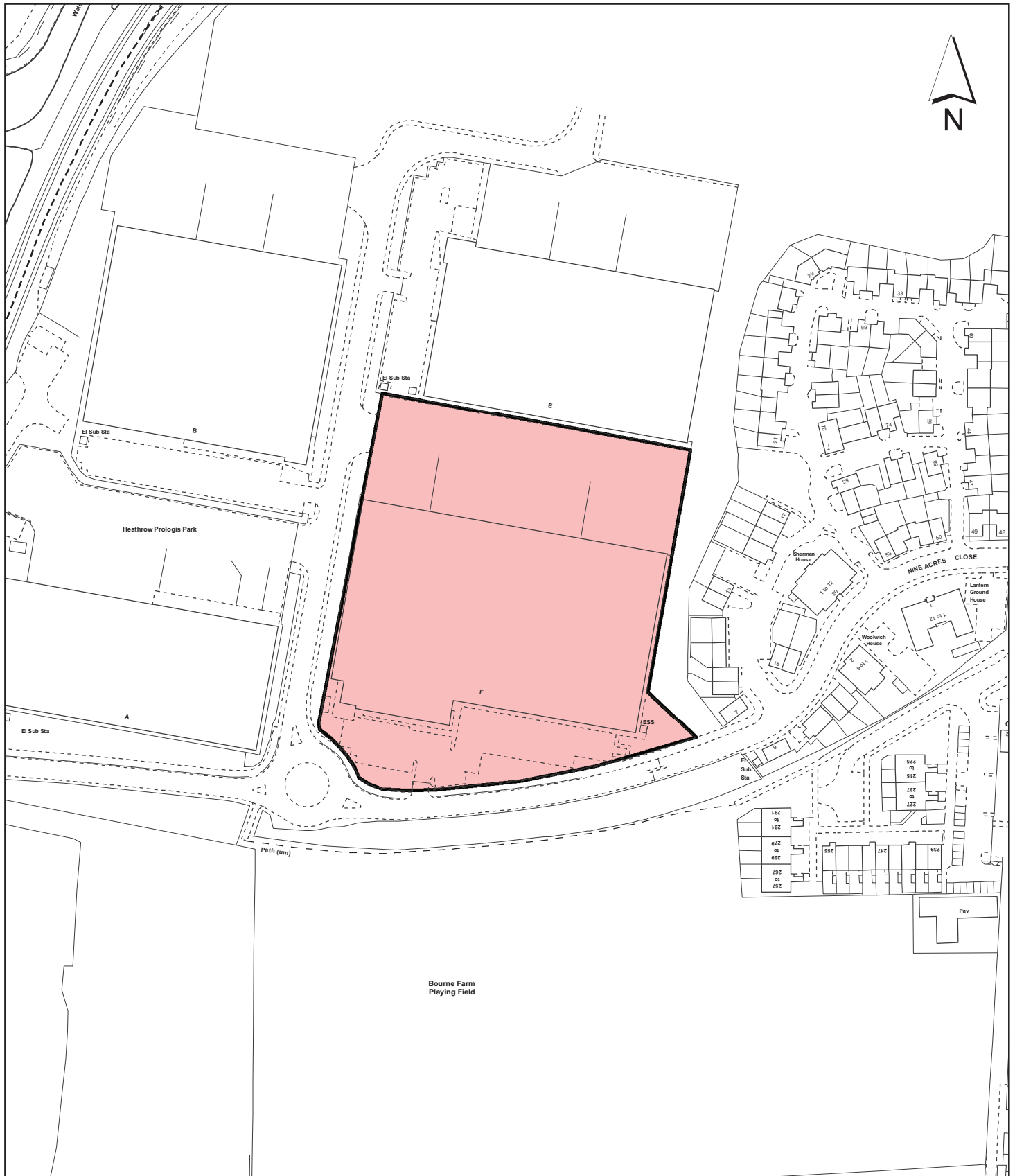
The London Plan (July 2011)

Hillingdon Unitary Development Plan Saved Policies (September 2007)

Accessible Hillingdon Supplementary Planning Document (January 2010)

Contact Officer: Matt Kolaszewski

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.
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Site Address

**Unit F, Prologis Distribution Park
 Stockley Road
 West Drayton**

**LONDON BOROUGH
 OF HILLINGDON**
 Planning,
 Environment, Education
 & Community Services
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
68137/APP/2011/2564

Scale
1:2,000

Planning Committee
Central and South

Date
December 2011



HILLINGDON
 LONDON

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Report of the Head of Planning & Enforcement Services

Address 16 NORTH COMMON ROAD UXBRIDGE

Development: Two storey building to form 3 x 3 bed terrace dwellings with new accessway, car parking and amenity space, involving the demolition of existing outbuilding/garage at 17 North Common Road.

LBH Ref Nos: 4942/APP/2011/2045

Drawing Nos: 16/NCR/03/AB Rev A
Site Survey
Location Plan
16/NRC/01/AB (Black & White)
16/NCR/01/AB (Colour)
16/NCR/02/AB
16/NCR/04/AB
16/NCR/05/AB
16/NCR/06/AB
Phase 1 Habitat Survey & Protected Species Site Assessment
Noise Report
Planning Statement
Tree Report

Date Plans Received:	19/08/2011	Date(s) of Amendment(s):	22/08/0011
Date Application Valid:	04/10/2011		24/08/0011
			01/09/0011
			04/10/2011

1. SUMMARY

The application seeks planning permission for the redevelopment of the site to provide for the erection of 3 two storey terraced dwellings with associated parking, incorporating a new vehicular access along the side boundary of Nos.16 and 17 North Common Road, and the demolition of an existing garage situated to the side of No. 17 North Common Road.

The proposal would result in the replacement of large plots with small cramped plots which would be detrimental to the existing and historical context of the North Uxbridge Area of Special Local Character and the area in general. It would also be overdominant in appearance to the nearby neighbouring property at 170a Harefield Road.

Whilst the proposal complies with relevant Council Standards relating to highway issues, internal living space and external amenity space, waste management, concern is raised over the location of the proposed development in rear gardens, especially in light of recently published guidance. Therefore, it is considered that the proposal fails to comply with relevant UDP and London Plan policies and refusal is recommended.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposed development, by reason of its siting, design, layout, and site coverage, would result in a cramped development of the site, which is visually incongruous and would fail to harmonise with the existing local and historic context of the surrounding area. The principle of intensifying the residential use of the site to the level proposed, as well as the proposed loss of existing private rear garden area would have a detrimental impact on the character, appearance and local distinctiveness of the North Uxbridge Area of Special Local Character and the residential area as a whole. The proposal is detrimental to the visual amenity and character of the surrounding and contrary to Policies BE13, BE19, BE21, BE22 and H12 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), Policies 3.4, 3.5, 7.1 and 7.4 of the London Plan (2011) and Planning Policy Statement 3: Housing (June 2010), and The London Plan: Interim Housing Supplementary Planning Guidance (April 2010).

2 NON2 Non Standard reason for refusal

The proposal, by reason of its size, bulk, design and proximity, with inadequate separation distances between the proposed dwellings and the existing property at 170a Harefield Road, would result in an overly dominant, visually intrusive and an un-neighbourly form of development, resulting in a material loss of residential amenity. Therefore the proposal would be contrary to policies BE20, and BE21 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and to the Council's Supplementary Planning Documents HDAS Residential Layouts

3 NON2 Non Standard reason for refusal

The development is estimated to give rise to a significant number of children of school age and therefore additional provision would need to be made in the locality due to the shortfall of places in educational facilities serving the area. Given a legal agreement at this stage has not been offered or secured, the proposal is considered contrary to Policy R17 of the Unitary Development Plan Saved Policies September 2007 and the London Plan (July 2011).

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 (July 2011) and national guidance.

- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.

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.
BE5	New development within areas of special local character
H10	Proposals for hostels or other accommodation for people in need of care
H4	Mix of housing units
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
H12	Tandem development of backland in residential areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
LPP 3.4	(2011) Optimising housing potential
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.3	(2011) Increasing housing supply
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 5.17	(2011) Waste capacity
LPP 5.3	(2011) Sustainable design and construction
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
R16	Accessibility for elderly people, people with disabilities, women and children

3

You are advised that due to the long length of the drive way that lighting would be required along it (so drivers of vehicles and pedestrians using the accessway at night would be able to see where they are going). The design of any lighting would need to be carefully chosen so as to achieve adequate levels of illumination, while at the same time not resulting in 'light spillage' adversely impacting upon the amenity of near by residential occupiers late at night. That is the lighting should be designed in a way which does not shine into the windows of neighbouring dwellings, but does shine onto the accessway.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a 6-bedroom two-storey detached house with a large rear garden and parking to the front. The property is currently in use as a 6 person House in Multiple Occupation. The existing curtilage, which is approximately 1,624 sq.m, is roughly rectangular widening to an L-shape at the eastern (rear)end.

The application site comprises an area of approximately 0.2ha, this incorporates the rear garden of 16 North Common Road which expands to the east at the rear and part of the rear garden of 17 North Common Road to the West.

The site is bounded to the north, east and west by residential properties. North Common Road bounds the southern boundary of the site, beyond which lies Uxbridge Common. The area is predominantly residential and largely characterised by two-storey detached and semi-detached houses with sizable gardens. The site falls within the North Uxbridge Area of Special Local Character as shown on the Hillingdon Unitary Development Plan.

Uxbridge Common to the south is designated as Metropolitan Open Land and the park directly opposite the application site is also designated as a Nature Conservation Site of Metropolitan or Borough Grade I Importance.

3.2 Proposed Scheme

The application seeks planning permission for the redevelopment of the site to provide for the erection of 3 two storey terraced dwellings with associated parking, a new access road incorporating an existing vehicular access point off North Common Road.

To accommodate the proposal, it would involve reducing the size of the existing gardens at Nos. 16 and 17 North Common Road and increasing the length of the existing access road that currently serves No.17 North Common Road. This access road would cater for vehicles to both No.17 and the proposed dwellings to the rear of the host property. This extended access would run parallel with the side boundaries of No.17 and a new boundary treatment on No. 16 North Common Road. It would run a distance of approximately 50m from the flank of No.17 North Common Road until it terminates at a turning head approximately at the halfway point of the site. At this point, an area of permeable paving (approximately 170 sq.m), would accommodate 6 individual parking spaces.

Directly north of the proposed car park, a terrace of 3 two-storey houses would be erected in the rear garden. The proposed terraced building would be orientated at an angle and detailed in an attempt to respond to the cottage at 170a Harefield Road. The proposed terrace of houses would measure 25m long by 9.8m deep and would have a part hipped part gable roof reaching a maximum height of 7.5m.

The two end terrace properties would also contain single storey elements to the side and rear. The dwelling situated in plot 3 along the northern boundary closest to 170a Harefield Road would include a single storey side and rear elements. This would measure a further 1.4m wide to the side of the building and would protrude along the northern flank wall projecting 2.3m beyond the main rear wall of the building into the rear garden. It would partially wrap around the rear of the dwelling and would be finished with a flat roof, maximum height of 2.7m.

It is also proposed to have a single storey flat roof element to the end terrace dwelling situated in plot 1. This would protrude a further 2.3 out from the main rear wall and extending half the width of the dwelling with a maximum height of 2.8m.

Each of these properties would be served by rear gardens to the east measuring between 80 and 100m² per dwelling. The properties would front the western and side boundary of No.18 North Common Road. A communal garden area is proposed along the front of these properties which would be heavily landscaped with a diverse range of tree and hedging and permeable surfaced pathway providing access to the dwellings.

Further garden area and landscaping would be situated on either side of the access road into the site, with a bin collection point situated along the access road, adjacent to the proposed new boundary of No.16 and a distance of 32m back from the main entrance to the site.

3.3 Relevant Planning History

4942/APP/2000/2374 16 North Common Road Uxbridge
ERECTION OF A TWO STOREY SIDE EXTENSION

Decision: 15-12-2000 Approved

4942/APP/2008/2093 16 North Common Road Uxbridge
ERECTION OF A TWO STOREY DETACHED BUILDING COMPRISING FOUR 2-BEDROOM DUPLEX DWELLINGS (WITH ROOFSPACE ACCOMMODATION), TOGETHER WITH ASSOCIATED PARKING AND AMENITY SPACE (INVOLVING DEMOLITION OF EXISTING DWELLINGHOUSE) (OUTLINE APPLICATION).

Decision: 18-09-2008 Refused

4942/APP/2008/595 16 North Common Road Uxbridge
ERECTION OF A TWO STOREY DETACHED BUILDING CONTAINING 4 THREE-BEDROOM DUPLEX DWELLINGS (INCLUDING ROOMS IN ROOFSPACE), TOGETHER WITH ASSOCIATED PARKING AND AMENITY/LANDSCAPING (INVOLVING DEMOLITION OF THE EXISTING HOUSE) (OUTLINE APPLICATION FOR APPROVAL OF LAYOUT, SCALE, EXTERNAL APPEARANCE AND MEANS OF ACCESS ONLY).

Decision: 30-04-2008 Withdrawn

4942/APP/2009/2280 16 North Common Road Uxbridge
Erection of 3 two storey three-bedroom terraced dwellings with associated parking and new access road to include alterations to vehicular crossover, involving demotion of two storey side extension to No.16 (Outline application for approval of scale, access, appearance and layout.)

Decision: 03-06-2010 Withdrawn

Comment on Relevant Planning History

The application site has an extensive planning history consisting of 4 withdrawn applications for redevelopment of the site, 3 dismissed appeals against non-determination of applications for redevelopment of the site and 1 grant of outline planning permission for redevelopment of the site with all matters reserved.

The only application approved for residential development of the site (Ref: 61320/APP/2006/2228) had all matters reserved. In particular it provided no details of the number of units nor of access arrangements. At the time it was considered there may be

options for access other than directly via North Common Road.

All subsequent, more detailed applications, have been either withdrawn following concerns raised by Council officers, refused by the Local Planning Authority or been subject to appeals against non-determination which have been dismissed for various reasons dependant on their layout.

Applications 4942/APP/2008/595 and 4942/APP/2008/2093 sought to provide for a block of flats, rather than extensive redevelopment of the entire site and are therefore significantly different to the current proposal.

The three applications (Refs: 60549/APP/2005/2259, 61320/APP/2006/2235 and 61320/APP/2006/2236) subject to non-determination appeals all sought back land redevelopment of the site for residential purposes, while the appeals were dismissed for individual reasons relating to their own merits and layouts the following two themes are prevalent in the three decisions:

1) Unacceptable impact on the North Uxbridge Area of Special Local Character - Of particular note the Inspector on Appeal APP/R5510/A/06/2030468 raised concerns at the incongruous and cramped form of development and commented that other piecemeal developments in the vicinity should not be repeated on the application site; and

2) Harm to the amenity of neighbouring occupiers.

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:

- | | |
|------|---|
| BE13 | New development must harmonise with the existing street scene. |
| BE15 | Alterations and extensions to existing buildings |
| BE18 | Design considerations - pedestrian security and safety |
| BE19 | New development must improve or complement the character of the area. |
| BE20 | Daylight and sunlight considerations. |
| BE21 | Siting, bulk and proximity of new buildings/extensions. |
| 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. |
| BE5 | New development within areas of special local character |
| H10 | Proposals for hostels or other accommodation for people in need of care |

H4	Mix of housing units
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
H12	Tandem development of backland in residential areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
LPP 3.4	(2011) Optimising housing potential
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.3	(2011) Increasing housing supply
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 5.17	(2011) Waste capacity
LPP 5.3	(2011) Sustainable design and construction
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
R16	Accessibility for elderly people, people with disabilities, women and children

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

65 nearby owner/occupiers were consulted on the application and North Uxbridge Residents Association on the 14th October 2011.

34 individual letters of objection were received and have raised the concerns/issues below:

- i) Concerns regarding the repetition of applications with no real change from previously refused schemes
- ii) The new access road to the site would have a detrimental impact on the street scene
- iii) The traffic implications from the new dwellings with potentially 8 additional vehicles driving down a narrow access detrimental to the amenity of the surrounding neighbours;
- iv) Car parking arrangements inadequate for number of dwellings
- v) Garden grabbing development out of keeping with the general character of the area.

- vi) The replacement of large plots with smaller cramped plots would lead to the overdevelopment of the site and a detrimental impact on the historic context of North Uxbridge Area of Special Local Character.
- vii) The development would have an overdominant impact;
- viii) There would be a significant strain on local services from the additional houses including roads, drainage, water, sewerage and gas supply. Potential for flood implications.
- ix) The approval of the development could set a dangerous precedent
- x) The waste facilities provided would be inadequate and difficult to reach.
- xi) The proposed access road does not contain any pedestrian footpaths for pedestrians;
- xii) More traffic generated and the new access road may lead to an increase in illegal parking
- xiii) The proposal would result in increased noise and general activity detrimental to the activity of neighbouring occupiers;
- xiv) The development would be situated too close to the neighbouring boundaries
- xv) Concern that the loss of the garden would have a detrimental impact on wildlife, in particular with regard to the proximity of the nature conservation areas and ponds which attract a variety of wildlife including Heron, Newts, Foxes, Badgers and Ducks;
- xvi) The proposal would result in increased impacts on Local Schools, which are already oversubscribed;
- xvii) Impact on No.171a - the ridge height would be situated 2.5m higher than this property and would have an overbearing impact on their amenity space. There would be clear overlooking of the front and rear gardens from first floor windows. The proposal would also lead to overshadowing of this property in particular the ground floor bedroom window.
- xviii) Concern that the proposal would result in the loss of trees;
- xix) The proposal would contravene the European Convention of Human Rights article 8 - right to respect for private and family life and Article 1 of the First Protocol - protection of property;
- xxiv) The proposed access road is not wide enough for ambulances, fire engines etc; and
- xxv) Concerns regarding construction impacts.

3 petitions have also been received objecting to the proposal (each with 30, 24, and 24 signatures), however no specific reason for the objection is stated on each petition.

Internal Consultees

TREES & LANDSCAPE OFFICER

The site is occupied by the rear gardens of house numbers 15-17 North Common situated on the northern edge of Uxbridge Common, and within the North Uxbridge Area of Special Character. Close to the rear of the house there is an established and maintained garden. However, much of the garden area at the far end has become characterised by rough unmanaged grassland. The land falls gently from the south to the north and from east to west.

There are a number of trees on the site, most of which are found on the boundaries. No tree survey has been submitted.

There are no Tree Preservation Orders on, or close to, the site, nor does it fall within a designated Conservation Area.

PROPOSAL:

The proposal follows a number of previous applications. This scheme seeks to demolish an existing garage / outbuilding at 17 North Common Road and build a terrace of three houses with a new access way between house numbers 16 and 17. A car park for 6 No. cars will be located at the end of the access road, beyond which a footpath through communal front gardens provides pedestrian access to the houses. Each house will have a private rear garden.

The Design & Access Statement addresses landscaping in section 10.0, where it confirms that most of the trees will be retained, including the large specimen on the north-east corner.

LANDSCAPE CONSIDERATIONS:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- No trees or other significant landscape features will be affected by the development and the proposed installation will have little impact on the views from North Common Road which will be screened to a large extent by the existing houses and the level changes through the site.

- The proposed site plan (drawing No.16/NCR/01/AB) confirms that there is space and opportunity to provide an attractive landscape setting and appropriate screening between neighbouring properties, utilising a mix of retained and new planting, which should be conditioned. The use of very narrow strips of planting, as indicated between the car parking bays will not work and should be avoided.

- Section 10.4 of the D&AS refers to the use of geotextile membrane to provide a re-inforced grass surface for parking. While new driveways and parking areas should be SUDS compliant, the specified car park treatment will be inadequate for the purpose of providing a regular car parking space. Details of all hard materials including boundaries and surfacing should be approved, prior to commencement of work, through the landscape condition.

- External storage for bins is sited to one side of the driveway. These should be discretely sited and detailed to ensure that they do not have detrimental visual impact on the site.

- A landscape management / maintenance plan should be submitted to ensure that the areas of communal landscape are established and maintained in accordance with the design objectives and good practice.

RECOMMENDATIONS:

No objection, subject to the above considerations and conditions TL1, TL2, TL3, TL5, TL6 and TL7.

CONSERVATION OFFICER

There have been seven applications to develop the backland site to the rear of Nos. 15,16 and 17 North Common Road since 2005, and two others for the redevelopment of the frontage building into duplex properties. The access road has usually been shown on the left hand side of No. 16, but not exclusively, and the backland development has proposed various combinations of three and four new dwellings, with parking and access arrangements. All have been refused, or withdrawn, save for an outline planning application for residential, approved in January 2007, which left layout, design and access to be decided as reserved matters. One application, for three houses at the rear, was dismissed on appeal in 2007, whilst an application made in 2010 for a terrace of three, at the rear, with a similar layout and design to the current proposal, but a different access, was withdrawn.

North Common Road, bordering the Common, is characterised by large, detached houses, set in mature gardens of a generous size. Hedges are a particular feature of the area. There are long views across the Common from the Uxbridge Road, and so No. 16, and the group of which it forms a part, are very visible. There are three historic trackways in the vicinity of the application site: two predate the houses in North Common Road, whilst the third may have been earlier or created at about the same time. They are organic to the area, do not compromise, or crowd, the housing plots, and are therefore not considered a precedent for a new access, as suggested by the applicant.

The forging of a new access road, of 3.2 metres width, with passing place, turning head, bin collection area and parking places, in this location, has always been a very controversial issue, on account of the damaging impact such a road would have on this very visible and important location on the edge of the Common. In this current proposal, the proximity of the road to the existing houses, loss of front gardens and mature hedges, and the extensive hard surfacing required for parking places and a passing place, would, if anything, be even more damaging and erosive of the local character of the area than the previous proposal of 2010.

The houses proposed at the rear would comprise a terrace of three, their design loosely based on

the Victorian cottages at Nos. 12 and 13 North Common Road/No. 5 Water Tower Close. This was an approach suggested at the 2008 meeting, and there would thus be no objection in principle to this design. However the floor space of these properties has been increased since the previous proposal, while their location is closer to the northern boundary of the site. It is thus considered that the current proposal would not address the previous objections concerning excessive scale, cramped layout, minimal amenity space and large areas of hard surfacing, all out of keeping in the context of the generous sized, mature residential back gardens characteristic of the area. As observed previously, Nos. 16 and 17 would be left with a greatly diminished frontage, reduced rear gardens, compromised by a road running alongside, whilst the passing place would be cut into the front garden of No. 16, right outside the front bay window. As suggested on many occasions previously, an appropriate development might comprise a semi-detached pair of cottages, accessed from the existing road to the east of No.15 North Common Road.

It is concluded that the access from North Common Road, and proposed terrace of three units, would be detrimental to the special character and identity of the North Uxbridge Area of Special Local Character, and would not overcome the objections regarding excessive density, excessive hard landscaping, poor layout and residential amenity to which the Inspector referred in his report dismissing applications 2006/2235 and 2006/2236 in 2007. Since this time of course, the case against developing this backland site has, if anything, strengthened, as Minister Greg Clark, in 2010, changed PPS3 to remove back gardens from brownfield land, to ensure that they continue to provide the green breathing space, safe places for children to play and havens for urban wildlife which communities need.

RECOMMENDATIONS: Unacceptable

HIGHWAYS ENGINEER

The site is located in North Common Road, Uxbridge which is an unclassified road.

Submitted plan and planning statement give conflicting information regarding vehicle cross-over to the eight car parking spaces except the location of vehicle cross-over being proposed to be between number 16 and 17. The applicant should clarify whether they are proposing to use existing cross-over's or wishing to apply for new vehicle cross-over's or both.

The applicant also fails to provide lighting information for the proposed access road or indicative location of lighting in accordance to BS 5484, EN13201 given the access road of approximately 50m in length although this could be conditioned.

Although the access road layout and refuse collection arrangements are not ideal I do not raise a formal objection.

WASTE MANAGEMENT.

The plan does show that a space has been allocated for the storage of waste which is good practice. However, Hillingdon is not a wheeled bin borough. Bins or other containment would have to be provided by the developer. The current waste and recycling collection systems are:

- Weekly residual (refuse) waste using sacks / bins purchased by the occupier
- Weekly dry recycling collection using specially marked sacks provided by the Council.
- Fortnightly green garden waste collection of three specially marked reusable bags provided by the Council free of charge.

The waste and recycling should be presented near the curtilage of the property on allocated collection days. If you require any further information please contact me.

ACCESS OFFICER

In assessing this application, reference has been made to London Plan July 2011, Policy 3.8 (Housing Choice) and the Council's Supplementary Planning Document Accessible Hillingdon" adopted January 2010.

No Design & Access Statement appears to have been submitted, however, the submitted plans

demonstrate compliance with the 16 Lifetime Home Standards, with the exception of the following:

1. Details of level access to and in through the principal entrance should be demonstrated on plan, including the specification on the level access threshold installation.

Officer Comment: this matter could be covered by condition.

ENVIRONMENTAL PROTECTION UNIT

I have reviewed the noise report undertaken for the applicant by Philip Acoustics Ltd reference 11153-003 dated September 2011. I do not wish to object to this proposal. Should the proposal be recommended for approval, please add the following condition; Condition 1 N1 Development shall not begin until a noise protection scheme has been submitted to and approved by the Local Planning Authority (LPA). The noise protection scheme shall meet acceptable noise design criteria both indoors and outdoors. The scheme shall include such combination of measures as may be approved by the LPA. The scheme shall thereafter be retained and operated in its approved form for so long as the use hereby permitted remains on the site. Reason: To safeguard the amenity of surrounding areas. Please also add the construction times informative.

Education Contribution

The calculation requests £43,049 to build 3x 7-room houses in Uxbridge North.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

In relation to the principle of the development it is necessary to take into account, the history of the application site, any extant planning permissions and current adopted planning policy.

As addressed above, there was previously an extant outline planning permission (Ref: 61320/APP/2006/2228) for the site, which was capable of being implemented. Given that the principle of the sites redevelopment was established by the outline planning permission it was not open to significant re-consideration within the 6 applications for redevelopment of the site which were considered since the grant of that permission on 4th January 2007, although an Appeal Inspector also considered the principle of backland development acceptable under appeal APP/R5510/A/06/2030468/NWF.

However, condition 2 of planning permission 61320/APP/2006/2228 required that an application for approval of reserved matters (siting, design, external appearance, landscaping and means of access) be submitted for approval by the Local Planning Authority before the 4th January 2010. No reserved matters application was received prior to this date and this planning permission is no longer capable of being implemented. It is therefore necessary to consider the principle of the development in accordance with currently adopted planning guidance.

The subtext at paragraph 7.29 of the Saved Policies UDP, suggests backland development may be acceptable in principle subject to accordance with all other policies, although Policy H12 resists proposals for tandem/backland development which may cause undue disturbance or loss of privacy. However, more recent guidance on backland development has been published since the consideration of previous applications and the adoption of the Saved Policies UDP.

Key changes in the policy context since the adoption of the UDP Saved Policies, includes the adoption of the new London Plan (July 2011), and revised Planning Policy Statement (PPS) 3: Housing (July 2010).

Notably, PPS3: Housing, clearly clarifies that not all developed land is necessarily suitable for housing, nor that all of the curtilage should be developed. It also makes it clear that well thought out design and layout which integrates with and complements existing buildings and the surrounding local context is a key consideration which needs to be taken into account when assessing proposals for residential development.

The London Plan (July 2011) represents the Mayor of London's guidance on how applications for development on garden land should be treated within the London Region. The thrust of the guidance is that back gardens contribute to the objectives of a significant number of London Plan policies and these matters should be taken into account when considering the principle of such developments. The London Plan supports development plan-led presumptions against development on back gardens where locally justified by a sound local evidence base. Such a presumption has been taken into account in setting the Plan's housing targets and reflects Government's recognition in PPS3 (amended June 2010) that the definition of previously developed land in its Annex B now excludes private residential gardens. It is considered in this context that the London Plan policies reflect the direction that the Council is heading with regard to such development.

The London Plan Interim Housing supplementary Planning Guidance provides further guidance on the interpretation of existing policies within The London Plan. Accordingly, it is considered that significant weight should be given to this guidance in determination of the current application.

The guidance requires that "In implementing London Plan housing policies, the Mayor will, and Boroughs and other partners are advised when considering development proposals which entail the loss of garden land, to take full account of the contribution of gardens to achievement of London Plan policies on:

- * local context and character including the historic and built environment;
 - * safe, secure and sustainable environments;
 - * bio diversity;
 - * trees;
 - * green corridors and networks;
 - * flood risk;
 - * climate change including the heat island effect, and
 - * enhancing the distinct character of suburban London,
- and carefully balance these policy objectives against the generally limited contribution such developments can make toward achieving housing targets."

The various issues are discussed in more detail within the relevant sections of the report.

While there is in general no objection to the principle of an intensification of use on existing residential sites it is considered that in this instance the loss of substantial proportions of 2 large back gardens in this location would be detrimental to the local and historical context of the area. There is also a long history of applications and appeals for redevelopment of the site which have been withdrawn following concerns raised by the Planning Department or refused/dismissed on grounds of unacceptable impacts on the character and appearance of the Area of Special Local Character and residential area in general, which is considered to give weight to the view that the level of intensification of use sought on this site cannot be achieved without harm to matters of material concern.

The proposed redevelopment of two large private back gardens would have a detrimental impact on the character and appearance of the North Uxbridge Area of Special Local Character and on the amenities of nearby residents. When balanced against the limited

contribution the developments would make toward achieving housing targets in the borough it is considered that the principle of the proposed backland residential development is contrary to Policies 3.5, 7.1 and 7.4 of the London Plan, Planning Policy Statement 3: Housing and guidance within The London Plan Interim Housing Supplementary Planning Guidance.

7.02 Density of the proposed development

Policy 3.4 of the London Plan seeks to ensure that new developments achieve "the maximum intensity of use compatible with local context and with public transport capacity. Boroughs should develop residential density policies in their DPDs in line with this policy and adopt the residential density ranges set out in Table 3.2 and which are compatible with sustainable residential quality."

The London Plan Interim Housing Supplementary Planning Guidance provides further guidance on density and the loss of back gardens, in particular it encourages Local Planning Authorities to "take account of the full intent of the policy and not just the associated density matrix i.e. achieve the maximum intensity of use compatible with local context, the design principles of Policy 4B.1 and with public transport capacity". Local Planning Authorities should assess the considerations which can relate to loss of garden land (identified in the Principle of Development Section) and "carefully balance these policy objectives against the generally limited contribution such developments can make towards achieving housing targets."

The site has a suburban character and a Public Transport Accessibility Level of 1 (on a scale of 1 to 6 where 6 represents the highest level of accessibility) and table 3.2 of the London Plan recommends a density of 35-55 u/ha or 150-200 hr/ha for developments containing units of the proposed size within such locations.

The proposal seeks permission for a development consisting of 3 new three bedroom dwellings and 1 retained 4+ bedroom dwelling on a 0.076 ha site, resulting in a residential density of approximately 53u/ha or 263hr/ha.

The application site is just within the guidelines of the London Plan with regard to units per hectare, but is significantly above these these guidelines when considered against the number of habitable rooms per hectare. When considered against the guidance set out in the London Plan Interim Housing Guidance it is considered that the redevelopment of the application site at the proposed density would be detrimental to the local and historical context of the area and therefore contrary to Policy 3.4 and 7.1 of the London Plan and guidance within The London Plan Interim Housing Supplementary Planning Guidance.

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

The application site does not lie within an archaeological priority area nor is it located in proximity to any Listed Buildings.

The application site does lie within the North Uxbridge Area of Special Local Character and as such Policy BE5 which requires that new development should harmonise with the materials, design features, architectural style and building heights predominant in the area. In addition the development must also accord with Policies BE13 and BE19 seek to resist developments where the layout and appearance fail to harmonise with the existing street scene or other features of the area which the Local Planning Authority considers it desirable to retain, or which fail to complement or improve the residential amenity of an area.

The North Uxbridge Area of Special Local Character was extended on the 19th October

2006 and is designated in three areas with the application site lying within the northern area which is situated around the Common. The Cabinet report which informed its extension defined the character of the northern area in detail and the following extract of this cabinet report relates specifically to the existing properties on North Common Road:

The northern area is characterised by hedges, trees and vegetation. The Common is a very attractive feature at the centre of this area, and it provides a good setting for the properties surrounding it. There are some pleasant views across the Common, particularly to the large inter-war houses on the north side, set in spacious plots and bounded by tall hedges, with some older, Victorian cottages set down leafy lanes to the north.'

It is clear that one key aspect of this area of Special Local Character is the spacious plots within which the properties are located and a review of historical maps from the area indicate all but three of the houses on North Common Road retain their original plots. The exceptions being 5A - 5E North Common Road where 2 small two-storey blocks containing 5 flats and a garage block located to the rear; and nos. 6 & 7 North Common Road which had 3 properties built on small parts of their rear gardens as part of the Waterside Close development (which is now described as having its own character with the ASLC) and an additional detached house which was granted planning permission in 1996 and accessed by the existing lane. That said when considered in terms of the physical demarcation of plots these properties all maintain large plots of at least 0.08ha, which is not uncharacteristic within North Common Road.

In addition to the proposed plot sizes being significantly smaller than is characteristic for the area the proposal would involve the construction of large areas of hardstanding and a large terrace of three houses within the rear garden of nos 16 & 17 North Common Road. It is considered that the level of built form and hardstanding proposed would result in a cramped layout and this alongside the small plot sizes would be further at odds with the predominant open character of the area.

The proposed development would create a significant reduction in the plot sizes of nos. 16 and 17 North Common Road as retained, small plot sizes for the proposed properties and create a significant level of built form within the proposed plots (including ancillary structures and hard landscaping). These smaller plot sizes, which would appear cramped due to the level of built form and their layout, would be at odds with the predominant urban grain in the part of the Area of Special Local Character surrounding the Common and in particular with that of the pre-war houses located along North Common Road. It is therefore considered that the proposal would be detrimental to both the historical and existing context and character of the area and contrary to Policies BE5, BE13 and BE19 of the Saved Policies UDP and Policies 4B.1 and 4B.8 of the London Plan.

It is also apparent that the views of the inter-war houses on North Common Road across the Common and from the wider area are a key part of the character of this Area of Special Local Character, as are the small number of narrow and generally leafy lanes which run between them at sparse intervals. Of these inter-war houses 16 North Common Road and its full frontage is particularly visible and can be clearly seen from the other South Common Road on the other side of the Common.

At current there are vehicular access lanes which adjoin the north side of North Common Road located between nos. 7 & 8, 11 & 15 and 20 & 23 North Common Road. Two of these are approximately 3.2m wide and heavily bound by vegetation and hedges on either side, the third (sited between 7 & 8 North Common Road) serves the Waterside Close development and was widened to a width of approximately 4m in the 1980's in order to

accommodate the development. This road, albeit wider, is also lined by a significant amount of vegetation and hedges.

There is also a short vehicular access at 5a-5e North Common Road, which represents the only access road which was not present within the original development in the inter-war period. This access terminates a short distance into the site at the garages and as such reads visually as a cross between a drive and an access road.

The existing access roads on the site are spread sparsely along North Common Road, with between 3-5 properties separating each access lane. The small number and sparse separation of these accesses forms part of the current and historic character of North Common Road, which is a residential street with the properties located along the road frontage facing the Common.

The proposal would utilise the existing access road at No.17 North Common and although hard surfacing would extend along the side boundaries of Nos. 16 and 17, there would not be a significant visual impact to the front of North Common Road. All of the front gardens within the application site are hardstanding in the existing situation and there would be no significant loss of front garden. The hedging along the front boundary would be retained and this would screen the additional hardsurfacing to the side of No.17 North Common Road. There would also be a kink in the access road which would further break up views from North Common Road.

Additional soft landscaping would be incorporated to the frontage and along the sides of no.16 North Common Road which would reduce the views from the south east. The Landscape Officer has commented that there would be no significant loss of landscape features and the proposal would have little impact on the views from North Common Road. The Landscape Officer has also noted that there is an opportunity to provide an attractive landscape setting and appropriate screening between neighbouring properties, utilising a mix of retained and new planting. This could be conditioned if the application is recommended for approval. The inclusion of additional planting would mitigate the impact of the hardstanding area from the front of North Common Road.

Having examined the front boundary from across the common, it is considered that the increase of hard surfacing through the extended access would not be as visible due to the retention of the vegetation. As such, it is considered that the access road and additional hard surfacing would not cause a significant visual harm to North Uxbridge Area of Special Local Character to merit a refusal on this grounds.

7.04 Airport safeguarding

The application is not considered to give rise to any concerns relating to airport or aerodrome safeguarding.

7.05 Impact on the green belt

The application site is not located within or in proximity to the Metropolitan Green Belt.

7.07 Impact on the character & appearance of the area

Issues relating to the character and appearance of the area are considered in detail within the section of the report dealing with 'Areas of Special Character'. It is noted that the highways engineer states that the long access road requires a lighting scheme. Whereas lighting bollards have been used on other sites it is questionable whether such a solution is ideal in an Area of Special Local Character, whereas it would be hard to justify refusing the application. In this regard an informative is recommended to highlight that lighting of the access road could if not done very sensitively cause harm to the streetscene.

7.08 Impact on neighbours

Policy BE20 and BE21 of the Saved Policies UDP seek to resist proposals which would cause an unacceptable loss of light or would have an overbearing impact detrimental to the residential amenity of neighbouring properties. The HDAS - Residential layouts provides further guidance on the issue of dominance seeking a separation distance of 15m where a two storey building abuts a neighbouring property.

The proposed three-bedroom houses would be located a sufficient distance from Nos. 13a, 16 and 17 North Common Road and would not have a dominant impact nor cause any undue loss of light to the the occupiers of these properties.

With regard the closest property, No. 170a Harefield Road, the proposed three-bedroom houses would be orientated at an angle which would reduce their impact on this occupier. However, the two-storey elements of these properties would still be located 9m from the closest point of this building which would be contrary to the HDAS Guidance. It is also noted that the property at 170a Harefield Road has a recent planning permission (Ref: 41760/APP/2010/1516) for a front and side extension on the corner of which would have been approximately 5m from the proposed building. This approved extension (if constructed) includes a living space and first floor bedroom which would be within 5m of the two storey element. This distance would not be sufficient to prevent an overbearing impact on the neighbouring occupier's amenity. In light of the above, the proposal would be contrary to BE20 and BE21 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007) and section 4.0 of the Hillingdon Design & Accessibility Statement (HDAS): Residential Layouts.

Accordingly, the scheme would be contrary with Policies BE20 and BE21 of the Saved Policies UDP.

Policy BE24 of the Saved Policies UDP seeks to protect the privacy of occupiers and neighbours. The HDAS - Residential Layouts provides further guidance that within a 45 degree arc from the centre of a window there should be no facing habitable room windows within 21m in order to avoid loss of privacy to either occupier.

The 3 new houses proposed to the rear are sited and designed so that they do not have any habitable room windows which are within 21m of neighbouring habitable room windows, and the windows are considered not to overlook any sensitive parts of neighbouring gardens such as rear patios.

Accordingly, the proposal would not result in any loss of privacy for neighbouring occupiers and would comply with Policy BE24 of the Saved Policies UDP in this regard.

Issues relating to potential impacts of noise from the access road are addressed within the noise section of this report.

7.09 Living conditions for future occupiers

The HDAS - Residential Layouts specifies minimum internal floorspace standards for two-storey houses containing three or four bedrooms or 81sq.m and 92sq.m, respectively.

The proposed development is in its entirety two-storey and provides for a total of 3 three-bedroom which are all over 144sq.m in terms of internal floorspace and 1 four-bedroom house which is over 155sq.m in internal floorspace. All of the units would therefore accord with the HDAS recommendations and also those found in the London Plan 2011, and would provide a satisfactory internal living environment in terms of available space.

Policies BE20 and BE24 of the UDP require that all proposed units benefit from adequate privacy and light. The HDAS - Residential Layouts details that all residential developments and associated amenity space should receive adequate daylight and sunlight, including habitable rooms and kitchens.

Each of the habitable rooms within the development would benefit from a minimum of 1 clear glazed window, which would be positioned so as to received adequate daylight. In addition it is considered that the proposed amenity spaces would received adequate daylight throughout the day.

The HDAS - Residential Layouts also details recommended minimum requirements of on-site amenity space provision in accordance with policy BE23 of the Saved Policies UDP, which seeks the provision of satisfactory usable amenity space for future occupiers. It is recommended that three-bedroom houses be provided with a minimum of 60sq.m of private external amenity space and that four-bedroom units be provided with a minimum of 100sq.m of private external amenity space.

Each of the proposed three-bedroom houses would benefit from a rear garden of 60sq.m or more and the four-bedroom house would benefit from a rear garden of over 120sq.m and a substantial front garden. In addition a large landscaped communal area would be provided to the rear of the site for th benefit of the future residents. Accordingly, the proposal would provide an adequate level and quality of external amenity space for future occupiers.

Policy BE24 of the Saved Policies UDP indicates that all new residential properties should attain adequate levels of privacy for future occupiers. There would be no loss of privacy to these future occupiers by way of pedestrian use of the road. In addition each of the 3 three-bedroom houses would benefit from both front and rear gardens and would not be subject to overlooking from neighbouring properties, accordingly they would each benefit from adequate levels of privacy.

Issues relating to the impact of noise on future occupiers are addressed elsewhere in this report.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The level of development proposed would not give rise to significant addition traffic generation and is unlikely to cause additional congestion on the principle road network.

The proposed access arrangement would utilise the existing access road to No.17 North Common Road to serve 3 three-bedroom units with 6 parking spaces on the western boundary of the host property. The access road is 3.2m wide for the majority of its length. While the Highways Engineer has raised some concerns regarding the width of the access road, given that the site would have a limited level of traffic into the site, the proposed passing bay towards the front boundary would provide sufficient space to allow two vehicles to manoeuvre without traffic implications.

In addition the access road is labelled as terminating in a turning head and the manoeuvring area for vehicles within the site would appear spacious and would not impact on the proposed parking spaces. The inclusion of a passing bay towards the front addresses the concerns of the Highway's Officer as it would allow two vehicles to pass freely.

There is inadequate space for the introduction of a footpath, accordingly the application

has included a traffic calming measure in the form of a raised table which would control the speed of vehicles in and out of the site. A raised table (approx 4 inches above road level) would be provided within the site between start of the passing bay and continue for a distance of approximately 10m to the north. This would control the speed of vehicles entering and exiting the site and allow safe pedestrian access.

The car parking provided would meet the council's car parking standards and would allow vehicles to manoeuvre without concern to highway safety.

In this instance, given the limited traffic that would be entering and exiting the site at any one time and the measures that have been taken to address concerns of both highway and pedestrian safety (passing bay, turning head and raised table), the concerns from the Highways Engineer have been addressed. The proposal would be acceptable and would comply with Policies AM7 and AM14 of the UDP Saved Policies.

7.11 Urban design, access and security

The majority of the design issues are addressed within the section of this report dealing with the impact on the Area of Special Local Character.

The overall design of the dwellings would be acceptable in principal. The Conservation Officer has commented that the proposed terrace would be based on the Victorian cottages at Nos. 12 and 13 North Common Road/No. 5 Water Tower Close. This was an approach suggested to the applicant previously by the Conservation team. Although acceptable in appearance, their location is closer to the northern boundary of the site and would lead to a cramped development within two traditionally large gardens. As such it would be contrary BE5, B515 and BE19 of the UDP Saved Policies.

Issues of access are addressed within the Disabled Access section of this report.

In relation to security the application would maintain secure boundary treatments with neighbouring properties and it is not considered that there are any security concerns intrinsic to the design. Therefore, subject to a condition requiring that the development achieve 'Secured by Design' standards the proposal is considered to be acceptable in this regard.

7.12 Disabled access

Policy 3.8 of the London Plan and the HDAS - Accessible Hillingdon Require that all new residential dwellings be designed to Lifetime Homes standards and that 10% of new dwellings be capable of easy adaption for use by a wheelchair user.

The proposed development proposes 4 dwellings (3 new houses and alterations to no.16 North Common Road), as such there is no requirement for a wheelchair accessible unit (or one easily adaptable to that standard) to be provided.

The submitted plans indicates that the scheme has been designed to comply with Lifetime Homes standards. The Access Officer has commented that the scheme would need to confirm that level access can be provided through the principal entrance. The achievement of these within the development could be secured by way of a condition. Accordingly, no objection is raised to the scheme in terms of disabled access.

7.13 Provision of affordable & special needs housing

The application is below the threshold at which affordable housing should be sought under the Council's adopted Planning Obligations SPD, nor is it considered that a higher level of development could be achieved on the site. Accordingly, the proposal does not give rise to the need for affordable housing provision.

No special needs housing is proposed as part of the scheme and accordingly consideration of these matters is not necessary.

7.14 Trees, landscaping and Ecology

TREES& LANDSCAPING

Policy BE38 of the Saved Policies UDP requires developments to retain and utilise existing landscape features of merit and to provide new planting and landscaping wherever appropriate.

The Design & Access Statement makes specific reference to the existing and proposed landscape quality of the site. A tree survey has also accompanied this application and shows further details of the trees and hedges to be retained and additional planting. To the front the hedging along the front boundary of Nos.16 and 17 would be retained with additional hedging proposed to the side of the passing point. New hedging would also be planted along the sides of the new access road, providing additional screening of the new hardsurfacing. It also proposes to plant new 'semi-mature' hedges, to provide private gardens and to create an area of communal /shared external amenity space on the western boundary - to the front of the dwellings.

The Council's Trees and Landscape officer considers that the proposal would maintain adequate space to enable the provision of a high quality and deliverable landscape scheme which would satisfy the requirements of Policy BE38. No trees or other significant landscape features would be affected by the development whilst the proposal would have little impact on the views from North Common Road.

The Landscape Officer has noted that certain parts of the scheme such as the very narrow strips of planting between the car parking bays and the car parking treatment which would need to be adequate for the purpose of car parking. However in general, the landscaping of the site is considered acceptable in principle and complies with Policy BE38 of the Saved Policies UDP. Further details of the landscaping scheme both hard and soft surfacing and also details of trees to be retained can be secured by condition.

ECOLOGY

A small area of the Common fronting 16 North Common Road is designated as a Nature Conservation Area of Metropolitan Importance, however the application site itself does not lie within a designated nature conservation area, nor is it recognised to have an significant value in terms of ecology or biodiversity.

While it is generally recognised that back gardens can provide green links and habitat for wildlife, the application site does not lie in an area where such a link is of designated importance. Nor, having regard to the number of surrounding gardens, would its redevelopment create a substantive physical break between any areas of recognised ecological value.

Planning Policy Statement 9: Biodiversity and Geological Conservation recommends a cautious approach, in particular with regard to protected species, however in this case there is no substantive evidence to suggest that there is any likelihood of protected species on the site and the imposition of a pre-commencement condition requiring appropriate surveys to be undertaken and approved prior to any development commencing would represent an appropriate level of caution in this particular instance.

Subject to such a condition, it is considered that the proposal would not result in any significant harm to biodiversity or harm to the local ecology.

It is considered that there is insufficient evidence to support a reason for refusal on ecological or protected species grounds, in particular with regard to the site history. Given the application is recommended for refusal an informative is recommended, which would make the Council's view on this issue clear.

7.15 Sustainable waste management

Policy 5.17 of the London Plan requires that all new development provide adequate facilities for the storage of waste and recycling. Further guidance on the location and siting of refuse/recycling storage and collection points is provided within the Manual for Street, which is published by the Department for Transport and complements Planning Policy Statements 1 and 3. Paragraph 6.8.10 sets out the maximum possible length of road which can be serviced without providing adequate access for a waste vehicle stating "Based on these parameters, it may not be necessary for a waste vehicle to enter a cul-de-sac less than around 55 m in length, although this will involve residents and waste collection operatives moving waste the maximum recommended distances, which is not desirable".

Each proposed dwelling would have a bin store on site with suitable landscaping allowing the stores to blend into the environment. The site layout plan also shows a proposed collection area, situated adjacent to the access road approximately 32m from the existing vehicle crossover. This would minimise the distance travelled by users, and would be heavily landscaped which would reduce its overall visual impact. This collection point is approximately mid point between the proposed dwellings and the front of the site and on balance would be considered reasonable for both future occupiers and refuse workers to utilise on collection day having regard to other site constraints. As such, there would be no need for waste vehicle to enter the access on collection day.

The refuse/recycling arrangements would not be significantly different from those approved on a site to the rear of 213 and 213 A Harefield Road (Ref: 59140/APP/2009/2561). It is accepted that the distance between the public highways and the proposed dwellings on this application also exceeded 55m, although to a lesser extent, and that the access road could not accommodate refuse vehicles.

Accordingly, given that the proposal has provided a collection point midway between the proposed dwellings and the front access, it is considered acceptable to both future occupiers and refuse workers. As such it is considered to provide adequate waste and recycling storage facilities complying with Policy 7.15 of the London Plan.

7.16 Renewable energy / Sustainability

The submitted documentation does not provide any detailed comment on the general sustainability credentials of the proposed design, however in accordance with the Council's standard practice for schemes of below 10 residential units it is considered that the imposition of a condition requiring that the development achieve at least level 4 of the Code for Sustainable Homes would result in an appropriate level of sustainable design in line with the intention of Policy 5.3 of the London Plan.

7.17 Flooding or Drainage Issues

The application site is not located in an area with an identified risk of flooding, however Policy OE8 of the Saved Policies UDP and Policies 5.12 and 5.13 of the London Plan still require that developments seek to reduce surface water run-off and reduce the risk of flooding elsewhere.

A condition could be applied requiring details of Sustainable Urban Drainage to ensure no increase in surface water run-off. Given that this consideration can be satisfactorily addressed by way of condition no objection is raised to the development in terms of

drainage or flood risk.

7.18 Noise or Air Quality Issues

Policy OE1 of the Saved Policies UDP resists the grant of planning permission for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally. Policy BE19 seeks to protect general amenity in residential areas and Policies OE3 and OE5 provide further specific guidance on noise related issues.

In addition policy H12 of the Saved Policies UDP resist proposals for tandem or backland development which would cause undue disturbance or loss of privacy to adjoining occupiers.

The proposed road and parking arrangements are the aspects of the development which have the most significant potential to impact on these issues.

The applicant has submitted a detailed PPG24 noise assessment, which addresses noises arising from the proposed access road including small vehicles (cars) passing the residential properties and the closing of car boots. The report assesses the impacts of these noises sources both within the neighbouring buildings and finds that the noise arising from these sources would not exceed the relevant World Health Organisation guidelines. It also proposes to erect an acoustic fence along both side boundaries of the access road to reduce the noise to the immediate neighbouring properties (Nos. 16 and 17 North Common Road).

The Councils Environmental Health Unit have reviewed the assessment and has no objection to the proposal subject to a condition requesting a noise protection scheme to be submitted and approved prior to construction.

Having regard to the noise assessment, and the general site layout proposed, it is considered that the level of noise or disturbance experienced by future occupiers of the development would not be unacceptable. It is considered that the layout of the proposed development, would not in an unacceptable increase in activity, noise, vibration and general disturbance and would therefore comply with to Policies H12, OE1 and OE3 of the London Borough of Hillingdon Unitary Development Plan Saved Policies (September 2007).

The scheme is considered not to be of a scale which would result in any significant impacts on local air quality.

7.19 Comments on Public Consultations

Issues ii, iii, iv, v, vi,vii, x,xi,,xii,xiii,xiv,xv, xvi, xvii are addressed in the body of the report.

Issue i) Concerns over the repetition of applications. Officer Comment - the current application is different in its layout from the previous schemes and must be assessed on its own merits

Issue viii) Concern that existing services, in particular drainage, would not be adequate. Officer Comment - A planning contribution would be required to address impact on local education provision as addressed in the body of the report. It is not considered that the proposed development would place undue pressure on other local facilities or services.

Issue ix) The proposal would contravene the European Convention of Human Rights

article 8 - right to respect for private and family life and Article 1 of the First Protocol - protection of property. Officer Comment - It is not considered that to grant planning permission following consideration of all material planning considerations would be contrary to these aspects of legislation, however refusal is recommended in this instance.

Issue xxv) Concerns regarding construction impacts. Officer Comment - Were the application to be recommended for approval a condition could be imposed to mitigate construction impacts.

7.20 Planning obligations

The application proposes the erection of new family dwellings and accordingly would increase demands on local educational facilities. A contribution of £43,069 would therefore be required to meet the educational needs of the development in accordance with Policy R17 and the Planning Obligations SPD.

The applicant has been made aware of the contribution required and has agreed to the contribution. However in the absence of a legal agreement to secure the planning obligation there is an objection to the scheme in this regard.

7.21 Expediency of enforcement action

N/A

7.22 Other Issues

N/A.

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 planning permission for the redevelopment of the site to provide for the erection of 3 two storey terraced dwellings with associated parking, incorporating a new vehicular access along the side boundary of Nos.16 and 17 North Common Road, and the demolition of an existing garage situated to the side of No. 17 North Common Road.

Concern is raised over the principal of the development in this location, where it is not considered that its limited contribution towards housing provision in the borough would outweigh its impact on the surrounding area, particularly in terms of the loss of existing large gardens, which contribute significantly towards the local distinctiveness of the area. Its location is considered to be out of keeping with the local context and, would be out of keeping with the character and appearance of the streetscene.

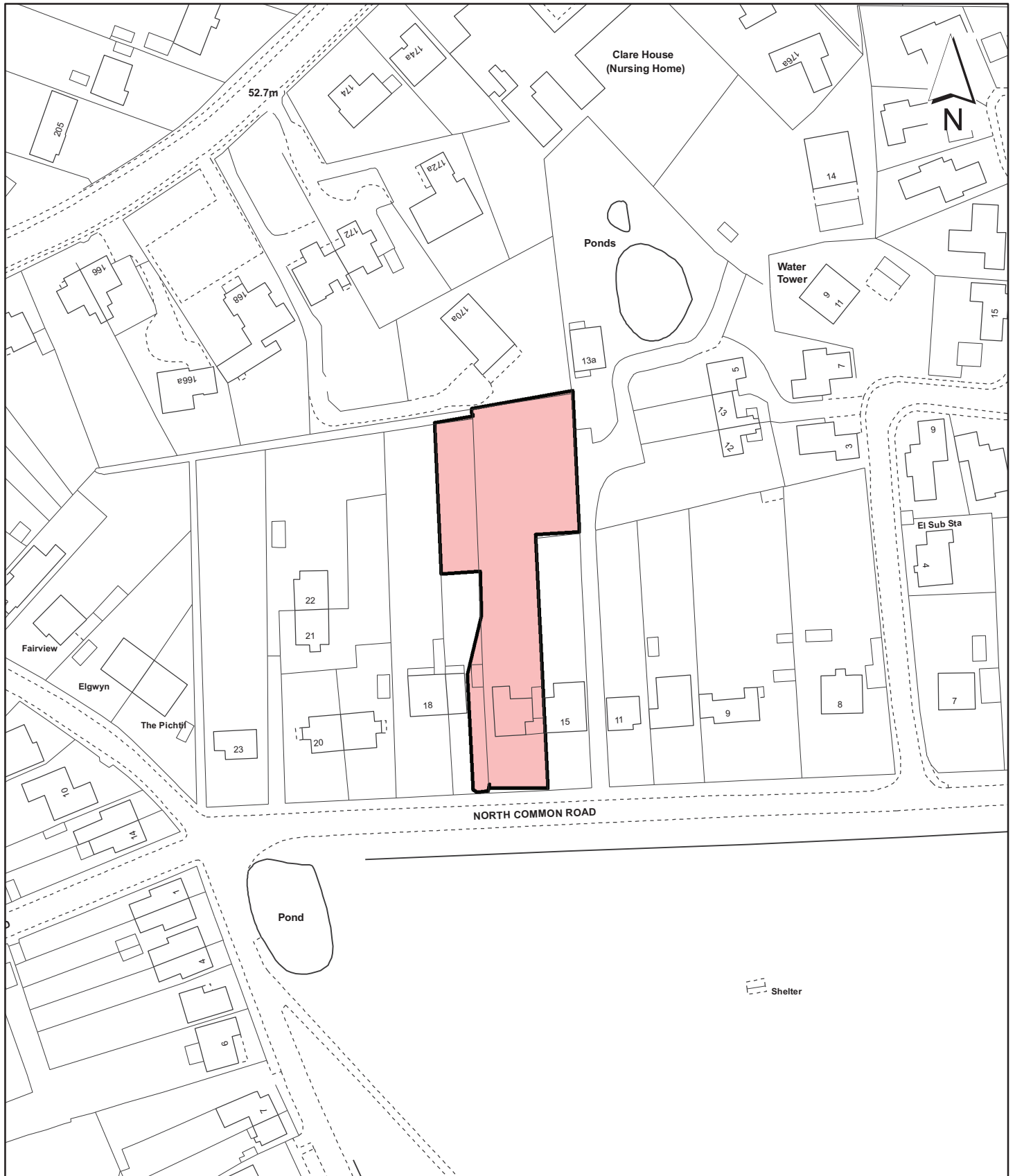
The current scheme in its location would be unacceptable due to the cramped nature of the plots in the overall context of the area. When balanced against the limited contribution the development would make toward achieving housing targets in the borough, it is considered that the scale and intensity of development proposed in this location is not appropriate. The proposal would fail to comply with relevant UDP and London Plan policies and Supplementary Planning Guidance. Accordingly, refusal is recommended.

11. Reference Documents

- a) Planning Policy Statement 1: Delivering Sustainable Development
- b) Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1
- c) Planning Policy Statement 3: Housing
- d) Planning Policy Statement 9: Biodiversity and Geological Conservation
- e) Planning Policy Guidance 13: Transport
- f) Planning Policy Guidance 24: Planning and Noise
- g) Planning Policy Statement 25: Development and Flood Risk
- h) Letter to Chief Planning Officers: Development on Garden Land dated 19/01/2010
- i) The London Plan (2011)
- j) The London Plan Interim Housing Supplementary Planning Guidance adopted April 2010.
- k) Manual for Streets

Contact Officer: Eoin Concannon

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**16 North Common Road
Uxbridge**

Planning Application Ref:

4942/APP/2011/2045

Planning Committee

Central and South

Scale

1:1,250

Date

**February
2012**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services

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



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address UNIT 4A, SWALLOWFIELD WAY HAYES

Development: Change of use from Use Class B1c/B8 (Light Industry/ Storage and Distribution) to Use Class B1c/B2/B8 (Light Industry/ General Industry/ Storage and Distribution) for use as an MOT Testing Centre to include new customer entrance, alterations to elevations, installation of perimeter fence with gates and car wash and jet to rear.

LBH Ref Nos: 35696/APP/2011/2260

Drawing Nos: 81 00 189 Rev A
VTS_AL_200
VTS_AL_000
VTS-AL_100
VTS_AL_101
Toshiba Price List
VTS_AL_102
VTS_AL_103
VTS_AL_201
VTS_AL_202
VTS_AL_203
Example Photos of Car Wash
Design and Access Statement
VTS_AL_310
VTS_AL_304

Date Plans Received:	19/09/2011	Date(s) of Amendment(s):	20/09/2011
Date Application Valid:	05/10/2011		26/09/2011
			04/10/2011
			05/10/2011

1. SUMMARY

The application is for planning permission for the change of use of an existing industrial unit from B1c/B8 (Light Industrial /Storage and Distribution) to B1/B2/B8 for use as a MOT Testing and Car Servicing Centre. The proposed development would also include the development of a new customer entrance, alterations to elevations, installation of a perimeter fence with gates and the erection of a jet car wash to rear.

The proposed development would have an acceptable impact on the amenity of the neighbouring occupiers and would bring a vacant building back into employment use. Therefore, the proposed development is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 T8 **Time Limit - full planning application 3 years**

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

REASON

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

2 OM1 Development in accordance with Approved Plans

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

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policies BE13 and BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3

4 OM15 General Litter/Waste

No development shall take place until a scheme detailing the method of disposal, storage and collection of litter and waste materials, generated by the business and/or discarded by patrons, has been submitted to and approved in writing by the Local Planning Authority. The details shall include a description of the facilities to be provided and the methods for collection of litter within and in the vicinity of the premises. The approved scheme shall be implemented in full thereafter.

REASON

To ensure that adequate provision is made for the disposal of litter and waste, in the interests of maintaining a satisfactory standard of amenity in the locality, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Plans (September 2007).

5 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 hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (ii) Measures to prevent mud and dirt tracking onto footways and adjoining roads.
- (iii) 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).
(iv) 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).

6 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).

7 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 use hereby permitted is commenced. 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).

8 MCD12 No Retail Sales

No part of the premises shall be used for retail sales

REASON

The use of the premises for retail purposes would be contrary to the Local Planning Authority's policy for the location of such uses, in particular Policy LE2 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

9 MCD9 No External Storage

No display, placing or storage of goods, materials, plant or equipment shall take place other than within the buildings.

REASON

In the interests of amenity and to ensure that external areas are retained for the purposes indicated on the approved plans in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.1

10 TL5 Landscaping Scheme

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).

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 or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority 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 H11A Visibility Splays

Unobstructed sight lines above a height of 1 metre shall be maintained where possible on both sides of the entrance to the site, for a distance of at least 2.4m in both directions along the back edge of the footway or verge.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced, in accordance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

14 H16 Cycle Storage - details to be submitted

No part of the development hereby permitted shall be commenced until details of covered and secure cycle storage for 12 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 6 of the London Plan (July 2011).

15 H5 Sight Lines - submission of details

The development hereby permitted shall not be commenced until details of the sight lines at the point of the vehicular access to the highway have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved sight lines have been implemented and thereafter, the sight lines shall be permanently retained and kept clear of obstructions exceeding 0.6 metres in height.

REASON

To ensure that adequate sight lines are provided and thereafter retained in the interests of highway safety in accordance with Policy AM7 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan . (July 2011).

16 H6 Car parking provision

The development hereby approved shall not be commenced until details of the parking arrangements have been submitted to and approved in writing by the Local Planning Authority. The details shall include provision of not less than 10% of spaces being designed for use by disabled persons; and the development shall not be occupied until the approved arrangements have been implemented. 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 that adequate facilities are provided in accordance with Policies AM14, AM15 and the parking standards as set out in the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

17 NONSC Non Standard Condition

The development shall not begin until a scheme which specifies the provisions to be made for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical and administrative measures, including any other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the adopted UDP (Saved Policies September 2007).

18 NONSC Non Standard Condition

No development shall commence, until such time as plans and details for petrol / oil interceptors to be fitted in all car parking/washing/repair facilities have been submitted to and approved in writing by the Local Planning Authority. The petrol / oil interceptors shall be fitted in accordance with the approved details before the use hereby approved is commenced, and shall there after be retained and maintained for the life of the development.

REASON

To safeguard the amenity of the surrounding area and to prevent pollution of water ways and the wider environment and to accord with policy OE1 of the adopted UDP (Saved Policies September 2007).

19 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 AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

20 SUS3 Energy Efficiency DC Applications

No development shall take place on site until an energy efficiency report has been submitted to, and approved in writing by the Local Planning Authority. The report shall identify measures that will be integrated into the development to improve energy efficiency in accordance with the Mayor's energy Hierarchy. The methods identified within the approved report shall be integrated within the development and thereafter permanently retained and maintained.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with London Plan (July 2011) Policies 5.1, 5.3, 5.4, 5.5, 5.7, 5.9 and 5.10

21 NONSC Non Standard Condition

Prior to commencement of development details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during mornings and evenings peak hours. The approved strategy shall be implemented as soon as the use hereby approved is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

22 NONSC Non Standard Condition

The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water associated with the development hereby approved has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.

Reason

To protect surface and ground waters and to ensure the development complies with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

23 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).

24 NONSC Non Standard Condition

The development shall not occur outside the hours of 08.00 and 18.00 Mondays to Fridays, 08.00 to 13.00 Saturdays and not at all on Sundays, Public and Bank Holidays.

REASON

To accord with the terms of the application and to safeguard the residential amenity of the area in accordance with Policy OE3 of the Hillingdon Unitary Development Plan (Saved Policies September 2007).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

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
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.
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.
LE1	Proposals for industry, warehousing and business development
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
LPP 6.9	(2011) Cycling
LPP 6.13	(2011) Parking
SPD-NO	Noise Supplementary Planning Document, adopted April 2006

3

Recent legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Waters ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at www.thameswater.co.uk

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering sampling access etc, may be required before the Company can give its consent. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 8507 4321.

4

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a protected characteristic, which includes those

with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

To this end, the opportunity should be taken to incorporate provisions that ensure that the service and facility can provide disabled people were an equitable service on par with non-disabled people.

5 111 The Construction 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).

6 114 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).

7 115 Control of Environmental Nuisance from Construction Work

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

8 118 **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).

9 12 **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.

10 120 **Land Drainage**

You are advised that, pursuant to the Land Drainage Act 1976, details of any works affecting the beds, banks and flow of the river, including details of any outfall structures discharging into the watercourse, should be submitted to the Environment Agency, Planning Liaison Officer, Thames Region, Howard House, 10/11 Albert Embankment, London SE1 7TG.

11 14 **Neighbourly Consideration**

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).

12 143 **Keeping Highways and Pavements free from mud etc**

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 1980.

13 147 **Damage to Verge**

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

14 158 **Opportunities for Work Experience**

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The application relates to a 1,940 square metre industrial unit, located on the loop road of Swallowfield Way.

The site is located within an industrial estate and is the northern most building in a block of five large industrial premises. These properties form a staggered terrace of units, with the front building line of the application building set behind the front building of the attached property.

To the north of the building is a car park which is within the curtilage of the application site, which provides space to park 56 cars with no disabled spaces.

The building is constructed out of blue and grey steelwork with the last use of the building being classified as B1c/B8 (Light Industrial /Storage and Distribution), although the building is currently vacant.

The site is located within a Developed Area and within the Rigby Lane / Swallowfield Way Industrial and Business Area, as identified in the policies of the Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

3.2 Proposed Scheme

The application is for planning permission for a number of developments at the site, which are outlined below:

- i) Change of use of the premises from the existing use of B1c/B8 (Light Industrial /Storage and Distribution) to B1/B2/B8 for use as a MOT Testing and car servicing centre.
- ii) The erection of a new shopfront and customer entrance in the northern side elevation of the property.
- iii) The erection of a new 2.4 metre high security fence with entrance gates, to enclose the car park area and land at the rear of the building.
- iv) Creation of a jet car wash structure at the rear of the building. The car wash would have a footprint of 10 metres by 4.5 metres with a height above the ground of 3.85 metres.
- v) Internal alterations to the building, with an additional area of first floor area added which would increase the floor area from 1940.2 square metres to 2102.2 square metres.

3.3 Relevant Planning History

35696/85/0032 Hayes Ind Pk Swallowfield Way Unit 4a Swallowfield Way Hayes
Change of use of vehicle hardstanding to a fenced in hardstanding for storage of liquid nitrogen.

Decision: 05-02-1985 Approved

35696/A/85/1451 Hayes Ind Pk Swallowfield Way Unit 4a Swallowfield Way Hayes

Change of use (section 53 determination)

Decision: 09-09-1985 Refused

35696/B/85/1664 Hayes Ind Pk Swallowfield Way Unit 4a Swallowfield Way Hayes
Change of use from industrial to warehouse

Decision: 21-11-1985 Approved

35696/C/89/3631 Hayes Ind Pk Swallowfield Way Unit 4a Swallowfield Way Hayes
Installation of a non-illuminated company name board

Decision: 01-03-1990 Approved

Comment on Relevant Planning History

Planning permission was granted in 1985 for a change of use of the building to warehousing (35696/B/85/1664). No subsequent changes of use has been granted since this date.

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:

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
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.
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.
LE1	Proposals for industry, warehousing and business development
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
LPP 6.9	(2011) Cycling

LPP 6.13 (2011) Parking

SPD-NO Noise Supplementary Planning Document, adopted April 2006

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

23 neighbouring occupiers were notified of the proposed development on 6th October 2011, including Unit 4B which shares a boundary line with the application site.

By the close of the consultation period on 27th October 2011, one letter of objection had been received in relation to the proposed development. This neighbouring occupier provided the following comments:

TMD would like you to include in your plans for the new occupier parking restrictions i.e. double yellow lines on both side of the section of Swallowfield Way from the junction of Rigby Lane past our main goods yard entrance and what is proposed for the new occupier. We are concerned that with the new occupier there may be more likelihood of vehicles parking in this area. TMD uses suppliers with large long vehicles that need room in the road to manoeuvre to gain access to our yard. Also this section of Swallowfield Way is classified as one way but many people ignore this. Other measures to ensure this is complied with would be beneficial.

Case officer comments: Subject to the proposed development meeting the required car parking standards, there is no indication that the change of use of the unit would have a detrimental impact on access to any other unit. Therefore, conditioning any of the above proposals would not be directly related to the proposed development and would not be acceptable.

External Consultees:

CrossRail London: No comments to make on this application.

Thames Water: Recent legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Waters ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0845 850 2777 or for more information please visit our website at www.thameswater.co.uk

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering sampling access etc, may be required before the Company can give its consent. Applications should be made to Waste Water Quality,

Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 8507 4321.

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

Internal Consultees

Trees and Landscaping - LANDSCAPE CONTEXT:

The site is occupied by an industrial shed and car park (for approximately 35 cars) on the Swallowfield Way Industrial Estate. Laid out in the 1970 s the Rigby Lane frontage has a wide verge which is planted with a mix of specimen trees and drifts of shrubs. This landscape is now well established and contributes to the character of this industrial / business area by softening the effect of the industrial units set back from the service road. There are no Tree Preservation Orders on, or close to, the site, nor does it fall within a designated Conservation Area.

PROPOSAL:

The proposal is to change the use of the business within the building, provide a new customer entrance, alter the elevations, install a car wash and a new perimeter fence and gates. The Design & Access Statement refers to the landscape proposals (section 4e) and confirms that no trees will be lost and that a new hedge will be planted in order to soften the visual impact of the security fence.

LANDSCAPE CONSIDERATIONS:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

No trees or other landscape features will be affected by the development and the proposed new car wash facility will have little impact on views into the site, or the landscape setting.

The details of the security fence and gates should be conditioned. Palisade fencing should be avoided and a traditional railing or panelled weldmesh would be preferred. Both provide high security and visual permeability. The chosen product should have a polyester powder-coated finish -ideally in black or dark green.

The existing planting should be reviewed with a view to removing poor / weak specimens and adding new planting where appropriate. The proposed use of planting in association with the new fence is welcomed. Full details should be conditioned.

A landscape management / maintenance plan should be submitted to ensure that the landscape is successfully established and maintained in accordance with good practice.

RECOMMENDATIONS:

No objection, subject to the above considerations and conditions TL5, TL6 and TL7.

Environmental Protection Unit

It is believed that the application involves addition of a B2 use to an already established B1c/B8 use to incorporate the installation of car wash and jet to the rear. I have considered the proposed change of use and note there is potential for noise from the jet wash and ancillary equipments. These equipment need to be adequately silenced or if possible enclosed to minimise the emission of noise to the outside arrears. This will ensure that the satisfactory internal noise levels of other commercial properties in particular offices in the area are maintained as recommended under BS8233 1999 (Sound reduction for building)

It is understood that the proposed site is situated in a largely industrial area and the nearest residential receptor is some distance away from the site. However, my advise is that the applicant should provide a site noise control scheme to minimise disturbance to other commercial properties/offices in the area. Accordingly, the following condition has been recommended in any

approval granted.

Condition 1

N5 Scheme for site noise control

The development shall not begin until a scheme which specifies the provisions to be made for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical and administrative measures, including any other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

Reason: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the adopted UDP (Saved Policies September 2007).

It is recommended that the construction site informative is added to any approval.

ACCESS OFFICER

No specific access observations are required for this development proposal, however, the following informative should be attached to any grant of planning permission.

Informative.

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

To this end, the opportunity should be taken to incorporate provisions that ensure that the service and facility can provide disabled people were an equitable service on par with non-disabled people.

Conclusion: acceptable.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within an Industrial and Business Area (where the proposed use would be acceptable in principle).

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

No objection is raised to the proposal in terms of aircraft safeguarding.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

The change of use would not involve significant alterations to the building or cause any unacceptable harm to the appearance of the existing building or surrounding industrial area.

7.08 Impact on neighbours

The application site is located within an industrial estate with the nearest residential

property over 250 metres to the south. At this distance separation the proposed development would not have an adverse impact on the residential amenity of the nearest residential dwelling.

The property is located within a designated Industrial and Business area, therefore, the MOT testing and vehicle servicing centre would be best suited in this location. Whilst the change of use could result in additional noise, this could be controlled by condition, and would therefore have an acceptable impact on the neighbouring businesses in terms of noise disturbance. Therefore, the proposed development would comply with Policy OE1 and OE3 of the adopted UDP (Saved Policies September 2007).

The proposed development is considered to have an acceptable impact on the neighbouring business in terms of loss of light, loss of outlook, loss of privacy and would comply with Policies BE19, BE20, BE21 and BE24 of the adopted UDP (Saved Policies September 2007).

7.09 Living conditions for future occupiers

The application is not for residential development, as such consideration of living conditions are not strictly applicable to this type of application. The plans indicate adequate facilities would be provided for staff and visitors and there is no objection from the Access Officer to this scheme. The scheme is considered acceptable in this regard.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

A neighbouring occupier has objected over the proposed development due to the potential impact on access to their premises and parking in the area. The proposed development would not cause an unacceptable level of additional traffic and would cause no significant access issues for the neighbouring unit. Therefore, it is considered acceptable in terms of its impact on access to the neighbouring units.

The proposed entrance gates created at the rear of the building would be built up to the vehicle highway, which would fail to provide sufficient visibility splays for cars exiting the car wash. In addition having a fence with no set back to the vehicle carriageway would be considered to cause potential harm to highway safety. Therefore, a condition would be added to any approval requiring the visibility splays to be provided. In addition details for an improved boundary treatment layout would be required to be approved by the Local Planning Authority prior to the commencement of works. With these conditions in place, the proposed development would comply with Policy AM7 of the adopted UDP (Saved Policies September 2007).

After the change of use and the alterations to the building the number of parking spaces at the site would decrease from 56 to 55, with 2 new disabled parking spaces provided. The parking standards contained with the adopted UDP (Saved Policies September 2007) requires the same level of parking to be provided for the existing and proposed use classes for the property. The parking provided on site would meet these standards and would comply with Policy AM14 of the adopted UDP (Saved Policies September 2007) and Policy 6.13 of the London Plan 2011.

The application site fails to provide the required cycle bays for use by staff and visitors to the site. Therefore, a condition will be added to any approval requiring plans and elevations for a cycle store to provide the 28 cycle spaces which would be required by the adopted parking standards. With this condition in place, the proposed development would comply with Policy AM14 of the adopted UDP (Saved Policies September 2007) and Policy 6.9 of the London Plan 2011.

7.11 Urban design, access and security

Subject to an appropriate condition the scheme would accord with secure by design standards. Access issues are discussed in the following section. No objections are raised to the impact of the scheme in terms of urban design.

The proposed change of use would result in the application building being used as an MOT Testing and Car Servicing Centre. This would be classified as Use Class B2 and would be an acceptable use of a property within an Industrial and Business Area, in compliance with Policy LE2 of the adopted UDP (Saved Policies September 2007).

The plans provided have indicated the existing trees on site would not be removed and a new hedge would be planted around the car park to soften the impact of the proposed security fence. Subject to conditions relating to landscaping plans, the application would be considered to comply with Policy BE38 of the adopted UDP (Saved Policies September 2007).

7.12 Disabled access

The application was referred to the Access Officer who advised he would raise no objection to the scheme subject to the following informative:

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

To this end, the opportunity should be taken to incorporate provisions that ensure that the service and facility can provide disabled people were an equitable service on par with non-disabled people."

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

The Council's Trees and Landscape Officer has advised that no objection would be raised subject to the imposition on any consent of standard landscaping conditions (which are recommended).

7.15 Sustainable waste management

The applicant has indicated on the plans that a bin storage area would be provided at the rear of the site. This would ensure sufficient open air space would be allocated for the storage of refuse at the site.

Thames Water has requested for petrol/oil interceptors to be fitted in all car parking/washing/repair facilities. Therefore, a condition will be added that no development shall take place until details of all petrol and oil interceptors to be fitted to the drains within the site have been approved by the local planning authority.

7.16 Renewable energy / Sustainability

The application is for a change of use without any significant works. The Council's Sustainability Officer has advised that in such cases, full compliance with the London Plan requirements is not strictly applicable, and can be overly onerous, rather the focus should be on what the applicant can reasonably achieve given financial constraints etc. As such a condition is recommended requiring the applicant to provide an energy statement setting out what they can achieve in terms of energy efficiency.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

The Council's EPU have considered the scheme and note that the proposed site is situated in a largely industrial area and the nearest residential receptor is some distance away from the site. Notwithstanding this, the applicant should provide a site noise control scheme to minimise disturbance to other commercial properties/offices in the area. Accordingly, a relevant condition is recommended.

7.19 Comments on Public Consultations

Matters raised by consultees have either been addressed in the body of this report, by way of recommended condition or are not material planning considerations.

7.20 Planning obligations

Not applicable to this application.

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

10. CONCLUSION

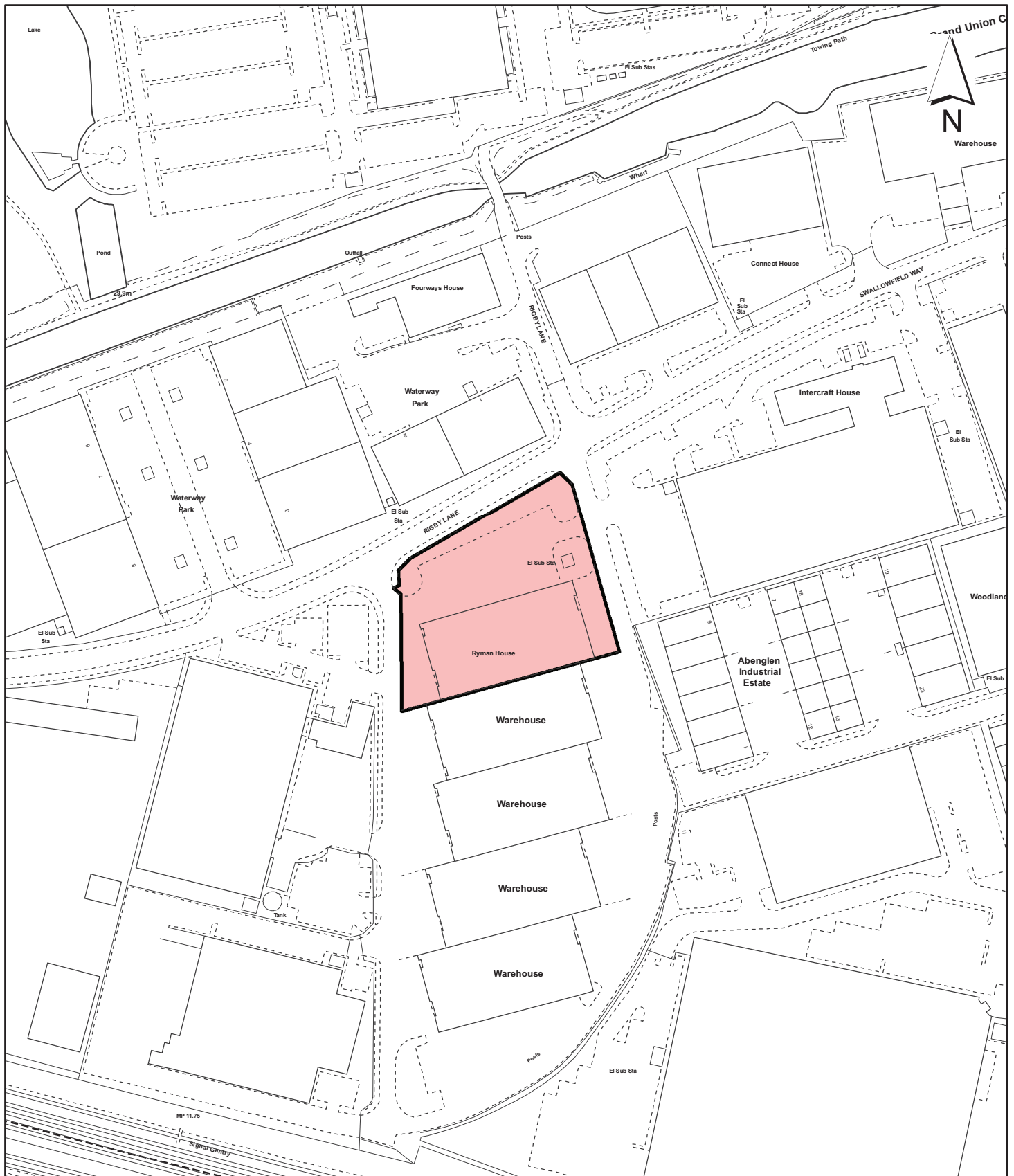
The proposed development would have an acceptable impact on the amenity of the neighbouring occupiers and would bring a vacant building back into employment use. Therefore, subject to conditions, the proposed development is recommended for approval.

11. Reference Documents

Hillingdon Unitary Development Plan (Saved Policies September 2007).
The London Plan 2011.
Supplementary Planning Document Noise (April 2006).

Contact Officer: Mark Smith

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**Unit 4A , Swallowfield Way
Hayes**

Planning Application Ref:

35696/APP/2011/2260

Planning Committee

Central and South

Scale

1:2,000

Date

**February
2012**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services

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



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address PREMIER TRAVEL INN SHEPISTON LANE HAYES

Development: Alterations to existing car park to provide an additional 33 x car parking spaces and 2 x coach parking spaces

LBH Ref Nos: 46138/APP/2011/2360

Drawing Nos: 3095/P01
3095/P02
Planning Statement
Location Plan

Date Plans Received: 29/09/2011 **Date(s) of Amendment(s):** 30/09/2011

Date Application Valid: 05/10/2011

1. SUMMARY

The application seeks planning permission to increase the level of car parking within the site from 77 to 110 and to allow parking for 2 coaches.

The site is located in the Green Belt, however the additional parking would not encroach beyond the curtilage of the existing built up portion of the site and it is considered that the proposal would not have any significant impact on the openness of the Green Belt and the amenities of nearby occupiers would remain unaffected.

The proposal is also considered acceptable in terms of highways safety. Subject to a condition to ensure the parking is not used for long or short stay parking for Heathrow Airport passengers there would be no objection to the scheme.

Accordingly, the application is recommended for approval subject to conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

1 HH-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 HH-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 and thereafter be maintained as such.

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 and BE15 of the Hillingdon Unitary Development Plan Saved Policies

(September 2007).

3 TL5 Landscaping Scheme - (full apps where details are reserved)

No development shall take place until a site wide 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
- Site wide replacement planting to address existing landscape deficiencies for the existing car parking spaces.

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).

4 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 or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority 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).

5 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).

6 NONSC Non Standard Condition

The car parking facilities hereby approved shall be used by hotel staff and guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the development a car parking management strategy shall be submitted to demonstrate how this will be managed and controlled, in order to prevent the car park being used as long or short stay parking for Heathrow Airport passengers. The approved strategy shall be implemented as soon as the approved parking spaces are brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

The use of the site for long or short stay parking for Heathrow Airport passengers outside the airport boundary would be contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies September 2007. Furthermore, additional airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval would be contrary to Policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to advice in PPG 13 which seeks to restrain the use of private cars and encourage travel by alternative modes.

7 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 the London Plan (July 2011) and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), London Plan (July 2011) Policy 5.12 and PPS25.

8 SUS8 Electric Charging Points

Before development commences, plans and details of 4 electric vehicle charging points, serving the development and capable of charging multiple vehicles simultaneously, shall

be submitted to and approved in writing by the Local Planning Authority.

REASON

To encourage sustainable travel and to comply with London Plan (July 2011) Policy 5.3

9 H8 Surfacing and marking out of access/parking/servicing areas

The development shall not be occupied until the car and coach parking areas shown on the approved plans have been drained, surfaced and marked out in accordance with details to be submitted to and approved in writing by the local planning authority. Thereafter these areas shall be permanently retained and used for no other purpose.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan . (July 2011).

10 DIS3 Parking for Wheelchair Disabled People

Development shall not commence until details of parking provision for wheelchair users (equating to 10% of the additional parking spaces hereby approved), have been submitted to and approved in writing by the Local Planning Authority. The parking spaces shall not be brought into use 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 AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Note: wheelchair users are not the only category of people who require a 'disabled' parking space. A Blue Badge parking space can also be used by people who have a mobility impairment (full-time wheelchair users account for only a small percentage of this category) including elderly people, visually impaired people having a sighted driver, children having bulky equipment such as oxygen cylinders that have to be transported with them, etc.

11 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).

12 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 hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).

(ii) Measures to prevent mud and dirt tracking onto footways and adjoining roads.

(v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process

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).

13 SUS6 Green Travel Plan

Prior to the commencement of the development hereby permitted a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

- (1) targets for sustainable travel arrangements [insert desired for target(s)];
- (2) effective measures for the ongoing monitoring of the Travel Plan;
- (3) a commitment to delivering the Travel Plan objectives; and
- (4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (July 2011) Policies 6.1 and 6.3

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 (July 2011) and national guidance.

AM14

New development and car parking standards.

AM7

Consideration of traffic generated by proposed developments.

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL4	Green Belt - replacement or extension of buildings

3 115 Control of Environmental Nuisance from Construction Work

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

4

The applicant is advised that additional landscaping to the existing 77 space car parking will be required to ensure discharge of Condition 3.

3. CONSIDERATIONS

3.1 Site and Locality

The application site relates to an area of land located between the M4 motorway and Shepiston Lane near its junction with Stockley Road. The site comprises an established hotel with surface level parking area to the front. To the east side there is a petrol filling station and there is open land to the west. The application site lies within the Green Belt as identified in the Hillingdon Unitary Development Plan (UDP) (Saved Policies September 2007).

Currently, the Hotel has 134 guest bedrooms and 77 official car parking spaces in total.

It is to be noted that at times, vehicles are having to park on landscaped areas due to the lack of parking spaces.

3.2 Proposed Scheme

The application seeks planning permission to increase the level of parking within the site from 77 to 110, which equates to an increase of 33 car parking spaces. The numbers include the existing 6 parking spaces designed for disabled persons. In addition, there would be 2 new coach parking spaces proposed.

The additional parking spaces would be located within existing parking areas, the ethos being to add the additional spaces adjacent to existing rows of parking (on existing hardstanding areas) and to add parking spaces where there currently exists soft landscaping/grass areas.

The applicants have stated that the popularity of the hotel and its location close to the motorway means that most of the Hotel's custom comes from business travellers who, for the most part, travel by car. As a consequence, the car park, which contains less than one space per two guests/staff member, is proving insufficient. It also lacks provision for coach parking. Already vehicles are parked on the grass verges around the car park and coaches are often parked in the maneuvering space, impeding access. Photographic evidence has been submitted to this effect.

3.3 Relevant Planning History

46138/ADV/2003/69 Premier Lodge Shepiston Lane Hayes
INSTALLATION OF SEVEN INTERNALLY ILLUMINATED SIGNS MOUNTED ON THE HOTEL BUILDING AND ONE FREE STANDING INTERNALLY ILLUMINATED SIGN

Decision: 19-02-2004 Approved

46138/ADV/2004/116 Premier Travel Inn Shepiston Lane Hayes
INSTALLATION OF INTERNALLY AND EXTERNALLY ILLUMINATED VARIOUS HOTEL REPLACEMENT SIGNS (RETROSPECTIVE APPLICATION)

Decision: 14-04-2005 Approved

46138/ADV/2004/50 Premier Lodge Shepiston Lane Hayes
INSTALLATION OF INTERNALLY ILLUMINATED FASCIA SIGN

Decision: 29-10-2004 Withdrawn

46138/ADV/2006/113 Premier Travel Inn Shepiston Lane Hayes
INSTALLATION OF AN INTERNALLY ILLUMINATED ADVERTISEMENT HOARDING FACING THE M4 MOTORWAY.

Decision: 08-02-2007 Refused **Appeal:** 07-06-2007 Dismissed

46138/ADV/2007/86 Premier Travel Inn Shepiston Lane Hayes

INSTALLATION OF 4 INTERNALLY ILLUMINATED FASCIA SIGNS, 3 WITH NON-ILLUMINATED WEB ADDRESSES UNDERNEATH IN INDIVIDUAL LETTERS, AND 1 FREE STANDING INTERNALLY ILLUMINATED SIGN.

Decision: 11-01-2008 Approved

46138/ADV/2008/58 Premier Travel Inn Shepiston Lane Hayes
INSTALLATION OF AN INTERNALLY ILLUMINATED FREE-STANDING SIGN

Decision: 19-06-2008 Refused

46138/APP/2000/363 Adj To M4 Junction And South Of Shepiston Lane Hayes
DEVELOPMENT OF A HOTEL WITH ASSOCIATED CAR PARKING AND SERVICING FACILITIES, CREATION OF A NEW MEANS OF ACCESS AND LANDSCAPING (OUTLINE APPLICATION)

Decision: 25-02-2002 Approved

46138/APP/2002/2408 Adjacent To M4 Junction And South Of Shepiston Lane Hayes
RESERVED MATTERS (DETAILS OF DESIGN, EXTERNAL APPEARANCE AND LANDSCAPING) IN COMPLIANCE WITH CONDITION 1 OF OUTLINE PLANNING PERMISSION REF.46138/APP/2000/ 363 DATED 25/02/2002; DEVELOPMENT OF HOTEL WITH ASSOCIATED CAR PARKING AND SERVICING FACILITIES, ACCESS AND LANDSCAPING

Decision: 02-04-2003 Approved

46138/APP/2003/1534 Adj To M4 Junction And South Of Shepiston Lane Hayes
DETAILS OF SITE DRAINAGE SYSTEM AND SURFACE WATER CONTROL MEASURES IN COMPLIANCE WITH CONDITIONS 3 AND 4 OF OUTLINE PLANNING PERMISSION REF.46138/ APP/2000/363 DATED 25/02/2002; DEVELOPMENT OF A HOTEL WITH ASSOCIATED CAR PARKING AND SERVICING FACILITIES, NEW ACCESS AND LANDSCAPING

Decision: 11-09-2003 Approved

46138/APP/2003/2201 Adj To M4 Junction And South Of Shepiston Lane Hayes
DETAILS OF EXTERNAL LIGHTING IN COMPLIANCE WITH CONDITION 2 OF PLANNING PERMISSION REF.46138/APP/2002/2408 DATED 02/04/2003; RESERVED MATTERS (DETAILS OF DESIGN, EXTERNAL APPEARANCE AND LANDSCAPING) OF OUTLINE PLANNING PERMISSION REF.46138/APP/2000/363 DATED 25/02/2002; HOTEL DEVELOPMENT

Decision: 25-03-2004 Approved

46138/APP/2003/2203 Adj To M4 Junction And South Of Shepiston Lane Hayes

REMOVAL OF CONDITION 3 (CONTROLLING USE OF INTERNAL FLOORSPACE) OF PLANNING PERMISSION REF.46138/APP/2002/2408 DATED 02/04/2003; ERECTION OF HOTEL

Decision: 11-05-2004 Approved

46138/APP/2003/606 Adj To M4 Junction And South Of Shepiston Lane Hayes
DETAILS OF LANDFILL GAS RISK ASSESSMENT IN COMPLIANCE WITH CONDITION 5 OF PLANNING PERMISSION REF.46138/APP/2000/ 363 DATED 25/02/2002; DEVELOPMENT OF A HOTEL WITH ASSOCIATED CAR PARKING AND SERVICING FACILITIES, NEW ACCESS AND LANDSCAPING

Decision: 22-07-2003 Approved

46138/APP/2004/261 Adj To M4 Junction And South Of Shepiston Lane Hayes
DETAILS OF A SITE INVESTIGATION FOR CONTAMINATION, MEASURES TO PREVENT POLLUTION OF GROUND WATER AND SURFACE WATER AND PROVISIONS FOR MONITORING IN COMPLIANCE WITH CONDITION 8 OF OUTLINE PLANNING PERMISSION REF.46138/APP/2000/ 363 DATED 25/02/2002: DEVELOPMENT OF A HOTEL WITH ASSOCIATED CAR PARKING, SERVICING, ACCESS AND LANDSCAPING

Decision: 12-10-2004 Approved

46138/APP/2010/1932 Premier Lodge Shepiston Lane Hayes Middlesex
Installation of 10 ground level condenser units with associated timber fencing.

Decision: 30-11-2010 Approved

46138/PRE/2003/189 Adj To M4 Junction And South Of Shepiston Lane Hayes
T P PRE-CORRES: USE OF THE LAND

Decision:

46138/PRE/2004/121 Premier Lodge Shepiston Lane Hayes Middlesex
T P PRE-CORRES: SECURITY FENCING

Decision:

Comment on Relevant Planning History

No directly relevant planning history for this application.

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.
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL4	Green Belt - replacement or extension of buildings

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Two neighbouring sites were consulted on 07/10/2011. No responses have been received.

B.A.A Aerodrome Safeguarding: The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We, therefore, have no objection to this proposal.

Heathrow Airport Limited were consulted. No comments have been received.

National Air Traffic Services (N A T S) - No safeguarding objections.

Internal Consultees

Environmental Protection Unit - No objection. Apply construction site informative.

Highways (Transportation/Traffic): No objection.

Trees/Landscape:

LANDSCAPE CONTEXT:

The site is occupied by an L-shaped hotel on a Green belt site between Shepiston Lane and the east-bound slip-road onto the M4 motorway. The approved landscape plans (ref. 46138/APP/2002/2408, Martin Holland drawing Nos. 1C and 2A) proposed a well-landscaped site with extensive tree, hedge and ornamental shrub planting which was due to be established and maintained. The current landscape condition indicates that much of the approved planting has

failed, or been removed and is currently missing. The condition of the landscape does not reflect the quality or quantity of planting formerly approved. There are no Tree Preservation Orders on, or close to, the site, nor does it fall within a designated Conservation Area.

PROPOSAL:

The proposal is to alter the existing car park layout in order to provide a further 33No.car spaces and 2No.coach parking spaces.

LANDSCAPE CONSIDERATIONS:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

· The coach parking spaces and the 3No. car spaces close by can be accommodated with minimal change to the landscape. All of the other spaces will either affect existing trees or occupy areas of land which was due to support tree, or other planting (under the consented scheme). However, if the new layout were to be implemented there would remain sufficient space on the boundaries and within the island beds to accommodate new / replacement tree and hedge planting. This should be secured by condition prior to commencement of the development.

· A landscape management / maintenance plan should be submitted to ensure that the landscape is established and maintained in accordance with good practice.

RECOMMENDATIONS:

No objection, subject to the above considerations and conditions TL5, TL6 and TL7.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

GREEN BELT

This is a developed site on the Green Belt. The built up area would not be increased, parking wouldn't encroach of open land. In determining if the proposal would be acceptable in principle reference is made to PPG2 Green Belts, which notes in considering proposals for alterations/conversions of buildings in the Green Belt, that development may not be inappropriate if:

(a) it does not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land in it;

PLANNING OFFICER COMMENT: The principle of adding additional parking within an established parking area within the grounds of a hotel which forms an existing developed site within the Greenbelt is considered acceptable in principle.

(b) strict control is exercised over the extension of re-used buildings, and over any associated uses of land surrounding the building which might conflict with the openness of the Green Belt and the purposes of including land in it

PLANNING OFFICER COMMENT: In this case no extension of buildings are proposed, rather additional car parking is proposed around the building. In this case the parking would be well screened from views to/from surrounding Green Belt Land and conditions are recommended to ensure further landscape planting and screening is introduced.

OFF AIRPORT PARKING

The site is located outside the airport boundary, as such if used by airport passengers, the proposal would be contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

Furthermore, any airport related car parking in addition to the 42,000 car parking spaces

that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval would be contrary to Policies AM2 and AM7 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and to advice in PPG 13 which seeks to restrain the use of private cars and encourage travel by alternative modes.

The scheme would only be acceptable if a condition were imposed to ensure the additional parking were used for hotel staff and guests only while they are staying/working at the hotel.

7.02 Density of the proposed development

Not applicable to this development.

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

The site is not located within an area of archaeological interest, a Conservation Area or an Area of Special Character. There are no Listed Buildings within the immediate vicinity.

7.04 Airport safeguarding

The maximum height of the existing building would not be increased. It is considered that the development would not have a detrimental impact on Airport Safeguarding. National Air Traffic Services (N A T S) have confirmed that they raise no safeguarding objections.

7.05 Impact on the green belt

The proposal is considered not to have a detrimental impact on the Green Belt. The openness of the Green Belt would not be affected by the proposal as the development seeks to add a number of parking spaces within the existing developed car park area of the hotel.

The additional parking spaces would be contained within the existing parking area and would not increase the boundary of the 'developed' area of the site in relation to the surrounding undeveloped Greenbelt. In addition, the landscaping within the site would be improved, with details of landscaping to be secured via condition.

7.07 Impact on the character & appearance of the area

Policy OL1 of the UDP (Saved Policies September 2007) defines the types of development that are considered acceptable within the Green Belt. The proposal at this hotel site does not conform to those types, however, the hotel and its associated developments are considered to be an established use on the site.

The application seeks permission to add an additional 33 car parking spaces and 2 coach parking spaces in total, located within the existing car parking area.

As such, the proposed additional parking would not protrude further towards the street scene on Shepiston Lane, the parking spaces being contained within the existing parking area. Furthermore, a condition would be imposed to ensure any additional hard standing areas would match the existing tarmac finish. Landscaping details to be requested via condition would further screen the additional parking spaces from the Shepiston Lane street scene.

It is considered that the proposal would not result in a disproportionate change or a material increase in the built up appearance of the site. Therefore the proposal is considered to comply with the intentions of policy OL4 of the UDP (Saved Policies September 2007) and advice set out in PPG2 Green Belts.

It is considered these proposals would not have a detrimental impact on the building to which they relate or to the surrounding area. Whilst views of the additional parking spaces

proposed may be gained from the public highway, it is considered this development is minor in nature and in-keeping with the design of existing parking area. Therefore the application is considered to comply with Policies BE13 and BE15 of the UDP (Saved Policies, September 2007).

7.08 Impact on neighbours

Policy OE1 states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties, and Policy OE3 deals with development which has the potential to cause noise annoyance. The Environmental Protection Unit has no objection to the application and as there are no residential properties in the near vicinity that would be affected the proposal is therefore considered to accord with policy OE1 and OE3 of the UDP (Saved Policies, September 2007).

7.09 Living conditions for future occupiers

The proposal does not propose residential units and this consideration is therefore not relevant.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

As the proposal is for an extension to the existing parking area and as there is an existing vehicular junction to Shepiston Lane, it is considered that the proposal would not result in a significant detrimental impact on traffic in the immediate vicinity.

Given the location of the site, it is accessed primarily by vehicular traffic meaning that there is little pedestrian traffic on Shepiston Lane. In addition, pedestrians within the site would not find themselves in greater danger as a result of the proposal - the revised layout is considered satisfactory.

The Borough does not have a specific parking standard for hotels and nor does PPG13. The London Plan sets a benchmark of one space per room for hotels on key arterial roads outside central locations, which would apply here, but it notes that decisions would be made on an individual basis. Given there are 134 guest bedrooms, the proposed level of parking provision at 110 would still be below the one to one threshold.

It is noted that the Council's Transportation team have raised no objection to the development and in essence the current scheme would improve the overspill parking situation. A condition would be required to ensure the additional spaces are not used by passengers flying from Heathrow Airport.

7.11 Urban design, access and security

Design issues have been discussed elsewhere within this report at paragraph 7.07.

The proposal has no implications for access or security.

7.12 Disabled access

The proposal has no implications with regard to inclusive access.

7.13 Provision of affordable & special needs housing

The proposal does not relate to residential accommodation and this consideration is therefore not relevant.

7.14 Trees, landscaping and Ecology

The approved landscape plans for the original grant of planning permission for the Hotel 46138/APP/2002/2408 proposed a well-landscaped site with extensive tree, hedge and ornamental shrub planting which was due to be established and maintained.

The current situation is that much of the approved planting has not survived, or been

removed and is currently missing.

The current condition of the landscaping on-site does not reflect the quality or quantity of planting formerly approved. The proposed coach parking spaces and the three car parking spaces close by can be accommodated with minimal change to the landscape.

All of the other new/additional car parking spaces would either affect existing trees or occupy areas of land which was due to support tree, or other planting under the original consented scheme.

However, if the new layout were to be implemented there would remain sufficient space on the boundaries and within the island beds to accommodate new/replacement tree and hedge planting. The Council's Tree and Landscaping Officer has advised that this should be secured by condition prior to commencement of the development. A landscape management/maintenance plan should be submitted to ensure that the landscaping is established and maintained in accordance with good practice; this would be secured by condition.

7.15 Sustainable waste management

The proposal is considered not to give rise to any implications with regard to waste management.

7.16 Renewable energy / Sustainability

The proposal is considered not to give rise to any implications with regard to renewable energy/sustainability.

7.17 Flooding or Drainage Issues

The site does not lie within a Flood Risk Zone and no other issues are raised in this regard.

7.18 Noise or Air Quality Issues

The proposal does not give rise to any concerns with regard to noise or Air Quality given the existing hotel car park usage of the site.

7.19 Comments on Public Consultations

No comments were received from neighbouring consultees.

7.20 Planning obligations

The application does not give rise to any material impacts which would necessitate planning obligations.

7.21 Expediency of enforcement action

There are no enforcement issues associated with the development.

7.22 Other Issues

There are no other issues relating to the development.

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

As there are no S106 or enforcement issues involved, the recommendations have no financial implications for the Planning Committee or the Council. The officer recommendations are based upon planning considerations only and therefore, if agreed by the Planning Committee, they should reduce the risk of a successful challenge being made at a later stage. Hence, adopting the recommendations will reduce the possibility of unbudgeted calls upon the Council's financial resources, and the associated financial risk to the Council.

10. CONCLUSION

The application seeks planning permission to increase the level of car parking within the site from 77 to 110 and to allow parking for 2 coaches. It is considered that the proposal would not have any significant impact on the openness of the Green Belt and the amenities of nearby occupiers would remain unaffected. The proposal is also considered acceptable in terms of highways safety.

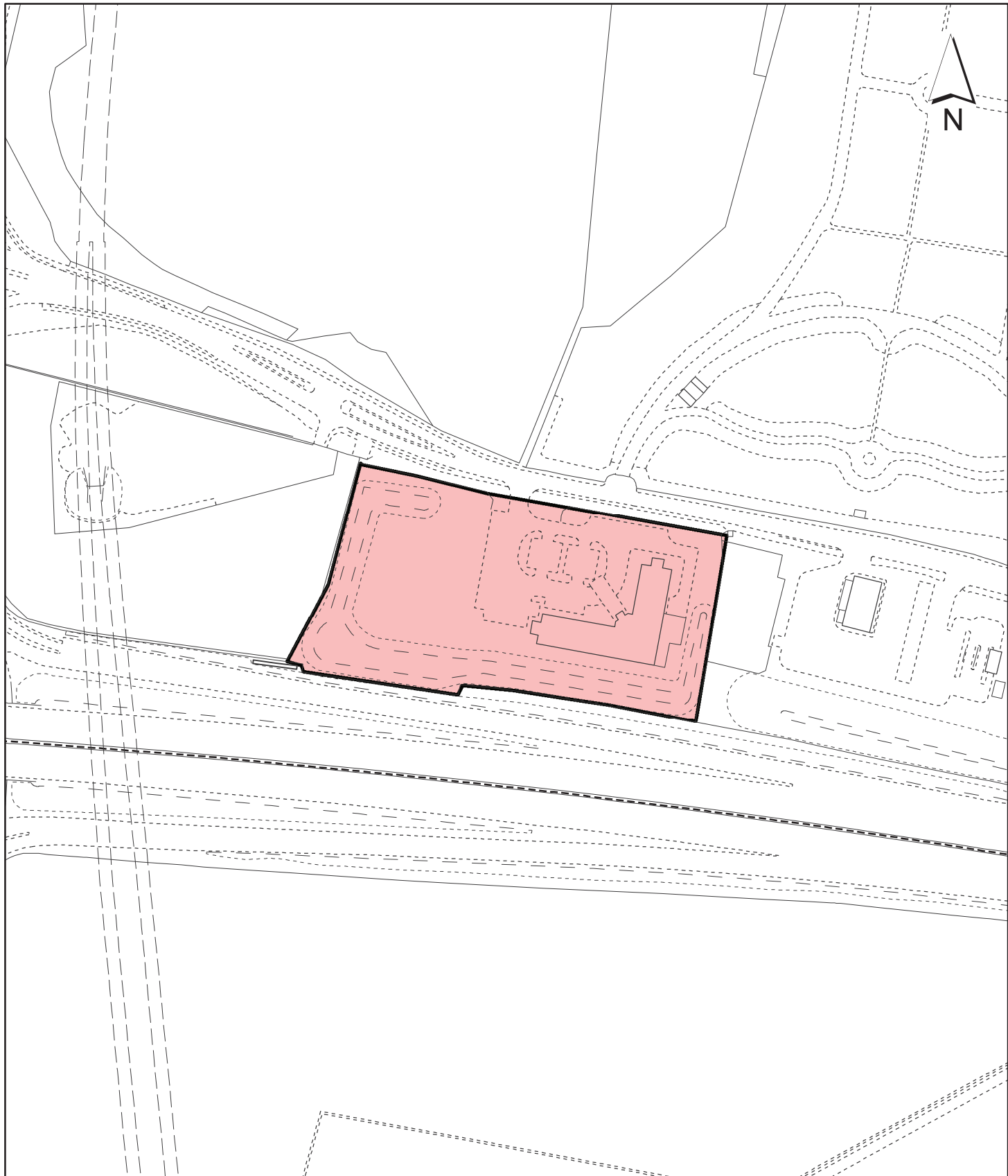
Accordingly, the application is recommended for approval subject to conditions.

11. Reference Documents

- (a) Planning Policy Statement 1: Delivering Sustainable Development
- (b) Planning Policy Guidance 13: Transport
- (c) The London Plan (2011)

Contact Officer: Jazz Ghandial

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**Premier Travel Inn
Shepiston Lane
Hayes**

Planning Application Ref:

46138/APP/2011/2360

Scale

1:2,500

Planning Committee

Central and South

Date

**February
2012**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services

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



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address MINET COUNTRY PARK SPRINGFIELD ROAD HAYES

Development: Two short linking sections to the Cycle Circuit and single storey detached hut, involving demolition of existing temporary hut

LBH Ref Nos: 49962/APP/2011/1309

Drawing Nos: PL05 Judges Hut
PL03 Site Plan
PL04 Sections
PL01 Existing Location Plan
Design and Access Statement
PL02A Location Plan
Ecological Impact Assessment

Date Plans Received: 27/05/2011 **Date(s) of Amendment(s):** 31/05/2011

Date Application Valid: 01/07/2011

1. SUMMARY

Full planning permission is sought for the erection of a small judges hut, following the removal of the existing dilapidated judges hut, the enlargement of the tarmac area around the proposed judges hut and the extension/joining of the existing track all for use in connection with the existing cycle circuit within Minet Country Park. Whilst located within the Green Belt, the proposed development is considered to be modest in scale and would provide essential facilities for users of the cycle circuit which constitutes an outdoor recreation use. As such, the scheme is considered to be compatible with Green Belt policy. Approval is therefore recommended subject to appropriate conditions.

2. RECOMMENDATION

APPROVAL subject to the following:

1 T8 **Time Limit - full planning application 3 years**

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

REASON

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

2 OM1 **Development in accordance with Approved Plans**

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

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 and BE15 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

3 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).

4 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).

5 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).

6 TL5 Landscaping Scheme - (full apps where details are reserved)

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -

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

The scheme shall also include details of the following: -

- Proposed finishing levels or contours,
- Means of enclosure,
- Car parking layouts,
- Other vehicle and pedestrian access and circulation areas,
- Hard surfacing materials proposed,
- Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated

structures),

- Retained historic landscape features and proposals for their restoration where relevant.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

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

REASON

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

8 TL7 Maintenance of Landscaped Areas

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

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).

2 153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) 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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC5	Retention of ecological features and creation of new habitats
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings
LPP 5.7	(2011) Renewable energy

3. CONSIDERATIONS

3.1 Site and Locality

The application site has an area of approximately 0.08 ha and comprises an area of open land located at the western end of the existing cycle racing circuit within Minet Country Park. The changes proposed would be located just inside of the cycle track running along the western end of the site, where there is an existing tarmaced hardstanding area. The existing judges hut is located on the eastern side of the circuit (its replacement proposed to the western side). The recently approved (2009) clubhouse is located to the southern end of the site, in close proximity to the main entrance to the site. Vehicular access to the site is gained via an access road from Springfield Road adjacent to the Goals Soccer Centre (to the southern side of the site).

3.2 Proposed Scheme

Full planning permission is sought for the erection of a small judges hut (following the demolition of the existing judges hut) for use in connection with the cycle circuit. The building would be single storey in height with a flat roof with openings in the front elevation and part of the side elevations with an access door on the west elevation. It would have dimensions as following 3.2m (length) x 2.6m (width), with a height of 2.7m. The building would be a metal container clad with natural finish timber boarding. The openings would

be metal powdercoated folding shutters.

The existing tarmacked area located along the inside of the cycle track to the western side would be increased from an area of 390sq.m by an area of 490sq.m. The proposed judges hut would be located on the tarmacked area.

Currently the cycle track forms a generally oval shape except towards the north west of the site where one part of the track comes in close proximity of another part. It is proposed to join the existing single track with two portions of additional track, the greatest additional length being around 38m. The linking sections of track are limited in length, but are sufficient to provide for subdivision of the overall circuit into two separate circuits, capable of being used in either direction. The applicants have stated that the existing circuit caters for a wide range of users, varying from novices and older people learning to ride for the first time, to experienced riders maintaining high speeds for training and racing in large groups. In addition to cyclists, there are runners, skaters, skiers and wheelchair competitors. To accommodate this wide range of users safely within the limited hours available, the applicants have stated that it would be very advantageous to be able to sub divide the track so that two events can be held simultaneously, or one group event while having another section available for individual riders.

3.3 Relevant Planning History

49962/APP/2005/3437 Hillingdon Cycle Circuit, Minet Country Park Springfield Road Hayes
INSTALLATION OF CHAIN LINK FENCE TO A HEIGHT OF 5.4M ALONGSIDE AND
PARALLEL TO THE EXISTING 1.8M HIGH GREEN CHAIN LINK FENCE.

Decision: 29-09-2006 Approved

49962/APP/2005/546 Minet Country Park Springfield Road Hayes
ERECTION OF 3 METRE HIGH GREEN CHAIN LINK FENCE WITH POSTS EVERY 5
METRES

Decision: 09-06-2005 Approved

49962/APP/2007/2051 Goals Soccer Centre, Part Of Minet Site D Springfield Road Hayes
DETAILS OF LANDSCAPE MAINTENACE IN COMPLIANCE WITH CONDITION 13 OF
PLANNING PERMISSION REF:- 49962/APP/2002/185 DATED 28/11/2007 'ERECTION OF A
MULTISPORT CENTRE WITH SPORT PITCHES, CHANGING FACILITIES, SOCIAL BAR,
HEALTH AND FITNESS SUITE AND ASSOCIATED PARKING'

Decision: 14-10-2011 Approved

49962/APP/2007/224 Part Of Minet Site D Springfield Road Hayes
DETAILS OF MATERIALS IN COMPLIANCE WITH CONDITION 11 OF PP REF.:
49962/APP/2002/185 DATED 29/11/2002 'ERECTION OF A MULTISPORT CENTRE WITH
SPORT PITCHES, CHANGING FACILITIES, SOCIAL BAR, HEALTH AND FITNESS SUITE
AND ASSOCIATED PARKING'

Decision: 30-05-2007 Approved

49962/APP/2007/2282 Goals Soccer Centre, Part Of Minet Site D Springfield Road Hayes

DETAILS OF LANDSCAPING IN COMPLIANCE WITH CONDITION 3 OF PLANNING PERMISSION 49962/APP/2002/185 DATED 28/11/2002. (ERECTION OF A MULTISPORT CENTRE WITH SPORTS PITCHES, CHANGING FACILITIES, SOCIAL BAR, HEALTH AND FITNESS SUITE AND ASSOCIATED PARKING).

Decision: 14-10-2011 Approved

49962/APP/2007/436 Part Of Minet Site D Springfield Road Hayes

DETAILS OF FACILITIES FOR DISABLED PEOPLE (PARKING SPACES, BUILDING APPROACHES AND ENTRANCES AND RESIDENTIAL UNITS), REMEDIAL MEASURES TO PREVENT POLLUTION OF GROUND AND SURFACE WATER, CYCLE STANDS, REFUSE BIN AREAS AND EQUIPMENT STORE IN COMPLIANCE WITH CONDITIONS 5, 7 & 12 OF PLANNING PERMISSION REF: 49962/APP/2002/185 DATED 28/11/2002 'ERECTION OF A MULTISPORT CENTRE WITH SPORT PITCHES, CHANGING FACILITIES, SOCIAL BAR, HEALTH AND FITNESS SUITE AND ASSOCIATED PARKING'

Decision: 03-06-2008 Approved

49962/APP/2007/766 Goals Soccer Centre, Part Of Minet Site D Springfield Road Hayes

DETAILS OF EXTERNAL SERVICES LAYOUT AND LORNE STEWART PLC PITCH LIGHT REPORT IN COMPLIANCE WITH CONDITION 6 OF PLANNING PERMISSION 49962/APP/2002/185.

Decision: 22-12-2011 Approved

49962/APP/2009/1686 Hillingdon Cycle Circuit, Minet Country Park Springfield Road Hayes
New clubhouse for use in connection with Hillingdon Cycle Circuit

Decision: 13-10-2009 Approved

49962/APP/2010/395 Hillingdon Cycle Circuit, Minet Country Park Springfield Road Hayes

Details in compliance with conditions 2 (materials), 3 (storage of refuse), 5 (ground levels), 18 (sustainable drainage), 19 (sustainable construction measures) and 21 (demolition and construction management plan) of planning permission ref.49962/APP/2009/1686 dated 20/10/2009: New clubhouse for use in connection with Hillingdon Cycle Circuit.

Decision: 23-04-2010 Approved

49962/APP/2010/970 Hillingdon Cycle Circuit, Minet Country Park Springfield Road Hayes

Details in compliance with Conditions 6 (external lighting), 7 (landscape scheme), 9 (landscape maintenance), 10 (landfill gas survey), 11 (contamination survey), 13 (disabled access), 17 (CCTV), 20 (ecological impact assessment) and 22 (security measures) of planning permission ref: 49962/APP/2009/1618 dated 20/10/2009: New clubhouse for use in connection with Hillingdon Cycle Circuit.

Decision:

49962/PRE/2005/96 Minet Country Park Springfield Road Hayes

Decision:

Comment on Relevant Planning History

Planning application 49962/APP/2009/1686 was approved in 2009 for a new clubhouse for use with the cycle circuit.

4. Planning Policies and Standards

Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Guidance Note 2 (Green Belts)
Planning Policy Guidance Note 13 (Transport)
The London Plan (July 2011)
Hillingdon Unitary Development Plan Saved Policies (September 2007)

The relevant policies of the Hillingdon Unitary Development Plan Saved Policies (September 2007) are referenced in the relevant section below.

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. |
| 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. |
| BE38 | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| EC5 | Retention of ecological features and creation of new habitats |
| OE11 | Development involving hazardous substances and contaminated land - requirement for ameliorative measures |
| OE8 | Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures |
| OL1 | Green Belt - acceptable open land uses and restrictions on new development |
| OL2 | Green Belt -landscaping improvements |
| OL4 | Green Belt - replacement or extension of buildings |
| LPP 5.7 | (2011) Renewable energy |

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Local addresses The Manager, Goals Hayes and Ron Riches, 44 Wellings House were consulted on 13/07/2011. No responses have been received.

Green Spaces Division - No objection.

A Rocha UK and A Rocha Living Water Ways - No comments have been received.

Friends of Minet Country Park

As a first response to the submitted documents with the planning application, I would observe that the Design and Access Statement refers to an Ecological Report December 2009 as Appendix 1, but the report hosted on your website is dated July 2007 and is an identical copy to that submitted with planning application ref 49962/APP/2009/1686 for the Club House. However, I have just found ecological documents dated December 2009 submitted with application ref 49962/APP/2010/970 (details pursuant to [the] Club House). I presume that agent meant to submit some of these later reports with current application.

PLANNING OFFICER COMMENT: The applicant has submitted upto date ecological reports which are considered acceptable.

Internal Consultees

Highways (Transportation/Traffic) - No objection.

Trees/Landscape -

LANDSCAPE BACKGROUND:

Minet Country Park site lies to the east of the Borough within the Hayes Gravel Natural Landscape Area (as identified in London's Natural Signatures). The Hillingdon Cycle Circuit is located in the north of the Park, with boundaries defined by Uxbridge Road to the north, Hayes By-pass to the west and the industrial units of Springfield Road to the east. The Country Park is within designated Green Belt and a Site of Borough Grade 1 Importance.

The cycle circuit occupies an area of largely man-made raised landform manipulated to form several high points, banks and undulations. This part of the Country Park is characterised by open grassland. Within the cycle circuit there is a fenced off area to protect ground-nesting birds such as Skylarks which are found on this site. The submission includes an Ecological Data Search by Greenspace Information for Greater London (GiGL) dated April 2007 and an Extended Phase 1 Habitat Survey by Middlemarch Environmental, dated July 2007 prepared in support of previous applications relating to this site.

There are no Tree Preservation Orders on, or close to, the site, nor does it fall within a designated Conservation Area.

PROPOSAL:

The proposal is to provide two short linking sections of cycle track towards the northern end of the circuit. An existing temporary hut is to be demolished and replaced with a new single-storey judge s hut within an extended area of tarmac apron.

LANDSCAPE CONSIDERATIONS:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- While the ecological surveys provide useful background information, they are both now four years old and should not be relied upon as a current assessment of the ecological status of the site. However, the development site is some distance to the north of the protected area of grassland associated with the Skylarks.
- No trees or other landscape features will be affected by the development. There will be a small loss of grassland, which the GiGL survey refers to as poor, semi-improved.
- The development will have little impact on views into the site, or the landscape setting, as it is in one of the depressed areas with higher ground surrounding the site on all sides (see Acanthus drawing Nos. 4141.PL01, PL03 and PL04).
- The areas of hard surfacing should be drained in accordance with SUDS recommendations, to ensure that surface water run-off is attenuated within the site - utilising porous tarmac or directing surface water run-off to nearby soakaways.

RECOMMENDATIONS:

No objection, subject to the above considerations and the re-instatement of any disturbed grassland adjacent to the site, to be secured by conditions TL5 and TL6.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is located within the Green Belt. Planning Policy Guidance Note 2 (Green Belts) states that the most important attribute of the Green Belt is its openness. Paragraph 3.4 states that the construction of new buildings in the Green Belt is inappropriate unless it is for the following purposes:

1. Agriculture and forestry
2. Essential features for outdoor sport and recreation; for cemeteries; and for other uses of land which preserve the openness of the Green Belt.
3. Limited extension, alteration or replacement of existing dwellings.
4. Limited infilling or redevelopment of major existing developed sites identified in adopted development plans which meet the criteria specified in Annex C of Planning Policy Guidance Note 2 (Green Belts) 1995.

Policies in the adopted Unitary Development Plan endorse national guidance. Saved Policy OL1 states that the Local Planning Authority will not grant planning permission for new buildings other than for purposes essential for and associated with the uses specified above and that the number and scale of buildings permitted will be kept to a minimum in order to protect the visual amenity of the Green Belt.

The proposed building and changes to the track are considered to be modest in size and would provide essential facilities for users of the cycle circuit which comprises an outdoor recreation use. It is also to be noted that the existing judges hut, located to the eastern, more prominent side of the site would be demolished as part of the proposal. As such, the scheme is considered to be in accordance with the advice in Paragraph 3.4 of Planning Policy Guidance Note 2 and Unitary Development Plan Saved Policy OL1. No objection is therefore raised to the principle of the development in the Green Belt.

7.02 Density of the proposed development

Not relevant to the application.

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

Not relevant to the application.

7.04 Airport safeguarding

Not relevant to the application.

7.05 Impact on the green belt

The proposed building would be single storey in height with an overall height of approximately 2.7m. Although the tarmacked area and track would be extended, the area where this would occur would be partially screened from view by vegetation growing to a height of typically 0.9m. In addition, the area where the changes proposed would be lower than the steep banks/mounds surrounding it.

The walls would be clad in natural finish timber boarding with a low flat roof. It is considered that the design of the building would be low key and appropriate to the location of the building in the Green Belt. As such, it is considered that it would not detract from the openness or visual amenity of the Green Belt. The scheme is therefore considered to be compliant with the advice contained in Planning Policy Guidance Note 2 and Unitary Development Plan Saved Policy OL1.

7.07 Impact on the character & appearance of the area

This issue is addressed in section 7.05 of the report.

7.08 Impact on neighbours

The site is adjoined by five a-side soccer pitches and a sports ground and therefore the proposed building and associated changes would have no impact on any neighbouring properties, given their location to the far west of the site.

7.09 Living conditions for future occupiers

Not relevant to the application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

It is considered there would be minimal impact on the highway network as the development is unlikely to generate any significant additional traffic to the site. Users of the cycle circuit are presently permitted to park in the car park serving the Goals Centre at the entrance to the circuit from Springfield Road by virtue of the underlease between the Goals Centre and the Council and there will be no change to this situation. It is therefore considered unnecessary to provide any additional car parking facilities as part of the development.

7.11 Urban design, access and security

Urban design issues are addressed in section 7.05 of the report and access issues in section 7.10 and 7.12. Given the type of development proposed, security issues are considered not to be pertinent to the application.

7.12 Disabled access

As the proposal relates to a Judge's hut and amendments to the cycle track and hardstanding with level access, there are no additional disabled access issues considered applicable to the proposal.

7.13 Provision of affordable & special needs housing

Not relevant to this application.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Unitary Development Plan Saved Policies states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. The Trees and Landscape Officer advises that there are no trees on or close to the site and raises no objection to the proposal subject to a detailed landscaping scheme and schedule of maintenance being approved and implemented. This can be secured by appropriate

planning conditions.

With regard to ecology, it is noted that the development site is some distance to the north of the protected area of grassland associated with Skylarks. The Council's Trees and Landscaping officer raises no objections to the scheme in this regard.

7.15 Sustainable waste management

No specific detail of waste and recycling storage facilities have been submitted but given the small scale of the Judge's hut, it is considered that such details do not need to be provided.

7.16 Renewable energy / Sustainability

Policy 5.7 of the London Plan (2011) requires developments to show how the development would generate a proportion of the site's electricity or heat needs from renewables, wherever feasible. Given the small scale of the development and minimal energy requirements, it is considered that such requirements are not applicable in this case.

7.17 Flooding or Drainage Issues

The application is not located within a flood risk area and the proposal is considered not to give rise to any concerns relating to flooding or drainage.

7.18 Noise or Air Quality Issues

Not relevant to the application.

7.19 Comments on Public Consultations

No relevant comments were received.

7.20 Planning obligations

Not relevant to the application.

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

Full planning permission is sought for the erection of a small Judge's hut, following the removal of the existing dilapidated Judge's hut, the enlargement of the tarmac area around the proposed Judge's hut and the extension/joining of the existing track all for use in connection with the existing cycle circuit within Minet Country Park.

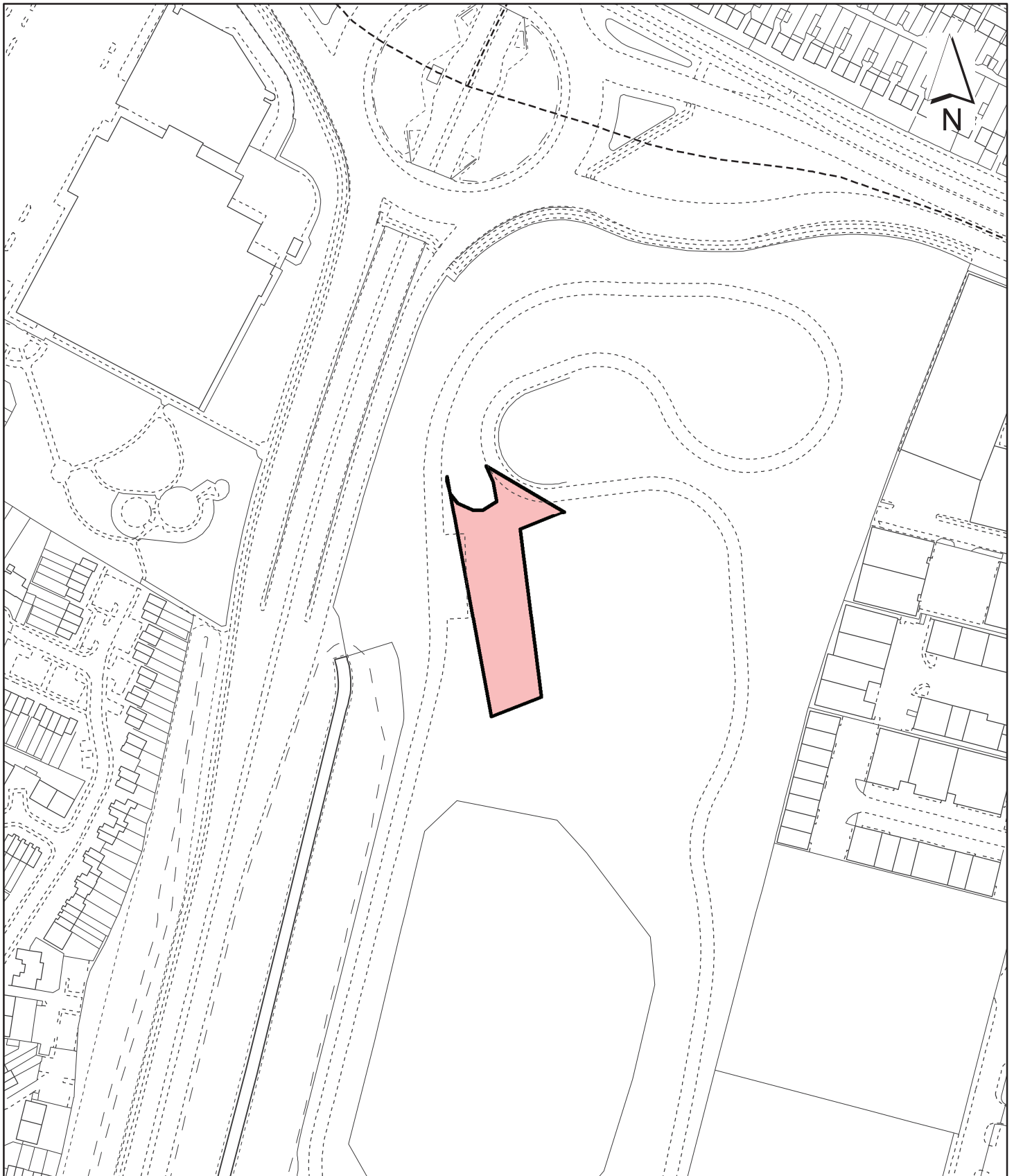
Whilst located within the Green Belt, the proposed development is considered to be modest in scale and would provide essential facilities for users of the cycle circuit which comprises an outdoor recreation use. As such, the scheme is considered to be acceptable in principle and the details of the scheme comply with Green Belt policy. Approval is therefore recommended subject to appropriate conditions.

11. Reference Documents

Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Guidance Note 2 (Green Belts)
Planning Policy Guidance Note 13 (Transport)
The London Plan July 2011
Hillingdon Unitary Development Plan Saved Policies September 2007

Contact Officer: Jazz Ghandial

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**Minet Country Park
Springfield Road
Hayes**

Planning Application Ref:

49962/APP/2011/1309

Scale

1:2,500

Planning Committee

Central and South

Date

**February
2012**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services

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



HILLINGDON
LONDON

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Report of the Head of Planning & Enforcement Services

Address 15B STATION ROAD HAYES

Development: Change of Use from Use Class B8 (Storage and Distribution) to Use Class A1 (Shops) covered car park to retail shop

LBH Ref Nos: 17297/APP/2011/2231

Drawing Nos: Location Plan
05/B/01
05/B/02

Date Plans Received: 14/09/2011 **Date(s) of Amendment(s):** 14/09/2011

Date Application Valid: 27/09/2011

1. SUMMARY

Planning permission is sought for a change of use of an existing two storey storage building to an A1 retail unit (retrospective). Given the town centre location, the use would be acceptable in principle.

No external alterations are proposed and the use has already commenced. It should be noted that there are residential properties above the shops in the proximity of the application site, and there is considerable concern that the proposal would have a detrimental impact on the amenity of occupiers of the first floor residential units, through the cumulative impact associated with noise and disturbance from shoppers and deliveries as well as the increased potential for overlooking of the rear of dwellings above shops. The cumulative effect of this would lead to what is considered on balance to be an unacceptable reduction in the quality of residential amenity.

However, the application has failed to demonstrate that the proposal would not harm highway and pedestrian safety.

As such the application is considered unacceptable and recommended for refusal.

2. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

The proposal has not demonstrated that either sufficient parking for vehicles associated with the use would be provided or sufficient manoeuvring and access arrangements for service delivery vehicles. It is considered that the proposal would be detrimental to highway and pedestrian safety contrary to policies AM7 and AM14 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and to the Hillingdon's Adopted Parking Standards Hillingdon UDP, Saved Policies, September(2007).

2 NON2 Non Standard reason for refusal

The proposed development would result in an increase in the perception of overlooking, as well as actual noise and disturbance to nearby residential properties, and as such would constitute an un-neighbourly form of development, resulting in a material loss of residential amenity. The proposal is therefore contrary to policies OE1 and BE24 of the

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 (July 2011) and national guidance.

LE1	Proposals for industry, warehousing and business development
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
S11	Service uses in Primary Shopping Areas
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
OE1	Protection of the character and amenities of surrounding properties and the local area
BE19	New development must improve or complement the character of the area.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
LPP 4.1	(2011) Developing London's economy
LPP 4.7	(2011) Retail and town centre development
LPP 4.9	(2011) Small Shops

3. **CONSIDERATIONS**

3.1 **Site and Locality**

The application site is located on the east side of Station Road, to the rear of the commercial units at Nos.13 and 15 Station Road. It comprises a two storey detached building previously used for 3 car spaces at ground floor and a storage distribution area at first floor level (both related to the A1 retail unit of No.15 Station Road). The ground floor is now in use as a A1 retail unit, the subject of this application. The site is accessed through an arched alleyway between the commercial units of Nos.11 and 15 Station Road. A corrugated sheeted roof (which is not apart of the application) covers the passageway between the application building and the arched alleyway.

To the west, lies the main Hayes Town Centre with the application site situated in between A2 Office (Thomas Cook Travel Agents No.11 Station Road) and a Class A1 retail unit (No.15 Station Road). Directly above the commercial units on this parade are residential properties which face directly onto the application site. Two external stairways provide access to these residential units to the front of the application site.

Directly to the north, to the rear of the shops is an area of hard standing used for vehicular parking.

As indicated, the application site is within Hayes Town Centre and also within a Primary Shopping Area as identified in the adopted Hillingdon Unitary Development Plan (Saved Policies September 2007).

3.2 Proposed Scheme

Retrospective planning permission is sought for the change of use from Class B8 Storage and Distribution and associated parking (ground floor) to a Class A1 retail unit (ground floor) with ancillary storage warehouse at first floor level.

The submitted plans show that the ground floor would include a retail space measuring approximately 80 sq.m in area with an disabled wc also situated on the ground floor. The first floor would include a storage area 81 sq.m and two toilets.

The application is solely related to the use of the building as indicated by the red line in the site layout plan.

3.3 Relevant Planning History

17297/APP/2000/444 15b Station Road Hayes

ERECTION OF A TWO STOREY BUILDING FOR USE AS A FOOD MANUFACTURING PLACE (CLASS B1 USE) WITH ANCILLARY STORAGE AND OFFICE FACILITIES

Decision: 17-08-2000 Refused

17297/APP/2004/2485 15b Station Road Hayes

ERECTION OF A TWO STOREY ANCILLARY STORAGE BUILDING (FOR NO.15 STATION ROAD) WITH CAR PARKING (INVOLVING DEMOLITION OF EXISTING WORKSHOP BUILDING)

Decision: 04-11-2004 Approved

Comment on Relevant Planning History

Planning permission was granted in 2004 (17297/APP/2004/2485) for the erection of a two storey ancillary storage building for No.15 Station Road with car parking involving demolition of the existing workshop building. The ground floor plan provided 6 vehicular parking spaces and a storage unit with further storage facility on first floor. There were no relevant conditions attached to this decision.

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:

LE1	Proposals for industry, warehousing and business development
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
S11	Service uses in Primary Shopping Areas
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
OE1	Protection of the character and amenities of surrounding properties and the local area
BE19	New development must improve or complement the character of the area.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
LPP 4.1	(2011) Developing London's economy
LPP 4.7	(2011) Retail and town centre development
LPP 4.9	(2011) Small Shops

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

29 adjoining owner/occupiers were neighbour notified on the 29th September 2011. Two representations have been received.

The first representation received has raised concerns regarding the roof that has been installed between the application site and the passageway leading into the property. This is a health and safety issue which is of concern to the residents in the area. Concerns have also been raised in regard to the opening hours.

The second representation has highlighted that the public alleyway is been used as a retail platform and has also raised concerns of the covered walkway, which has no guttering leading to hazardous conditions during winter that impacts on the residents safety.

Officers Comments

The opening hours will be addressed under the main section of this report. With regard to the covered roof and the sale of good on a public right of way. This is outside the application site and would not impact on the outcome of this decision. The covered roof would require the benefit of planning permission and this information has been passed on to the Planning Enforcement Team for investigation.

A Ward Councillor requested that the application be determined by the Planning Committee.

Internal Consultees

Highways

The service road at the rear of the parade of shops fronting Station Road is accessed through a narrow access road with poor visibility and no provision for pedestrians. The proposals would require this unsuitable access road to be used by the members of the public and would also

intensity its use by delivery and staff vehicles for the proposed A1 use leading to situation detrimental highway and pedestrian safety, contrary to the Council's Policy AM7 of the UDP.

The application is therefore recommended for refusal.

Environment Protection Unit

No objection subject to conditions

(i) Restricting opening hours from 09:00am to 16:00pm Mondays to Saturdays and closure on Sundays.

(ii) A further condition restricting the air handling system through a scheme to control noise emanating from the site.

Officer Comment:

The EPU officer's very restrictive hours condition is considered to be tantamount to an objection to the scheme as this condition does not relate to the existing usage of the retail units.

Access Officer

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

The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

Whilst it has been noted that the proposed change of use would involve no material alterations affecting accessibility, the applicant should be advised of their legal obligations as set out above.

To this end it is strongly recommended that the applicant takes the opportunity to alter the layout of the existing accessible toilet facility to comply with the layout specified in Part M to the Building Regulations 2000 (2004 Edition).

Conclusion: Acceptable.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Although the property was previously a B8 warehouse, it was ancillary to No.15 Station Road which was in Class A1 Retail Use. The application site is also situated within the Primary Shopping Area of Hayes Town Centre where the presumption is in favour of A1 retail units. It is therefore considered that the principle of the use is acceptable subject to compliance with other policies in the plan and other the other considerations within this report.

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

There are no external alterations proposed. As no external alterations are proposed, there would be no harm caused by the development and as such would not unduly detract from the visual amenities of the surrounding area and would be in compliance with policies BE13, BE15 and BE19 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007).

7.08 Impact on neighbours

The nearest residential properties lie above the commercial units situated directly north and west of the site. The control of opening hours could potentially protect these residents from disturbance during off-peak times, however, it is considered that the proposed use would attract a greater level of activity from customers coming and going than the previous B8 storage use. The previous storage use was used in conjunction with the Class A1 use situated on the commercial parade and would not have led to a significant movement of people other than those who work in the unit or vehicles.

A Class A1 retail unit has the potential to attract significantly greater number of people to the site than a B8 use. With unrestricted movement of people through the alleyway to the proposed A1 unit. Additional noise and disturbance from movement of customers would cause a detrimental impact on the residential properties at first floor level that face onto this A1 unit. Furthermore, customers can stand outside the A1 unit, or move freely within the car park area with the potential to overlook the residential units only area of amenity space and the habitable room windows in the rear of the dwellings. Even though, these neighbours are at first floor level and within a town centre location, this perception of overlooking would be so great that it would unacceptably reduce their amenity.

The cumulative combination of the additional noise and disturbance from customer movement, along with the perception of overlooking would therefore represent an unneighbourly form of use and in this respect would be contrary to policies OE1 and BE24 of the adopted Hillingdon Unitary Development Plan (Saved Policies, September 2007).

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Highways have been consulted on the application and have raised concerns regarding the access to the site. The property is accessed through a narrow access road with poor visibility and no provision for pedestrians. The use of this access road by pedestrians is considered unsuitable. Furthermore, due to the change of use, it would lead to an intensification of delivery and staff vehicles, ultimately detrimental to highway and pedestrian safety. No supporting information has been provided indicating where deliveries would take place. Nor has any plan been submitted which shows an area for both customer and staff parking.

There is already significant strain on the parking arrangements to the rear of this commercial parade which the additional Class A1 use would exacerbate and would therefore impact detrimentally on highway and pedestrian safety contrary to the policies AM7 and AM14 of the Hillingdon Unitary Development Plan (Saved Policies September 2007) and to the Council's Adopted Parking Standards.

7.11 Urban design, access and security

The application does not involve any external alterations to the building. The interior layout would provide a sufficient amount of floorspace to operate in Class A1 retail use.

7.12 Disabled access

The Access Officer has been consulted and has no objections to the scheme as no external alterations are proposed. However, the Access Officer has highlighted the need to comply with the Equality Act 2010 and strongly recommends altering the layout of the existing accessible toilet facility to comply with the layout specified in Part M to the Building Regulations 2000 (2004 Edition). If the application is deemed acceptable, an informative may be attached indicating this requirement.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Not applicable to this application.

7.15 Sustainable waste management

No details of refuse storage have been submitted. However, this could be secured by way of a suitably worded planning condition, should planning permission be granted.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

The proposal would generate a significant increase in noise from the movement of customers. No mitigating measures to control the noise levels have accompanied the application. No alterations are proposed to the fabric of the building to prevent noise break out. Nor would it be possible to control the number of customers into the Class A1 retail unit thereby reducing potential noise levels. As such, the A1 use in its present location would lead to an increase in noise levels from movement of both customers and vehicles than the previous B8 storage use. This increase in noise would be considered unacceptable and contrary to Policy OE1 of the Hillingdon Unitary Development Plan (Saved Polices September 2007).

7.19 Comments on Public Consultations

The third party comments have been addressed in this report.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

The assessment of this application is based solely on the use of the building as indicated through the submitted plans and the redline on the site location map. The use has commenced and as permission has not been granted, if this application is refused then the matter will be referred to the enforcement team. As noted, the roof structure linking the building with the nearby archway does not have planning permission. An enforcement case on this additional roof is presently being investigated by the enforcement team.

7.22 Other Issues

There are no other relevant issues.

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

As the use would potentially lead to greater noise and disturbance to the nearby residential flats that face onto the building, the Class A1 use would have a detrimental impact on the amenity of these residents. Furthermore, the use would generate additional deliveries, movement of vehicles and pedestrians along a narrow accessway. This would not be a suitable arrangement for the movement of both people and vehicles leading to a highway safety risk.

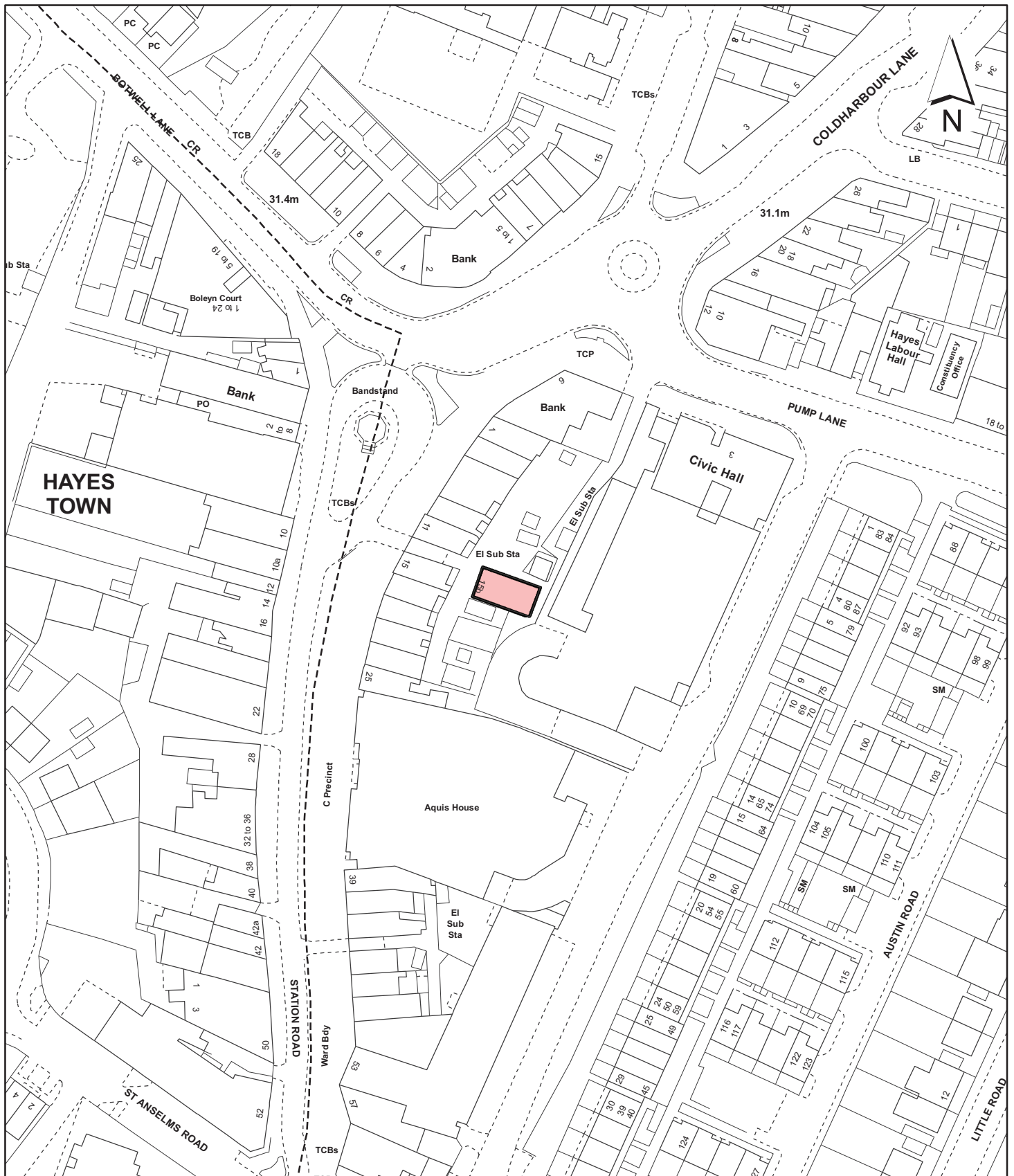
The application is recommended for refusal.

11. Reference Documents

Adopted Hillingdon Unitary Development Plan (Saved Policies September 2007)
London Plan 2011

Contact Officer: Eoin Concannon

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address

**15B Station Road
Hayes**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services

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

Planning Application Ref:

17297/APP/2011/2231

Scale

1:1,250

Planning Committee

Central and South

Date

**February
2012**



HILLINGDON
LONDON

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Report of the Head of Planning & Enforcement Services

Address 50 BRANDVILLE ROAD WEST DRAYTON

Development: First floor rear extension and alterations to roof from hip to gable end.

LBH Ref Nos: 47093/APP/2011/1337

Drawing Nos: Location Plan
PL/1032A/02 Existing Elevations
PL/1032A/01 Existing Floor Plans, Roof Plan and Block Plan
PL/1032A/03 Proposed First Floor Plan and Roof Plan
PL/1032A/04 Proposed Elevations

Date Plans Received: 31/05/2011 **Date(s) of Amendment(s):**

Date Application Valid: 31/05/2011

1. CONSIDERATIONS

1.1 Site and Locality

A Non-determination Appeal has been lodged by the applicant in relation to this application, as such members are requested to advise what decision they would have made, had an appeal not been lodged (rather than to determine the application). The Committee resolution will then be communicated to the Planning Inspectorate.

The application property is a two storey detached house with bay windows and porch on the front elevation and a single full width single storey extension with shallow pitched roof plus a conservatory addition at the rear. The site is situated within a residential area south of West Drayton centre consisting of varying style houses, mostly semi-detached.

1.2 Proposed Scheme

The proposal is for a first floor rear extension with a double pitched roof to be formed over the existing extension which measures 6.6m wide x 3.94m deep. The first floor rear extension would tie into the existing roof just above the eaves level. The application also proposes alterations to the roof changing this from a hip to a gable end on both sides to create an additional master bedroom on the first floor and an enlarged roofspace, the proposed use of which is not specified. The extension and gable ends would be finished in matching brick and two new first floor windows would be inserted to serve a bedroom and a bathroom, would be inserted in the northern elevation, one in the existing flank wall. There would also be a new window inserted in the southern existing elevation at first floor level and two rear facing windows in the new new master bedroom.

1.3 Relevant Planning History

47093/92/0804 50 Brandville Road West Drayton
Erection of single storey rear extensions to house and garage

Decision Date: 17-06-1992 Approved **Appeal:**

47093/A/99/1341 50 Brandville Road West Drayton
Erection of a single storey rear extension

Decision Date: 12-08-1999 Approved **Appeal:**

47093/APP/2011/697 50 Brandville Road West Drayton

Conversion of roof space to habitable use, involving hip to gable roof conversion, dormer to rear, 1 x roof light to front and alterations to side (Application for a Certificate of Lawful Development for a Proposed Development)

Decision Date: 18-05-2011 Approved **Appeal:**

Comment on Planning History

There have been two previous extensions, as described above, made to the original property whilst the conversion of the roofspace incorporating a rear dormer, rooflight and gable end roof alterations was approved as a lawful development in May 2011.

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 no. adjoining/nearby occupiers have been consulted (6.6.2011) - no responses received.

A Ward Councillor requested the planning application be determined by the Committee.

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

BE13 New development must harmonise with the existing street scene.

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.
LPP 3.5	(2011) Quality and design of housing developments
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008

5. MAIN PLANNING ISSUES

The main issues for consideration relate to the effect of the application proposal on the character and appearance of the original house, the visual amenities of the surrounding area and on the residential amenities of adjoining occupiers. The provision of adequate outdoor amenity space and parking for future occupants of the enlarged dwelling also needs to be assessed.

The depth and overall height of the proposed first floor rear extension would be consistent with those dimensions set out in the Hillingdon Design And Accessibility Statement (HDAS) - Residential Extensions (July 2006). However, despite the incorporation of a shallower and hence much lower double pitched roof, the full width of the extension would not be appear sufficiently subordinate to the original dwelling and is thus considered to be contrary to Hillingdon Unitary Development Plan Saved Policy BE15.

With regard to the roof extension, the introduction of a flat roof section and hip to gable form would fail to harmonise with the street scene and the original building thereby detracting from the visual amenities and character of the surrounding area. As such it would be contrary to Policies BE13, BE15 and BE19 of the Hillingdon Unitary Development Plan (Saved Policies, September 2007) and to sections 6.0 and 7.0 of HDAS - Residential Extensions.

Whilst the proposed rear extension would maintain an adequate separation gap to the side boundary of No. 52 Brandeville Road and would not exceed the recommended angles of light taken from the nearest habitable rooms of Nos. 48/52 as set out in HDAS (i.e. the 45 degree rule), the combination of the additional flank wall and height of the first floor rear extension (behind the rear building lines of these adjoining properties), together with the changes to the roof shape (increasing bulk and height at the boundary), would overall result in harm to the residential amenities of the occupiers of both neighbouring properties by reason of loss of outlook, visual intrusion and over-dominance. In this regard, the proposal would be contrary to UDP Saved Policy BE21.

The proposal results in an existing bedroom only having side facing windows. This bedroom is proposed to have a new window to ensure enough light. The new window would nonetheless substantially overlook 52 Brandville Road's garden in what is considered to be quite an invasive manner, to the detriment of occupiers of that property.

Over 250 square metres of private amenity space would be retained in compliance with paragraph 6.18 of the HDAS - Residential Extensions and Policy BE23 of the Saved UDP.

There is space for up to three vehicles within the front garden and to the side in front of the original garage, which has been converted. The Council's adopted parking standards for two or three bedroom dwellings are the same (up to two spaces) and thus the proposal complies with Policy AM14 in this regard.

6. RECOMMENDATION

REFUSAL for the following reasons:

1 NON2 Non Standard reason for refusal

In terms of its scale, form and overall design, the proposal would fail to harmonise with the existing street scene or original dwelling and would therefore have a detrimental impact on the amenity and character of the surrounding residential area as a whole by its introduction of a flat roof section, the additional bulk of the gable roof ends and the width of rear extension. It is thus contrary to Policies BE13, BE15, BE19 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to sections 6.0 and 7.0 of the Hillingdon Design And Accessibility Statement - Residential Extensions (July 2006).

2 NON2 Non Standard reason for refusal

The proposal represents an overdominant form of development which would have a detrimental impact on the amenities of the adjoining occupiers, Nos. 48 and 52 Brandeville Road, by a combination of the proximity and increased height of the dwelling at the boundaries which would be overbearing and result in a loss of outlook generally. Furthermore, the introduction of an additional first floor bedroom window facing 52 Bradville Road would result in unacceptable overlooking of this property to the detriment of the occupiers amenity. As such, it is contrary to UDP Saved Policies BE21 and BE24 and to section 6.0 of the Hillingdon Design And Accessibility Statement - Residential Extensions (July 2006).

INFORMATIVES

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

2 The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) 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.

- AM14 New development and car parking standards.
- LPP 3.5 (2011) Quality and design of housing developments
- HDAS-E) Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008

Standard Informatives

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

2 The decision to REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, and to all relevant material considerations, including Supplementary Planning Guidance:

Policy No.

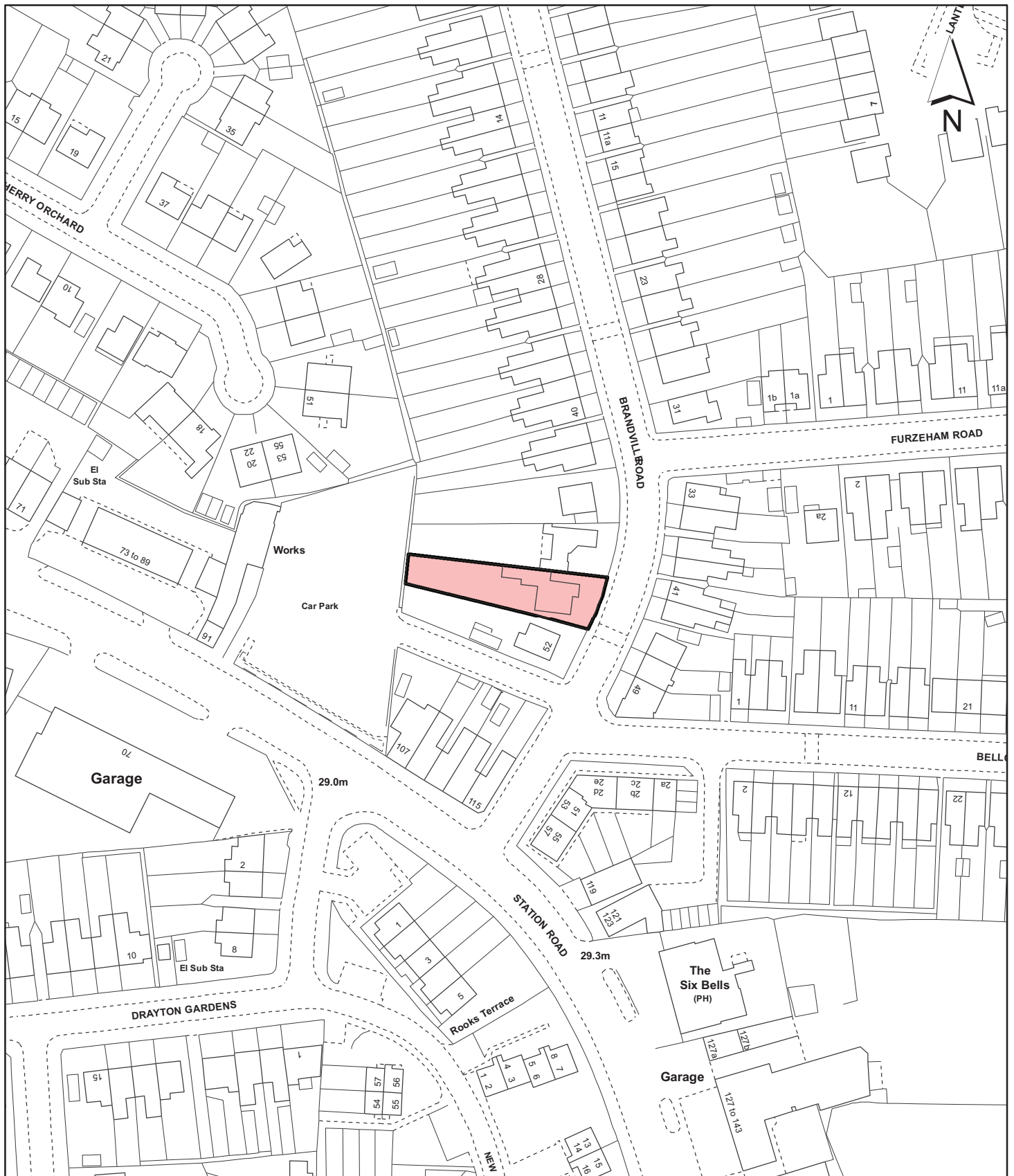
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- 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.
- LPP 3.5 (2011) Quality and design of housing developments
- HDAS-EXT Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008

Contact Officer: Daniel Murkin

Telephone No: 01895 250230



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Site Address

**50 Brandville Road
West Drayton**

Planning Application Ref:

47093/APP/2011/1337

Planning Committee

Central and South

Scale

1:1,250

Date

**February
2012**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services

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



HILLINGDON
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Plans for Central & South Planning Committee

14th February 2012



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LONDON



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Page 241

Report of the Head of Planning & Enforcement Services

Address LAND EAST OF THE FORMER EMI SITE BLYTH ROAD HAYES

Development: Demolition of warehouse extension to Apollo House and erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (Class A3), community room (Class D2), 5 x workshop units (Class B1, B8 or A2 uses), and associated car parking and landscaping.

LBH Ref Nos: 51588/APP/2011/2253

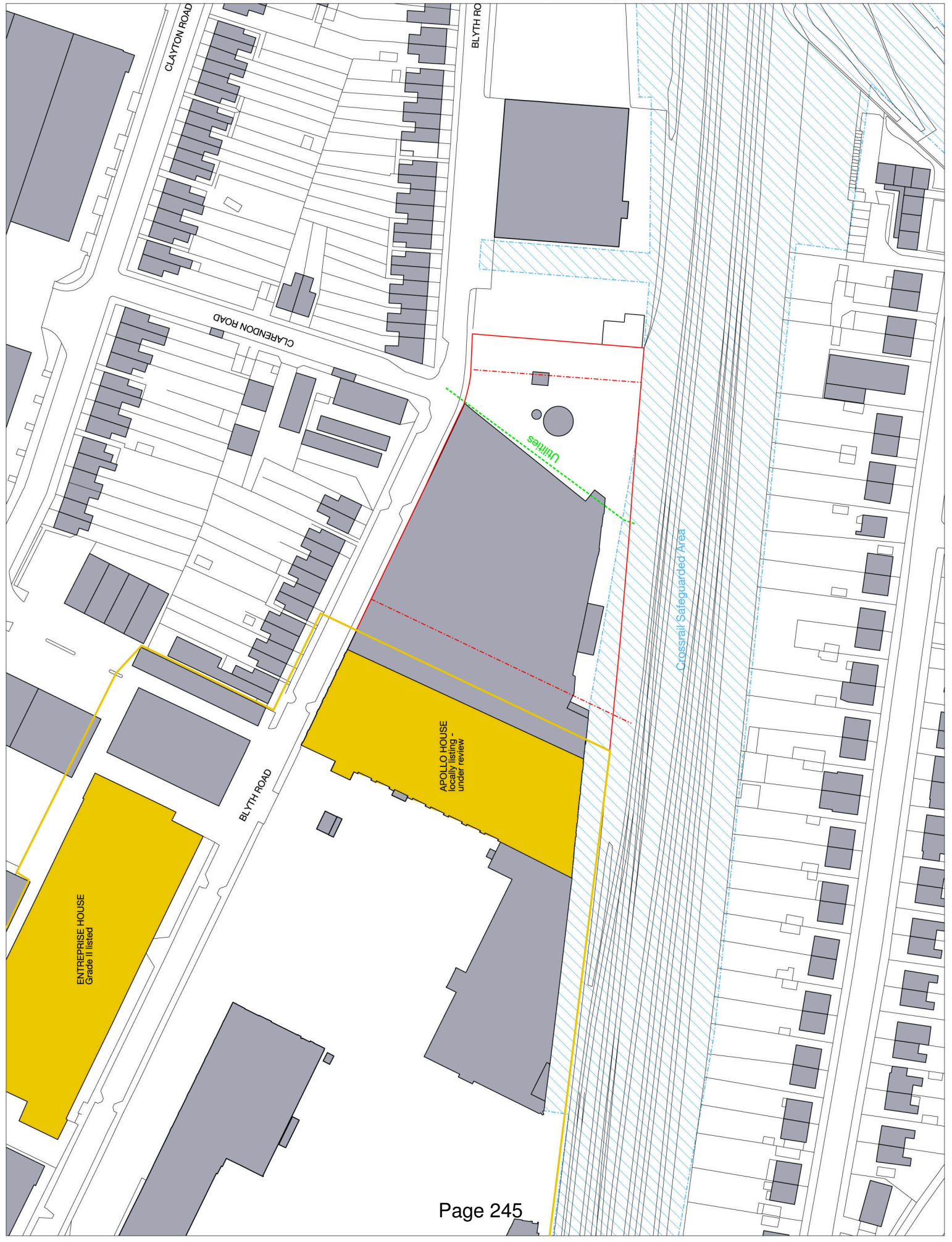
Date Plans Received:	13/09/2011	Date(s) of Amendment(s):	20/09/2011
Date Application Valid:	20/09/2011		09/11/2011
			23/11/2011
			28/11/2011

- Site Boundary Area (V) Hh
- Off-set from boundary
- Conservation Area
- Listed Buildings
- Crossrail Safeguarded Area
- Utilities

NO	DATE	DESCRIPTION	BY	CHKD

sew
 SEWERAGE
 PURPLEKED LLP

Project: The Gatefold Building
 Drawing: Constraints Plan
 Sheet Number: 0147
 Revision: Planning
 Drawing No: P-0002
 Issue No: 1510
 Date: 12/09/11
 Checked by: SEW
 Drawn by: SEW



Notes:
 1. All dimensions are shown for finished conditions only.
 2. All dimensions are shown for finished conditions only.
 3. All dimensions are shown for finished conditions only.
 4. All dimensions are shown for finished conditions only.

Key to Unit Types:
 1 - 1 Bed Unit
 2 - 2 Bed Unit
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 8 - 8 Bed Unit
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Rev	By	CHK	Description
02	SEW	SEW	Final 11/11/11
01	SEW	SEW	Final 11/11/11
00	SEW	SEW	Final 11/11/11

sew
 SUSTAINABLE ENVIRONMENTAL WORKS
 100 RIVER STREET, 2ND FLOOR, SOUTHAMPTON, SO9 1BA
 TEL: 01703 202020
 FAX: 01703 202021
 WWW.SEW.CO.UK

PURPLEXED LLP

Project: The Gatefold Building
Drawing: Level 00
Sheet Number: 0147
Revision: Planning
Drawing No.: P-0100
Revision No.: 02
Date: 07/11/11
Checked by: SEW
Drawn by: SEW

Notes:
1. All dimensions are shown for reference purposes only.

Key to Line Types
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7 - 2.5%
8 - 1.25%
9 - 0.625%
10 - 0.3125%

Notes

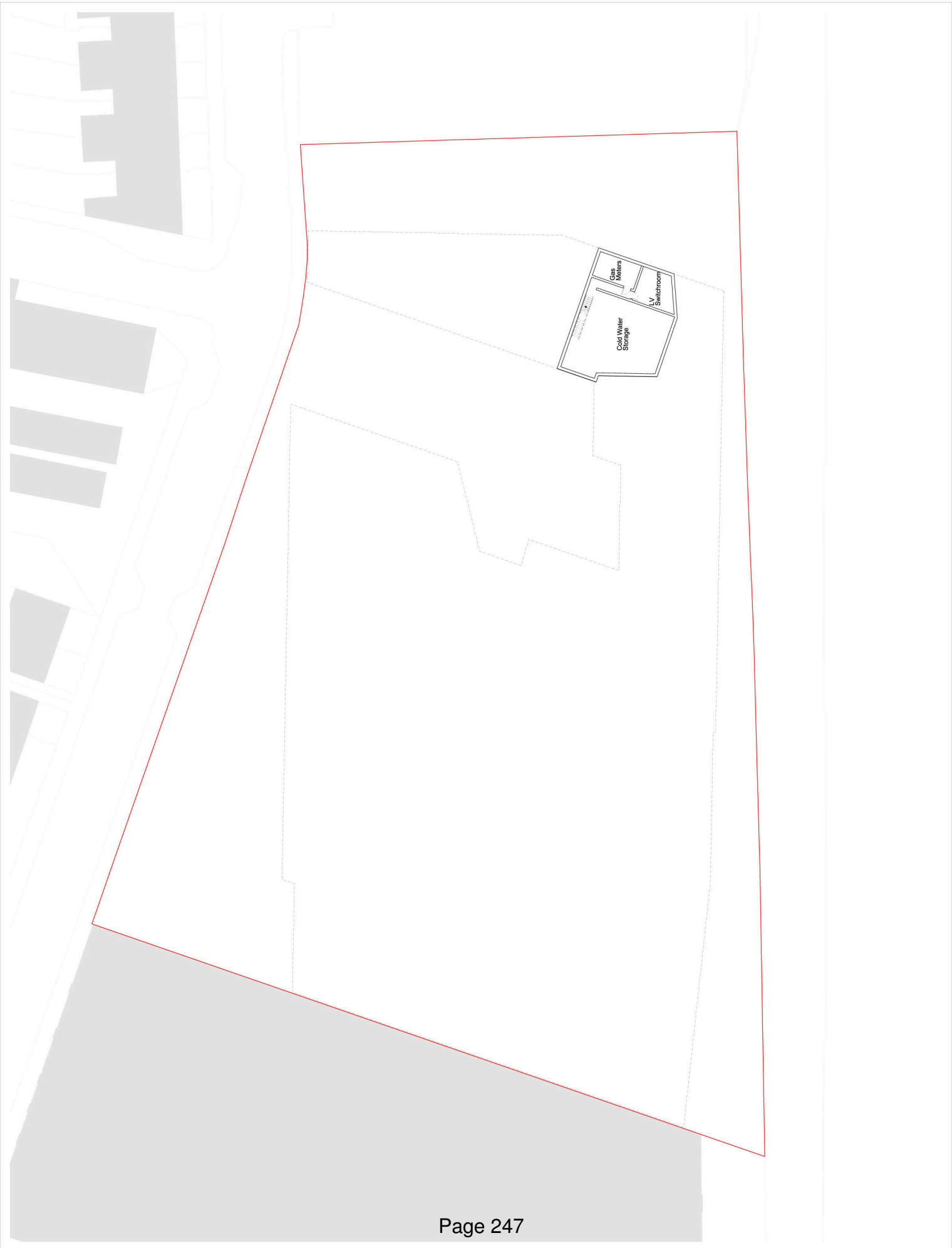
Revisions

No.	Date	Description	By	CHK
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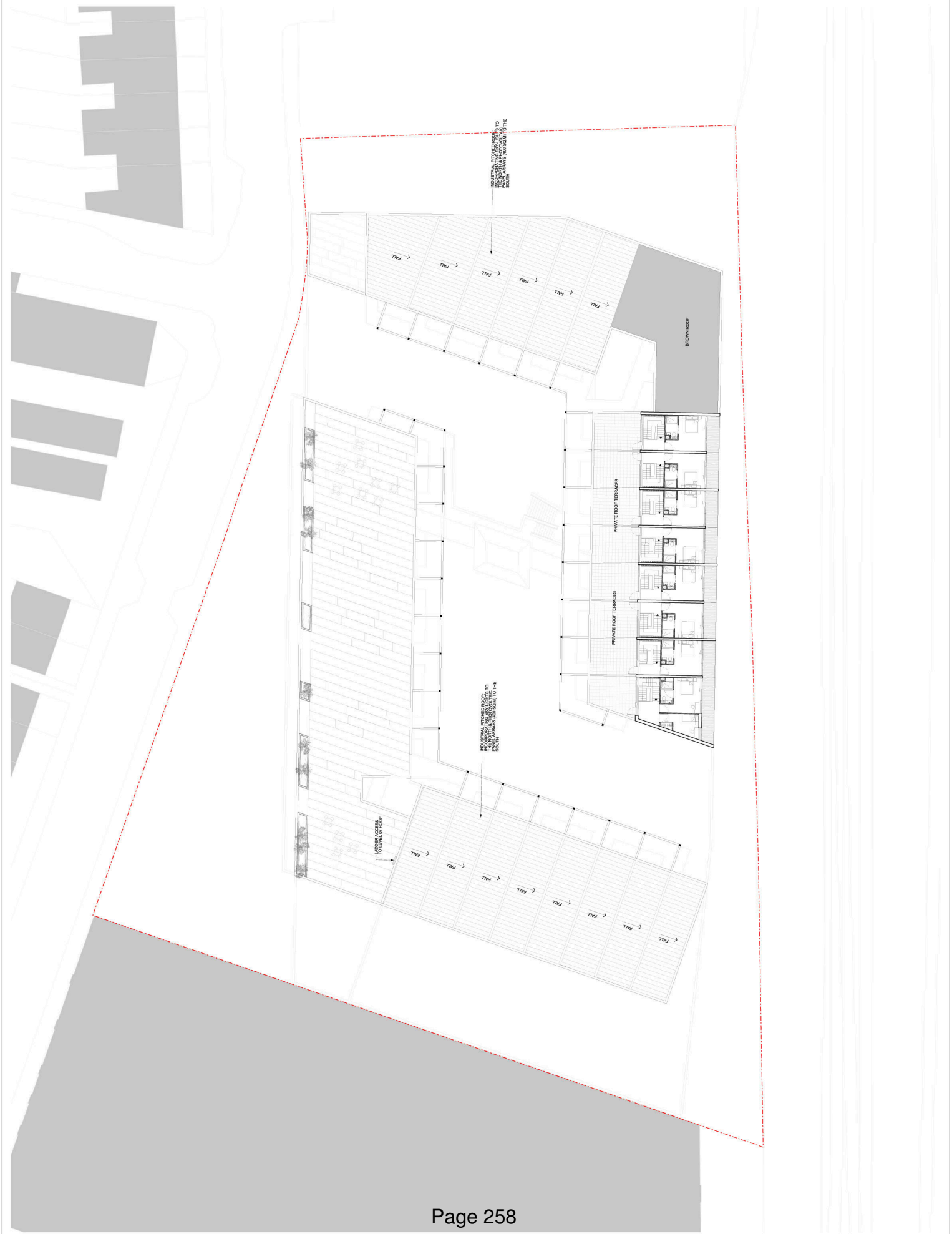
sew
Sewer Engineering & Design
10000 17th Street, Suite 100
Denver, CO 80202
Phone: 303.440.1234
Fax: 303.440.1235
www.sew-engineering.com

PURPLEXED LLP

Project	The Gatefold Building
Drawing	Level-01
Sheet Number	0147
Revision	Planning
Drawing No.	P-0101
Revision	00
Issue No.	12100
Issue Date	12/09/11
Checked by	SEW
Checked for	SEW



Notes:
 1. All dimensions are shown for finished conditions only.
 2. All dimensions are shown for finished conditions only.



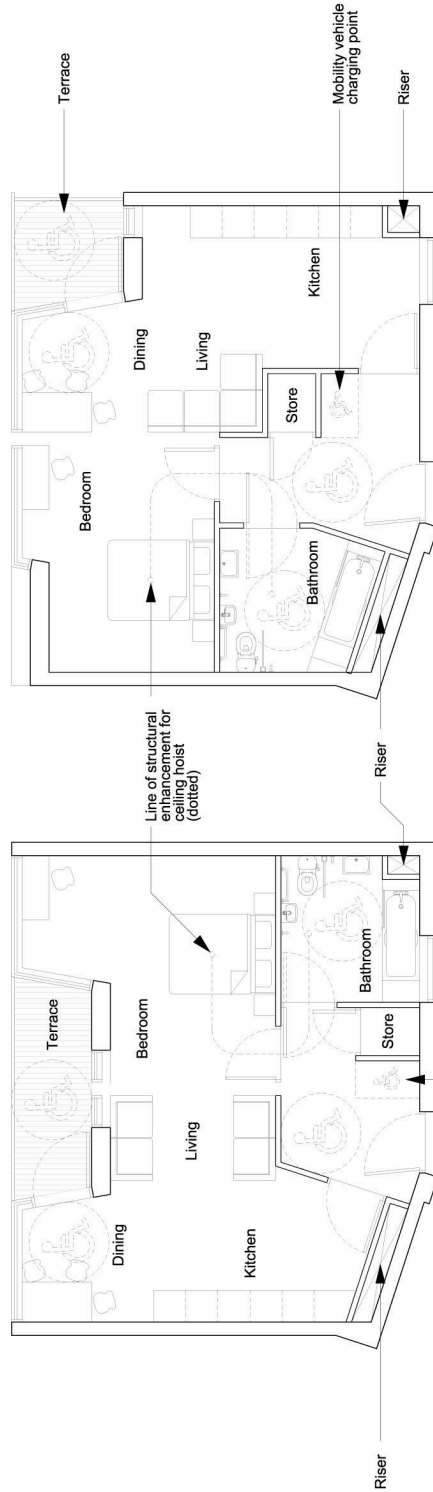
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Rev	Description	By	CHK
01	Issue for Construction	SEW	SEW
02	Issue for Construction	SEW	SEW
03	Issue for Construction	SEW	SEW
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11	Issue for Construction	SEW	SEW
12	Issue for Construction	SEW	SEW
13	Issue for Construction	SEW	SEW
14	Issue for Construction	SEW	SEW
15	Issue for Construction	SEW	SEW
16	Issue for Construction	SEW	SEW
17	Issue for Construction	SEW	SEW
18	Issue for Construction	SEW	SEW
19	Issue for Construction	SEW	SEW
20	Issue for Construction	SEW	SEW

sew
 SEWELL & CO. ARCHITECTS
 10000 100th Ave S, Suite 100
 Greenwood, CO 80120
 Phone: 303.441.1234
 Fax: 303.441.1235
 www.sewellandco.com

PURPLEXED LLP

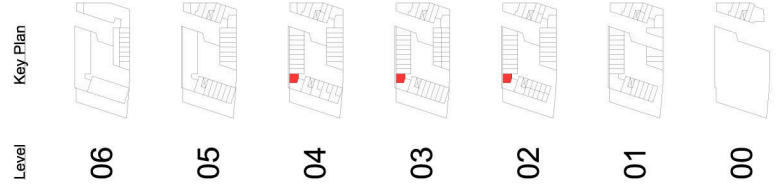
Project	The Gatefold Building
Drawing	Level 06
Sheet Number	0147
Revision	Planning
Drawing No.	P-0160
Revision	03
Issue Date	12/10/10
Issue By	07/11/11
Checked By	SEW
Drawn By	SEW



Class: 1B2P Accessible Flat
 GIA: 55 Sq. m
 External Area: 5 Sq. m



Class: 1B2P Accessible Flat
 GIA: 55 Sq. m
 External Area: 4 Sq. m



Key to Unit Types
 00 - 1 Bed Flat
 01 - 2 Bed Flat
 02 - 3 Bed Flat
 03 - 4 Bed Flat
 04 - 5 Bed Flat
 05 - 6 Bed Flat
 06 - 7 Bed Flat

Project: The Gatefold Building
 Drawing: 1 Bed Level Access
 Sheet Number: 0147
 Drawing No: P-1002
 Date: 1:50 (1:100) 07/11/11
 Checked by: SEW

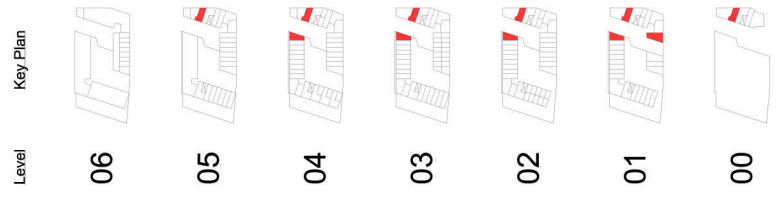
Class: PURPLEXED LLP

sew
 SELLER OF ACCESSIBLE HOMES
 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200



Class: 2B3P Accessible Flat
 GIA: 62 Sq. m
 External Area: 8 Sq. m

Class: 2B4P Flat
 GIA: 70 Sq. m
 External Area: 12 Sq. m

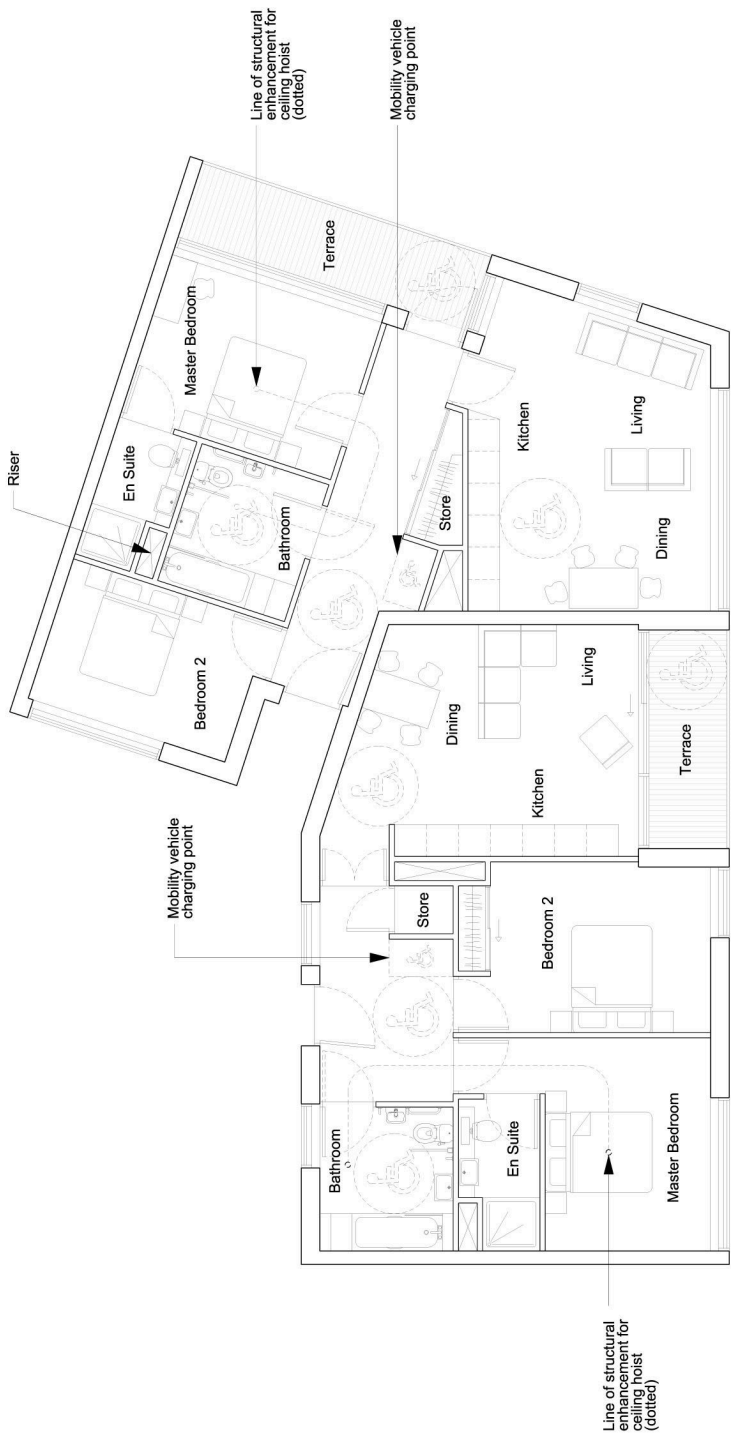


Key to Level Types
 00 - Ground Floor
 01 - 1st Floor
 02 - 2nd Floor
 03 - 3rd Floor
 04 - 4th Floor
 05 - 5th Floor
 06 - 6th Floor


Project: The Gatefold Building
 Drawing: 2 Bed Level Access
 Sheet Number: 0147
 Drawing Date: P-1006
 Scale: 1:50 (1:100)
 Date: 07/11/11
 Checked by: SEW
 Drawn by: SEW

sew
 SEW CONSULTANTS
 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000


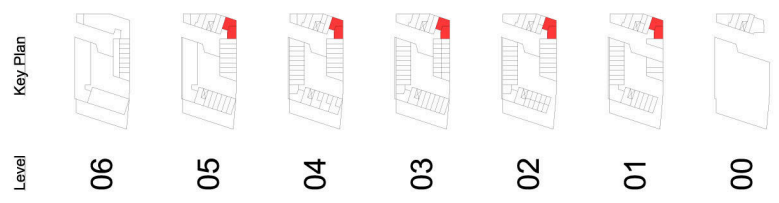
These drawings are shown for illustrative purposes only.



Class: 2B4P Accessible Flat
 GIA: 75 Sq. m
 External Area: 8 Sq. m



Class: 2B4P Accessible Flat
 GIA: 75 Sq. m
 External Area: 6 Sq. m

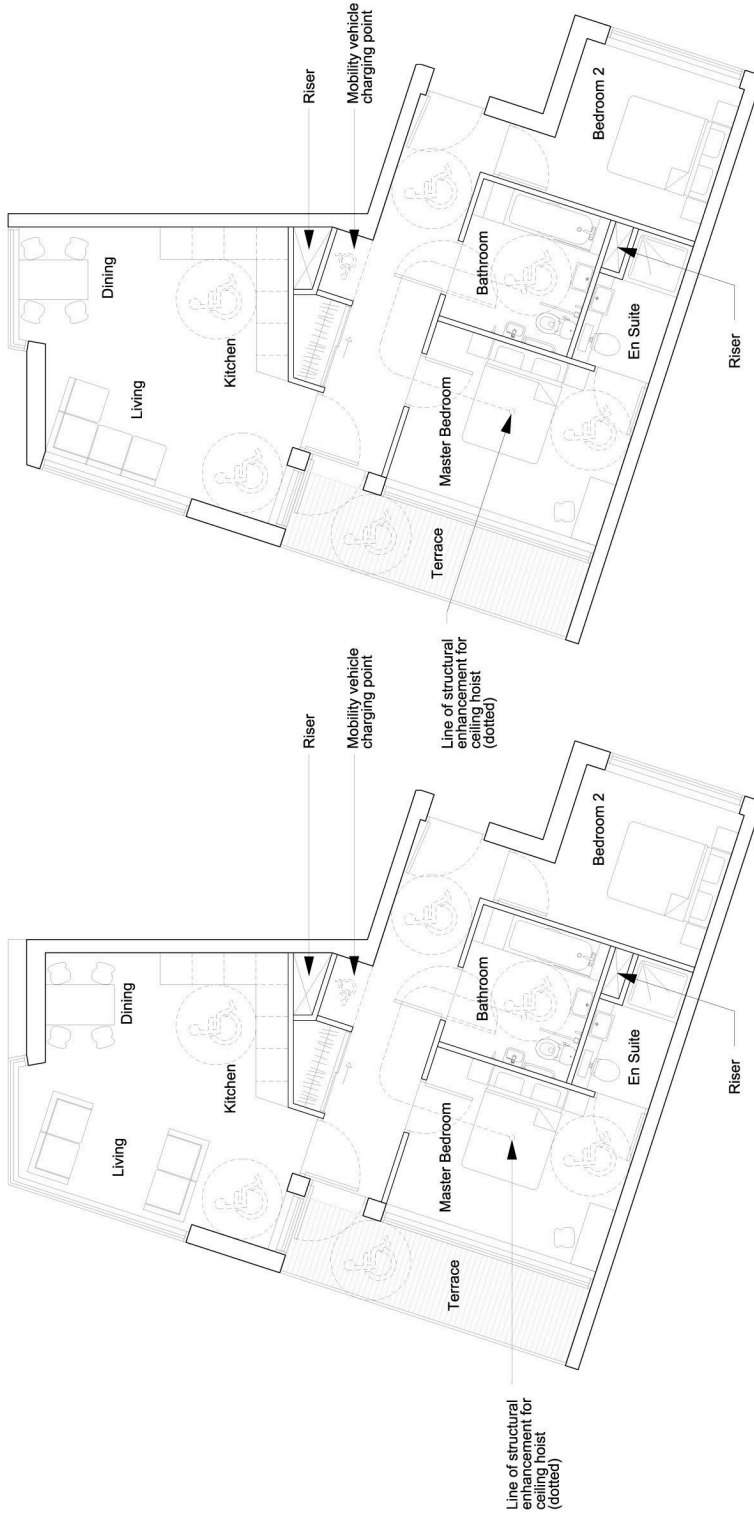



Key to Unit Types
 00 - 2 Bed Flat
 01 - 3 Bed Flat
 02 - 4 Bed Flat
 03 - 5 Bed Flat
 04 - 6 Bed Flat
 05 - 7 Bed Flat
 06 - 8 Bed Flat

SI	Rev	Description	By	CHK
01	1	Issue for Planning	CH	
02	1	Issue for Construction	CH	
03	1	Issue for Construction	CH	
04	1	Issue for Construction	CH	
05	1	Issue for Construction	CH	
06	1	Issue for Construction	CH	

Project: The Gatefold Building
 Drawing: 2 Bed Level Access
 Sheet Number: 01/47
 Revision: Planning
 Drawing Date: P-1005 01
 Issue Date: 1:50 (1:100) 07/11/11
 Drawn by: SEW
 Checked by: SEW

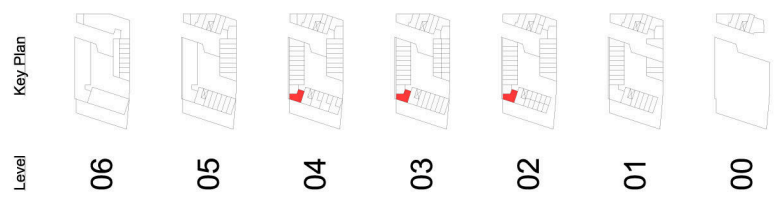
Client: PURFLEXED LLP



Class: 2B4P Accessible Flat
 GIA: 72 Sq. m
 External Area: 8 Sq. m



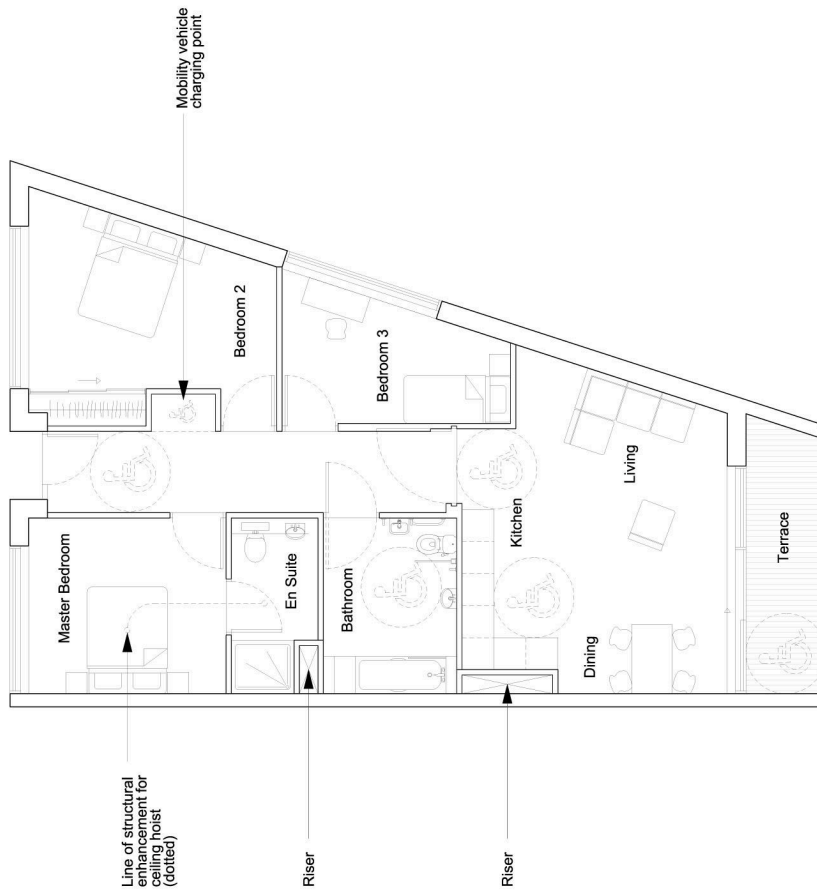
Class: 2B4P Accessible Flat
 GIA: 72 Sq. m
 External Area: 8 Sq. m



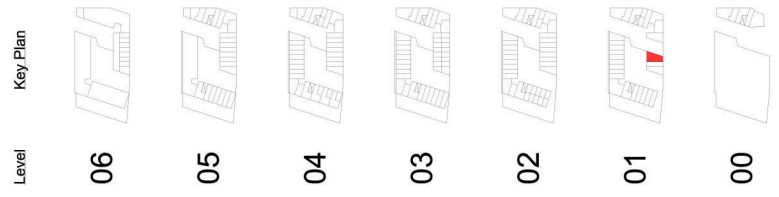
Key to Unit Types
 00 - 2 Bed 2 Bath
 01 - 2 Bed 1 Bath
 02 - 2 Bed 1 Bath
 03 - 2 Bed 1 Bath
 04 - 2 Bed 1 Bath
 05 - 2 Bed 1 Bath
 06 - 2 Bed 1 Bath



Project	The Gatefold Building
Drawing	2 Bed Level Access
Sheet Number	0147
Revision	Planning
Drawing No.	P-1003
Revision	01
Date	1:50 (1:100) 07/11/11
Checked by	SEW
Drawn by	SEW



Class: 3B5P Accessible Flat
 GIA: 94 Sq. m
 External Area: 7 Sq. m



Key to Unit Types
 01 - 1 Bed Flat
 02 - 2 Bed Flat
 03 - 3 Bed Flat
 04 - 4 Bed Flat
 05 - 5 Bed Flat
 06 - 6 Bed Flat
 07 - 7 Bed Flat
 08 - 8 Bed Flat
 09 - 9 Bed Flat
 10 - 10 Bed Flat
 11 - 11 Bed Flat
 12 - 12 Bed Flat
 13 - 13 Bed Flat
 14 - 14 Bed Flat
 15 - 15 Bed Flat
 16 - 16 Bed Flat
 17 - 17 Bed Flat
 18 - 18 Bed Flat
 19 - 19 Bed Flat
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 93 - 93 Bed Flat
 94 - 94 Bed Flat
 95 - 95 Bed Flat
 96 - 96 Bed Flat
 97 - 97 Bed Flat
 98 - 98 Bed Flat
 99 - 99 Bed Flat
 100 - 100 Bed Flat



Project	The Gatefold Building
Client	3 Bed Level Access
Phase Number	0147
Phase	Planning
Drawn By	P-1009
Checked By	01
Date	1:50 (1:100) 07/11/11
Drawn For	SEW
Checked For	SEW

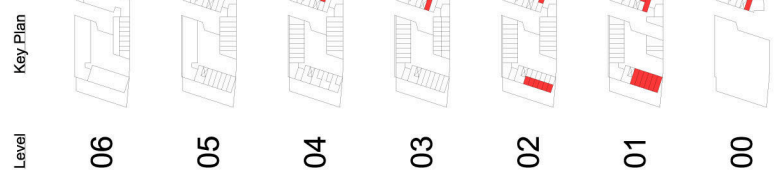
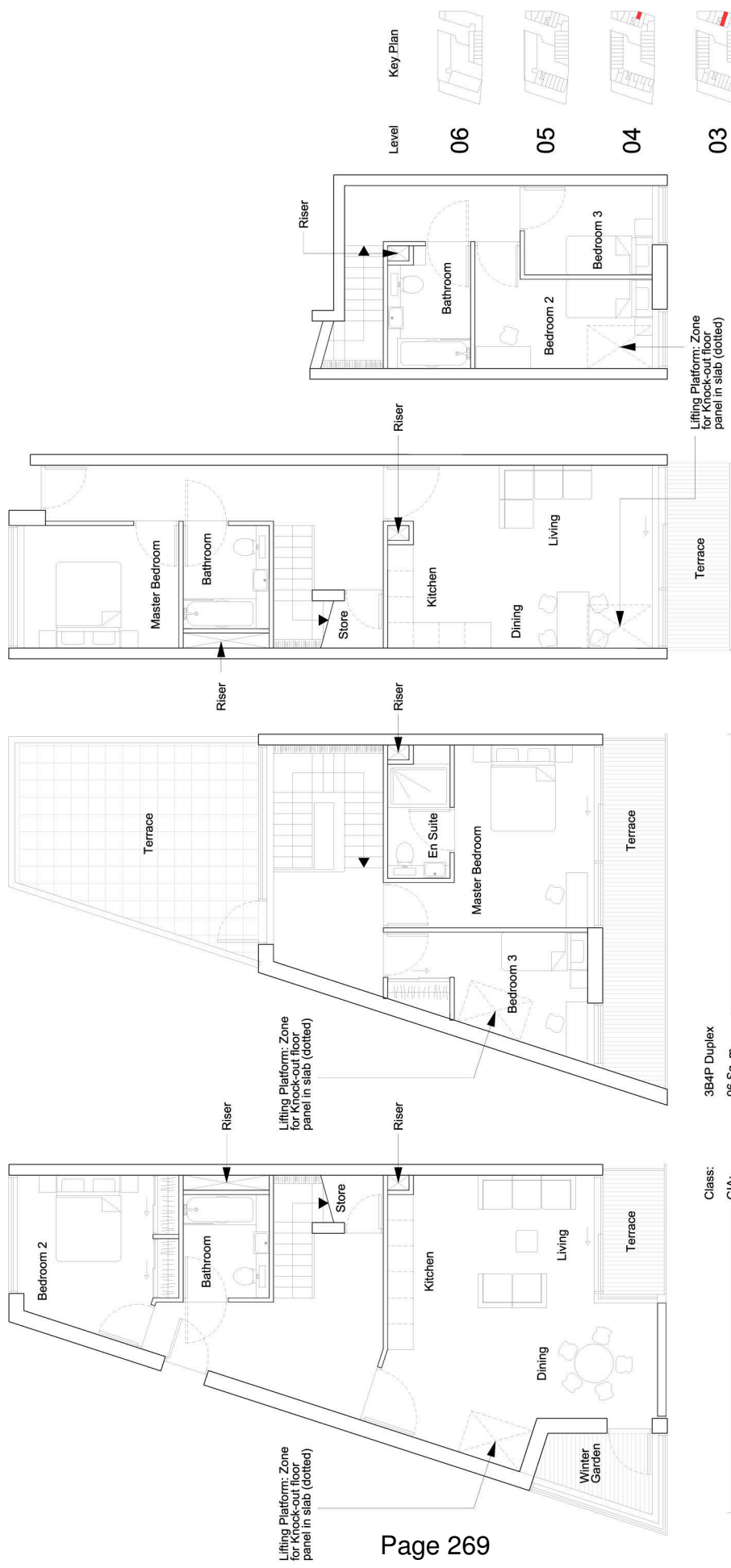
Notes:
 1. All dimensions are shown for finished
 2. Dimensions only.

Key to Unit Types
 00 - 1 Bed Flat
 01 - 2 Bed Flat
 02 - 3 Bed Flat
 03 - 4 Bed Flat
 04 - 5 Bed Flat
 05 - 6 Bed Flat
 06 - 7 Bed Flat

Rev	Description	By	CHK
01	Issue for Planning		
02	Issue for Construction		
03	Issue for Construction		
04	Issue for Construction		
05	Issue for Construction		
06	Issue for Construction		



Project	The Gatefold Building
Drawing	3 Bed Duplexes
Sheet Number	0147
Revision	Planning
Drawing No.	P-1010
Revision	01
Date	1:50 (1:100) 07/11/11
Drawn by	SEW
Checked by	SEW
Scale	As per



Class: 3B4P Duplex
 GIA: 87 Sq. m
 External Area: 8 Sq. m
 Entry Level (Lower) Split Level

Upper Level

Class: 3B4P Duplex
 GIA: 96 Sq. m
 External Area: 42 Sq. m
 Entry Level (Lower)

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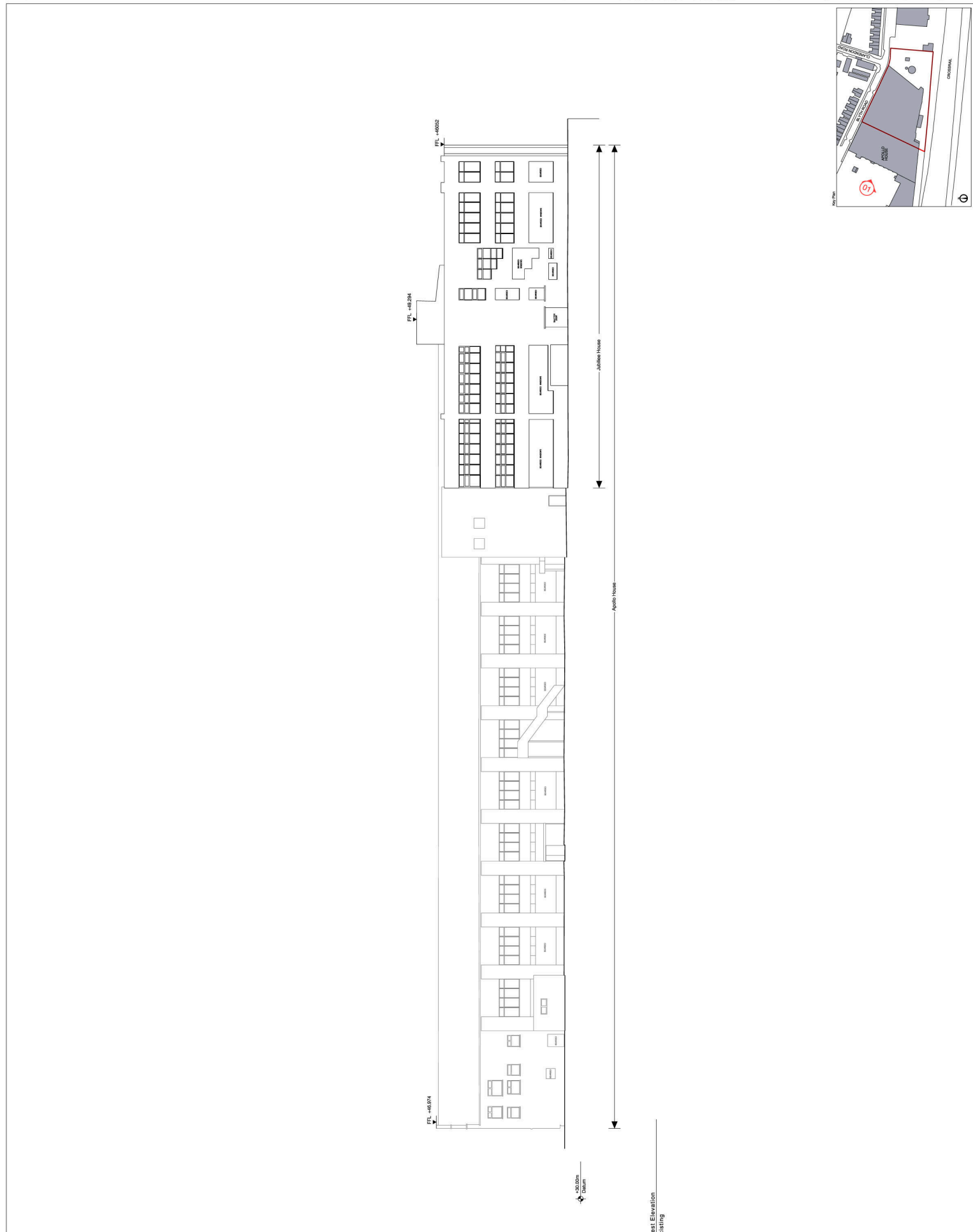
Rev	Date	Description	By	CHK
01	12/09/11	Final	CH	

Project	The Gatefold Building
Drawing	West Elevation Existing
Sheet Number	0147
Revision	00
Drawing No.	P-0354
Project No.	1210 (1.400)
Date	12/09/11
Checked by	SEW
Drawn by	SEW



1210 (1.400) - 12/09/11
 1210 (1.400) - 12/09/11
 PURPLEXED LLP

Project	The Gatefold Building
Drawing	West Elevation Existing
Sheet Number	0147
Revision	00
Drawing No.	P-0354
Project No.	1210 (1.400)
Date	12/09/11
Checked by	SEW
Drawn by	SEW



1. The information on this drawing is based on the information provided to the Engineer by the Client. The Engineer does not accept any liability for any errors or omissions on this drawing.

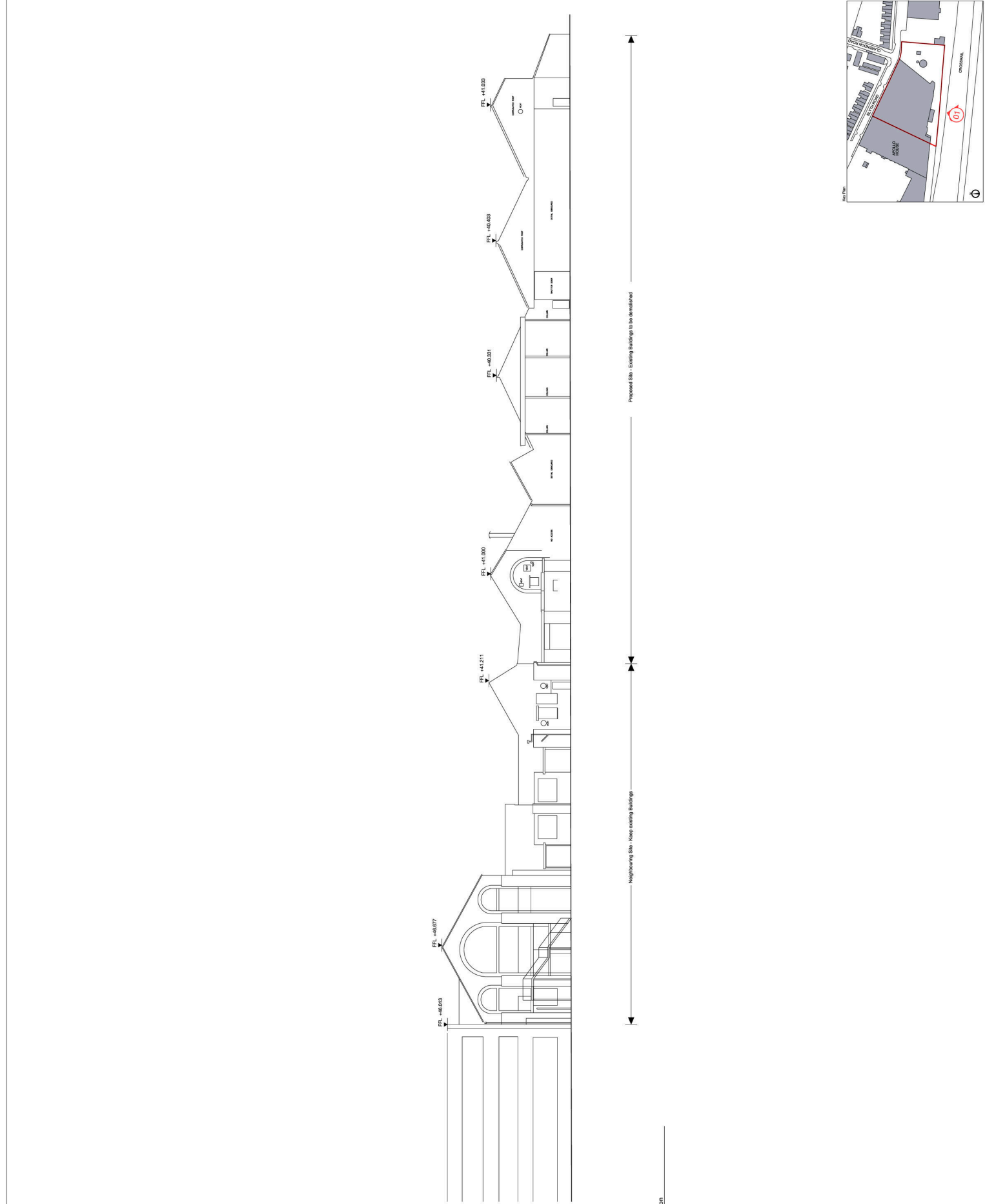
Rev	Description	By	CHK
01	Issue for Planning	CH	CH

Project	The Gatefold Building
Client	South Elevation Existing
Project Number	0147
Revision	00
Drawn By	P.0353
Checked By	12/09/11
Scale	1:200 (1:400)
Date	12/09/11
Drawn By	SEW
Checked By	SEW



sew
SOUTH ELEVATION EXISTING
12/09/11
PURPLEFLEXED LLP

Project: The Gatefold Building
Client: South Elevation Existing
Project Number: 0147
Revision: 00
Drawn By: P.0353
Checked By: 12/09/11
Scale: 1:200 (1:400)
Date: 12/09/11
Drawn By: SEW
Checked By: SEW



Notes:
 1. All work shall be in accordance with the City of Phoenix Building Code and all applicable codes and standards.
 2. All work shall be in accordance with the City of Phoenix Department of Public Works and all applicable codes and standards.
 3. All work shall be in accordance with the City of Phoenix Department of Public Works and all applicable codes and standards.
 4. All work shall be in accordance with the City of Phoenix Department of Public Works and all applicable codes and standards.
 5. All work shall be in accordance with the City of Phoenix Department of Public Works and all applicable codes and standards.
 6. All work shall be in accordance with the City of Phoenix Department of Public Works and all applicable codes and standards.
 7. All work shall be in accordance with the City of Phoenix Department of Public Works and all applicable codes and standards.
 8. All work shall be in accordance with the City of Phoenix Department of Public Works and all applicable codes and standards.
 9. All work shall be in accordance with the City of Phoenix Department of Public Works and all applicable codes and standards.
 10. All work shall be in accordance with the City of Phoenix Department of Public Works and all applicable codes and standards.

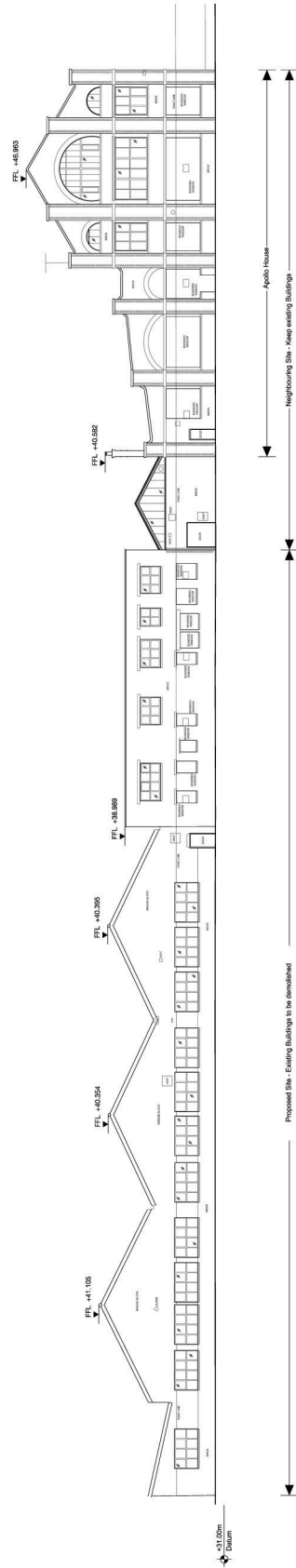
Rev	Date	Description	By	CHK
1	12/08/11	Final	CH	

Rev	Date	Description	By	CHK
1	12/08/11	Final	CH	

sew
 S.E.W. CONSULTANTS, INC.
 1000 N. CENTRAL AVENUE, SUITE 100
 PHOENIX, AZ 85004
 TEL: 602.254.1234 FAX: 602.254.1235
 WWW.SEWCONSULTANTS.COM

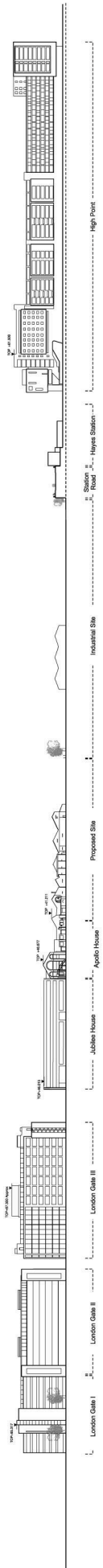
Client: **PURPLEXED LLP**

Project:	The Gatefold Building
Owner:	North Elevation Existing
Project Number:	01147
Design No.:	P-0351
Revision:	00
Project Start:	12/08/11
Project End:	12/08/11
Drawn by:	SEW
Checked by:	SEW
Scale:	As Shown



01 North Elevation Existing

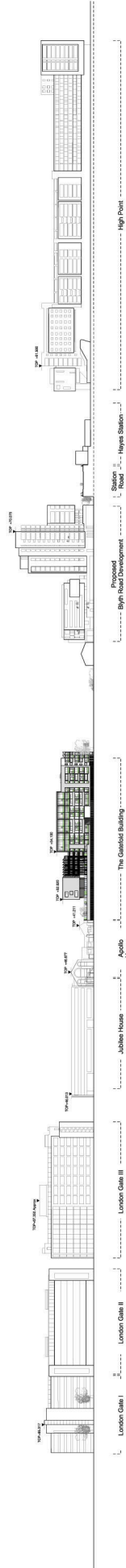




01 Long Contextual Elevation
Existing



Project Name: The Gateway Building Project Number: 0147 Date: 11/20/20 Scale: 1/8" = 1'-0"	Long Elevation Drawing Number: P-0005 Date: 12/08/21 Scale: 1/8" = 1'-0"
Client: SEW Project Location: 10000 Project Type: Industrial	Project Status: PENDING LUP
Project Manager: [Name] Designer: [Name] Checker: [Name]	Date: [Date] Scale: [Scale]



01 Long Contextual Elevation
Proposed



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Sustainable
Engineering
Workforce

POPULATED LUP

Project Name	Phase	Long Elevation
The Garsfield Building	Planning	2/2020
London Gate	Planning	01/2020
Jubilee House	Planning	01/2020
Apollo House	Planning	01/2020
The Garsfield Building	Construction	01/2020
London Gate	Construction	01/2020
Jubilee House	Construction	01/2020
Apollo House	Construction	01/2020

Scale: 1:1000
Date: 12/08/11
Sheet: 05
Total: 04

Notes:
 1. All dimensions are shown for finished conditions.
 2. All dimensions are shown for finished conditions.
 3. All dimensions are shown for finished conditions.
 4. All dimensions are shown for finished conditions.
 5. All dimensions are shown for finished conditions.
 6. All dimensions are shown for finished conditions.
 7. All dimensions are shown for finished conditions.
 8. All dimensions are shown for finished conditions.
 9. All dimensions are shown for finished conditions.
 10. All dimensions are shown for finished conditions.

Key to Unit Types	Key to Unit Types
101 - 1 Bed	102 - 2 Bed
103 - 3 Bed	104 - 4 Bed
105 - 5 Bed	106 - 6 Bed
107 - 7 Bed	108 - 8 Bed
109 - 9 Bed	110 - 10 Bed
111 - 11 Bed	112 - 12 Bed
113 - 13 Bed	114 - 14 Bed
115 - 15 Bed	116 - 16 Bed
117 - 17 Bed	118 - 18 Bed
119 - 19 Bed	120 - 20 Bed

sew
 SEWELL ENGINEERING
 1000 WEST 10TH AVENUE
 SUITE 1000
 DENVER, CO 80202
 TEL: 303.733.1234
 FAX: 303.733.1235
 WWW.SEWELL-ENGINEERING.COM

PURPLEXED LLP

Project	The Gatefold Building
Client	Landscaping Plan Proposed
Project Number	0147
Revision	01
Drawing No.	P-0102
Revision No.	1200
Date	07/11/11
Checked By	SEW
Drawn By	SEW



Report of the Head of Planning & Enforcement Services

Address PRONTO INDUSTRIAL ESTATE AND 585 - 591 UXBRIDGE ROAD HAYES

Development: Application to replace an extant planning permission ref: 4404/APP/2008/3558 dated 23/03/2009; Demolition of existing buildings and redevelopment of site to provide replacement Class B1(c) light industrial space and 34 two-bedroom and 9 one- bedroom flats with associated car parking, landscaping and amenity space.

LBH Ref Nos: 4404/APP/2011/2079

Date Plans Received:	24/08/2011	Date(s) of Amendment(s):	20/10/2011
Date Application Valid:	20/10/2011		10/01/2012
			30/01/2012

ACCOMMODATION SCHEDULE:

BLOCK A1: 3 Units

- 1x 1BED 57sqm
- 1x 2BED 64sqm
- 1x 2BED 63sqm

BLOCK A2: 2 Units

- 1x 1BED 57sqm
- 1x 2BED 63sqm
- B1(c) 64sqm

BLOCK B:

- B1(c) 207.5sqm

BLOCK C: 5 Units

- 1x 1BED 53.5sqm
- 1x 2BED 63sqm
- 2x 2BED 65.7sqm
- B1(c) 158sqm

BLOCK D: 10 Units

- 6x 1BED 51.7sqm
- 6x 2BED 63sqm
- 1x 2BED 63sqm
- 1x 2BED 63.2sqm (8.2sqm GA + 5sqm Private Balcony)
- B1(c) 264.6sqm

BLOCK E: 11 Units

- 1x 1BED 57.5sqm
- 4x 2BED 63sqm
- 1x 2BED 63sqm
- 1x 2BED 64sqm
- 1x 2BED Disabled 67sqm

BLOCK F: 12 Units

- 1x 1BED 51sqm
- 1x 1BED 57.5sqm
- 4x 2BED 63sqm
- 1x 2BED Disabled 64sqm
- 1x 2BED Disabled 64sqm
- 1x 2BED Disabled 67sqm

TOTAL 7x 1BED

TOTAL 34x 2BED

TOTAL: 43 Units

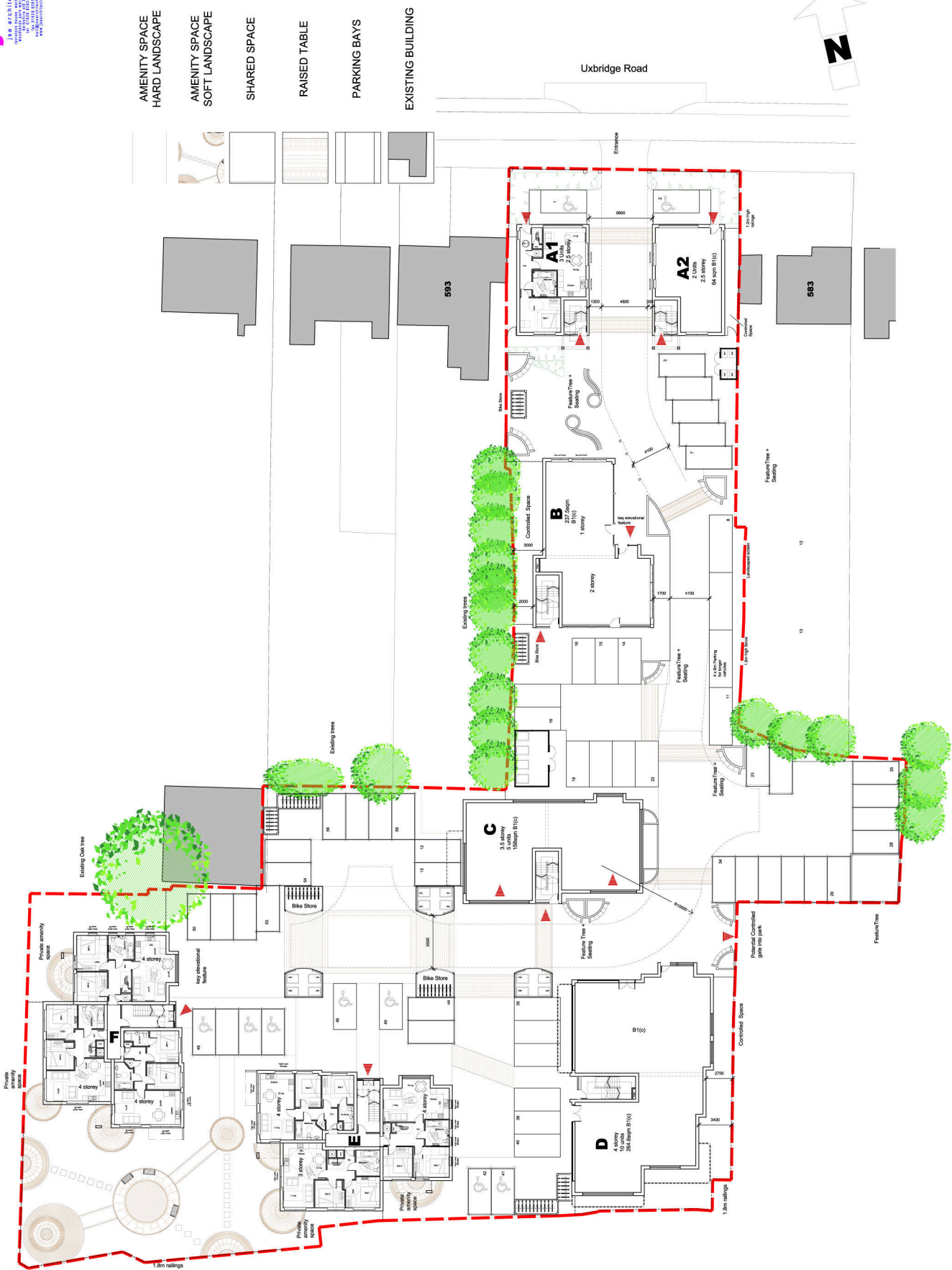
including 3no. Disabled units

TOTAL B1(c) 724 sqm

43 no. Residential Parking Spaces @ 1:1

16 no. B1(c) Parking spaces @ 1 per 4.5 sqm

Landscaping shown indicative only, refer to Landscape Plan (T06)_L01A, prepared by FLOYD MATCHAM



AMENITY SPACE
HARD LANDSCAPE

AMENITY SPACE
SOFT LANDSCAPE

SHARED SPACE

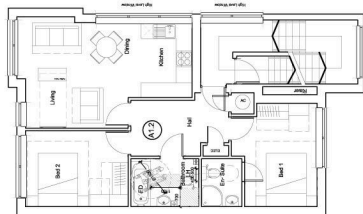
RAISED TABLE

PARKING BAYS

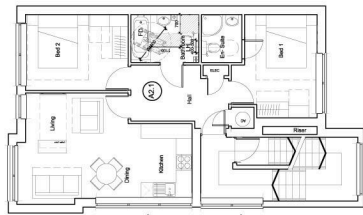
EXISTING BUILDING

Uxbridge Road

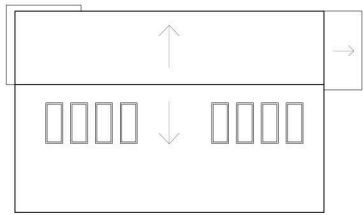




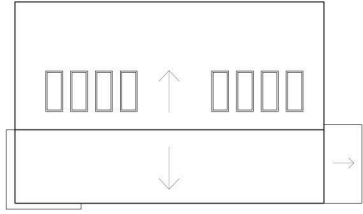
BLOCK A1 FIRST FLOOR



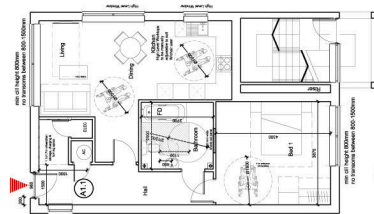
BLOCK A2 FIRST FLOOR



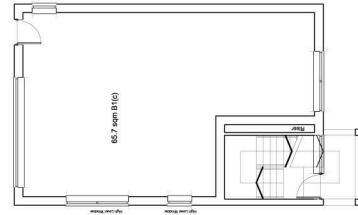
BLOCK A1 ROOF PLAN



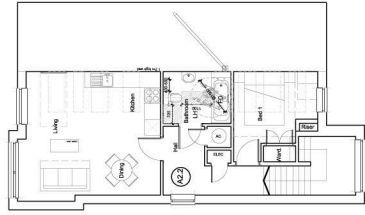
BLOCK A2 ROOF PLAN



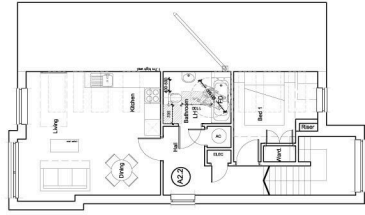
BLOCK A1 GROUND FLOOR



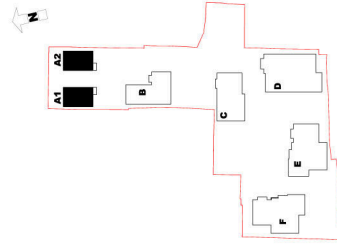
BLOCK A2 GROUND FLOOR



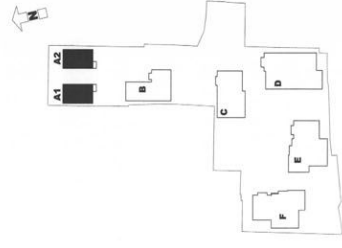
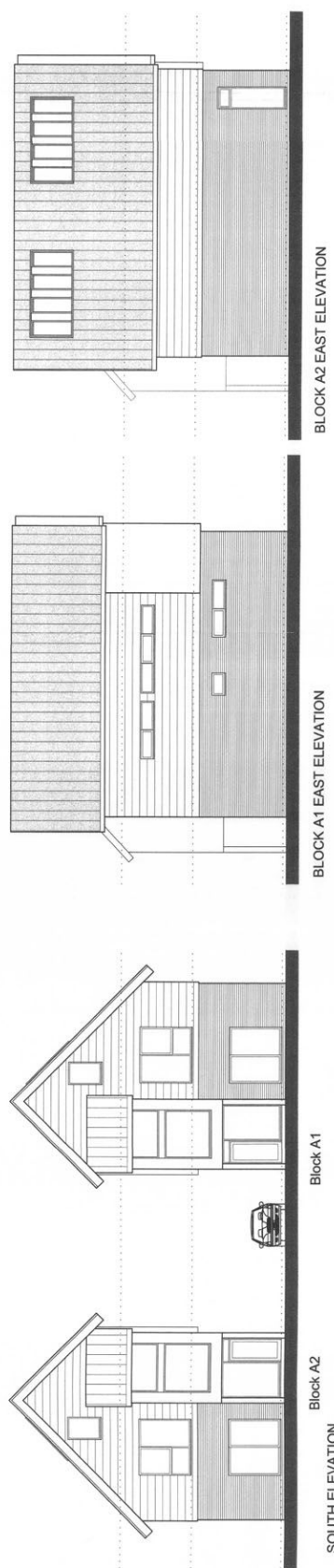
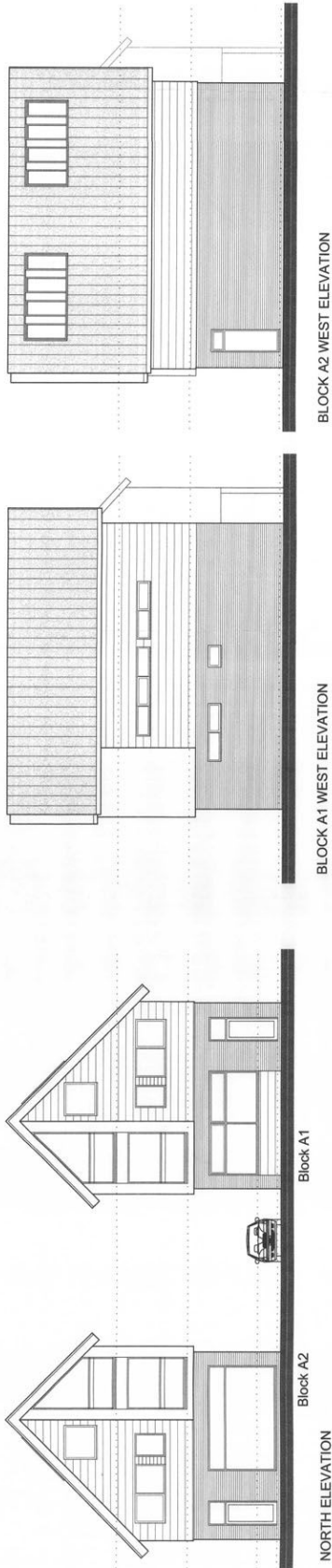
BLOCK A1 SECOND FLOOR

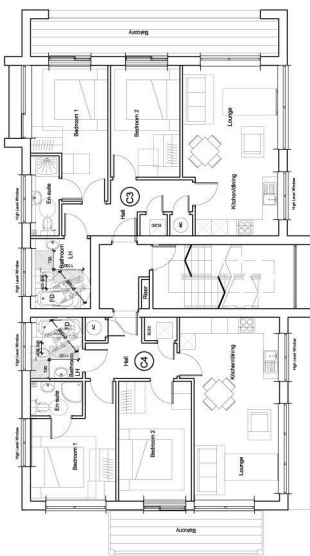


BLOCK A2 SECOND FLOOR

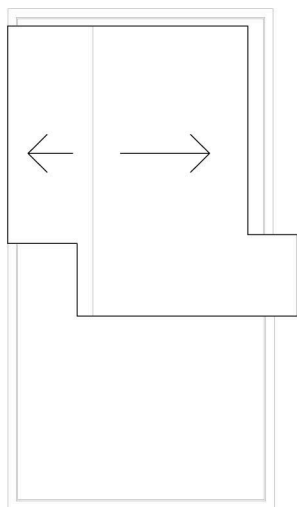


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 22 DEC 2023

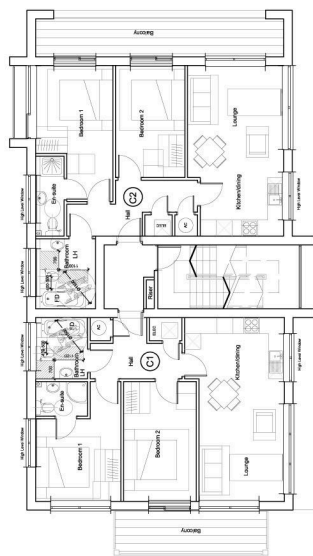




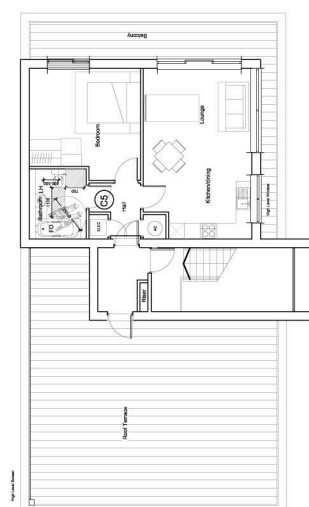
SECOND FLOOR



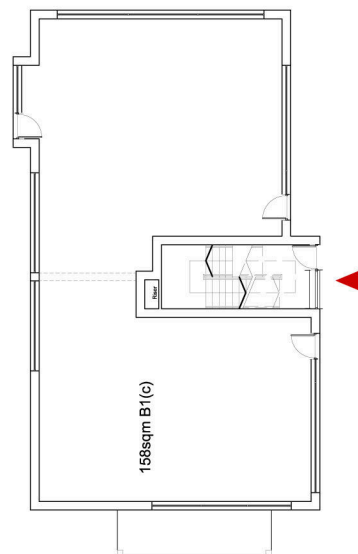
ROOF PLAN



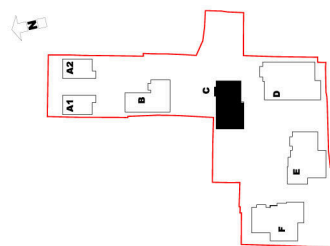
FIRST FLOOR



THIRD FLOOR



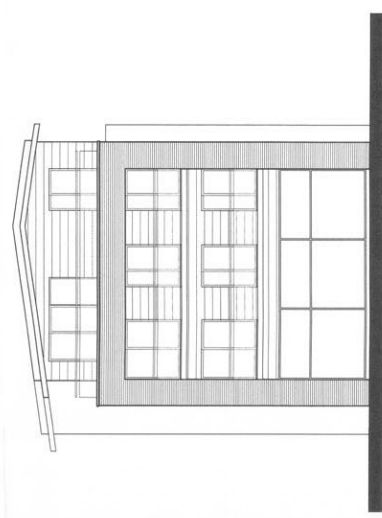
GROUND FLOOR



LOW RYAN OF ILLINOIS
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 22 Dec 2018



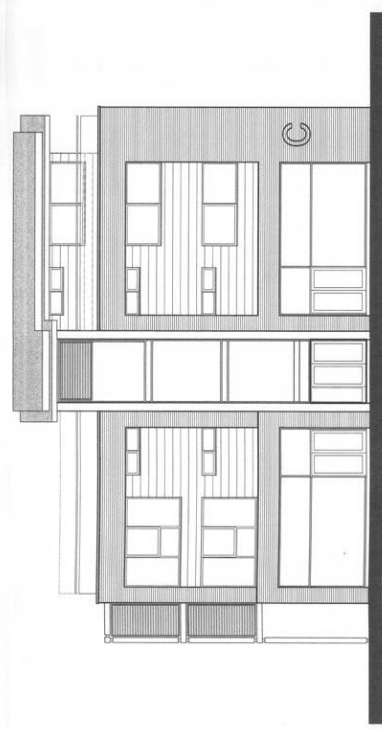
WEST ELEVATION



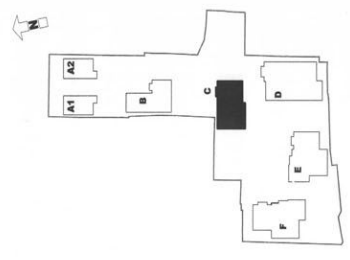
EAST ELEVATION

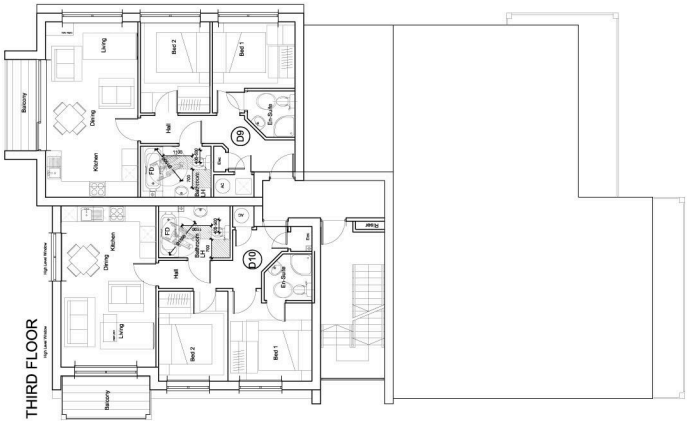
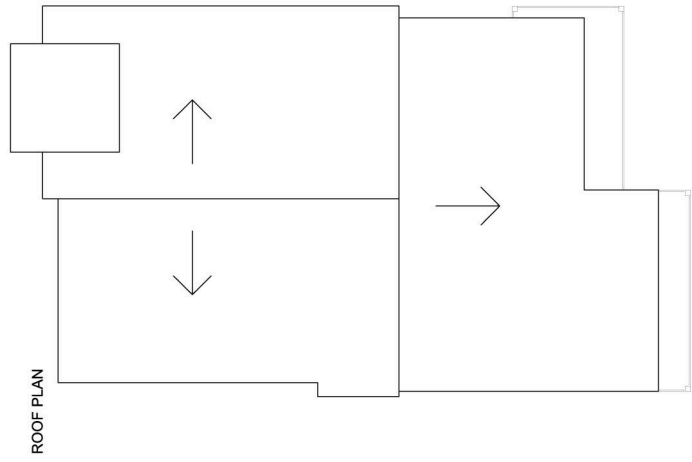


NORTH ELEVATION

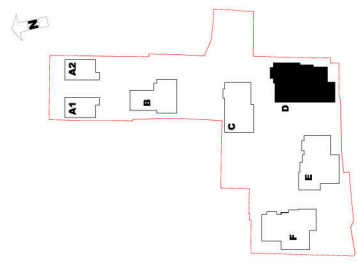
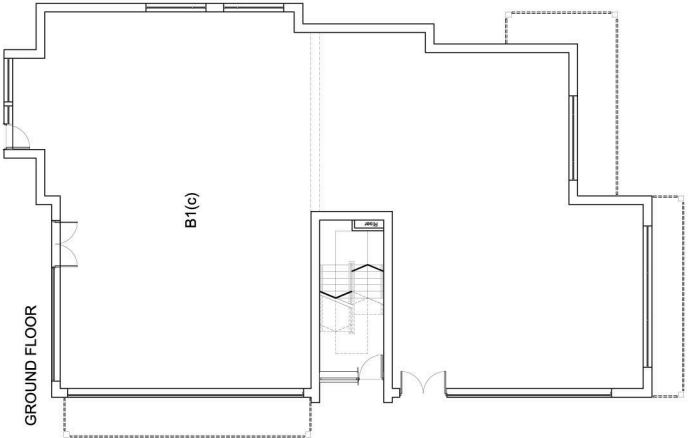


SOUTH ELEVATION





KEY
 1. All rooms are
 shown for the
 proposed
 construction
 conditions
 consistent with
 the proposed
 construction
 conditions





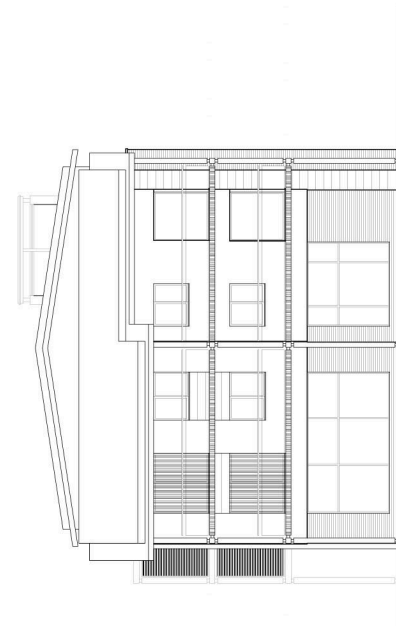
WEST ELEVATION



NORTH ELEVATION

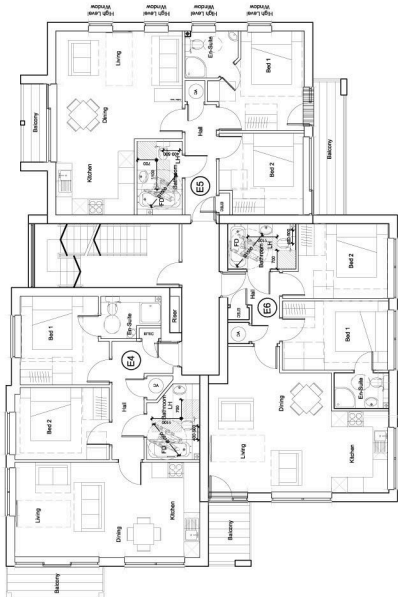


EAST ELEVATION

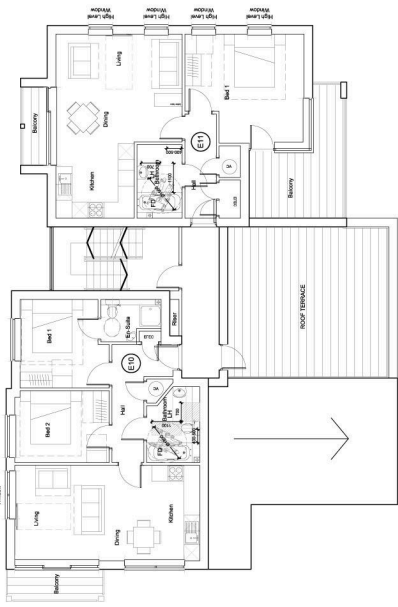


SOUTH ELEVATION

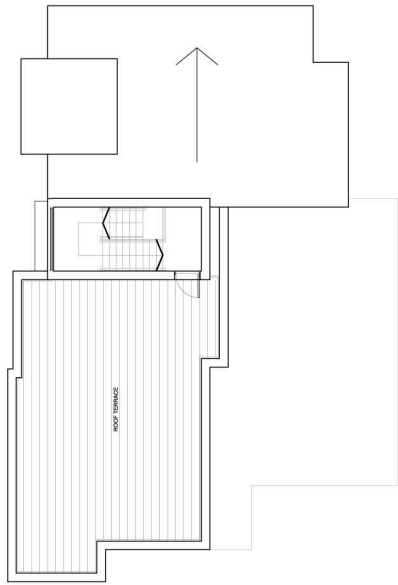




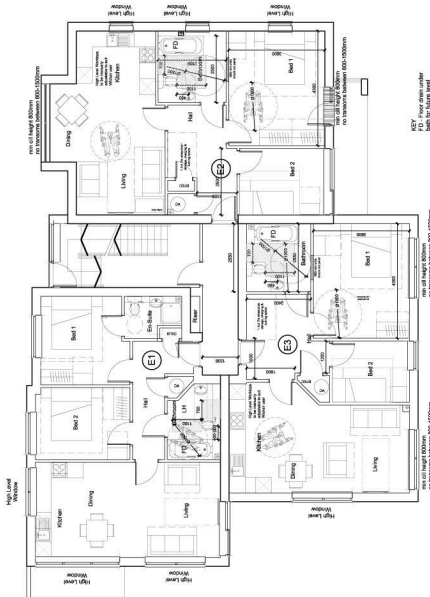
FIRST FLOOR



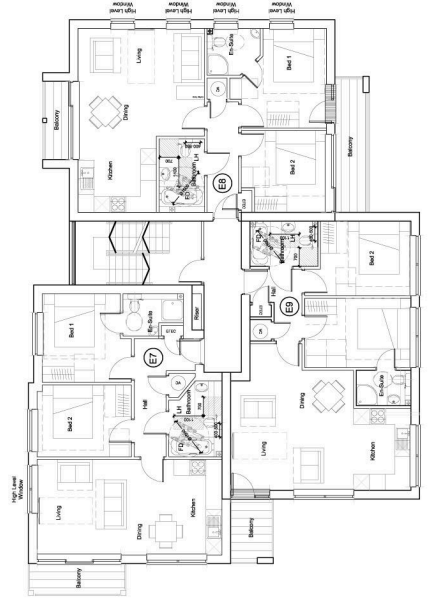
THIRD FLOOR



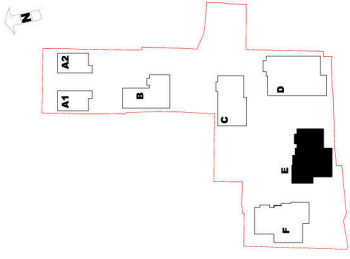
ROOF PLAN



GROUND FLOOR



SECOND FLOOR

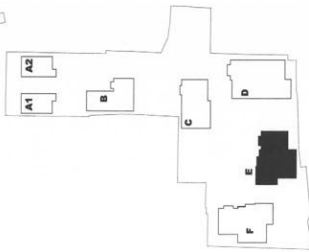


Rev. B - Amendment in line with comments from the LA principal access officer - 24.01.2011 TC

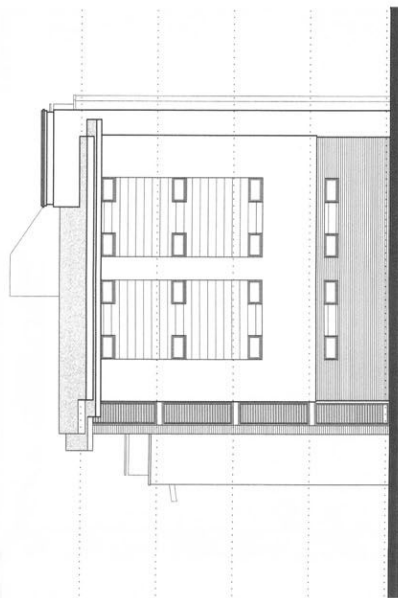
Project: TPB
 Draw Number: PL-204-B
 Scale: 1:100@A1
 Date: DEC 08

Pronto Trading Estate, Uxbridge Rd, Hayes
 BLOCK E, FLOOR PLANS

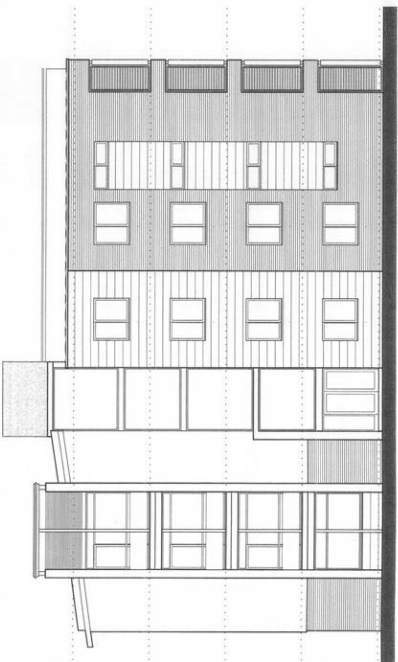
1000 SHEPPARD AVENUE EAST
 SUITE 1000
 SCARBOROUGH, ONTARIO M1B 3Y1
 TEL: 416-291-1111
 WWW.JSAArchitects.com



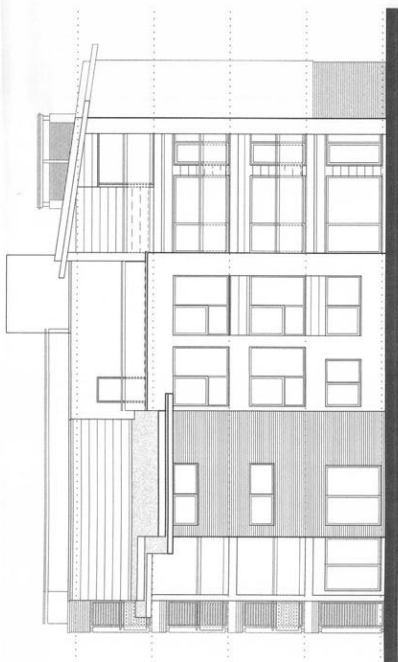
WEST ELEVATION



EAST ELEVATION



NORTH ELEVATION

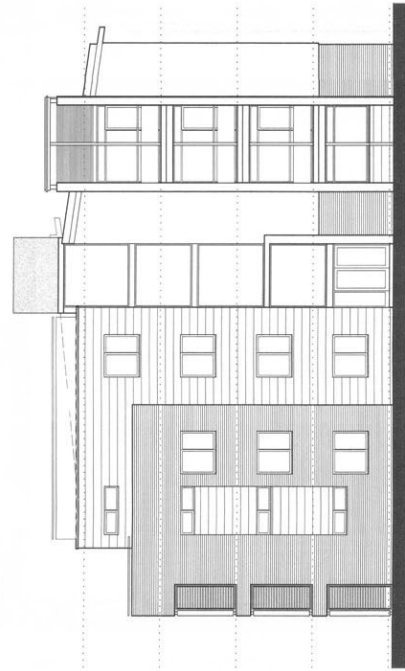


SOUTH ELEVATION

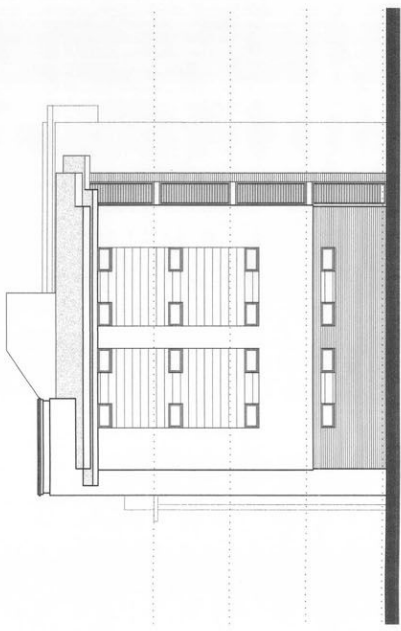
1000 UNIVERSITY AVENUE, ANN ARBOR, MI
 BLOCK F, ELEVATIONS
 12.2.2008



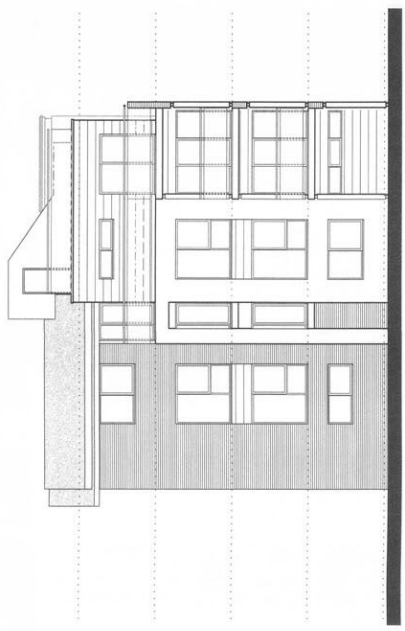
WEST ELEVATION



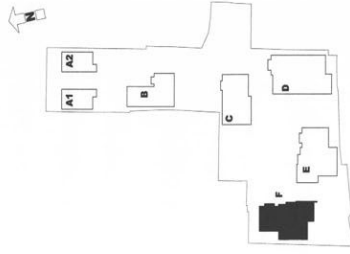
EAST ELEVATION



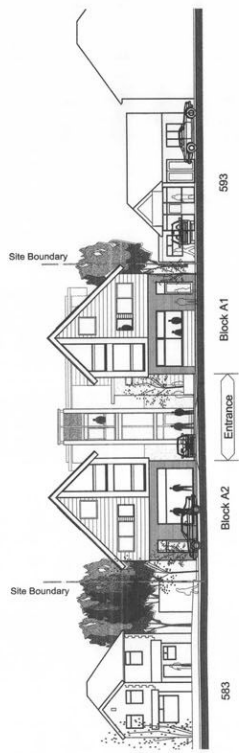
NORTH ELEVATION



SOUTH ELEVATION



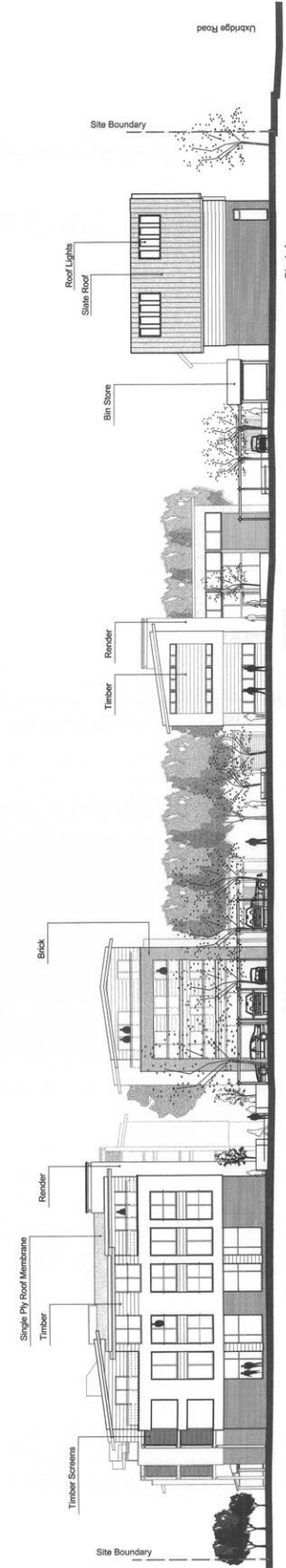
THIS DRAWING HAS BEEN REVIEWED AND APPROVED
 22 DEC 2018



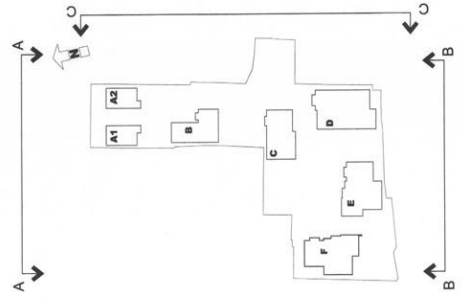
SECTION A-A- UXBRIDGE ROAD ELEVATION



SECTION B-B

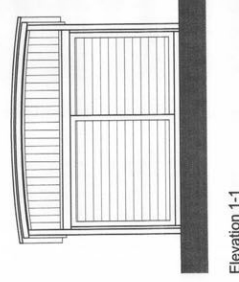
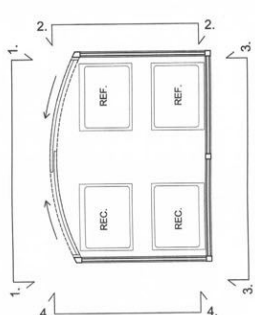


SECTION C-C

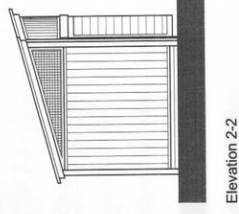


LET BY CITY OF DENVER
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 22 DEC 2019

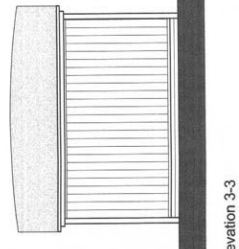
Bin Store Bn3



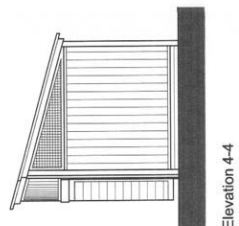
Elevation 1-1



Elevation 2-2



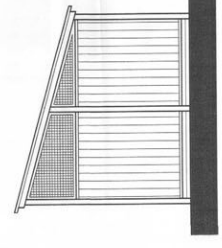
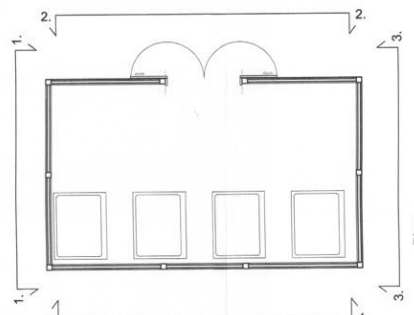
Elevation 3-3



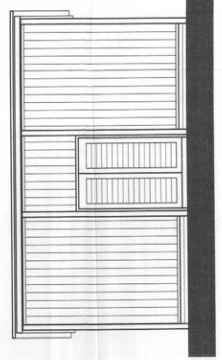
Elevation 4-4

Plan

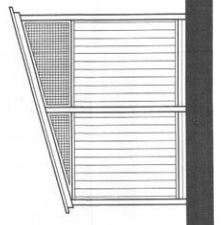
Bin Store Bn2



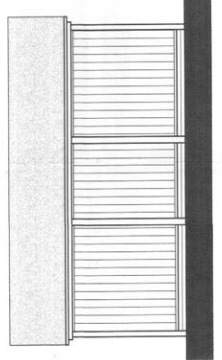
Elevation 1-1



Elevation 2-2



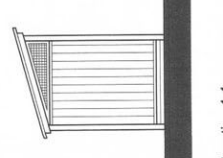
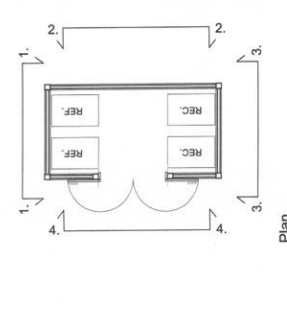
Elevation 3-3



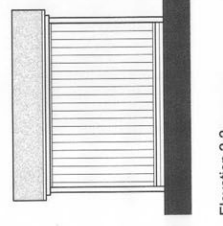
Elevation 4-4

Plan

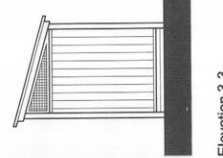
Bin Store Bn1



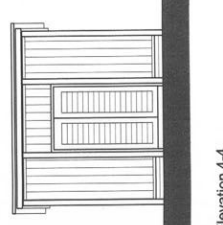
Elevation 1-1



Elevation 2-2

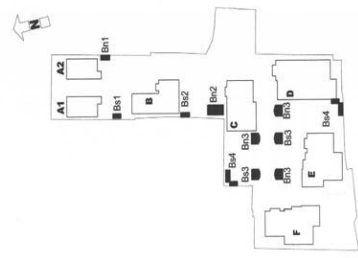


Elevation 3-3

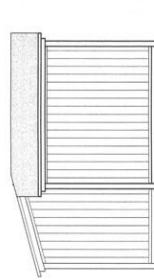
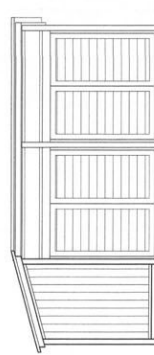
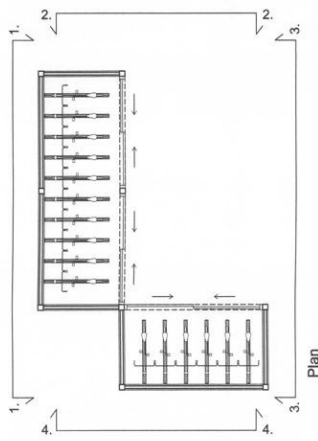


Elevation 4-4

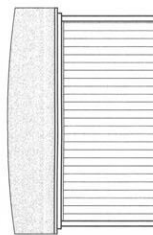
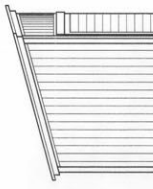
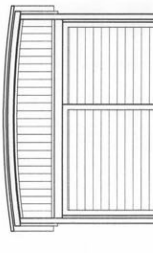
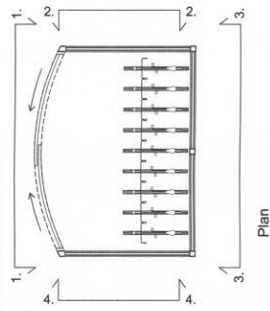
Plan



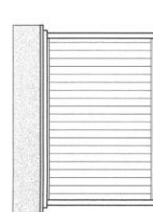
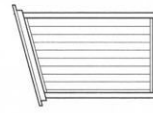
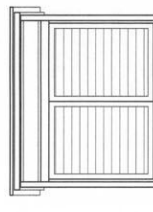
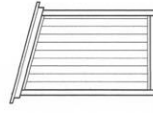
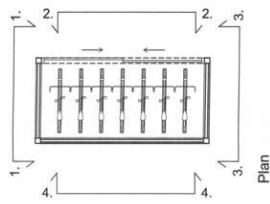
Bike Store Bs4



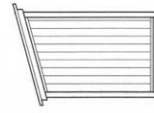
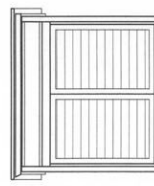
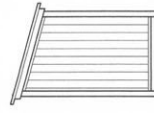
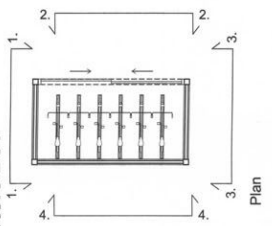
Bike Store Bs3



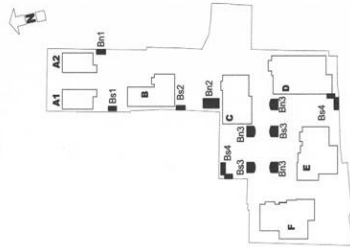
Bike Store Bs2



Bike Store Bs1



LOW BIDDER TO BE REVIEWED
 RECEIVED
 22 DEC 2008



NOTES

Tree Survey - BS5837:2005

Tree Condition Codes

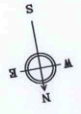
- Category A (High)
- Category B (Moderate)
- Category C (Low)
- Category R (Remove)

Site Boundary

Survived trees within the site

Trees adjoining the site

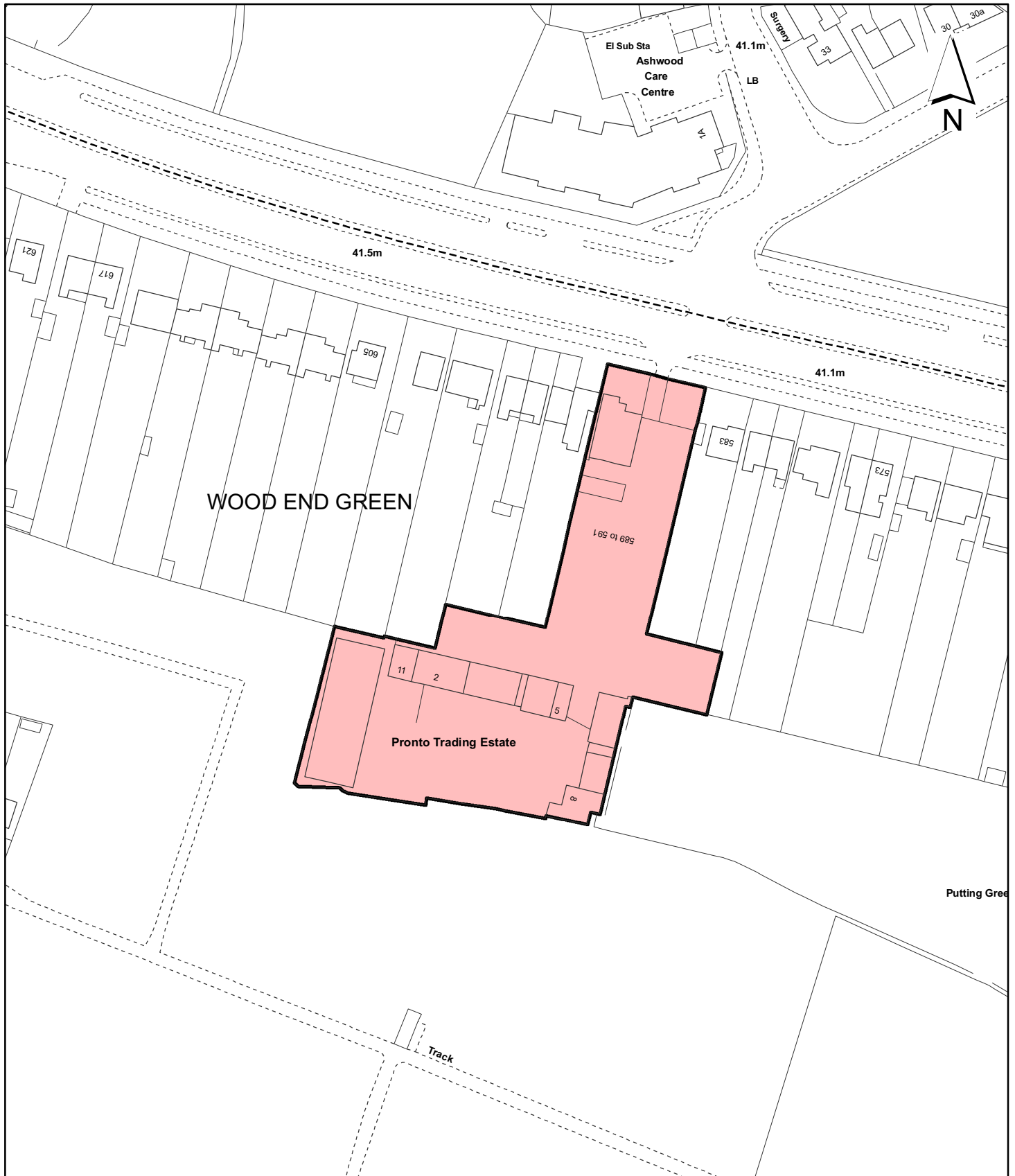
Estimated Root Protection Areas for existing trees adjoining site




REV/NO

FLOYD MATCHAM
 CONSULTING ARCHITECTS
 URBAN DESIGN & MASTERPLANNING
 PASCHAGE FARMHOUSE, 1008R, STURMINSTER NEWTON
 DOBBER, DT10 1B, 01747 85841, F 01747 85808
 E info@floydmatcham.co.uk

DRAWING NAME Tree Survey and Constraints	
CLIENT T.F. Developments	
PROJECT Pronto Trading Estate, Hayes	
JOB NO TD310	DWG No TD310_01
SCALE 1:250@A2	DATE 10.06



Notes

 Site boundary

For identification purposes only.

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Site Address

**Pronto Industrial Estate
and 585 - 591 Uxbridge Road
Hayes**

Planning Application Ref:

4404/APP/2011/2079

Scale

1:1,250

Planning Committee

Central and South

Date

**January
2012**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services

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



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address UNIT F, PROLOGIS DISTRIBUTION PARK STOCKLEY ROAD WEST
DRAYTON

Development: Alterations to existing elevations, boundary treatment and landscaping,
installation of external plant and associated screening, alterations to access
and car parking arrangements, including installation of gate house and gates
in connection with use as a Class B8 data centre.

LBH Ref Nos: 68137/APP/2011/2564

Date Plans Received: 19/10/2011 **Date(s) of Amendment(s):**
Date Application Valid: 21/10/2011

NOTES:

SUBJECT TO STATUTORY COMMENTS
 BASED ON ORDNANCE SURVEY (NO. 718621...)
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 ACCEPTED HIGHWAY BOUNDARY BASED ON INFORMATION RECEIVED FROM LONDON BUREAU OF PAVEMENTS



REV	DATE	FIRST ISSUE	COMMENT	BY	CHECK
1	07/07/11				

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PROLOGIS

TITLE	PROLOGIS PARK, HAYES
CLIENT	DC2 (UNIT F)
DESCRIPTION	SITE LOCATION PLAN
CLIENT	PROLOGIS DEVELOPMENTS LTD.
DATE	JULY 2011
SCALE	1:1250 @ A1
STATUS	PLANNING
DRAWN	PW
CHECKED	PW
DRAWING NUMBER	30400-PL-100

NOTES:
 SUBJECT TO STATUTORY COMMENTS
 BASED ON GREENWICH CHA SURVEY NO. 315687.1.1
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- 2.4M Palisade Fencing
- 1.8M Chain Link Fencing
- Existing Acoustic Fencing

REV	DATE	FIRST ISSUE	COMMENTS	PH	BY	CHK
—	07/07/11					



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PROLOGIS

TITLE	
PROLOGIS PARK, HAYES	
DRAWING	DC2 (UNIT F)
EXISTING SITE LAYOUT PLAN	
PROLOGIS DEVELOPMENTS LTD.	
DATE	JULY 2011
SCALE	1:500 @ A1
DESIGN	PLANNING
DESIGNED	PW
DRAWN	PW
DRAWING NUMBER	30400-PL-101



NOTES:
 SUBJECT TO STATUTORY CONSTRAINTS
 BASED ON GREENWICH CHURCH SURVEY NO. 313687.1
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3.0M Security Fence
 5.0M Security Fence
 Existing Acoustic Fencing

REV	DATE	COMMENT	BY	CHK
A	13/10/11	Access Gates to support entrance removed Existing vehicle barrier retained Fence line to car park entrance amended	PW	--
	17/07/11	FIRST ISSUE	PW	--
			DMW	CHK



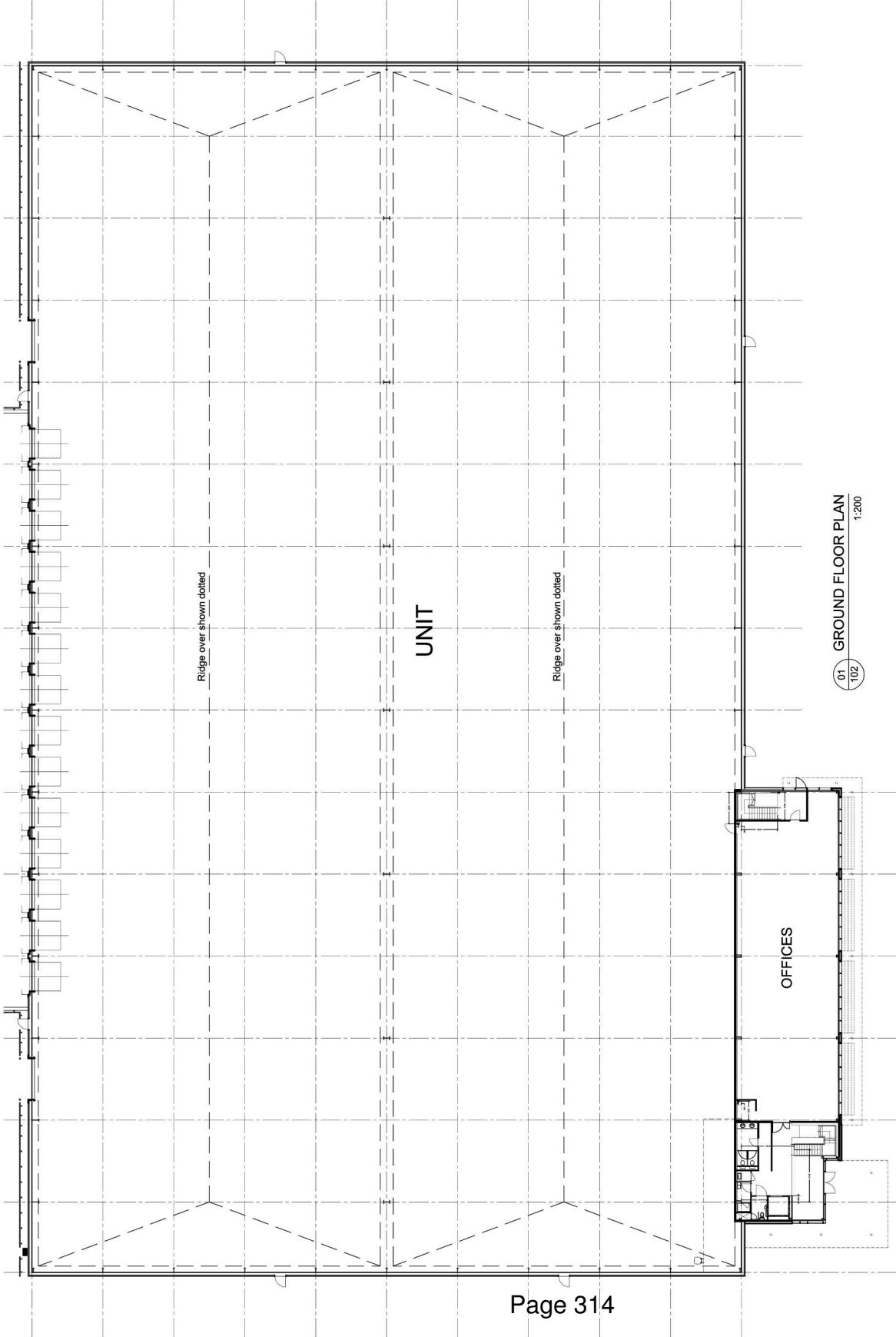
TITLE
 PROLOGIS PARK, HAYES
 DRAWING
 DC2 (UNIT F)
 PROPOSED SITE LAYOUT PLAN
 CLIENT
 PROLOGIS DEVELOPMENTS LTD.

DATE
 JULY 2011
 SCALE
 1:500 @ A1
 DRAWN BY
 PW
 CHECKED BY
 PW
 DISCIPLINE
 PLANNING

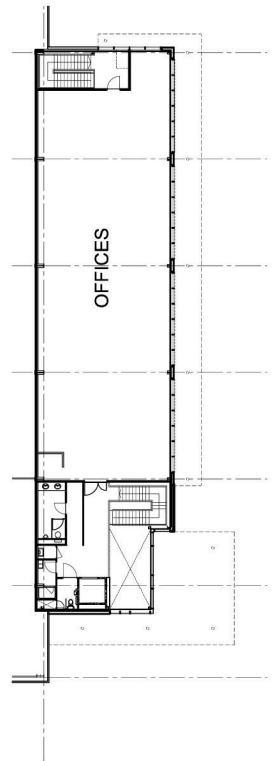
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 30400-PL-110A



NOTES
 SUBJECT TO STATUTORY COMMENTS
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01 GROUND FLOOR PLAN
1:200



02 FIRST FLOOR PLAN
1:200

REV	DATE	FIRST ISSUE	COMMENT	PK	BY	CHK
-	10/07/11					



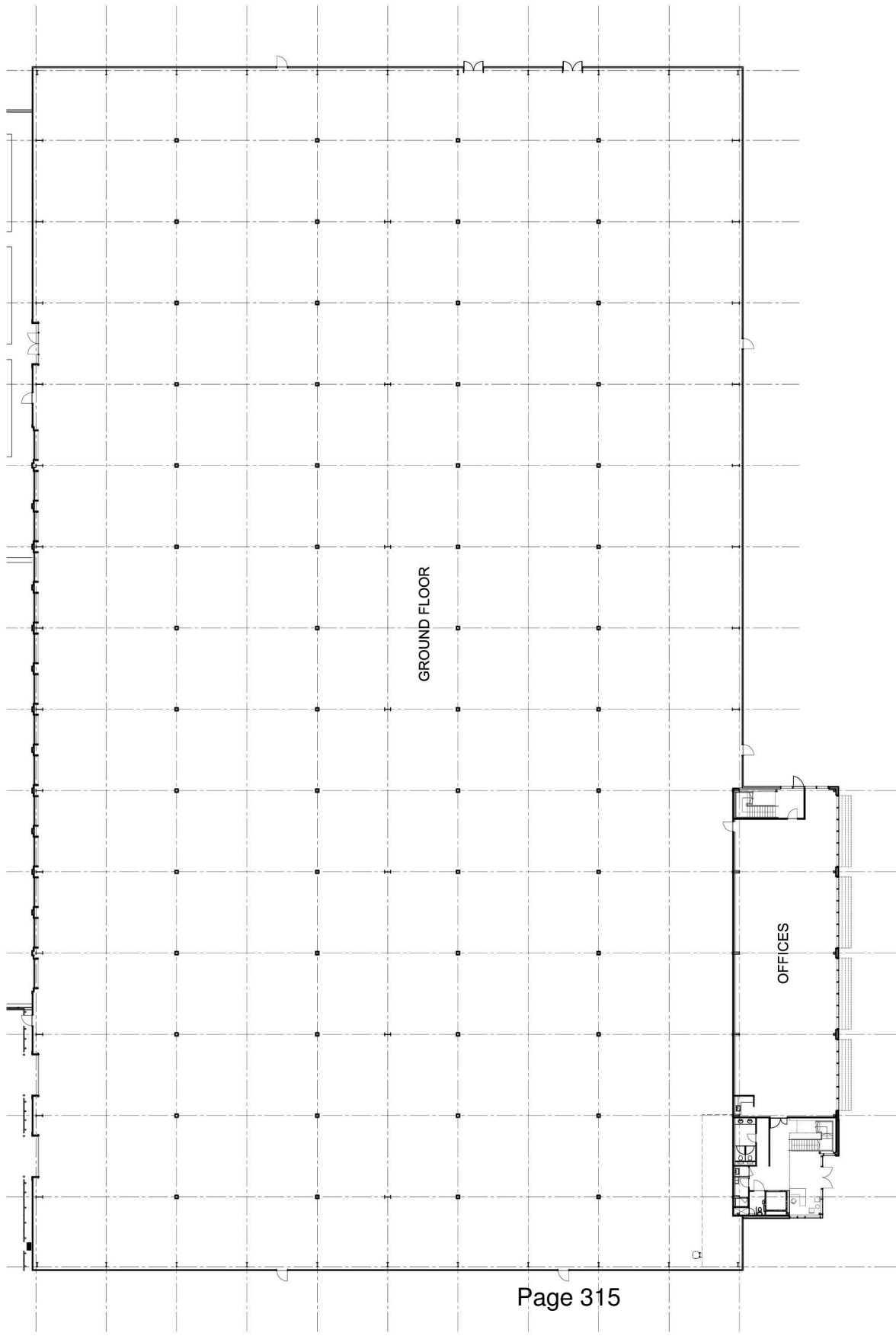
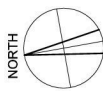
MICHAEL SPARKS ASSOCIATES
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 TELEPHONE 020 7736 8142
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PROLOGIS

TITLE		PROLOGIS PARK, HAYES	
DRAWING		DC2 (UNIT F)	
DESCRIPTION		EXISTING FLOOR PLANS	
CLIENT		PROLOGIS DEVELOPMENTS LTD.	
DATE	SCALE	DATE	SCALE
JULY 2011	1:200 @ A1	JULY 2011	1:200
DESIGNED	DRAWN	CHECKED	DATE
PLANNING	PW	PW	
DRAWING NUMBER		30400-PL-102	


NOTES
 SUBJECT TO STATUTORY COMMENTS
 BASED ON GREENHATCH SURVEYS (NO. 7389161_1)
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 RECEIVED FROM LONDON BOROUGH OF HILLINGDON



REV	DATE	DESCRIPTION	BY	CHK
-	10/07/11	FIRST ISSUE		



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PROLOGIS

TITLE	
PROLOGIS PARK, HAYES	
DRAWING	
DC2 (UNIT F)	
PROPOSED GROUND FLOOR PLAN	
CLIENT	
PROLOGIS DEVELOPMENTS LTD.	
DATE	SCALE
JULY 2011	1:200 @ A1
DESIGNER	CHECKED
MICHAEL SPARKS ASSOCIATES	PW
PLANNING	DRAWN
	PW
DRAWING NUMBER	
30400-PL-111	

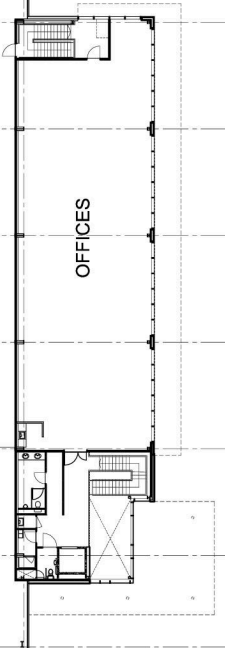
NOTES

SUBJECT TO STATUTORY COMMENTS
 BASED ON GREENMATCH SURVEYING (2008/11/11)
 BASED ON OS MAP REPRODUCED BY PERMISSION OF
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 DRAWING IS BASED ON LAND REGISTER TITLE NUMBER
 1000488181
 ADOPTED HIGHWAY ALIGNMENT BASED ON INFORMATION
 RECEIVED FROM LONDON BOROUGH OF HILLINGDON



1ST FLOOR MEZZANINE

OFFICES



REV	DATE	FIRST ISSUE	BY	CHK
1	07/07/11			
		COMMENT		
				DRAWN
				CHECK



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PROLOGIS

TITLE	PROLOGIS PARK, HAYES
DRAWING	DC2 (UNIT F)
DESCRIPTION	PROPOSED FIRST FLOOR PLAN
CLIENT	PROLOGIS DEVELOPMENTS LTD.
DATE	JULY 2011
SCALE	1:200 @ A1
DRAWN	PW
CHECKED	PW
DISCIPLINE	PLANNING
DRAWING NUMBER	30400-PL-112

SCHEDULE OF EXTERNAL FINISHING MATERIALS

UNIT

- 1 Upper finished wall cladding
100 x 200 horizontal slat with 10mm air gap cavity
Finish: British Steel Colourcoat HP2020 colour white
- 2 Lower finished wall cladding
CA-850 half round profile
Finish: British Steel Colourcoat Phoenix colour metallic silver (light metallic grey)
- 3 Lower finished wall cladding
CA-850 half round profile
Finish: British Steel Colourcoat Phoenix colour metallic silver (light metallic grey)
- 4 Lower finished wall cladding
CA-850 half round profile
Finish: British Steel Colourcoat Phoenix colour metallic silver (light metallic grey)
- 5 High Level Horizontal Band
High Level Horizontal Band
Colour:RAL 9016 (grey)
- 6 Locally fabric, hand dress
& stick materials
Aluminium, colour:RAL 9008 (medium grey)
- 7 Personnel Doors
Personnel metal factory finished, colour:RAL 9007 (red grey)
- 8 Joints
Vertical T' shaping
Colour:RAL 9016 (grey)
- 9 Joints
Recessed 30mm wide vertical housing
Colour:RAL 9016 (grey)
- 10 Roof
Profiled steel cladding
Finish: British Steel Colourcoat HP2020 colour anthracite (light grey)
- 11 Profiled Wall Cladding/Parapet
PWR EPZ Cladding
Finish: British Steel Colourcoat Phoenix colour metallic silver (light metallic grey)
- 12 Brick (below canopy)
Through smooth buff
- 13 Curtain Walling
Double glazed green-tinted unit with 16mm argon gas cavity
Colour:RAL 9016 (grey)
- 14 Cladding with aluminium handrail
Fabric: stainless steel with 16mm argon gas cavity
aluminium curtain walling system
handrail: stainless steel
Colour:RAL 9016 (grey)
- 15 Basement Cladding
James and Taylor - 400200, colour:translucent
- 16 Brise Soleil
Aluminium powder coated horizontal louvre, colour:RAL 9008 (medium grey)
Finish: British Steel Colourcoat Phoenix colour metallic silver (light metallic grey)
- 17 Overhang canopy
Powder coated aluminium perforated sheet (0.5mm hole)
Finish: British Steel Colourcoat Phoenix colour metallic silver (light metallic grey)
- 18 Tinted columns
Powder coated aluminium perforated sheet (0.5mm hole)
Finish: British Steel Colourcoat Phoenix colour metallic silver (light metallic grey)
- 19 Wall Cladding
3mm fire aluminium panels metallic silver (light metallic grey)

NOTES:

SUBJECT TO STATUTORY COMMENTS
 BASED ON GREENHATCH SURVEY NO. 7188BNT_1
 DRAWING NO. 304400-PL-103
 BASED ON MAP REPRODUCED BY PERMISSION OF THE
 NUMBER M33015
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REV	DATE	COMMENTS	BY	CHKD
-	07/07/11	PROJ. ISSUE	PW	-
			UNAME	UNCHK



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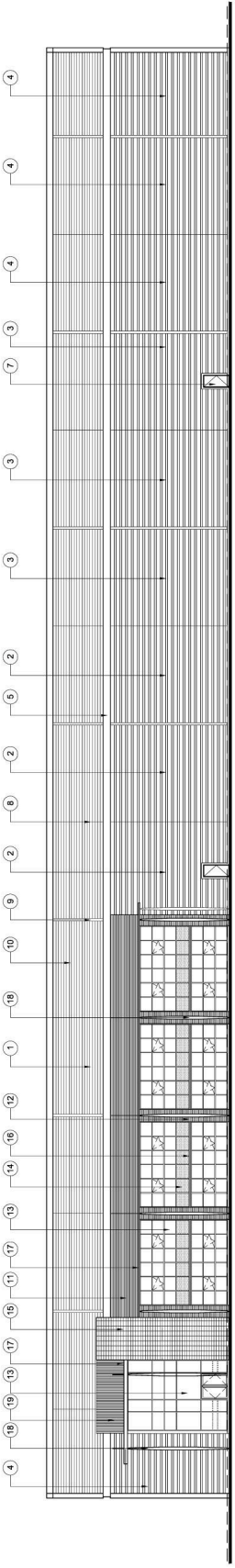
11 BARRACK PLACE
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FAX: 020 7706 8183
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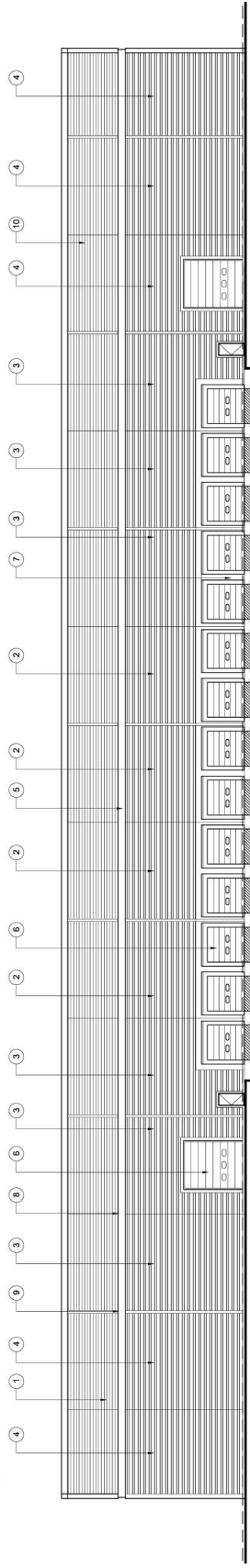
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 DRAWING: DC2 (UNIT F)
 EXISTING ELEVATIONS
 CLIENT: PROLOGIS DEVELOPMENTS LTD.

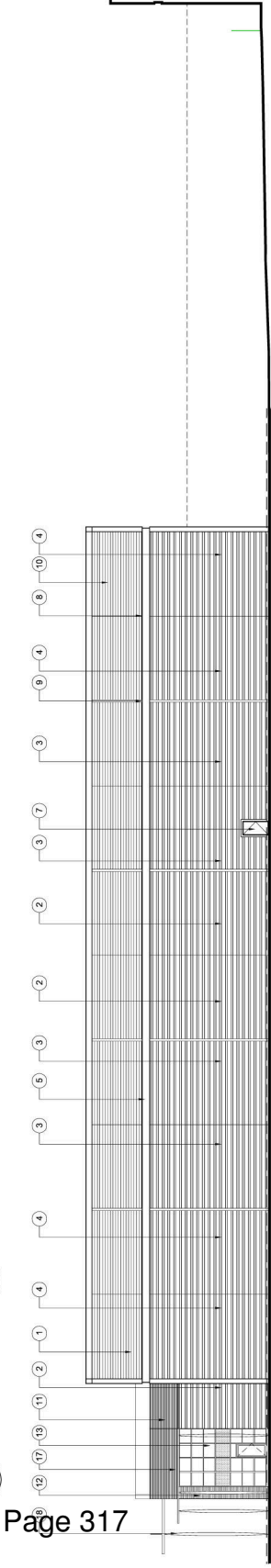
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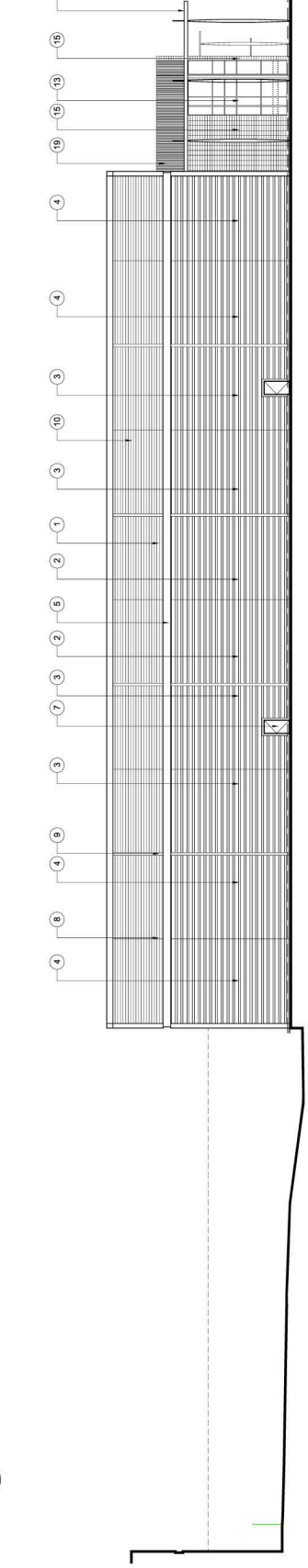
01 SOUTH ELEVATION
1:200



02 NORTH ELEVATION
1:200



03 EAST ELEVATION
1:200



04 WEST ELEVATION
1:200

SCHEDULE OF EXTERNAL FACING MATERIALS

UNIT	DESCRIPTION
1	Upper Prefabricated Cladding Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)
2	Lower Prefabricated Cladding Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)
3	Upper Prefabricated Wall Cladding Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)
4	Lower Prefabricated Wall Cladding Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)
5	High Level Horizontal Band Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)
6	High Level Horizontal Band Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)
7	Personnel Doors Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)
8	Joints Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)
9	Joints Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)
10	Roof Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)
20	Upper Prefabricated Cladding & Wall Cladding Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)
21	Access Doors Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)
22	Louvered Access Doors Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)
23	Louvered Screening Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)

OFFICES

11	Printed Wall Cladding/Screening Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)
12	Blind (below canopy)
13	Canopy Walling
14	Cladding with stainless steel mesh Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)
15	Horizontal Cladding Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)
16	Blind Sill
17	Overhanging canopy
18	Tapered columns
19	Wall Cladding Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey) Finish: British Steel Corrosion Protected Pre-painted Galvalume (grey)

KEY



Louvre to match existing cladding colour where located on the elevations

NOTES

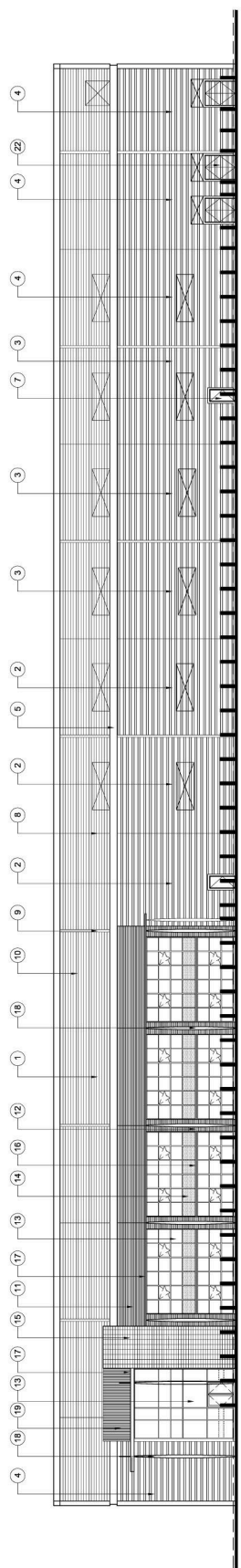
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 DRAWING NO. 1133
 DATE: 07/07/11
 PROJECT: DC2 (UNIT F)
 CLIENT: PROLOGIS DEVELOPMENTS LTD.

REV	DATE	COMMENTS	BY	CHKD
A	12/10/11	Louvre doors on East Elevations amended	PW	-
-	07/07/11	PROJ ISSUE	PW	-
		COMBAT		UNCL

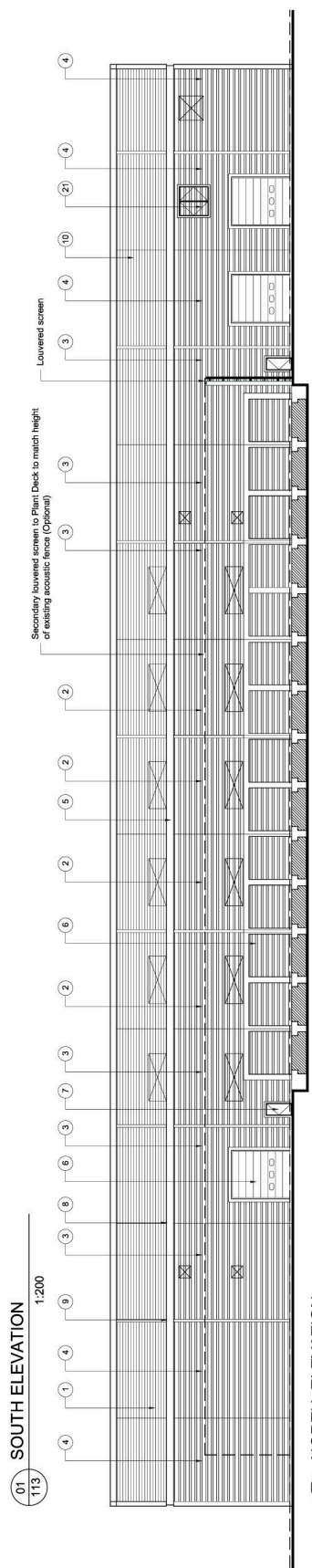
MICHAEL SPARKS ASSOCIATES
 CHARTERED ARCHITECTS
 11 BARRACK PLACE
 LONDON SW6 4DU
 TELEPHONE: 020 7736 8182
 FAX: 020 7736 8183
 EMAIL: info@msa.co.uk

PROLOGIS

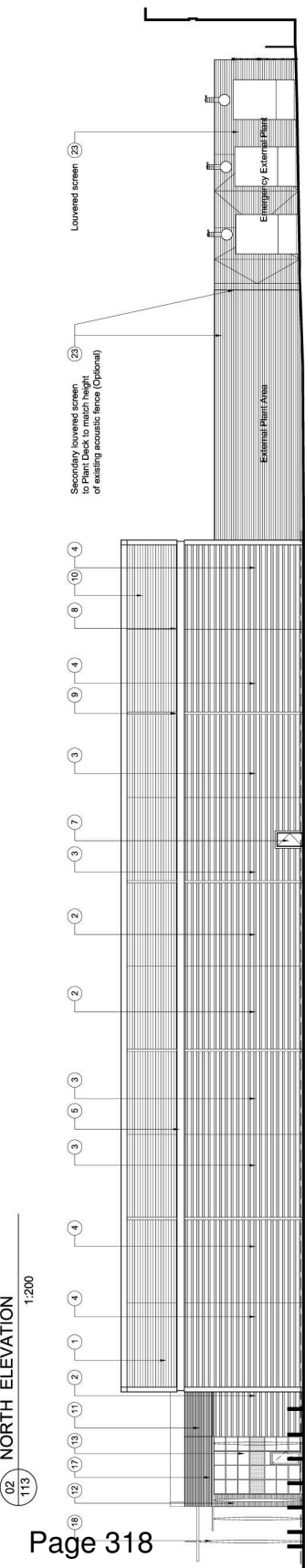
TITLE	PROLOGIS PARK, HAYES
DRAWING	DC2 (UNIT F)
CLIENT	PROLOGIS DEVELOPMENTS LTD.
DATE	JULY 2011
SCALE	1:200 @ A1
DRAWN	PW
CHECKED	PW
STATUS	PLANNING
DRAWING NUMBER	30400-PL-113A



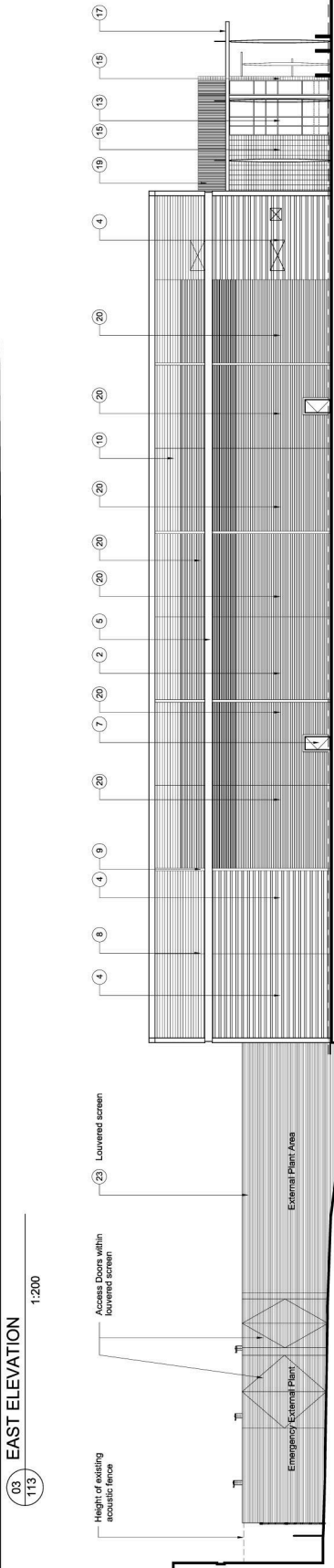
01 SOUTH ELEVATION 1:200



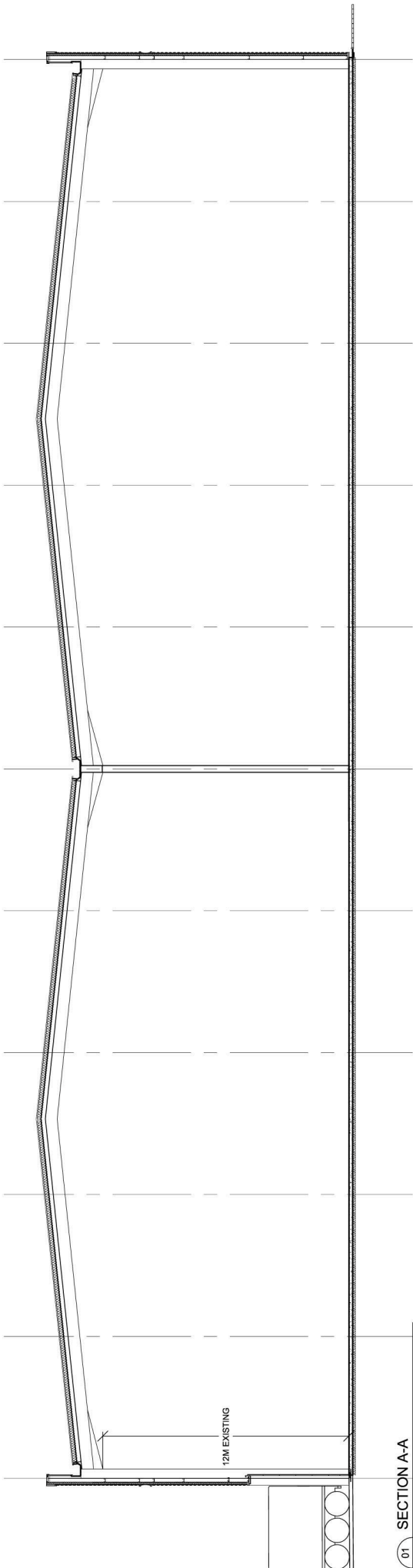
02 NORTH ELEVATION 1:200



03 EAST ELEVATION 1:200



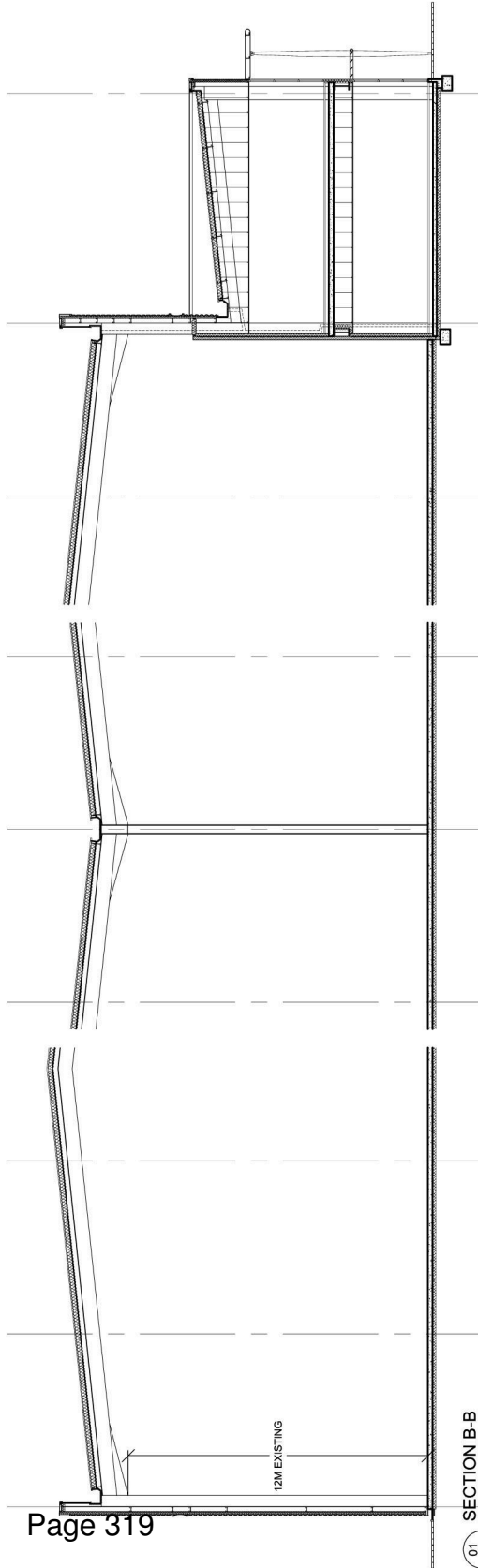
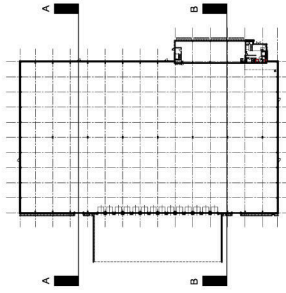
04 WEST ELEVATION 1:200



SECTION A-A

1:100

01
104



SECTION B-B

1:100

01
104

NOTES:

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- BASED ON INFORMATION PROVIDED BY THE CLIENT
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- NOTES ARE BASED ON LAND REGISTRY TITLE NUMBER M011115
- ACCEPTED HIGHWAY BOUNDARY BASED ON INFORMATION RECEIVED FROM LONDON BOROUGH OF HILLINGDON

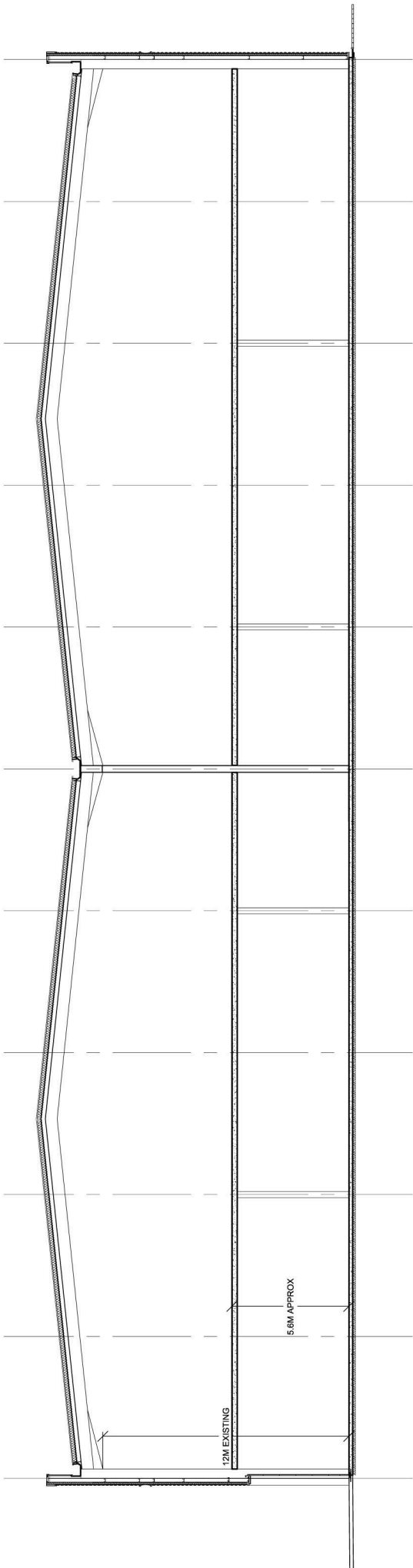
REV	DATE	BY	ISSUE	PK	LD
-	07/07/11		CONTRACT		

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TITLE
PROLOGIS PARK, HAYES
DRAWING
DC2 (UNIT F)
EXISTING SECTIONS
CLIENT
PROLOGIS DEVELOPMENTS LTD.

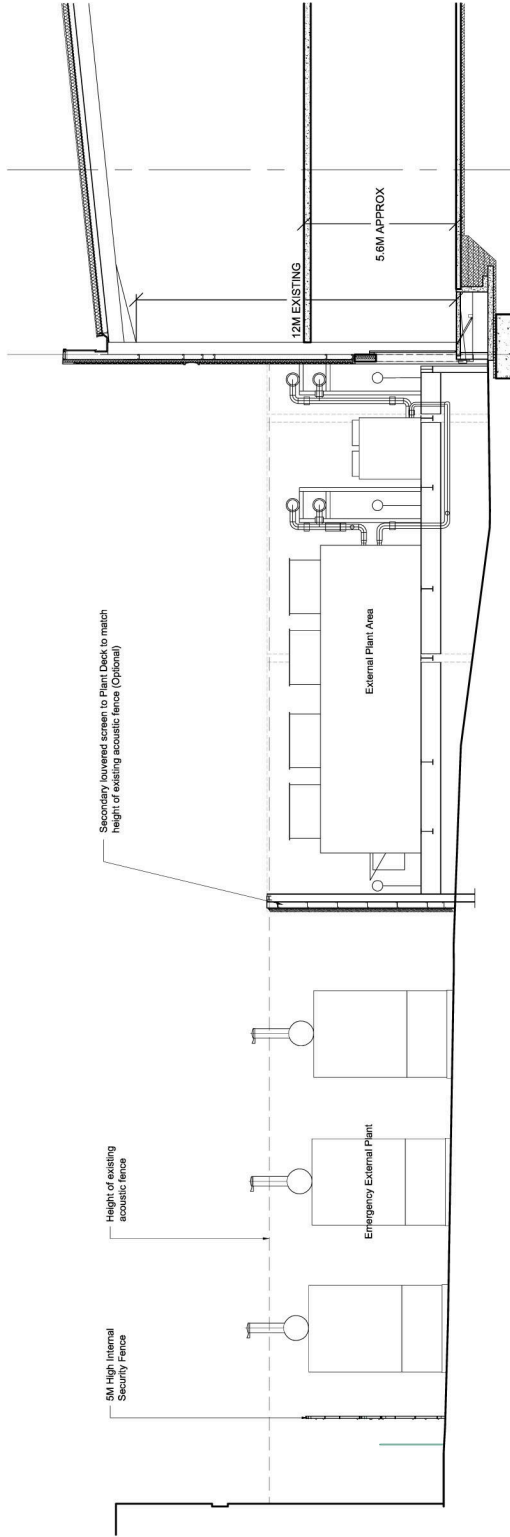
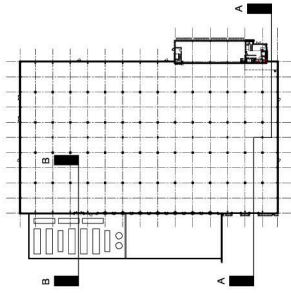
DATE	SCALE	DRAWN	CHECKED
JULY 2011	1:100 @ A1	PW	PW
STATUS	PLANNING		
DRAWING NUMBER	30400-PL-104		



SECTION A-A

01
114

1:100



SECTION B-B

01
114

1:100

NOTES:
 SUBJECT TO STATUTORY COMMENTS
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 AND GROUNDWATER MONITORING POINTS
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 M011715
 ADOPTED HIGHWAY BOUNDARY BASED ON INFORMATION
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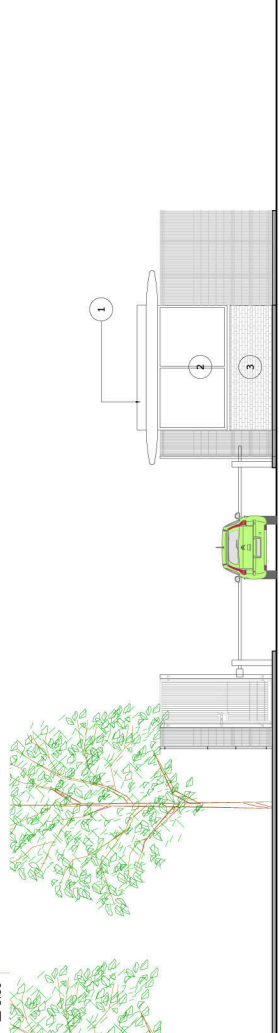
REV	DATE	BY	CHKD	DESCRIPTION
A	12/02/11			Section B-B updated Note added
-	07/07/11			PROJ ISSUE
				COMBOUT
				DESIGN CHECK

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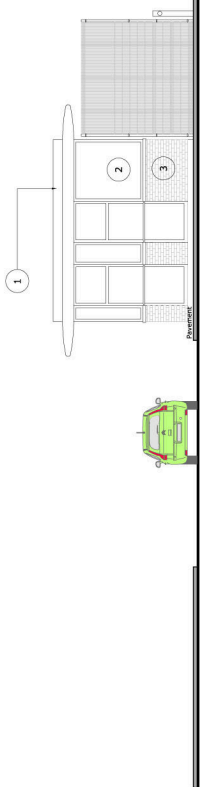
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DRAWING		DC2 (UNIT F)
PROJECT		PROPOSED SECTIONS
CLIENT		PROLOGIS DEVELOPMENTS LTD.
DATE	SCALE	DRAWN
JULY 2011	1:100 @ A1	PW
	STATUS	CHECKED
	PLANNING	PW
DRAWING NUMBER		30400-PL-114A



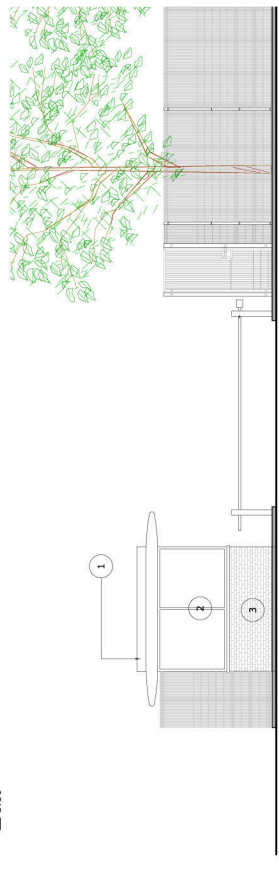
1 SECTION A-A
1:50



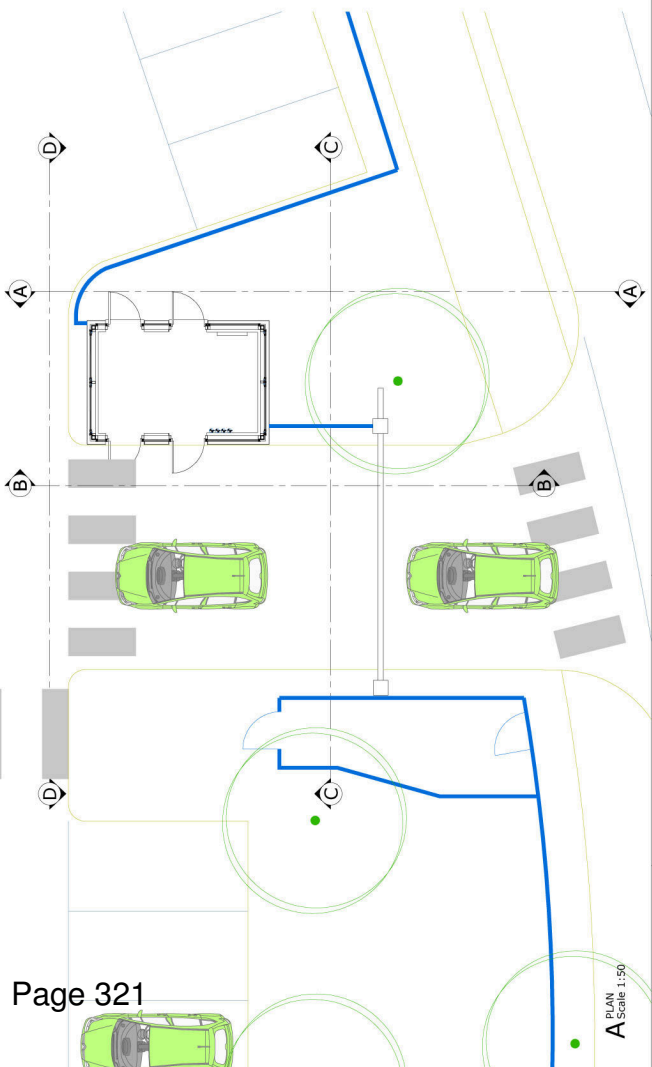
3 SECTION C-C
1:50



2 SECTION B-B
1:50



4 SECTION D-D
1:50



Page 321

A
Scale 1:50

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Do not scale this drawing. All dimensions to be checked on site.

LEGEND

1. Curved metal profile to match existing.
2. Glass to match existing.
3. Brick to match existing.

FOR PLANNING

- NOTES
1. This drawing is to be read in conjunction with the relevant project specific scope of works.
 2. This drawing is to be read in conjunction with Infinity Design Handbook.

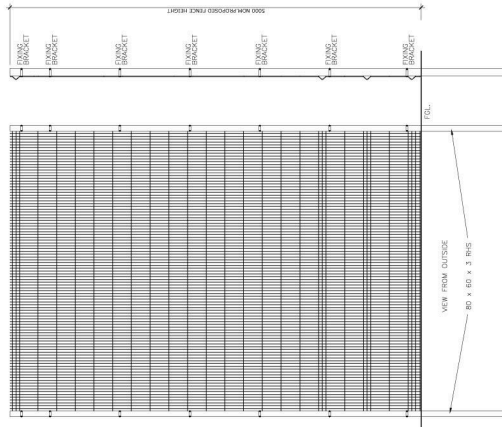
Area outside scope of works

Rev.	Date	Revisions	By CHD	Project title	Project no
				Fox West	2704
					Driving no A059006
Drawing title				Rev	
Proposed Entrance & Security Hut Plans & Elevations					
Sheet	Scale	Date	Drawn	CHK'd	
A0	1:50	12.10.11	PEA	JKM	

tiso ARCHITECTURE + DESIGN
 1200 Old Coast Road, Suite 101, Port Phillip
 3207 VIC Australia
 Tel: 03 9594 2222
 Fax: 03 9594 2223
 Email: info@tiso.com.au

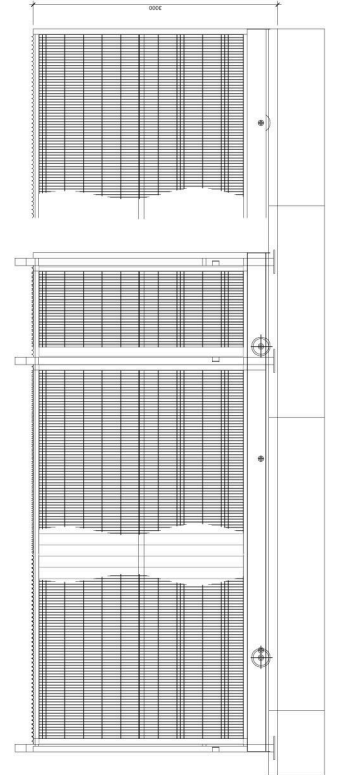
Information Copyright of Itso Ltd
 All discrepancies to be reported to Itso.
 Do not scale this drawing. All dimensions to be checked on site.

Rev	Date	Revisions	By	Chd
Drawing Status				
Project Title FOX WEST				
Drawing Title PERIMETER FENCES AND GATES				
Sheet	Scale	Date	Drawn	Chd
A1	1:20	12.10.11	PEA	JKM
Project no 2704				
Drawing no AD5552				
Rev				

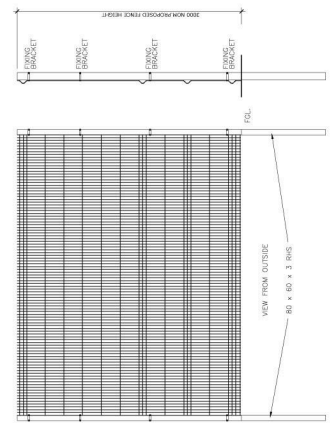


1 PROPOSED 5m HIGH FENCE TO SERVICE YARD
 Scale 1:20

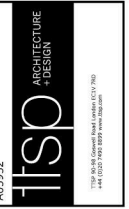
NOTE THE LOOPED WIRE TOPPING IS TO RUN IN THE SAME PLANE AS THE FENCE (I.E. PARALLEL) AND IS NOT TO OVERHANG THE PUBLIC HIGHWAY

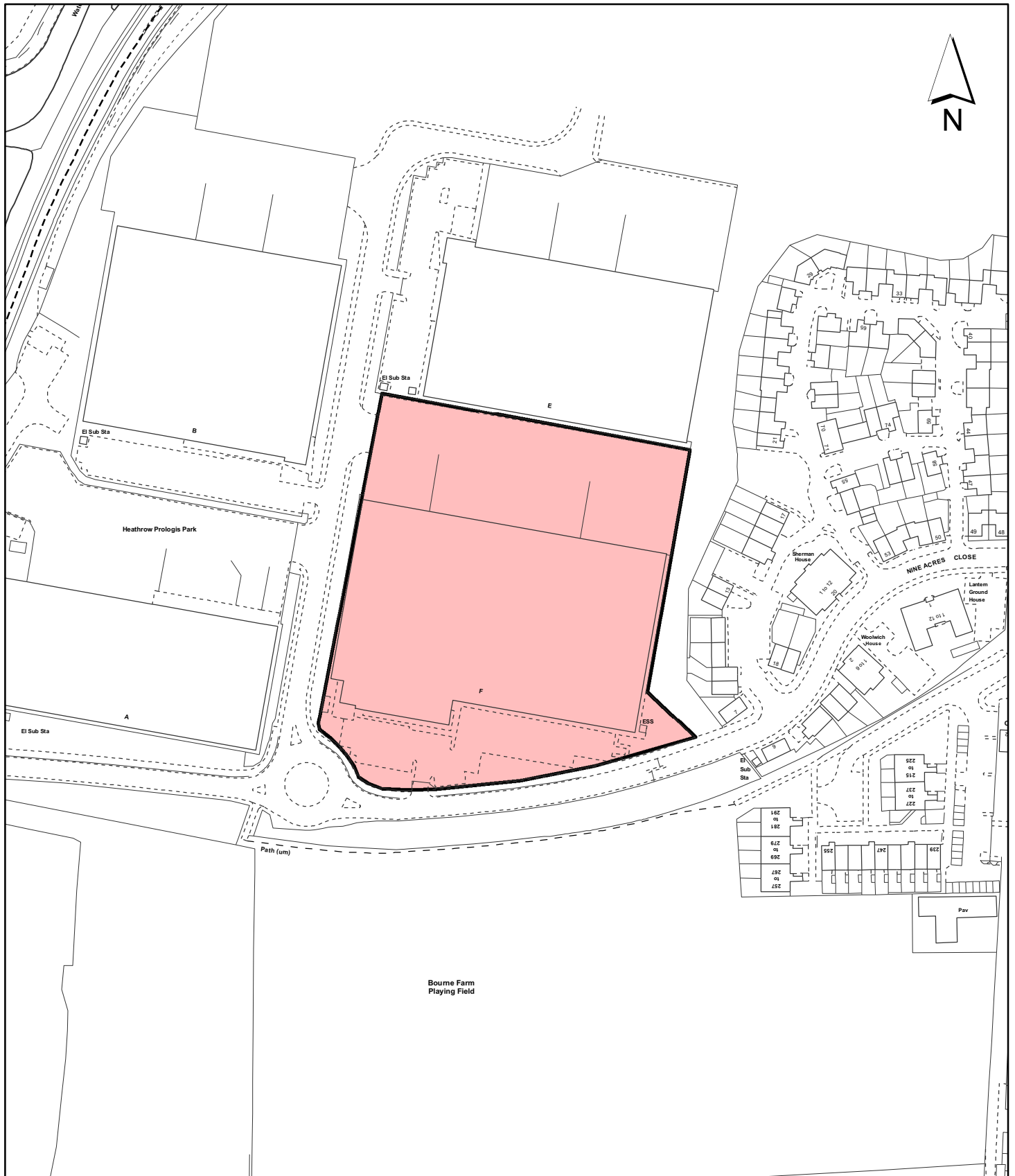


2 PROPOSED SLIDING GATES
 Scale 1:20



3 PROPOSED 3m HIGH PERIMETER FENCE
 Scale 1:20





Notes

 Site boundary

For identification purposes only.

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Site Address

**Unit F, Prologis Distribution Park
Stockley Road
West Drayton**

Planning Application Ref:

68137/APP/2011/2564

Scale

1:2,000

Planning Committee

Central and South

Date

**December
2011**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services

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



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address 16 NORTH COMMON ROAD UXBRIDGE

Development: Two storey building to form 3 x 3 bed terrace dwellings with new accessway, car parking and amenity space, involving the demolition of existing outbuilding/garage at 17 North Common Road.

LBH Ref Nos: 4942/APP/2011/2045

Date Plans Received:	19/08/2011	Date(s) of Amendment(s):	22/08/0011
Date Application Valid:	04/10/2011		24/08/0011
			01/09/0011
			04/10/2011



- NOTES:-
- LIFETIME HOME STANDARDS 1, 2 & 3
 - PARKING BAY 2400MM WIDE BUT CAPABLE OF ENLARGEMENT TO 3300MM - A STRIP ADJACENT TO BAY
 - CAR PARKING AS CLOSE AS POSSIBLE TO HOME ALLOCATED TO A SPECIFIC DWELLING
 - APPROACH TO HOME (S) LEVEL OR GENTLY SLOPING, NO GREATER THAN 1:20
 - DROPPED KERBS PROVIDED WHERE NECESSARY, ACCESS ROUTES ARE WELL LIT, WITH AN EVEN ILLUMINANCE (MIN 10 LUX) ACROSS THE PATH SERVICE



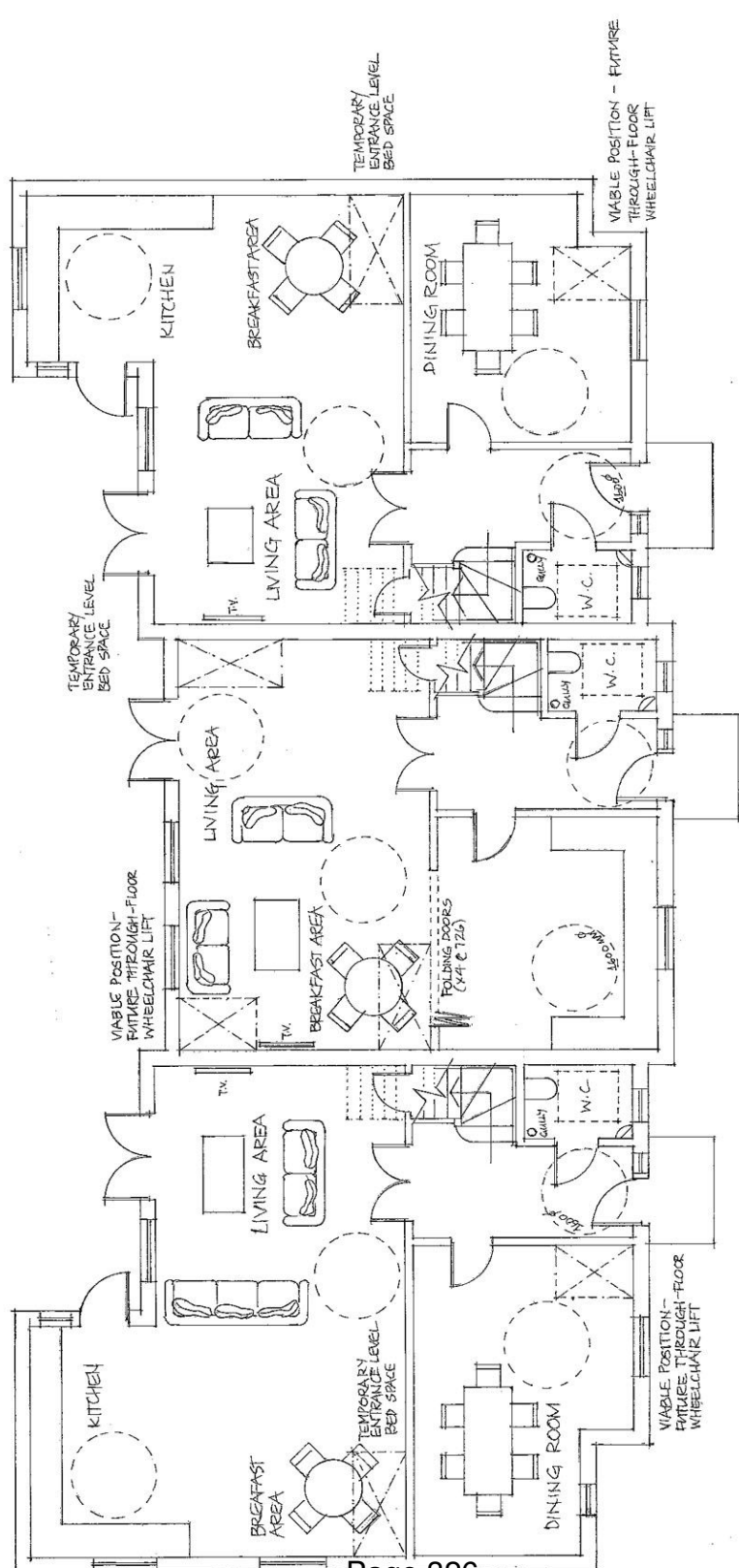
PROJECT: 16 NORTH COMMON ROAD LAYBRIDGE		DRAWING TITLE: PROPOSED SITE PLAN AND INDICATIVE PLANTING SCHEME		ACB ASSOC OAKHOUSE, WELLINGTON ROAD, SANDHURST, BERKSHIRE GUY7 3NY	
SCALE: 1:250	DATE: JULY 2011	DRAWING NO: 14/NCR/01/AB	REV:		

NOTES:-

- LIFETIME HOME STANDARD 16
- SWITCHES, SOCKETS, VENTILATION & SERVICE CONTROLS - SITED BETWEEN 460MM AND 1200MM FROM FINISHED FLOOR LEVEL
- LIFETIME HOME STANDARD 6
- DOORWAYS CLEAR WIDTH 800MM (MIN)
- EXTERNAL AND INTERNAL DOORS REQUIRE AN OPENING FORCE NO MORE THAN 30 NEWTONS FROM CP (THE DOOR IN THE CLOSED POSITION) TO 30° OPEN, AND NOT MORE THAN 22.5 NEWTONS FROM 30° TO 60° OPEN.
- DOORS HAVE A 300MM NIB TO THE SIDE OF THE LEADING EDGE (LATCH SIDE OF A DOOR).
- LIFETIME HOME STANDARD 7
- A 1500MM DIAMETER WHEELCHAIR TURNING CIRCLE (OR 1400MM BY 1700 ELLIPSE) IS PROVIDED IN LIVING AND DINING ROOMS.
- A MINIMUM OF 1200MM WIDTH FROM KITCHEN UNITS TO A WALL OR FIXTURE OPPOSITE.
- LIFETIME HOME STANDARD 8
- A LIVING ROOM IS PROVIDED AT ENTRANCE LEVEL.
- LIFETIME HOME STANDARD 9
- CONVENIENT SPACE ON THE GROUND FLOOR THAT COULD BE USED AS TEMPORARY BED SPACE.
- LIFETIME HOME STANDARDS 10 & 11
- ENTRANCE LEVEL W.C. WITH FLOOR GULLY DRAINAGE FOR FUTURE SHOWER INSTALLATION 700MM TO ONE SIDE AND 100MM CLEAR SPACE IN FRONT OF TOILET PAN.
- WALLS OF W.C.'S ARE SUFFICIENTLY REINFORCED, WITHIN 300MM AND 1500MM FROM THE FLOOR FOR SECURE FITMENT ADAPTIONS (e.g. GRAB HANDLES).
- LIFETIME HOME STANDARD 12
- STAIRS - A MINIMUM 900MM WIDTH TO ACCOMMODATE A FUTURE STAIRLIFT WITH A 900MM X 400MM AREA AT TOP AND BOTTOM OF A STAIRCASE.
- A VIABLE POSITION FOR A FUTURE THROUGH-FLOOR WHEELCHAIR LIFT.

ACB ASSOC.

OAK HOUSE, WELLINGTON ROAD SANDHURST, BERKSHIRE GU17 9AK



TOTAL FLOOR AREAS:-
 PLOT 1 - 163.8m² / 1783 ft²
 PLOT 2 - 144.4m² / 1554 ft²
 PLOT 3 - 155.8m² / 1669.6 ft²

PLOT 1
 81.7m² / 879 ft²

PLOT 2
 72.2m² / 777 ft²

PLOT 3
 98.7m² / 1068.2 ft²

PROPOSED GROUND FLOOR.

PROJECT: LAND TO THE REAR OF 103/15/16/17 NORTH COMMON ROAD URBRIDGE, MIDDX UB8 1PD	DRAWING TITLE: PROPOSED GROUND FLOOR.
SCALE: 1:100	DRAWING NO: 16/NCR/04/AB
DATE: JULY 2011	REV:

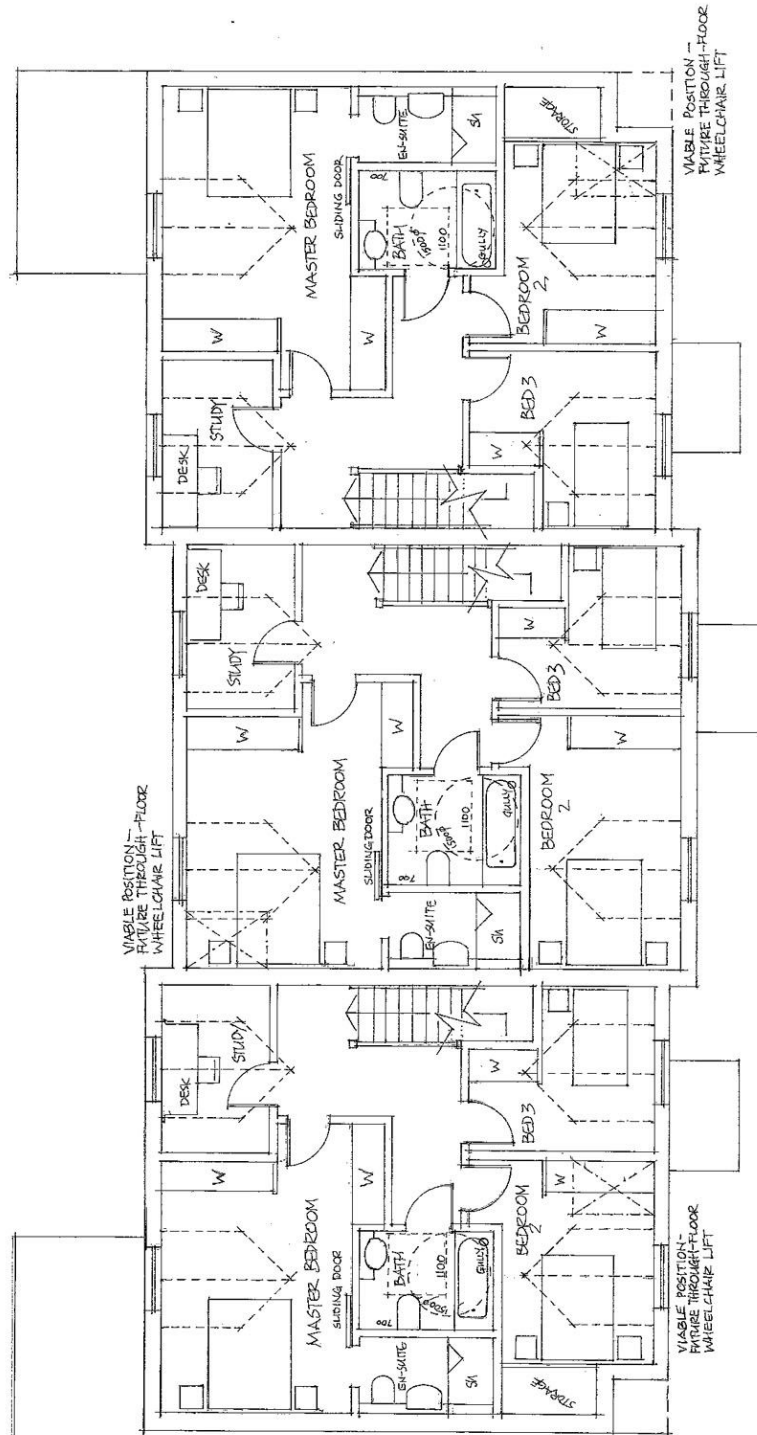


PAGE SIZE A3

WINDOWS 18mm

NOTES: -

- LIFETIME HOME STANDARD 12.
- A VARIABLE POSITION FOR A FUTURE THROUGH-FLOOR WHEELCHAIR LIFT (AS SHOWN ON GRID PLAN AND THIS PLAN) CEILING JOISTS - TRIMMED TO PROVIDE A 1500MM X 1000MM OPENING, POSITIONED TO ENABLE FIRM MOUNTINGS OF A LIFT-CAR AND VERTICAL TRAVEL RAILS TO A SOLID WALL).
- LIFETIME HOME STANDARDS 11, 13 & 14.
- ENSURE THAT WALLS IN BATHROOMS ARE SUFFICIENTLY REINFORCED, WITHIN 300MM AND 1500MM FROM THE FLOOR, TO ALLOW SECURE FITMENT OF ADAPTIONS THAT ARE SUBJECTED TO SIGNIFICANT LOAD (e.g. GRAB HANDLES).
- THE LAYOUT PROVIDES A REASONABLE ROUTE FOR A CEILING-TRACK HOIST BETWEEN A MAIN BEDROOM AND BATHROOM, OR ACCESSIBILITY VIA A REMOVABLE FLOOR-TO-CEILING WALL PANEL.
- IN ALL BATHROOMS, PROVIDE A TOILET PAN WITH 700MM TO ONE SIDE AND 1000MM BETWEEN THE FRONT RIM, AND A BASIN, WALL OR DOOR OPPOSITE.
- PROVIDE A 1500MM TURNING CIRCLE. IF THE BATH IS REMOVED AND REPLACED WITH A LEVEL-ACCESS SHOWER THAT UTILISES THE PRE-INSTALLED FLOOR GULLY.



PLOT 1
73.48m² / 790.6ft²

PLOT 2
72.2m² / 777ft²

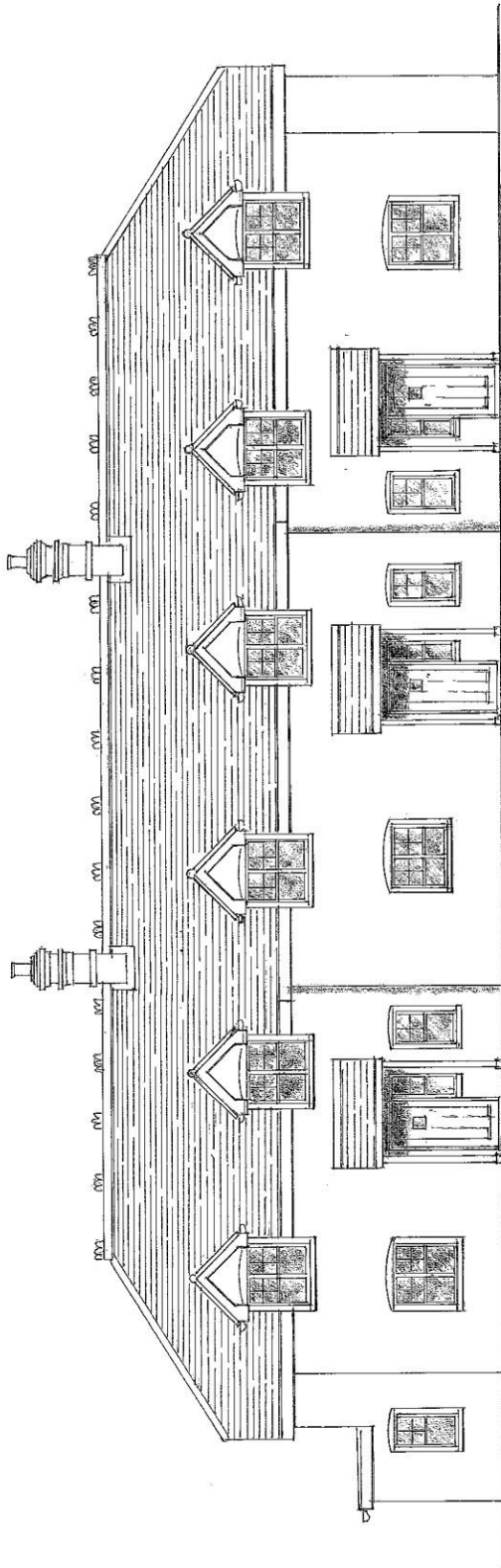
PLOT 3
72.1m² / 775ft²

PROPOSED FIRST FLOOR

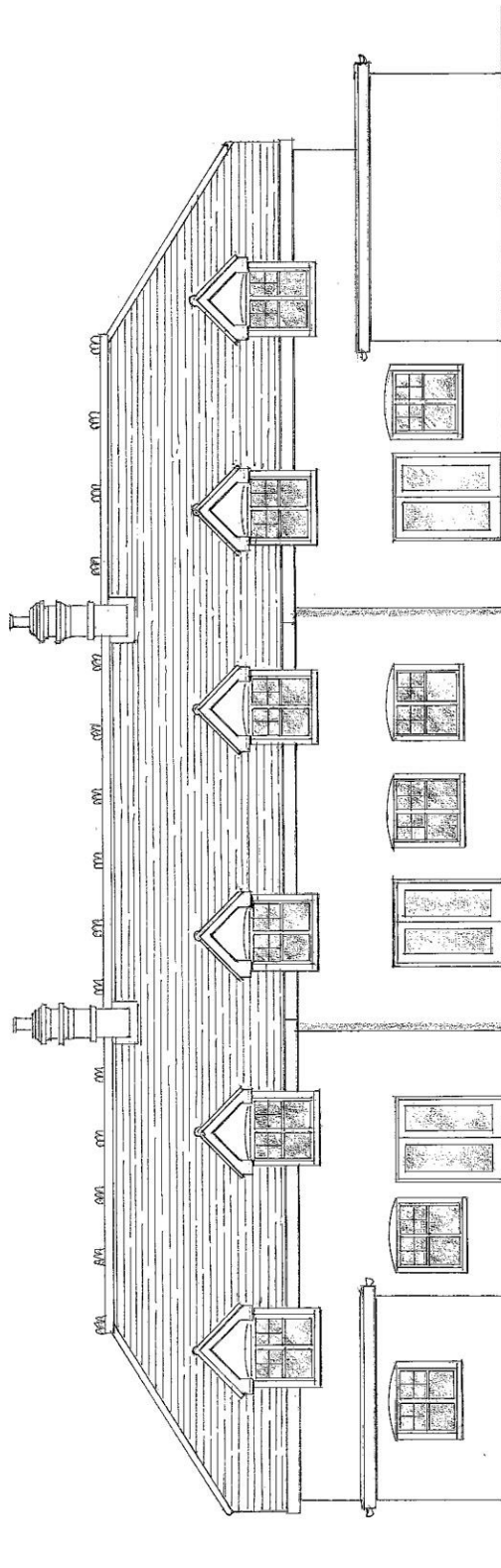


PROTECT: LAND TO THE REAR OF NO.25, 16 & 17 NORTH COMMON ROAD UNBRIDGE, MIDDX UB8 2PJ	DRAWING TITLE: PROPOSED FIRST FLOOR
SCALE: 1:400	DRAWING NO: 26/NCF/05/AB
DATE: JULY 2011	REV:

ACB ASSOC.
OAK HOUSE, WELLINGTON ROAD
SANDHURST, BERKSHIRE GU7 9AY



PROPOSED FRONT ELEVATION (WEST)



PROPOSED REAR ELEVATION (EAST)

NOTES:-

LIFETIME HOME STANDARD 4 ENTRANCES-

- CLEAR OPENING WIDTH OF 850MM MIN
- LEVEL ACCESS (45MM MAX UPSTAIR)
- WELL LIT WITH DIFFUSED LIGHTING
- RECESSED MATWELL
- COVERED STORM PORCH WITH SIDES
- LEVEL LANDING OF 1200MM X 1200MM
- DOOR ENTRY SYSTEM (WHERE PROVIDED) AT A HEIGHT OF 400 - 420MM FROM FINISHED GROUND SURFACE, AND 200MM FROM THE LATCH SIDE OF THE DOOR FRAME

LIFETIME HOME STANDARD 5

- WINDOW GLAZING TO START AT 800MM (MAX) FROM FINISHED FLOOR LEVEL
- KITCHEN WINDOWS - GLAZING / WORKTOPS TO START 900MM (MAX) FROM FINISHED FLOOR LEVEL
- WINDOW HANDLES LOUIS ARE EASY TO USE AND OPERABLE USING ONE HAND.

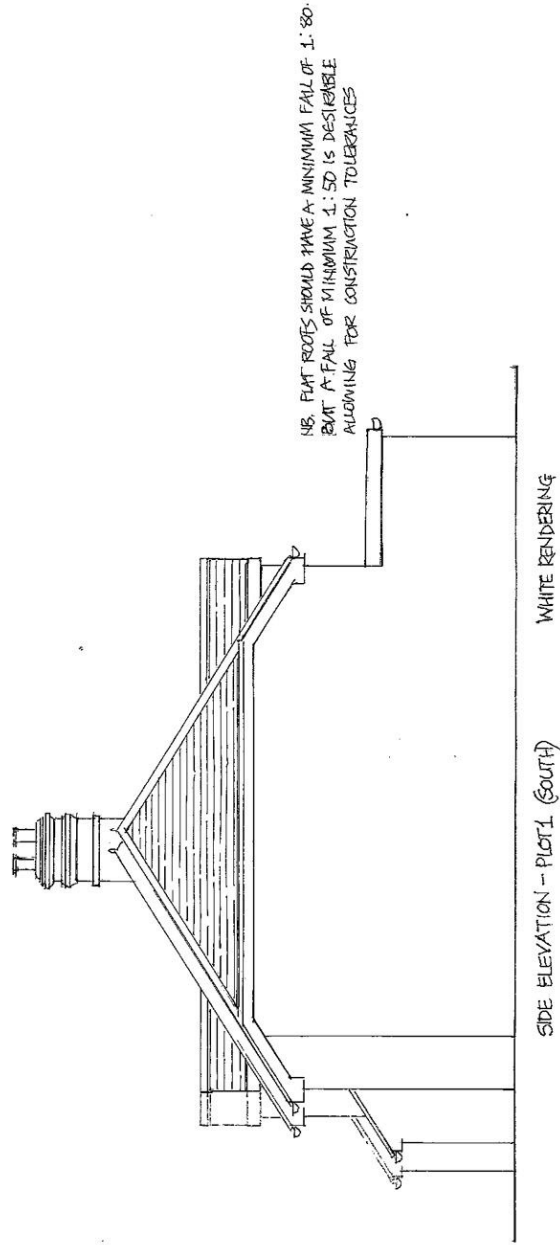
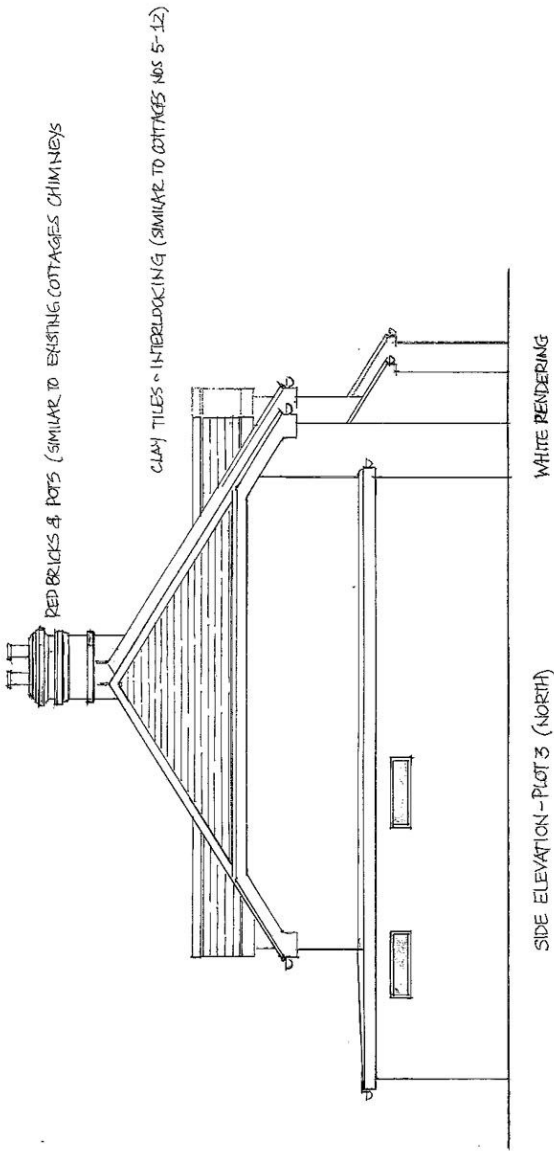
FLAT ROOFS: A DESIGN FALL OF MINIMUM 1:50 IS DESIRABLE, ALLOWING FOR CONSTRUCTION TOLERANCES.

PROJECT:
LAND TO THE REAR OF
105, 16 & 17 NORTH COMMON ROAD
UNBRIDGE, MIDDX. UB 8 3FD

SCALE: DATE: JULY 2011
DRAWING NO: 19/NCR/02/AB
REV:

DRAWING TITLE:
PROPOSED FRONT AND
REAR ELEVATIONS

ACB ASSOC
OAK HOUSE, WELLINGTON ROAD
SANDHURST, BERKSHIRE GU17 9AY

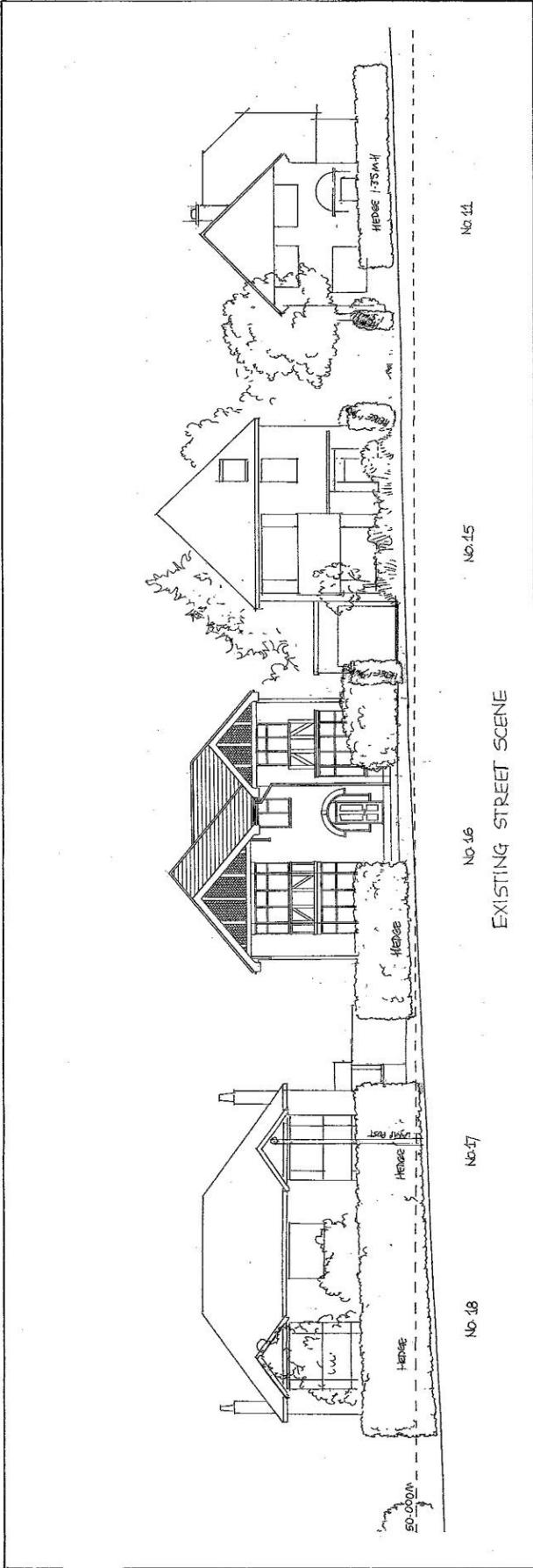


REVISION A.
02/09/11 REMOVED FOREST WINDOWS

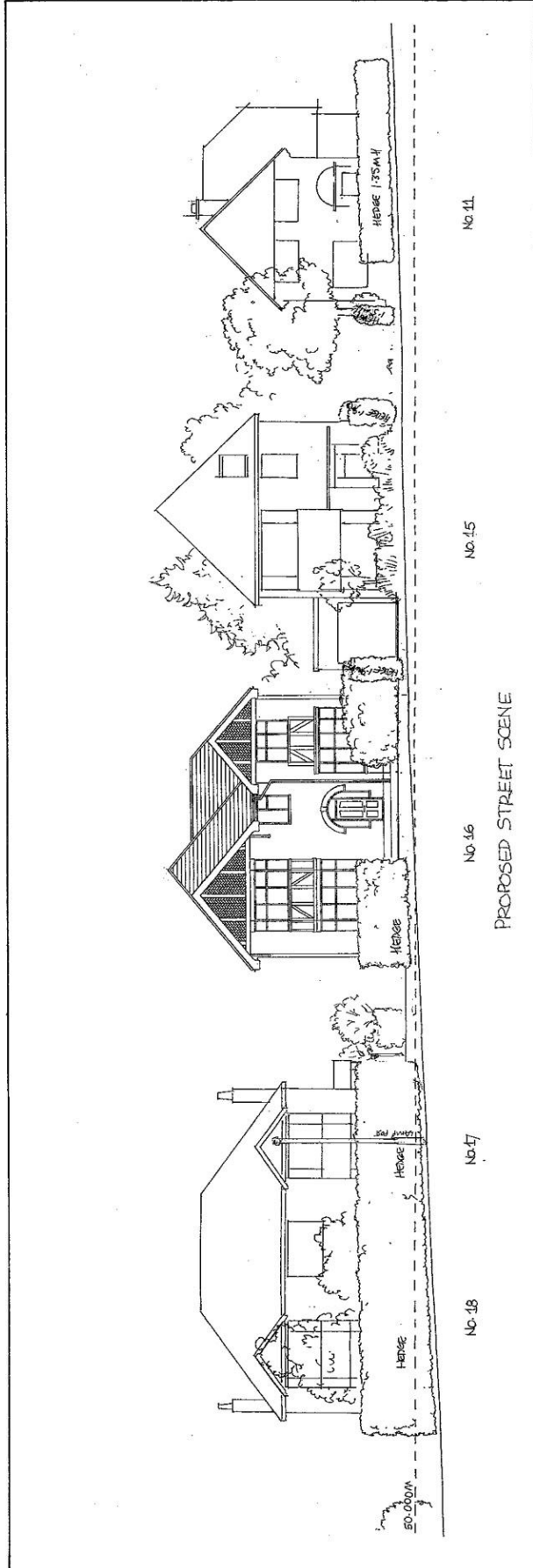
ACB ASSOC
OAK HOUSE, WELLINGTON ROAD
SANDHURST, BERKSHIRE GURT 9AY

PROJECT: LAND TO THE REAR OF NOS 15, 16 & 17 NORTH COMMON ROAD LYNBRIDGE, MIDDX UB8 4PD	DRAWING TITLE: PROPOSED SIDE ELEVATIONS
SCALE: 1:100	DRAWING NO: 16/NCR/03/AB
DATE: SEPT. 2011	REV: A





EXISTING STREET SCENE



PROPOSED STREET SCENE

ACB ASSOC
 OK HOUSE, WELLINGTON ROAD
 SANDHURST, BERKSHIRE GUK7 9AY

PROJECT: LAND TO THE REAR OF Nos 15, 16 & 17 NORTH COMMON ROAD LYNBRIDGE, MIDDX UB8 4PD	DRAWING TITLE: EXISTING AND PROPOSED STREET SCENES
SCALE: 1:200	DRAWING NO: 16/NCR/06/AB
DATE: JULY 2011	REV:



PROJECT:
16 & 17 NORTH COMMON ROAD
UNYBRIDGE

DRAWING TITLE:
TREE SURVEY
(TREES IN RELATION TO CONSTRUCTION)

SCALE:
1:250

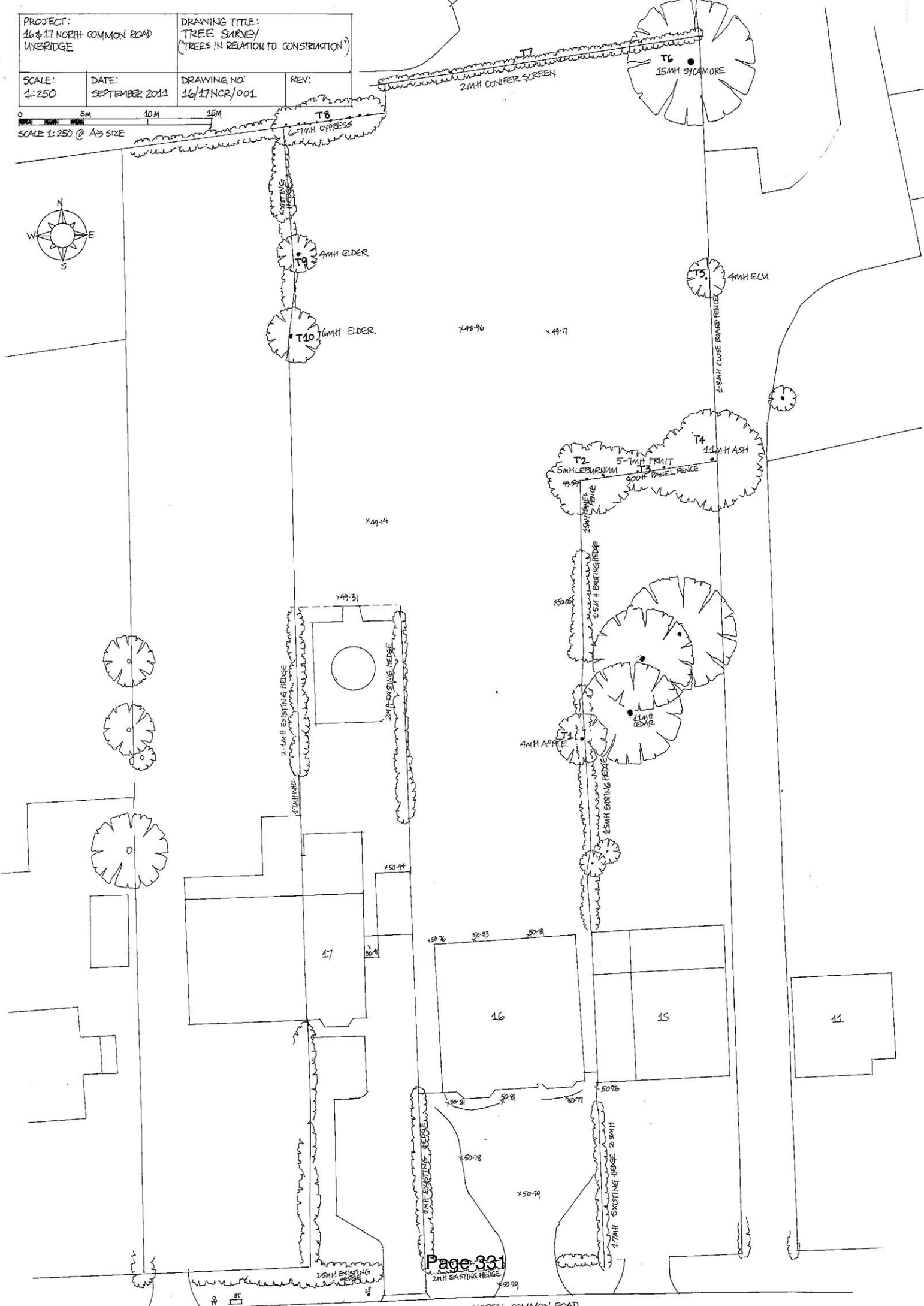
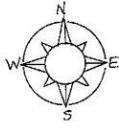
DATE:
SEPTEMBER 2011

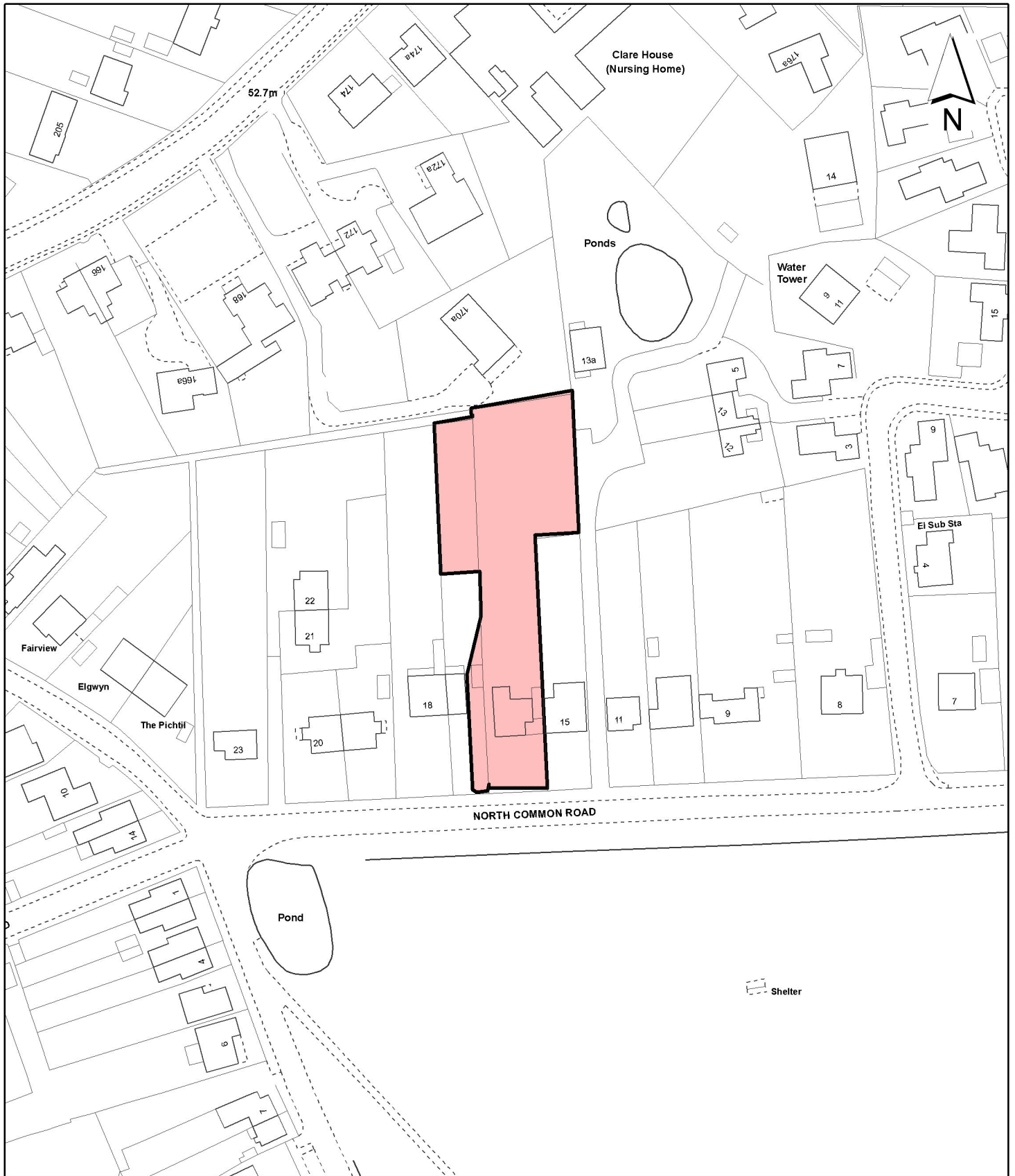
DRAWING NO:
16/17NCR/001

REV:




SCALE 1:250 @ A3 SIZE





Notes

 Site boundary

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Site Address

**16 North Common Road
Uxbridge**

Planning Application Ref:

4942/APP/2011/2045

Planning Committee

Central and South

Scale

1:1,250

Date

**February
2012**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services

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



HILLINGDON
LONDON

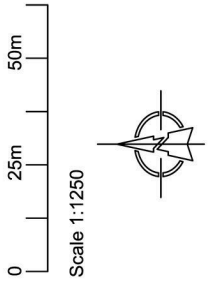
Report of the Head of Planning & Enforcement Services

Address UNIT 4A, SWALLOWFIELD WAY HAYES

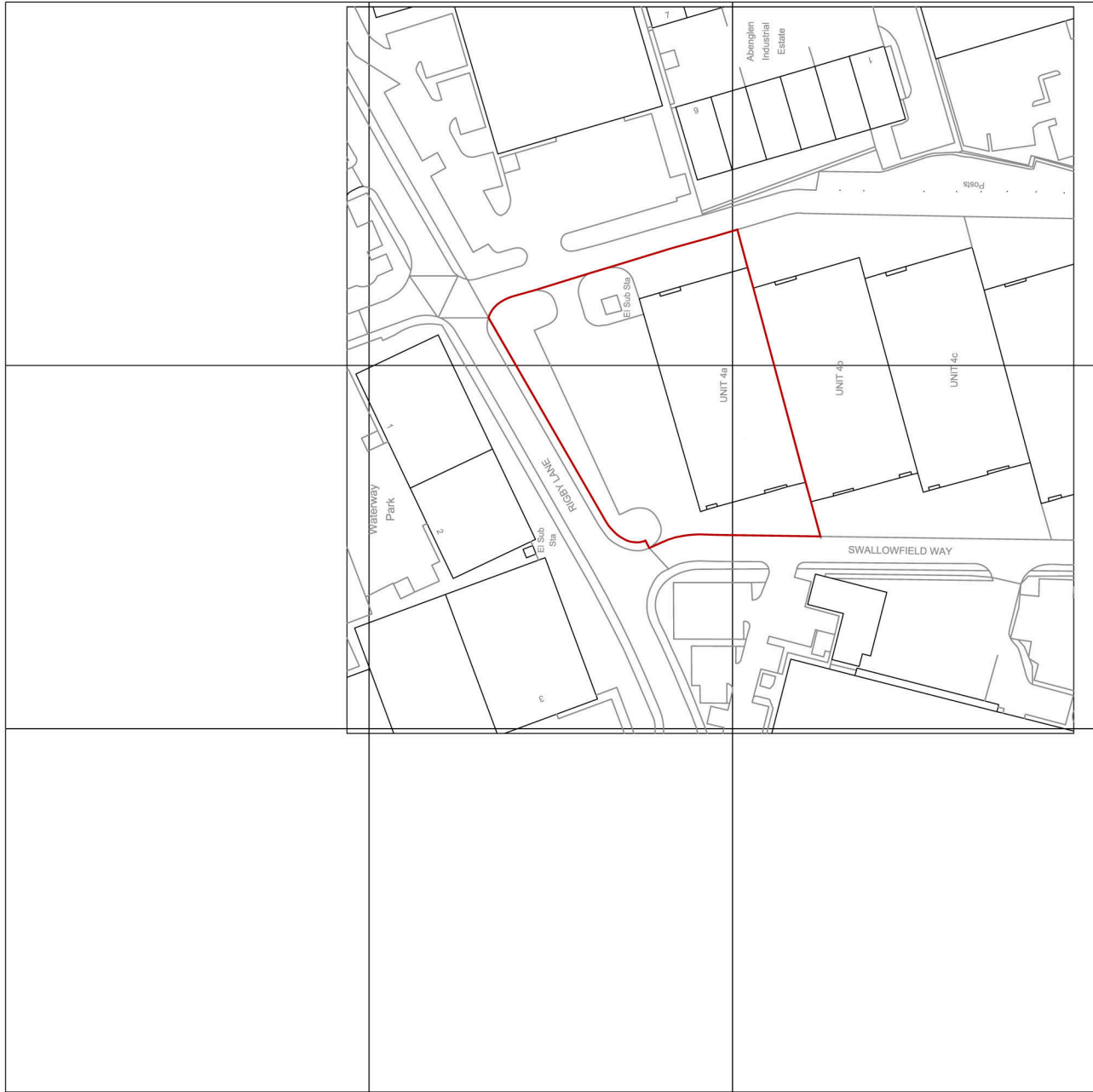
Development: Change of use from Use Class B1c/B8 (Light Industry/ Storage and Distribution) to Use Class B1c/B2/B8 (Light Industry/ General Industry/ Storage and Distribution) for use as an MOT Testing Centre to include new customer entrance, alterations to elevations, installation of perimeter fence with gates and car wash and jet to rear.

LBH Ref Nos: 35696/APP/2011/2260


Date Plans Received:	19/09/2011	Date(s) of Amendment(s):	20/09/2011
Date Application Valid:	05/10/2011		26/09/2011
			04/10/2011
			05/10/2011



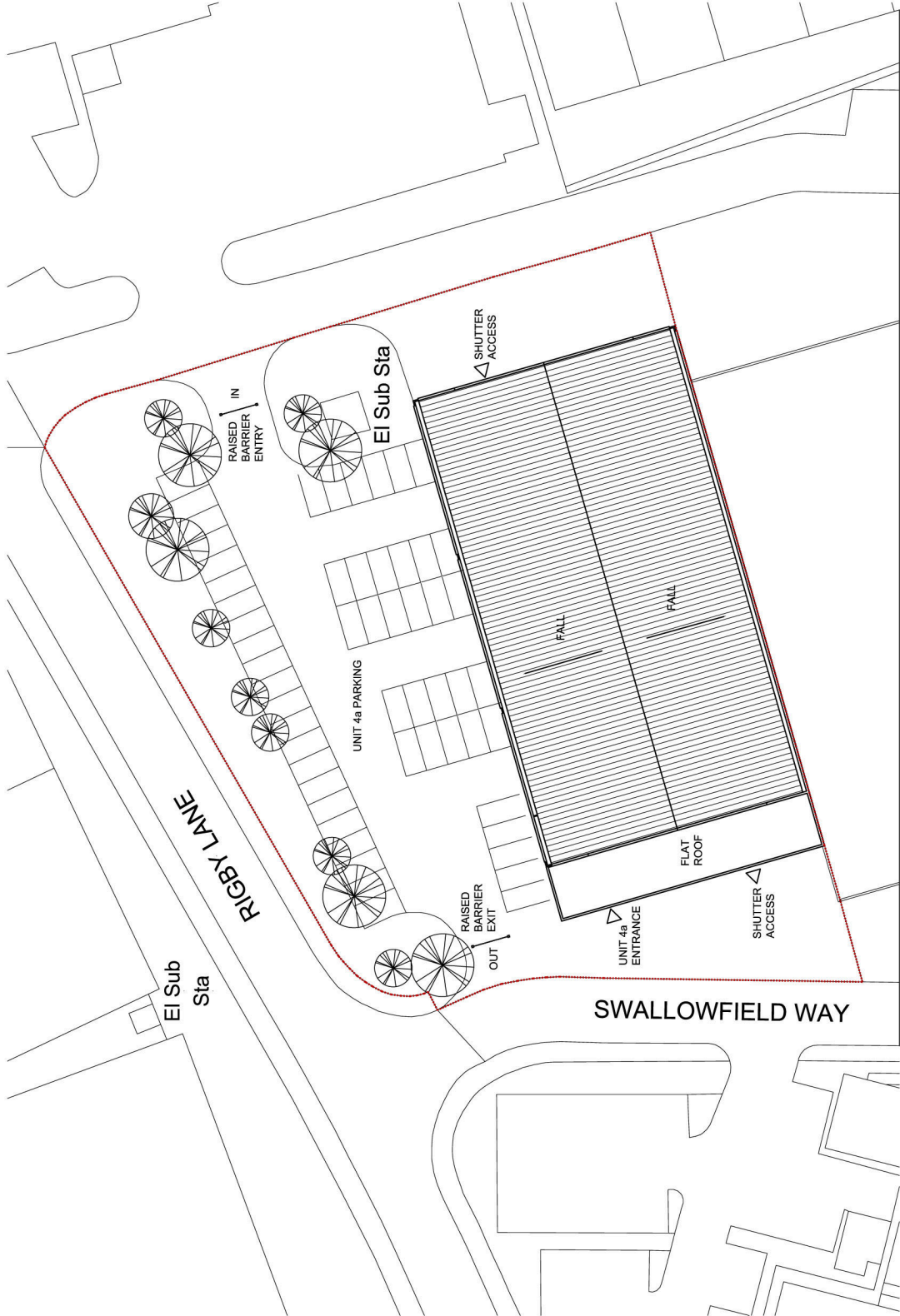
180000m 508400m 508500m 508600m 508700m 180000m




179900m 179800m 179700m 508700m 508600m 508500m

PLANNING SUBMISSION		 Vehicle Technical Solutions Ltd
REV	DATE	
CLIENT		
PROJECT UNIT 4a, SWALLOWFIELD WAY, HAYES, UB3 1DQ		
DRAWING TITLE SITE LOCATION		
PURPOSE OF ISSUE		
PLANNING SUBMISSION		
SCALE	DATE	DRAWN
1:1250	06/08/11	HS
CHECKED	PB	
DRAWING No.	VTS_AL_000	
REV		

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Scale 1:500

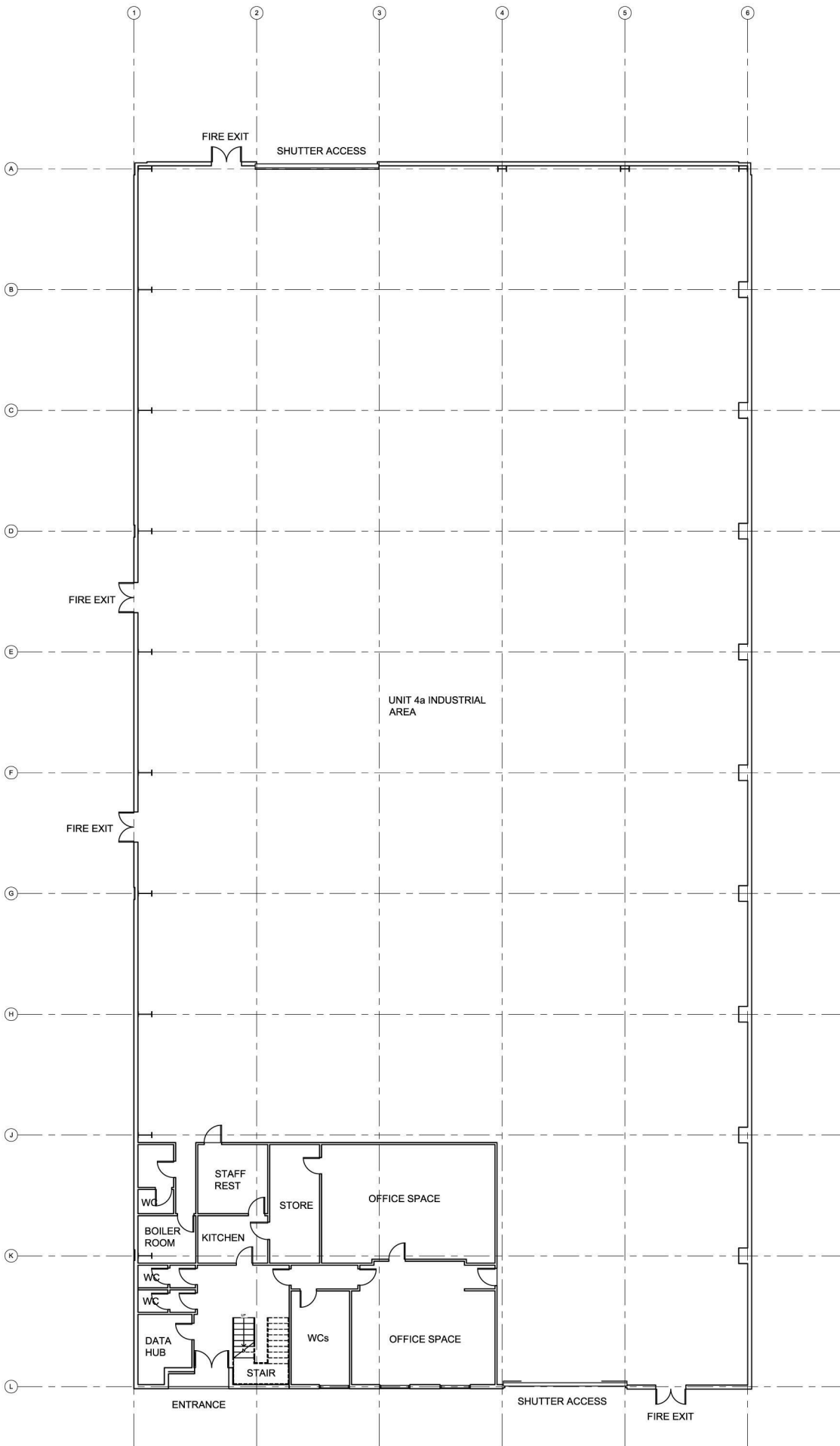


PLANNING SUBMISSION	
REV	DATE
BY	CHK
CLIENT	
 Vehicle Technical Solutions Ltd	
PROJECT	
UNIT 4a, SWALLOWFIELD WAY, HAYES, UB3 1DQ	
DRAWING TITLE	
EXISTING SITE PLAN	
PURPOSE OF ISSUE	
PLANNING SUBMISSION	
SCALE	DATE
1:500	06/08/11
DRAWN	CHECKED
HS	PB
DRAWING No.	
VTS_AL_100	
REV	

0 5m 25m
Scale 1:500



PLANNING SUBMISSION		REV	DATE	BY	CHK
CLIENT		VTS			
PROJECT		Vehicle Technical Solutions Ltd			
DRAWING TITLE		PROPOSED SITE PLAN			
PURPOSE OF ISSUE		PLANNING SUBMISSION			
SCALE		1:500	DATE	06/08/11	CHECKED
DRAWING No.		VTS_AL_200		HS	PB
DRAWING No.		VTS_AL_200		REV	.



PLANNING SUBMISSION

REV	DATE	BY	CHK
-----	------	----	-----

CLIENT

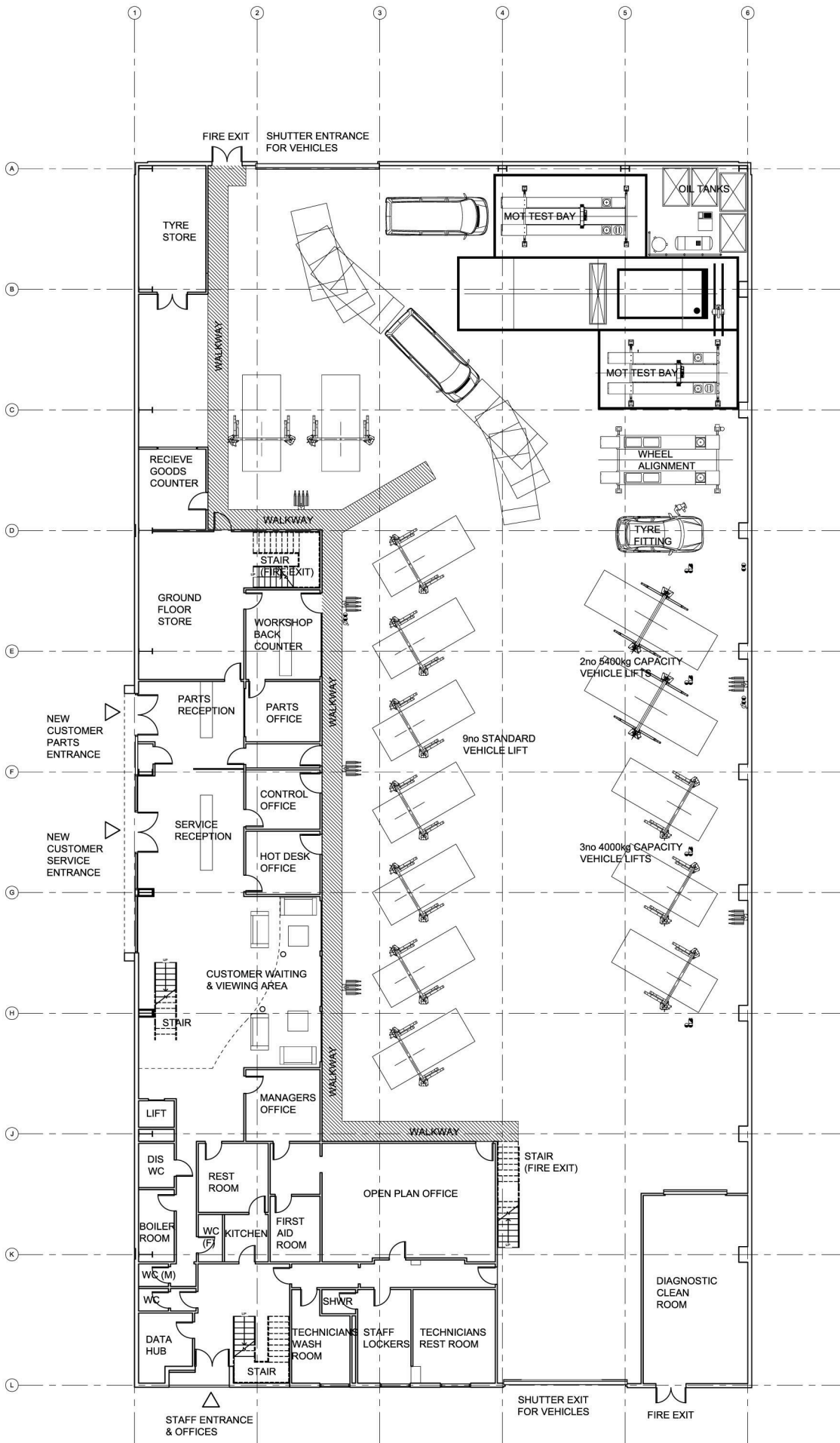
PROJECT
 UNIT 4a,
 SWALLOWFIELD WAY,
 HAYES, UB3 1DQ

DRAWING TITLE
 EXISTING GROUND FLOOR
 LAYOUT

PURPOSE OF ISSUE
PLANNING SUBMISSION

SCALE	DATE	DRAWN	CHECKED
1:200	05/08/11	HS	PB

DRAWING No.	REV
VTS_AL_101	.



1 PROPOSED GROUND FLOOR LAYOUT Scale: 1:200

PLANNING SUBMISSION

REV	DATE	BY	CHK
-----	------	----	-----

CLIENT

PROJECT
UNIT 4a,
 SWALLOWFIELD WAY,
 HAYES, UB3 1DQ

DRAWING TITLE
PROPOSED GROUND FLOOR LAYOUT

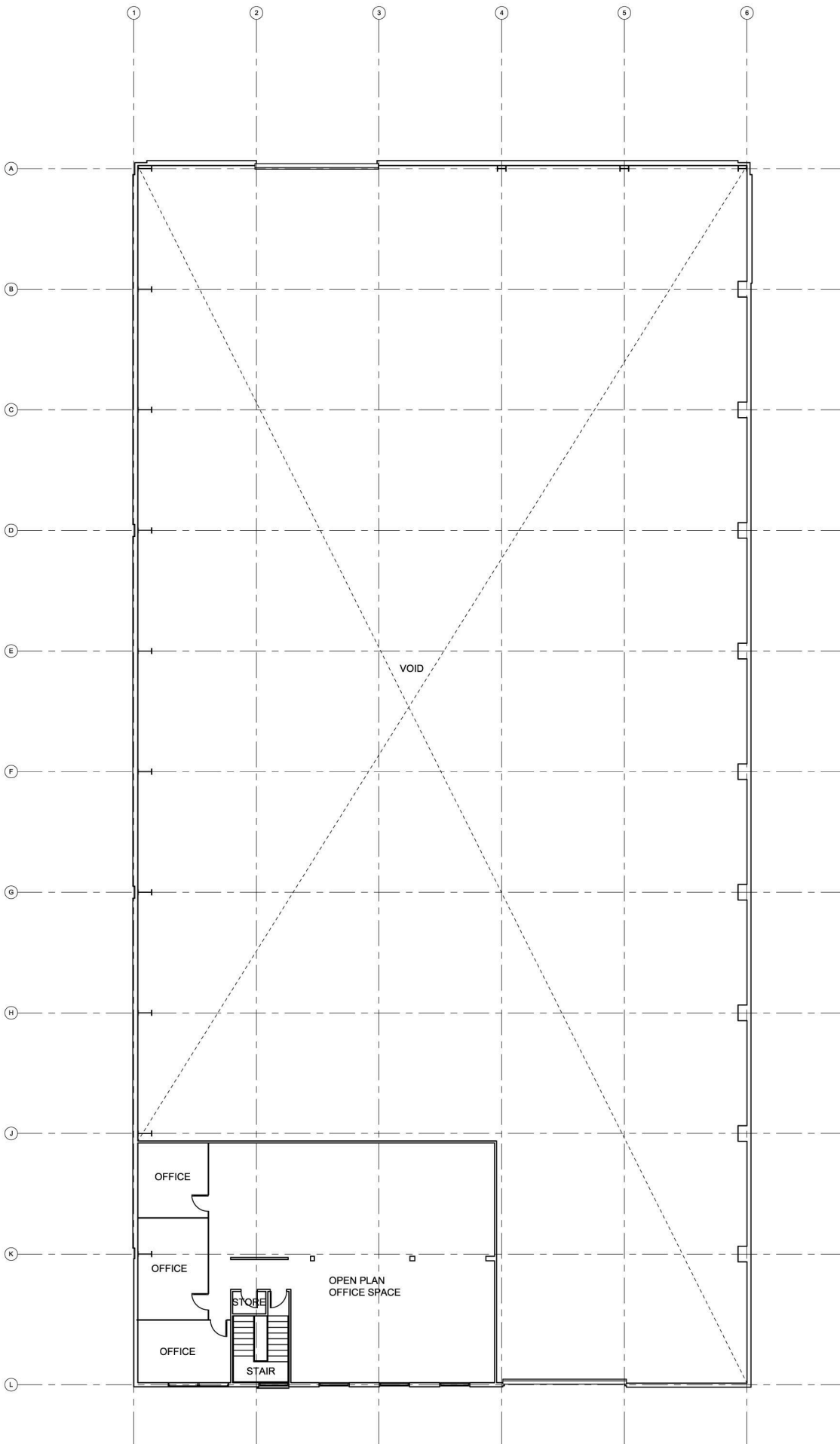
PURPOSE OF ISSUE
PLANNING SUBMISSION

SCALE	DATE	DRAWN	CHECKED
1:200	05/08/11	HS	PB

DRAWING No.	REV
VTS_AL_201	.

0 2m 10m

Scale 1:200



PLANNING SUBMISSION

REV	DATE	BY	CHK

CLIENT

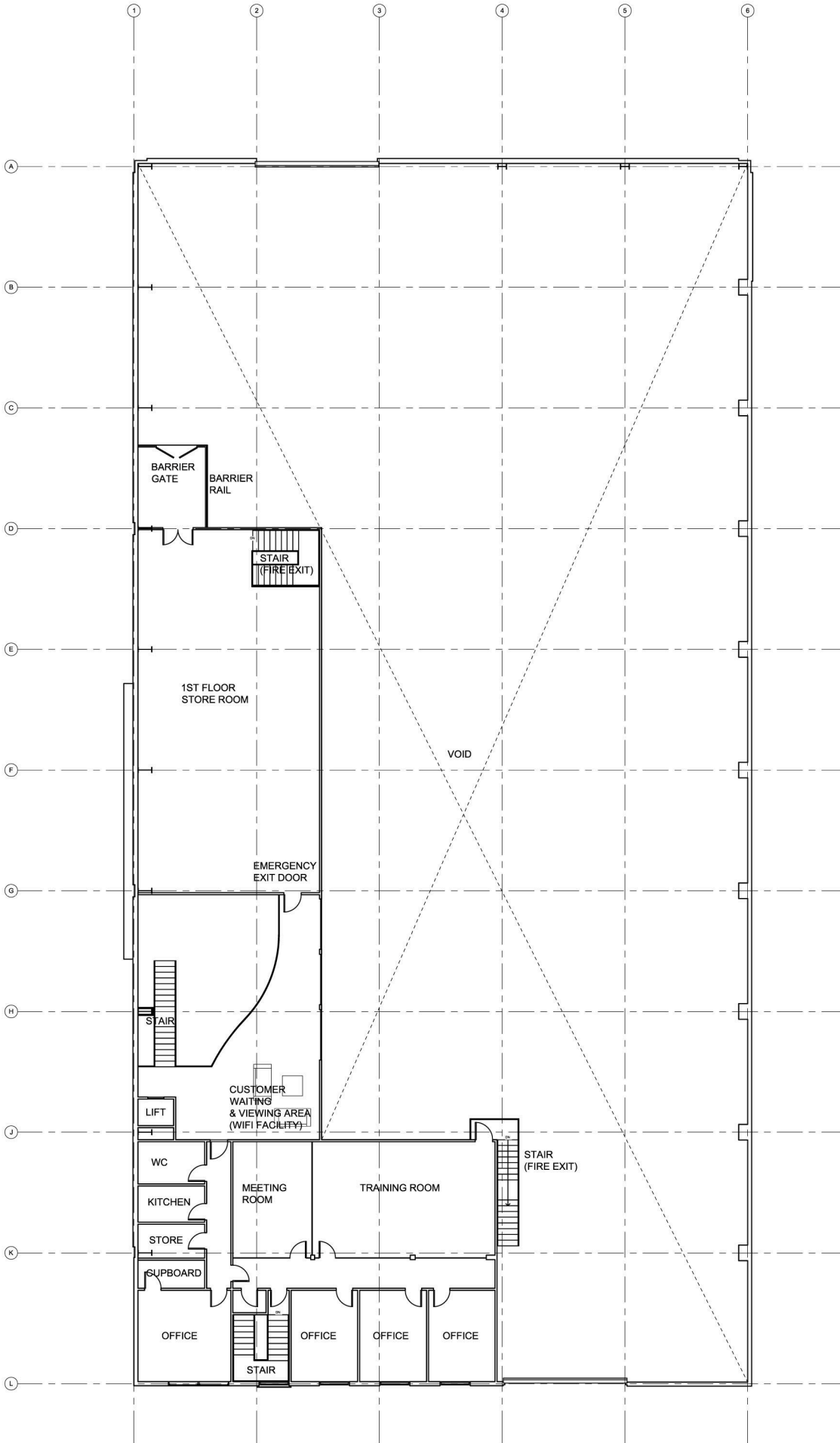
PROJECT
 UNIT 4a,
 SWALLOWFIELD WAY,
 HAYES, UB3 1DQ

DRAWING TITLE
 EXISTING FIRST FLOOR
 LAYOUT

PURPOSE OF ISSUE
PLANNING SUBMISSION

SCALE	DATE	DRAWN	CHECKED
1:200	05/08/11	HS	PB

DRAWING No.	REV
VTS_AL_102	.



PLANNING SUBMISSION

REV	DATE	BY	CHK

CLIENT

Vehicle
Technical
Solutions Ltd

PROJECT
UNIT 4a,
SWALLOWFIELD WAY,
HAYES, UB3 1DQ

DRAWING TITLE
PROPOSED FIRST FLOOR
LAYOUT

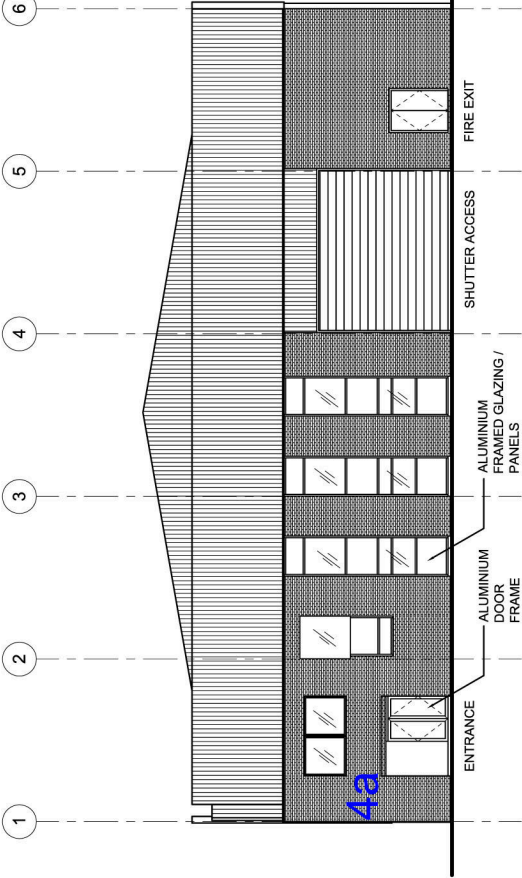
PURPOSE OF ISSUE
PLANNING SUBMISSION

SCALE	DATE	DRAWN	CHECKED
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DRAWING No.	REV
VTS_AL_202	.

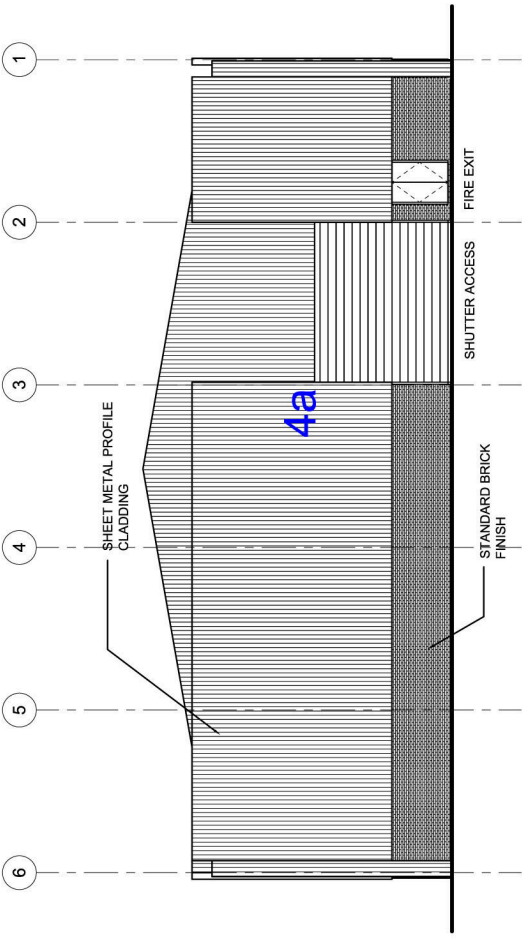


Scale 1:200



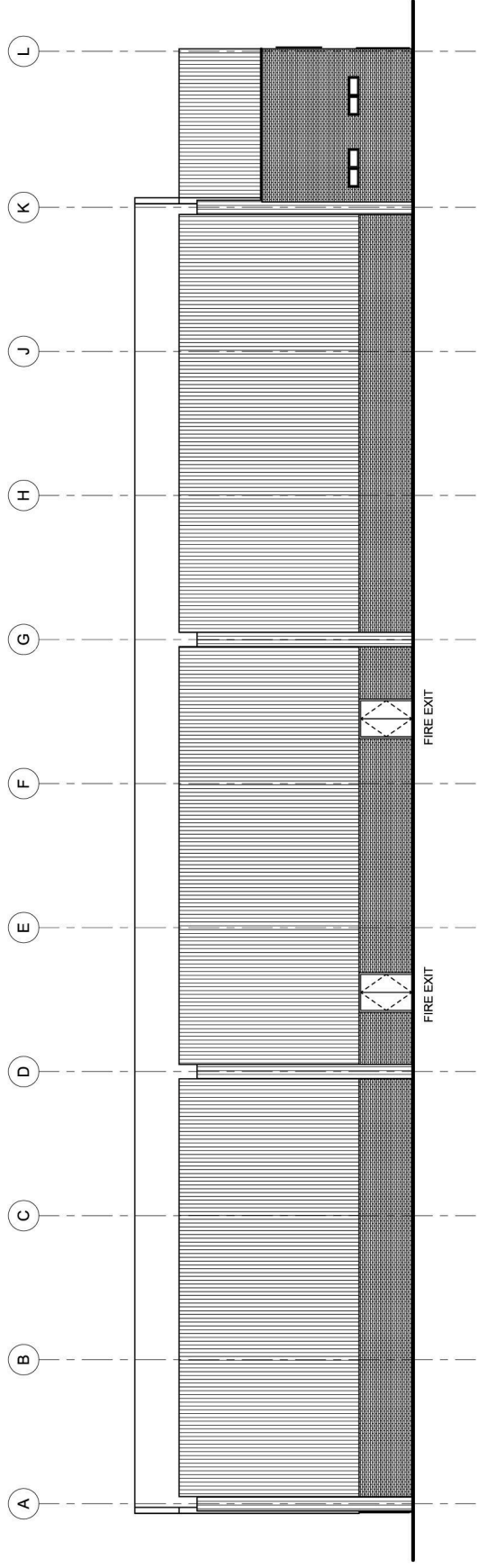
2 EXISTING WEST ELEVATION

Scale: 1:200



1 EXISTING EAST ELEVATION

Scale: 1:200



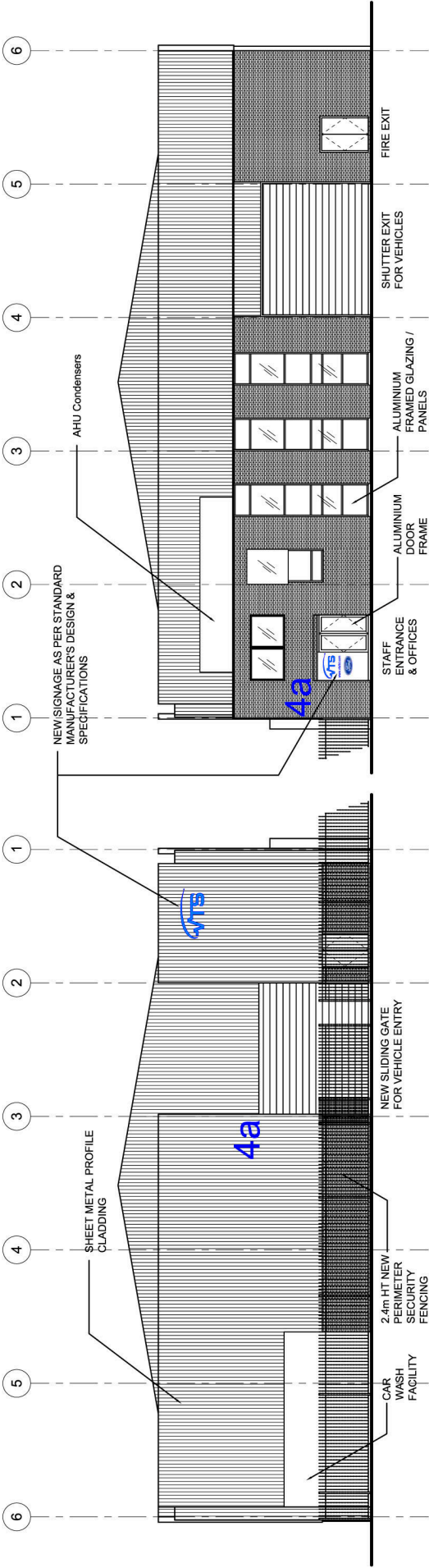
3 EXISTING NORTH ELEVATION

Scale: 1:200

PLANNING SUBMISSION	
REP: DATE	REV: CHG
CLIENT	
	
PROJECT UNIT 4a, SWALLOWFIELD WAY, HAYES, UB3 1DQ	
DRAWING TITLE EXISTING ELEVATIONS	
DRAWING NO. VTS_AL_103	
DRAWING DATE 06/08/11	
DRAWING BY HS	
CHECKED BY PB	
ISSUED TO N/A	
REFERENCE NO. N/A	
PLANNING SUBMISSION	

0 2m 10m

Scale 1:200

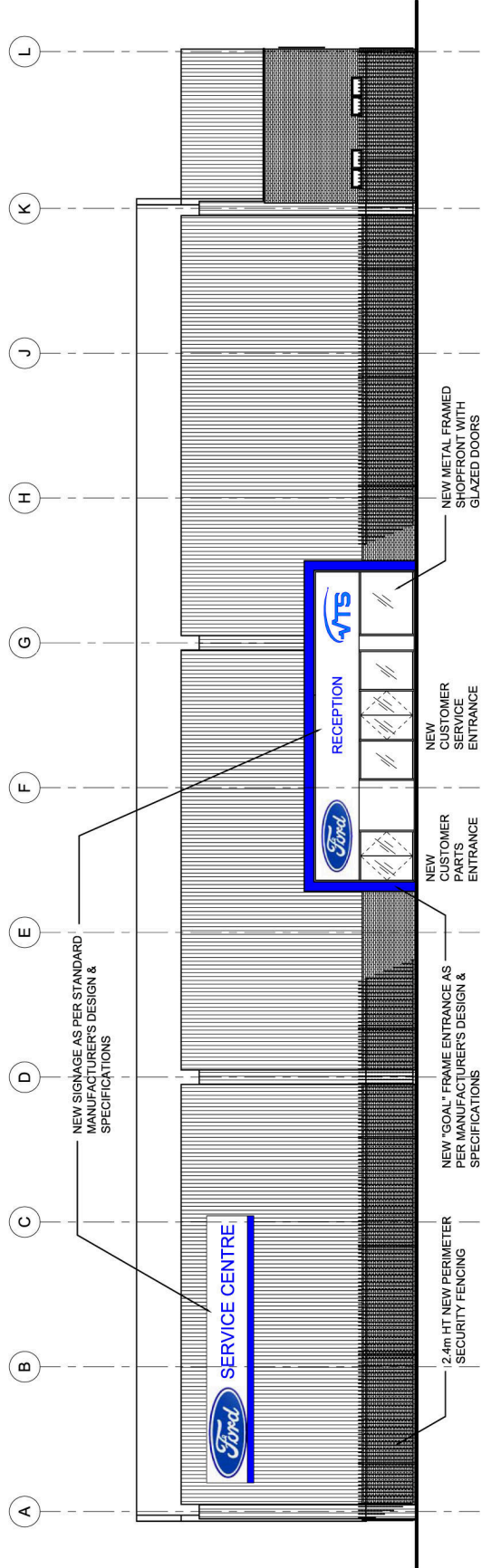


1 PROPOSED EAST ELEVATION

Scale: 1:200

2 PROPOSED WEST ELEVATION

Scale: 1:200

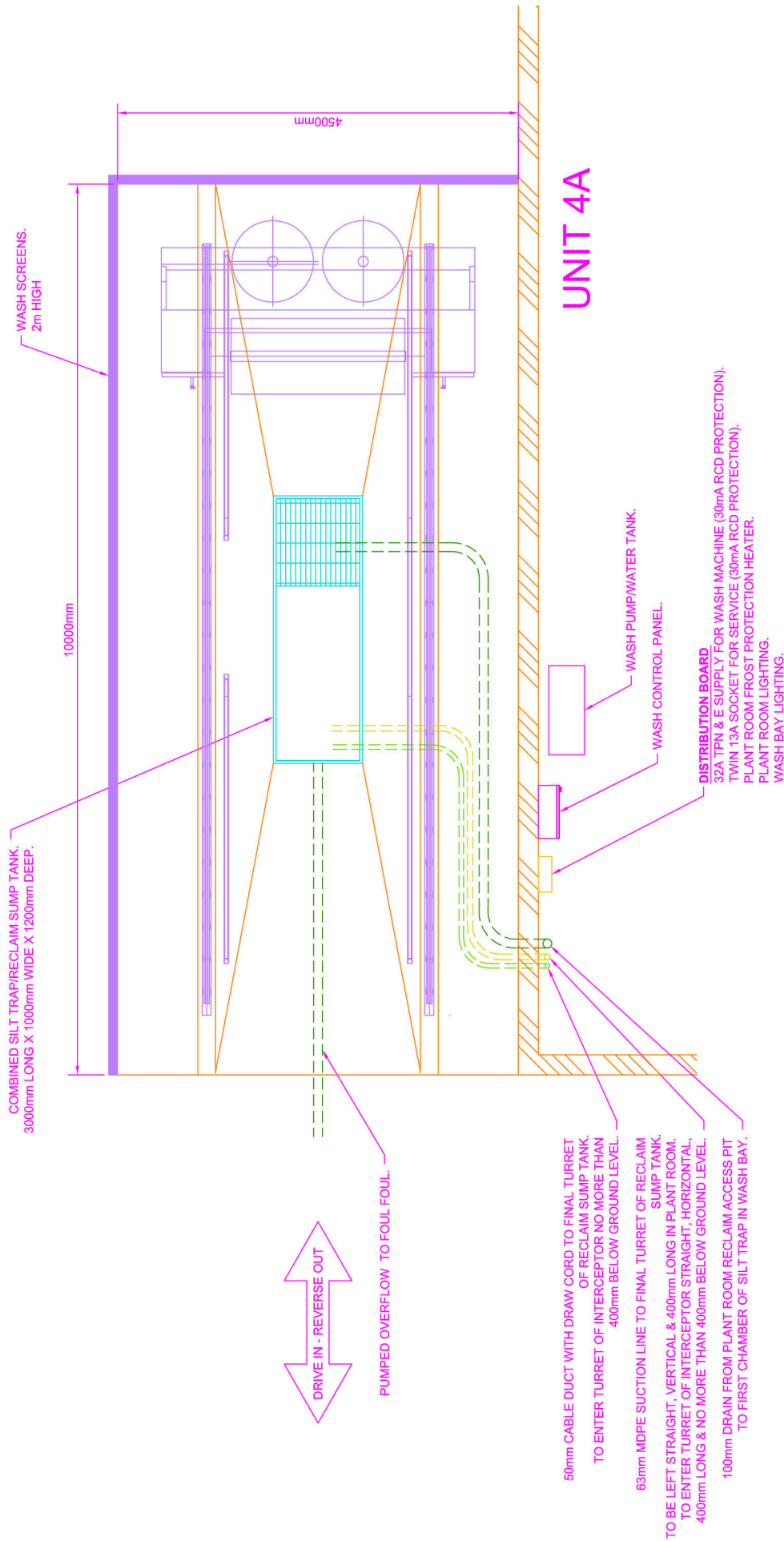


3 PROPOSED NORTH ELEVATION

Scale: 1:200

PLANNING SUBMISSION

REP: DATE	CLIENT	REV: CHK
	VTS	
<p>Vehicle Technical Solutions Ltd</p>		
<p>PROJECT: UNIT 4a, SWALLOWFIELD WAY, HAYES, UB3 1DQ</p>		
<p>DRAWING TITLE: PROPOSED ELEVATIONS</p>		
<p>PLANNING SUBMISSION</p>		
ISSUE DATE	ISSUED TO	ISSUED BY
N/A	N/A	N/A
SCALE	DRAWN	CHECKED
1:200	DS/08/11	HS
DRAWING No.		REV
VTS_AL_203		.



UNIT 4A

REV	DESCRIPTION	APPROVED	DATE	WILCOMATIC LIMITED Unit 5, Commerce Park 19 Commerce Way Croydon, Surrey CR0 4YL Tel (020) 8649 5760 Fax (020) 8686 9571	DRAWN BY P.S.	DATE 30/09/11	SCALE 1:50	CHECKED -	REVISION A	
A	FIRST ISSUE									
							DRAWING No.	81 00 189	PAGE	1 of 1



PLANNING SUBMISSION																															
REP: DATE		BY: CHK																													
CLIENT																															
 Vehicle Technical Solutions Ltd																															
PROJECT	UNIT 4a, SWALLOWFIELD WAY, HAYES, UB3 1DQ																														
DRAWING TITLE	PROPOSED PERSPECTIVE VIEW 04																														
<table border="1"> <tr> <td colspan="4">PLANNING SUBMISSION</td> </tr> <tr> <td>ISSUE DATE</td> <td>REFERENCE NO</td> <td>ISSUED TO</td> <td></td> </tr> <tr> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td></td> </tr> <tr> <td>SCALE</td> <td>DATE</td> <td>DRAWN</td> <td>CHECKED</td> </tr> <tr> <td>NTS</td> <td>06/08/11</td> <td>HS</td> <td>PB</td> </tr> <tr> <td>DRAWING No.</td> <td colspan="3">VTS_AL_304</td> </tr> <tr> <td></td> <td colspan="3">REV</td> </tr> </table>				PLANNING SUBMISSION				ISSUE DATE	REFERENCE NO	ISSUED TO		N/A	N/A	N/A		SCALE	DATE	DRAWN	CHECKED	NTS	06/08/11	HS	PB	DRAWING No.	VTS_AL_304				REV		
PLANNING SUBMISSION																															
ISSUE DATE	REFERENCE NO	ISSUED TO																													
N/A	N/A	N/A																													
SCALE	DATE	DRAWN	CHECKED																												
NTS	06/08/11	HS	PB																												
DRAWING No.	VTS_AL_304																														
	REV																														

Example of a Paladin Fence Panel

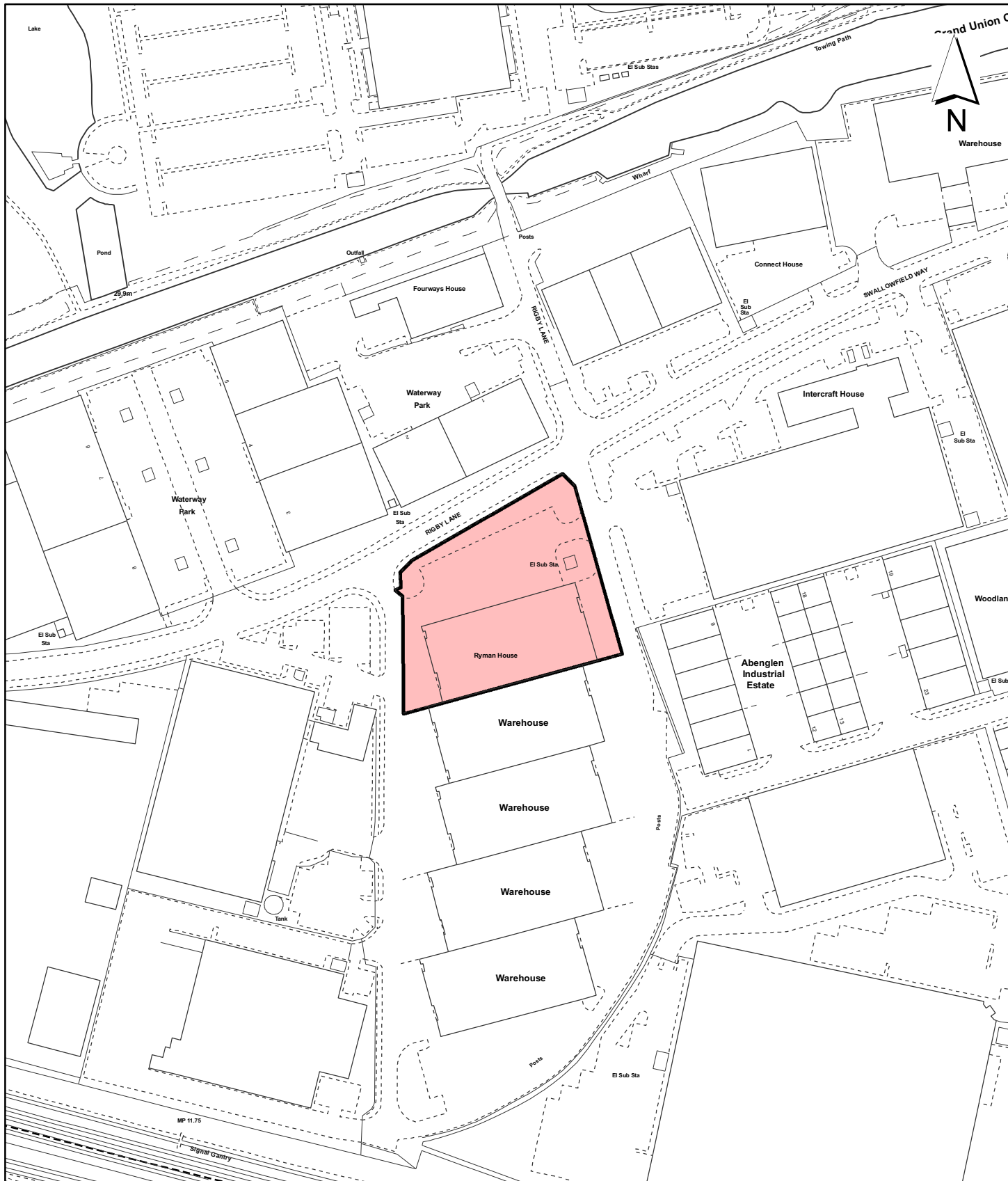


Paladin fencing panels are made out of galvanized wires (min. 40 g/m²). An adhesion coating is given for a perfect adhesion with the polyester coating (min. 100 micron).


The **fence posts** are polyester powder coated with a galvanized substrate in accordance with Euro norm 10147 (min. 60 micron).







Notes

 Site boundary

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Site Address	
Unit 4A , Swallowfield Way Hayes	
Planning Application Ref:	Scale
35696/APP/2011/2260	1:2,000
Planning Committee	Date
Central and South	February 2012

**LONDON BOROUGH
OF HILLINGDON**
 Planning,
 Environment, Education
 & Community Services
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address PREMIER TRAVEL INN SHEPISTON LANE HAYES

Development: Alterations to existing car park to provide an additional 33 x car parking spaces and 2 x coach parking spaces

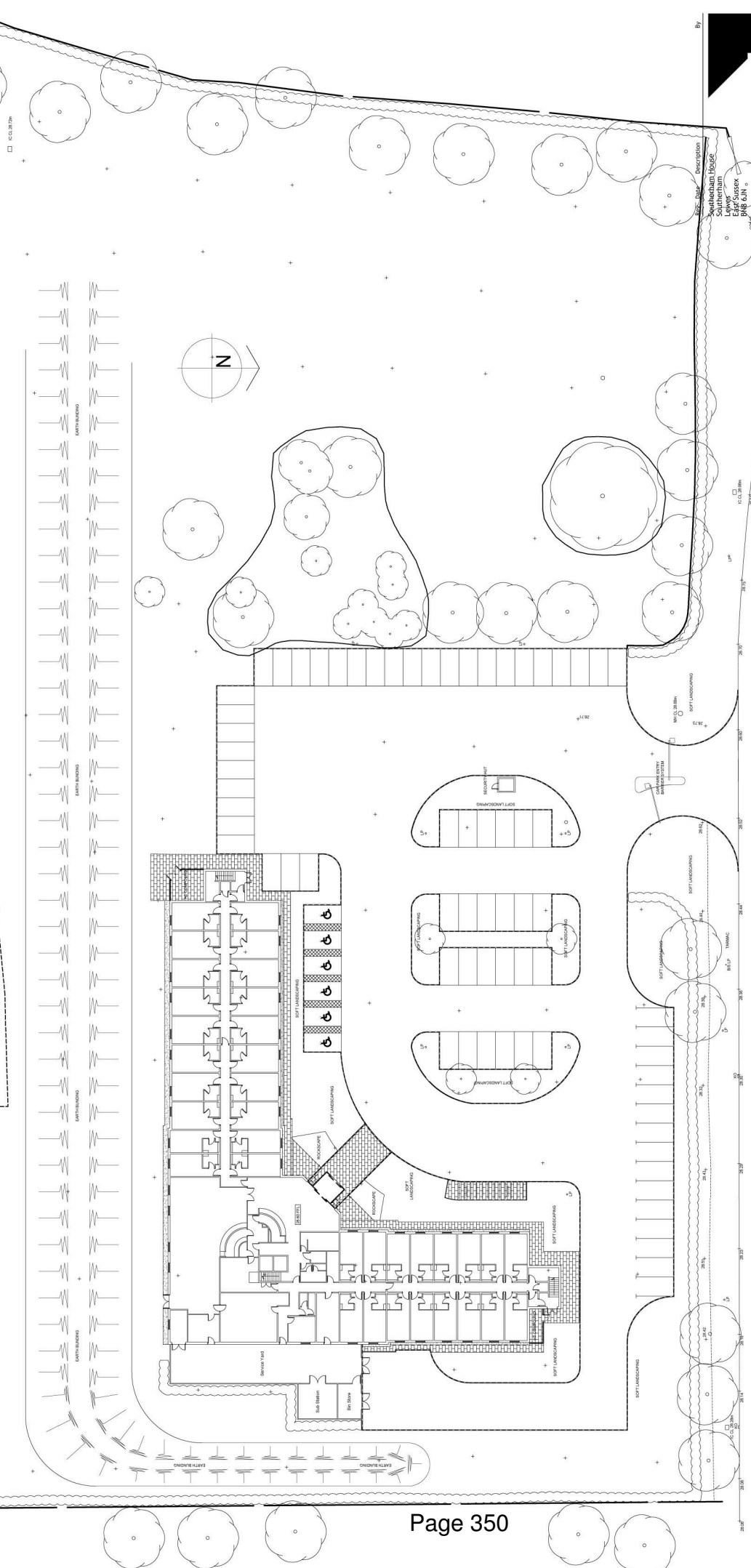
LBH Ref Nos: 46138/APP/2011/2360

Date Plans Received: 29/09/2011 **Date(s) of Amendment(s):** 30/09/2011

Date Application Valid: 05/10/2011

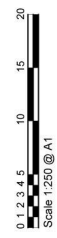
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By
AXIOM ARCHITECTS
 Southernham
 East Sussex
 BN8 6JN
 Tel 01737 479549
 Fax 01737 483660
 www.axiomarchitects.co.uk
 Client
WHITBREAD GROUP PLC

Project
**PREMIER INN
 HEATHROW AIRPORT (M4/J4)
 CAR PARK AMENDMENTS**
 Drawing
EXISTING SITE PLAN



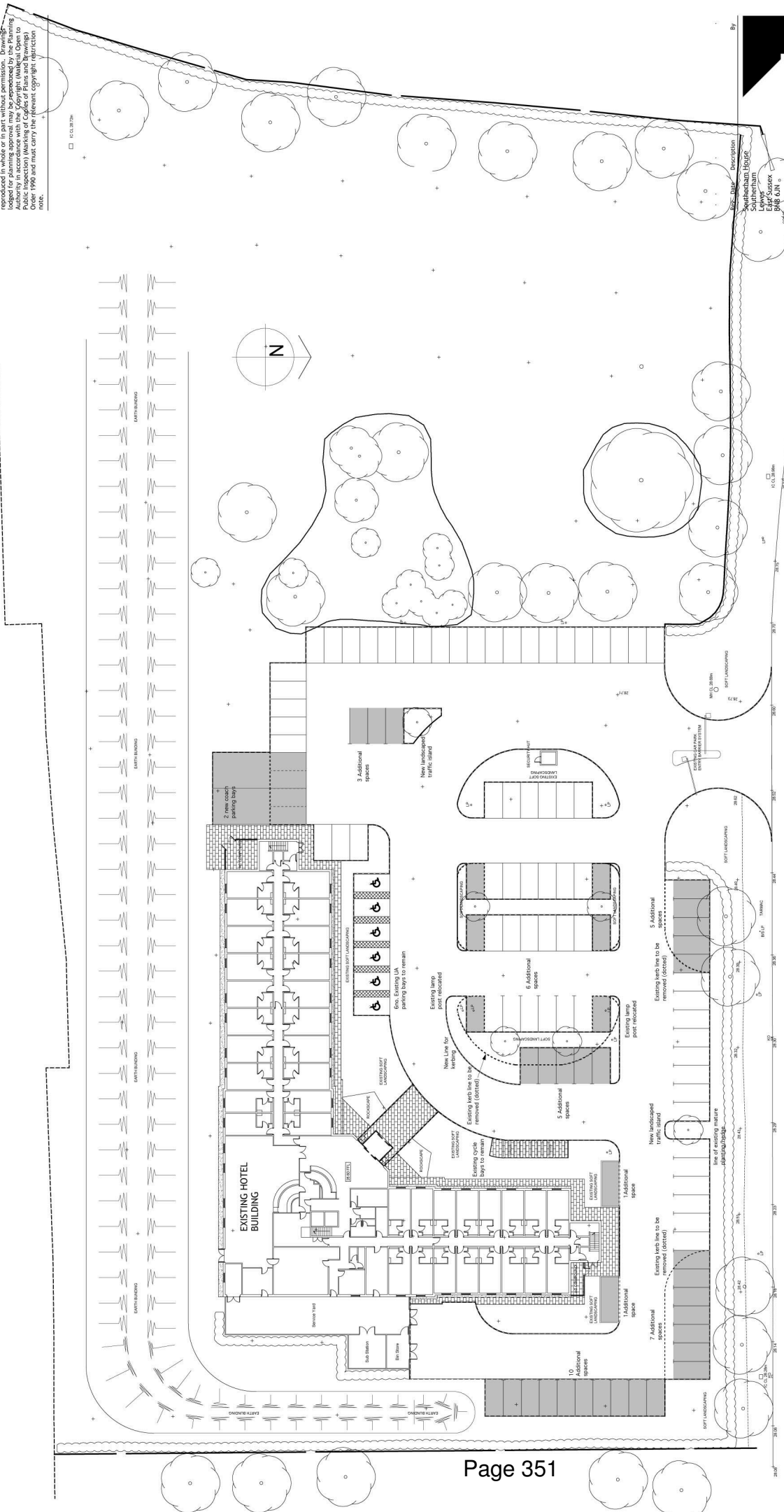
Existing Parking Spaces	71
UA	6
Total	77

Scale	Status	Date	Drawn	Checked
1:250 @ A1	Planning	rh		
Drawing No.	Revision			

3095/P01

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Client: **WHITBREAD GROUP PLC**
 Project: **PREMIER INN HEATHROW AIRPORT (M4/J4) CAR PARK AMENDMENTS**
 Drawing: **PROPOSED SITE PLAN**

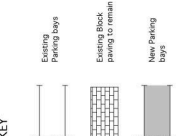
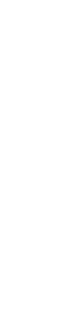
Scale: 1:250 @ A1
 Status: Planning
 Date: rh
 Drawn: Checked
 Revision:

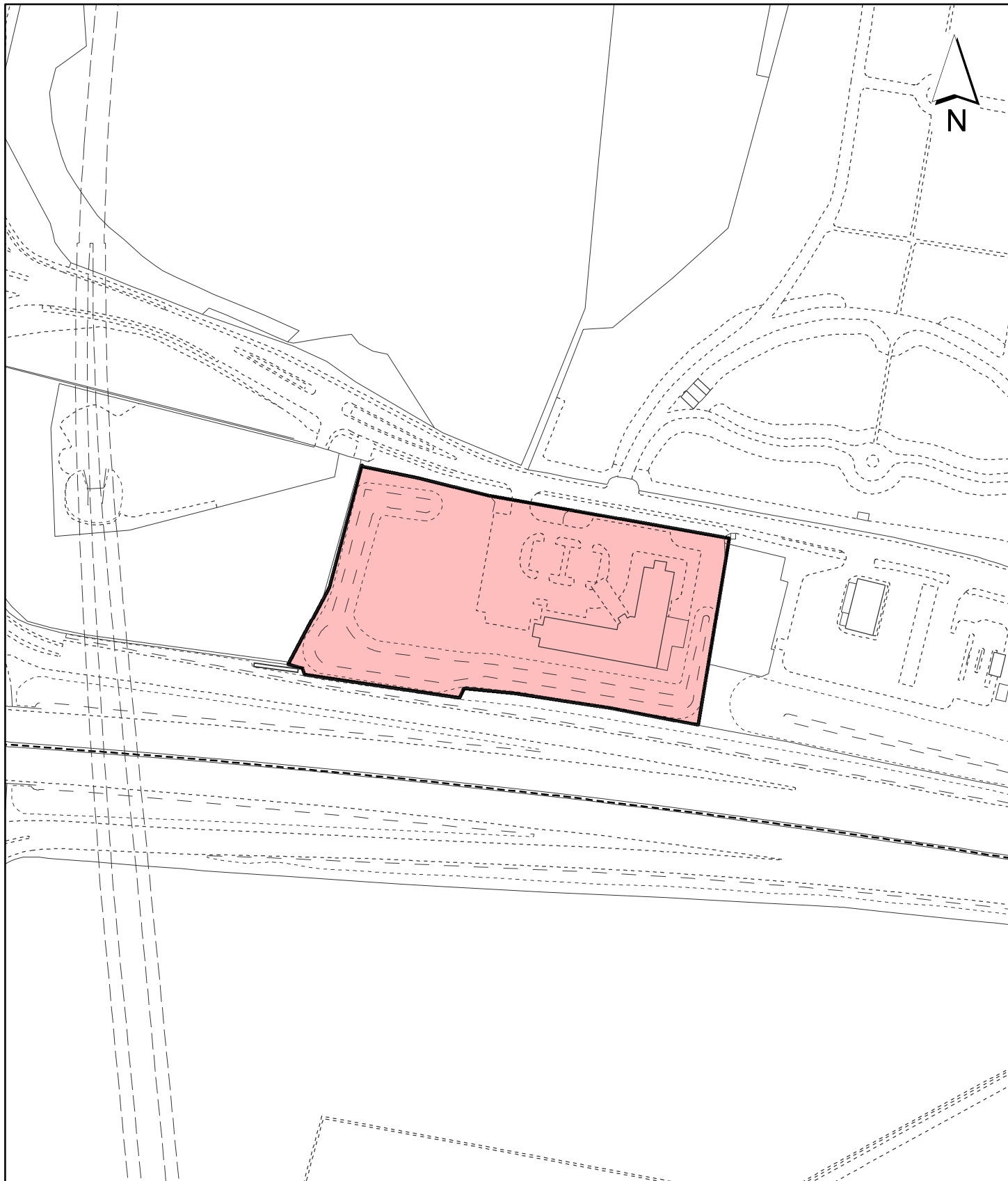
AXIOM ARCHITECTS
 Tel: 01753 479549
 Fax: 01753 483660
 www.axiomarchitects.co.uk

Southey Road
 Shepiston Lane
 Egham Surrey
 TW20 6JN


Proposed Parking Spaces 104
 UA 6
 Total 110
 Net gain 33
 Plus 2 Coach Parking Spaces

KEY





Notes

 Site boundary

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Site Address

**Premier Travel Inn
Shepiston Lane
Hayes**

Planning Application Ref:

46138/APP/2011/2360

Scale

1:2,500

Planning Committee

Central and South

Date

**February
2012**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services

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



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

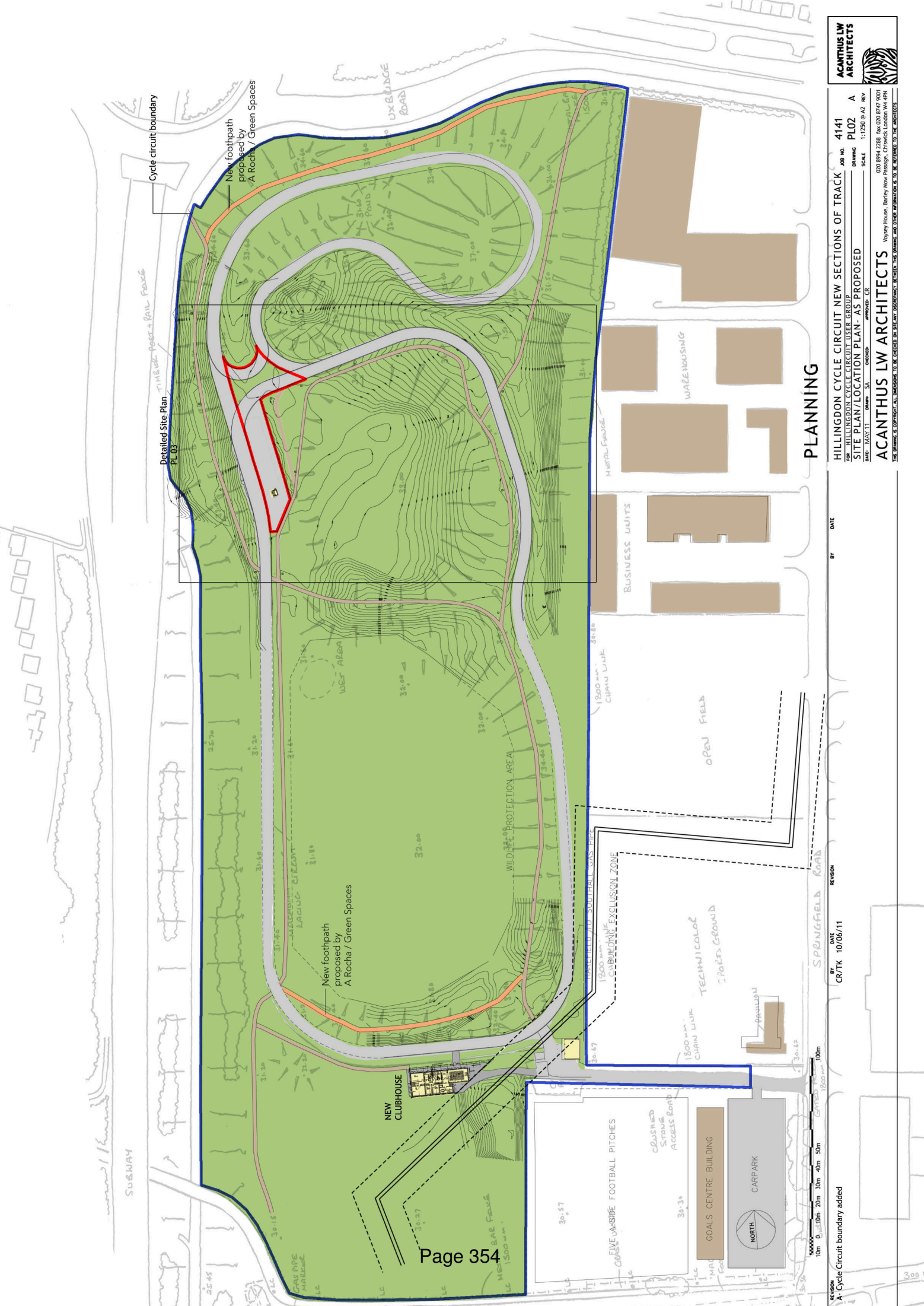
Address MINET COUNTRY PARK SPRINGFIELD ROAD HAYES

Development: Two short linking sections to the Cycle Circuit and single storey detached hut, involving demolition of existing temporary hut

LBH Ref Nos: 49962/APP/2011/1309

Date Plans Received: 27/05/2011 **Date(s) of Amendment(s):** 31/05/2011

Date Application Valid: 01/07/2011



Detailed Site Plan
PL 03

Cycle circuit boundary

New footpath
proposed by
A Rocha / Green Spaces

New footpath
proposed by
A Rocha / Green Spaces

NEW CLUBHOUSE

BUSINESS UNITS

WAREHOUSING

OPEN FIELD

TECHNICAL
TOILETS GROUND

WATER ALBION

WILDLIFE PROTECTION AREA

1800mm CHAIN LINK

MATERIAL STORAGE

UX BLDG ROAD

SUBWAY

PLANNING

HILLINGTON CYCLE CIRCUIT NEW SECTIONS OF TRACK
FOR THE HILLINGTON CYCLE CIRCUIT USER GROUP
SITE PLAN/LOCATION PLAN - AS PROPOSED
DATE: 10/06/11 DRAWN BY: CR/TK CHECKED BY: [blank] APPROVED BY: [blank]
JOB NO. 4141 PLO2 A
DRAWING SCALE 1:1250 @ A2 REV
020 8994 2288 Fax: 020 8747 9001
Vogley House, Barley Mow, Wetherby, West Yorkshire LS23 7BQ
ACANTHUS LW ARCHITECTS
THE ARCHITECTS OF THE YEAR 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100

REVISION	DATE	BY	DATE
A - Cycle Circuit boundary added	10/06/11	CR/TK	



PLANNING

REVISION	DATE	BY	DATE	REVISION

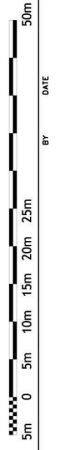


PLANNING

HILLINGDON CYCLE CIRCUIT NEW SECTIONS OF TRACK **4141**
 THE HILLINGDON CYCLE CIRCUIT USER GROUP **PL03**
 SITE PLAN
 DATE: MAY 11 DRAWN: SA CHECKED: JRS APPROVED: CR
 SCALE: 1:500 @A2 REV

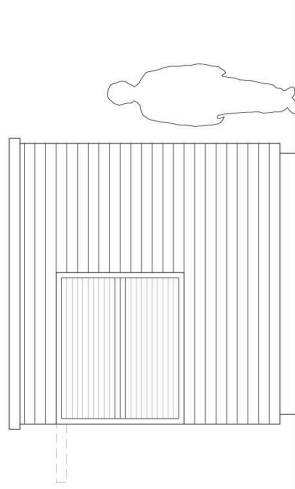


020 8994 2288 fax 020 8747 9001
 Hillingdon, Uxbridge, Middlesex, UB8 3PH
 Voseley House, Barley Mow
 ACANTHUS LW ARCHITECTS
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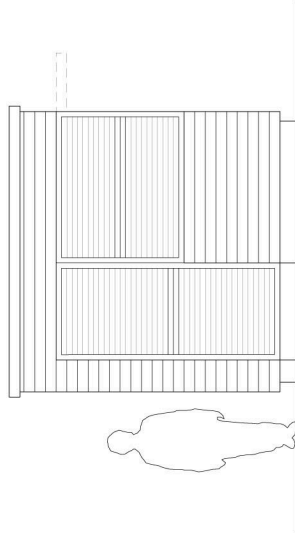


REVISION	BY	DATE

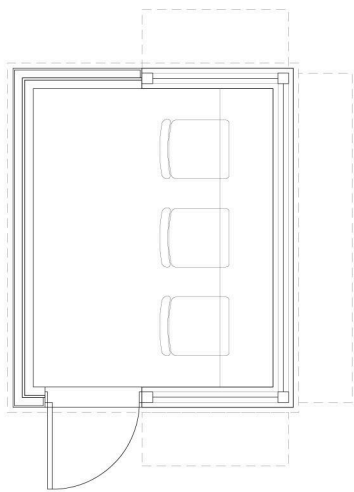
- New section of cycle circuit in similar construction to existing
- Position of Judges' hut
- Tarmac apron enlarged



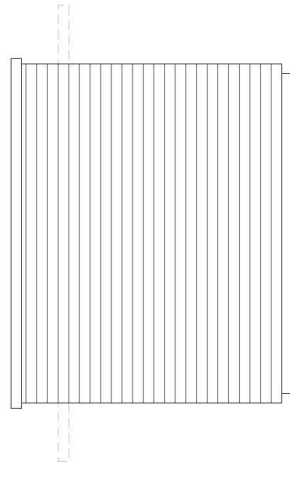
SIDE ELEVATION



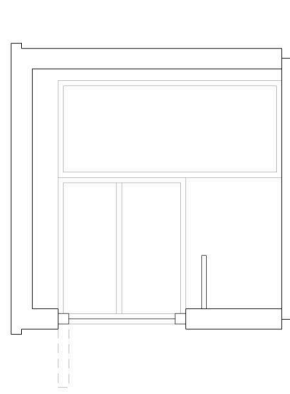
ENTRANCE ELEVATION



PLAN

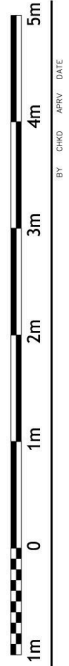


FRONT ELEVATION



SECTION

MATERIALS:
 METAL CONTAINER CLAD WITH NATURAL FINISH TIMBER BOARDING
 INSULATED INSIDE
 METAL POWDERCOATED FOLDING SHUTTERS TO OPENINGS
 METAL DOORS
 ROOF: GREY MEMBRANE WITH POWDERCOATED EDGING



BY: CHMO APRV DATE

PLANNING

HILLINGDON CYCLE CIRCUIT
 FOR HILLINGDON CYCLE CIRCUIT USER GROUP
 JUDGES' HUT

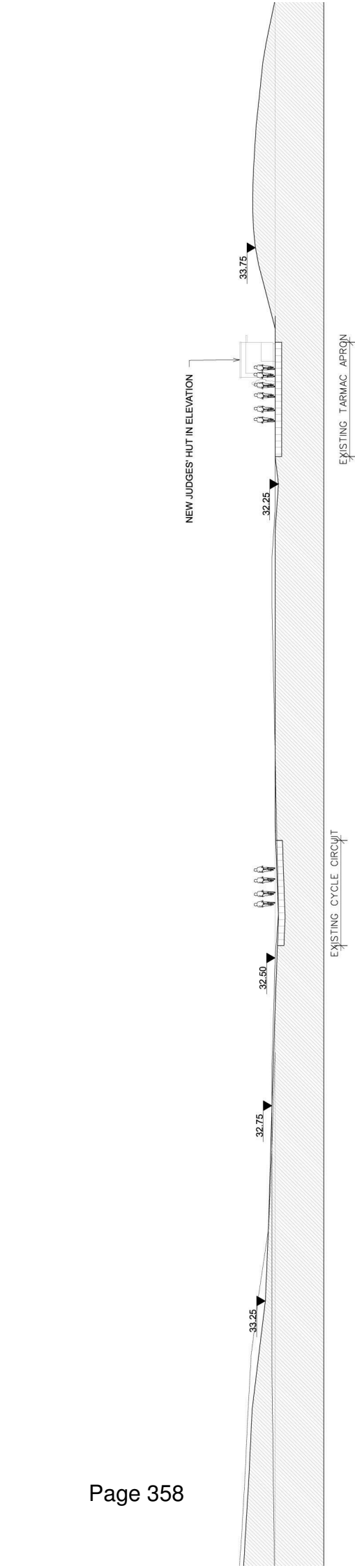
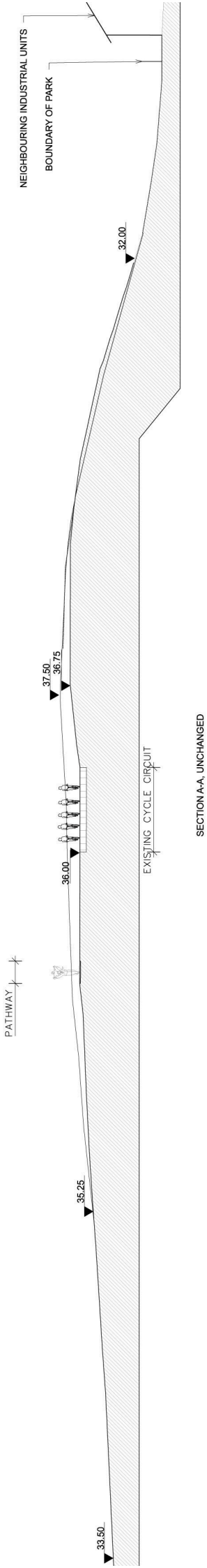
DATE: MAY 11 DRAWN: TK CHECKED: CR APPROVED: _____
 JOB NO. 4141 DRAWING NO. PLO5 SCALE 1:50@A3 REV _____

ACANTHUS LW ARCHITECTS
 Voyage House, Barley Mow Passage, Church Lane, London W4 4PL

020 894 2288 fax 020 8747 9007
 www.acanthuslw.com



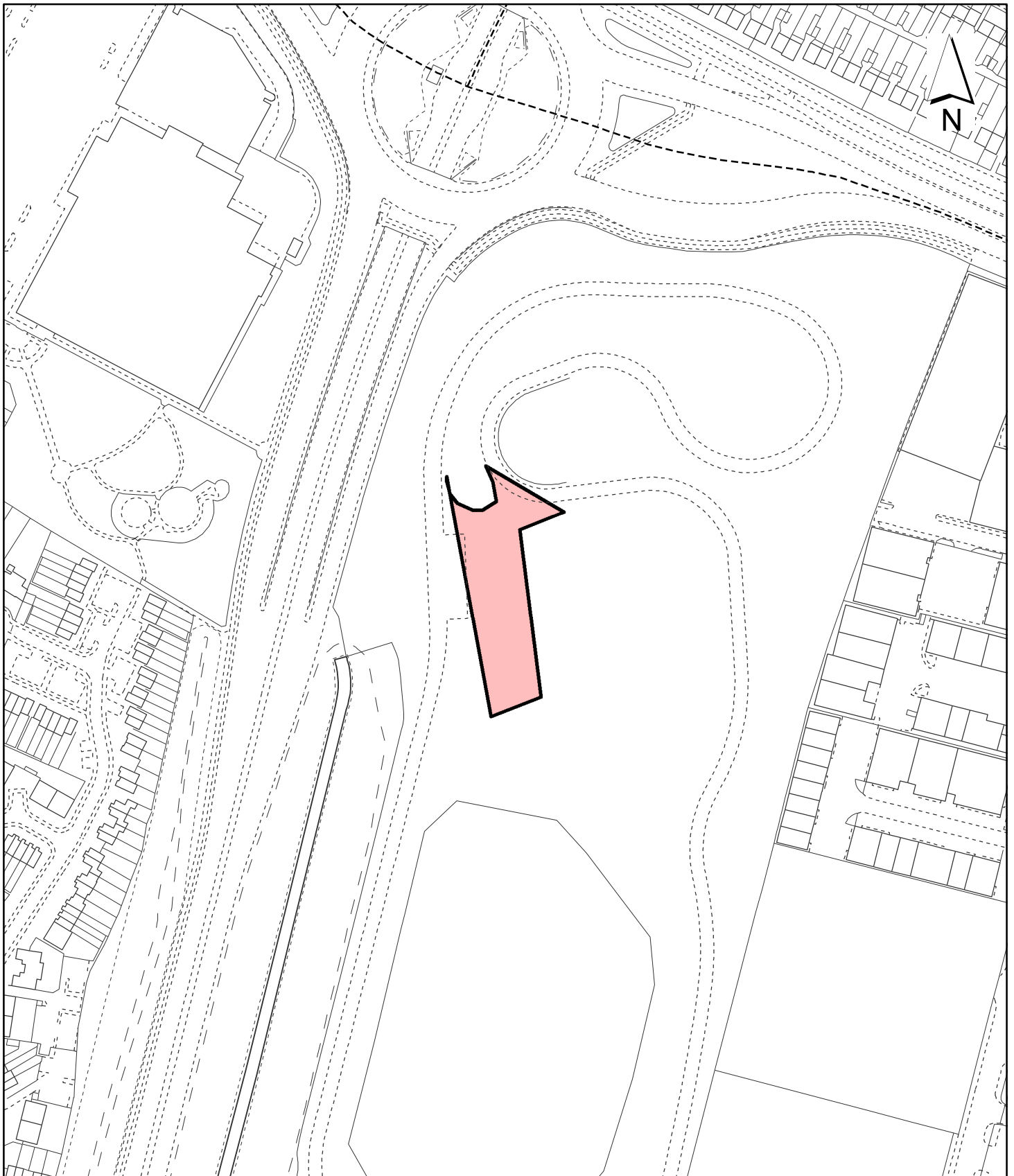
REVISION




PLANNING

HILLINGDON CYCLE CIRCUIT NEW SECTIONS OF TRACK JOB NO. 4141
 FOR HILLINGDON CYCLE CIRCUIT USERS GROUP DRAWING PLO4
 SITE SECTIONS SCALE 1:200 @ A2
 DATE: 18/11/11 DESIGNER: SA CHECKER: CR APPROVED: _____
ACANTHUS LW ARCHITECTS 020 8994 2288 Fax: 020 8747 7900
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REVISION	BY	DATE	REVISION	BY	DATE



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Site Address

**Minet Country Park
Springfield Road
Hayes**

Planning Application Ref:

49962/APP/2011/1309

Scale

1:2,500

Planning Committee

Central and South

Date

**February
2012**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services

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



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address 15B STATION ROAD HAYES

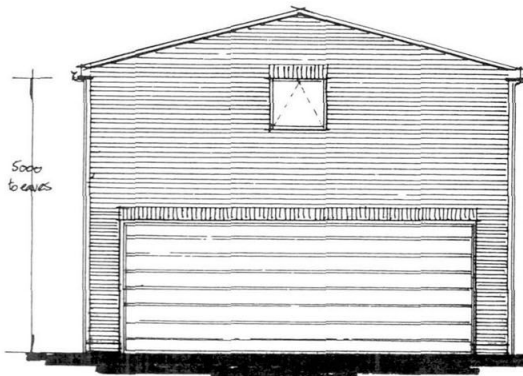
Development: Change of Use from Use Class B8 (Storage and Distribution) to Use Class A1 (Shops) covered car park to retail shop

LBH Ref Nos: 17297/APP/2011/2231

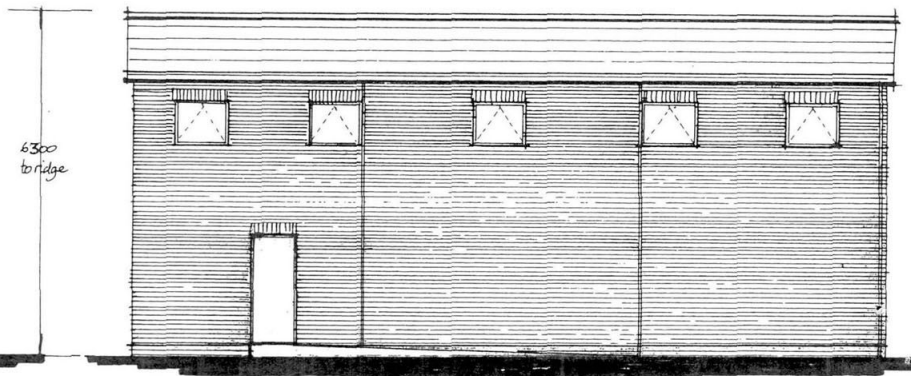
Date Plans Received: 14/09/2011

Date(s) of Amendment(s): 14/09/2011

Date Application Valid: 27/09/2011



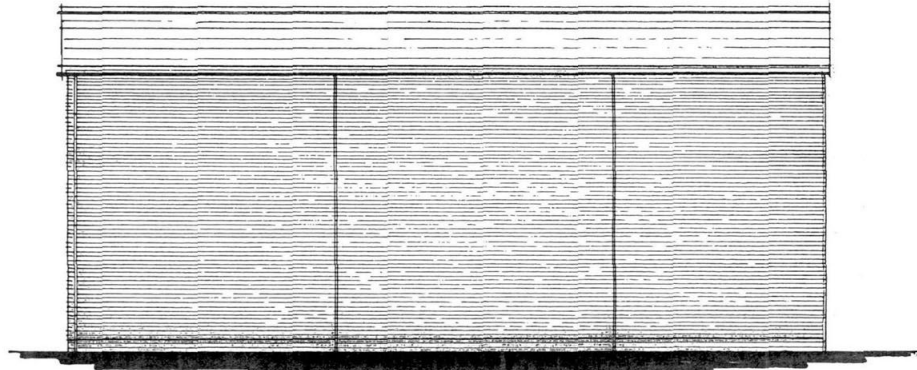
FRONT ELEVATION - EXISTING



NORTH SIDE ELEVATION - EXISTING



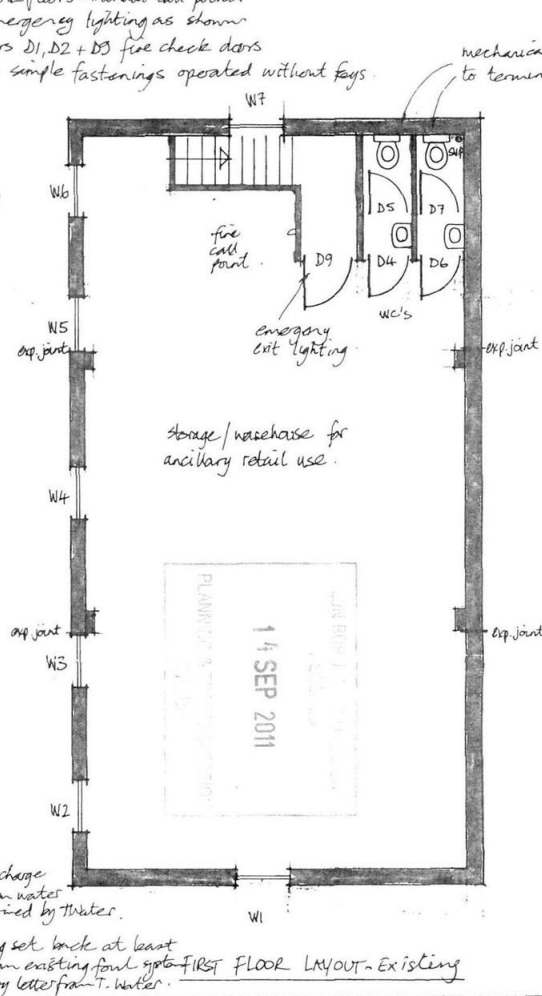
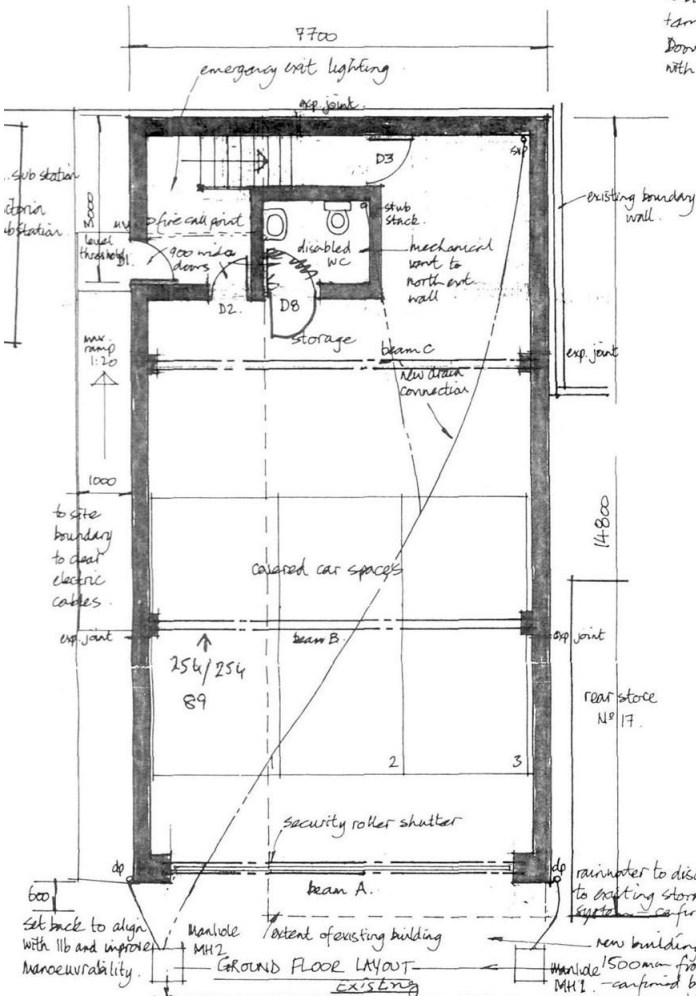
REAR ELEVATION - EXISTING



SOUTH SIDE ELEVATION - EXISTING

Note: main smoke alarm provided to both floors - manual call points + emergency lighting as shown. Doors D1, D2 + D3 fire check doors with simple fastenings operated without keys.

mechanical ventilation to wc's to terminate through the roof.



NOTES.

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2. No dimensions to be scaled, except for planning purposes.
3. Any discrepancies to be reported to the designer, before commencing any work or making shop drawings.
4. This drawing supersedes dwg no. 204-04/02/B.
5. Wheel chair users will not access first floor area - level access to ground floor area + ramp to door D1.
6. No boiler central heating system to be provided. Space heating by electric wall heaters. Hot water by instant electric water heaters with no water storage.

size of disabled toilet 1.5m x 2.0m inside dimension

June 2005.

Thames Water + Building Control.

B. Alterations to suit requirements of

Jan. 2005.

area GF + D2 + beam B added.

A. Internal alterations to WC's + storage

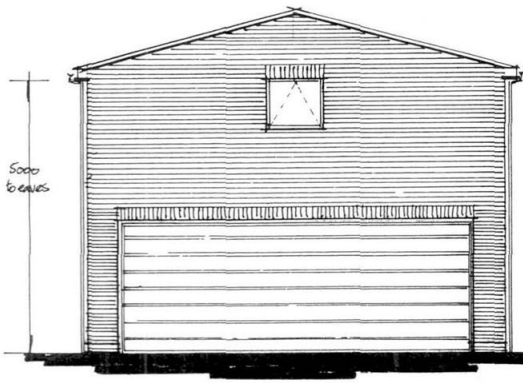
AMENDMENTS.

15b STATION ROAD HAYES UB3 4BD - EXISTING DRAWINGS

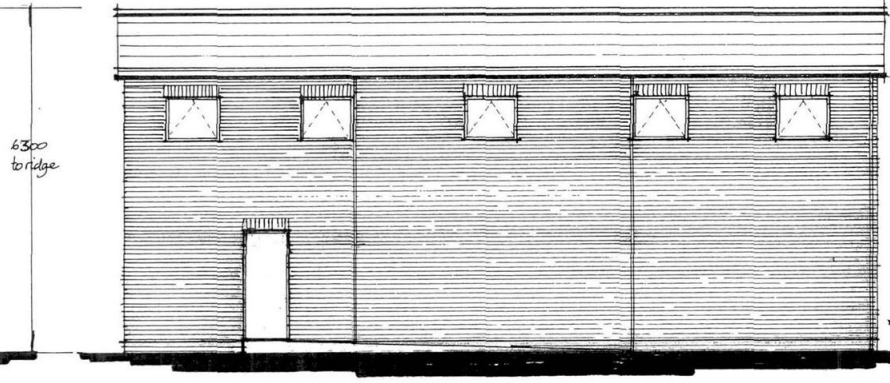
Existing LAYOUTS AND ELEVATIONS.
JOB N° 204-04 DWG. N° 05/B/01

MR. T.S. DHILLON.
SCALE: 1:100 JANUARY 2005.

NORVILL PROPERTY SERVICES
7, Fairfield Lane,
Farnham Royal,
Buckinghamshire SL2 3BX
Telephone: 01753 646005



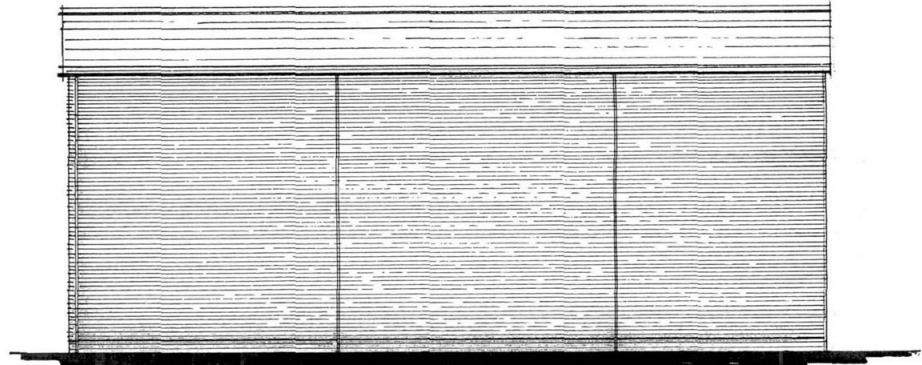
FRONT ELEVATION - PROPOSED



NORTH SIDE ELEVATION - PROPOSED



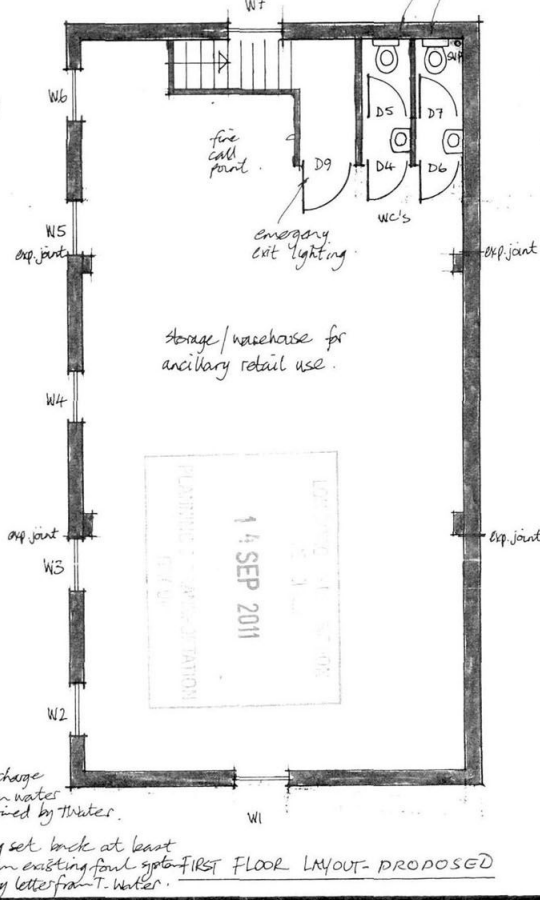
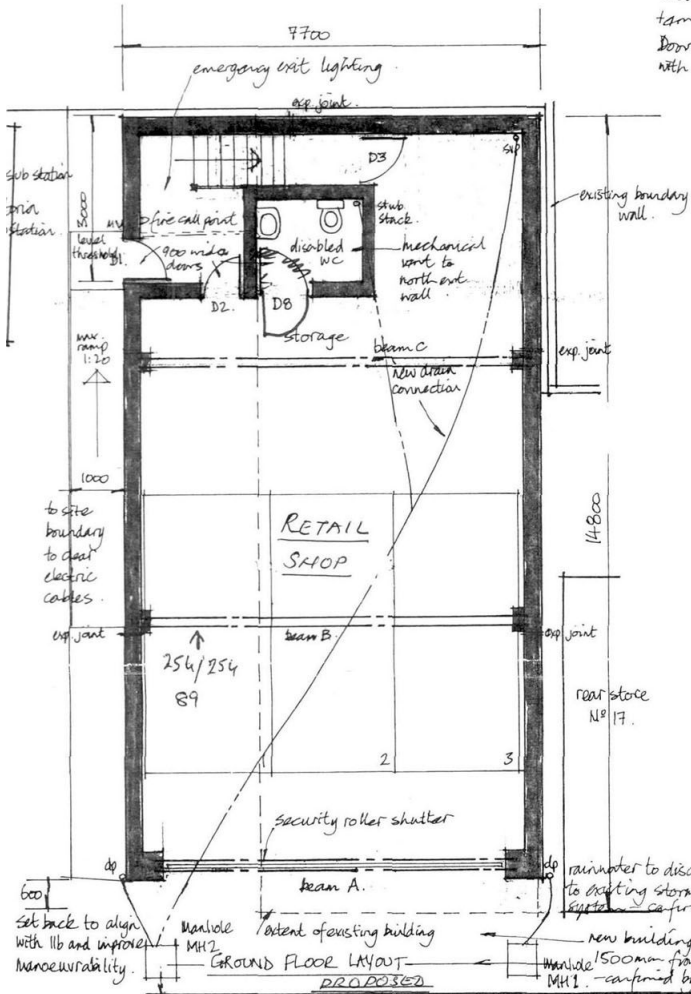
REAR ELEVATION - PROPOSED



SOUTH SIDE ELEVATION - PROPOSED

Notes: main smoke alarm provided to both floors - manual call points + emergency lighting as shown
Doors D1, D2 + D3 fire check doors with simple fastenings operated without keys.

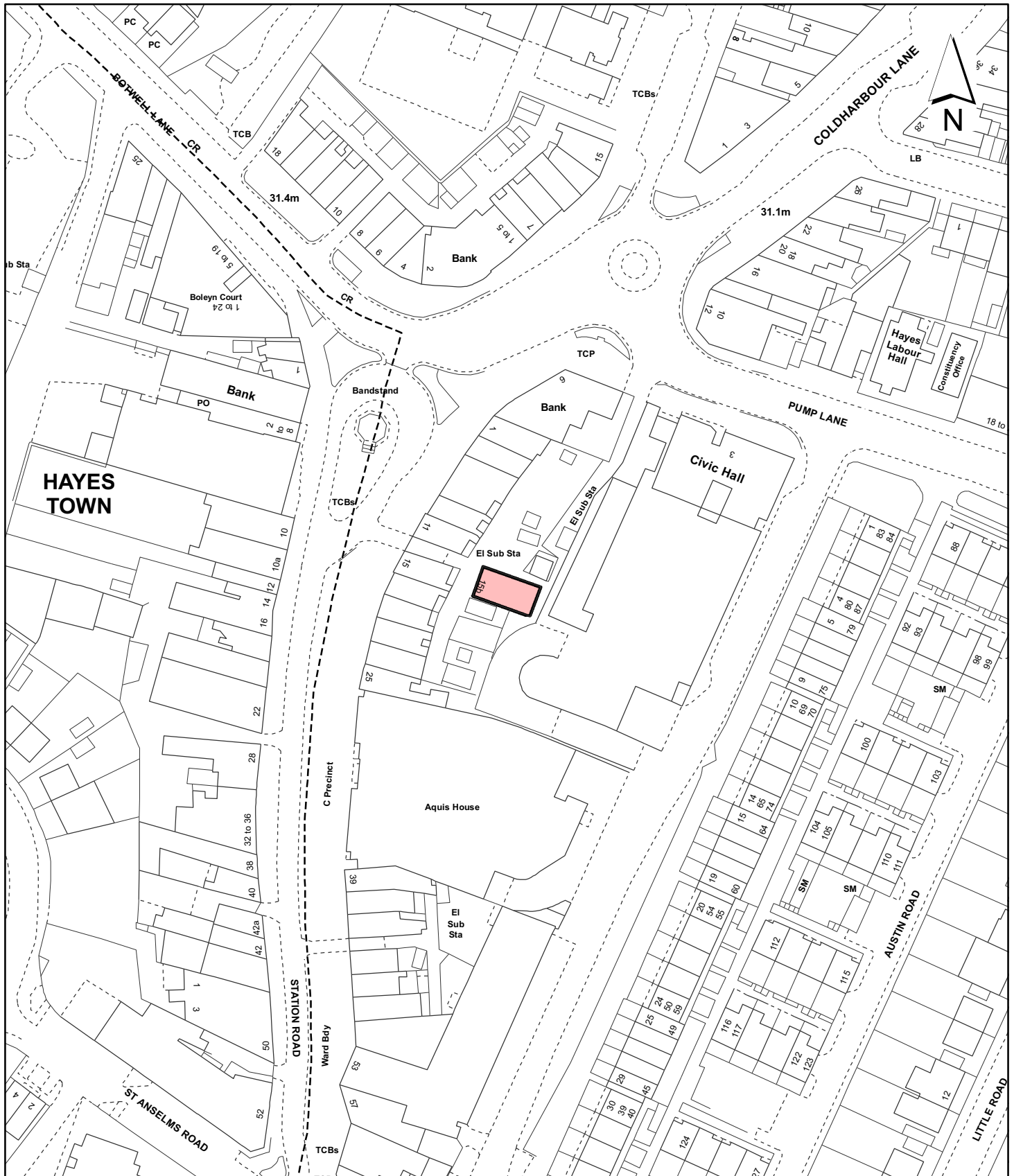
mechanical ventilation to WC's to terminate through the roof.




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 6. No boiler central heating system to be provided. Space heating by electric wall heaters. Hot water by instant electric water heaters with no water storage.

size of disabled toilet 1.5m x 2.0m inside dimension
June 2005.
Thames Water + Building Control.
B. Alterations to suit requirements of
Jan. 2005.
area SF + D2 + beam B added.
A. Internal alterations to WC's + storage

AMENDMENTS.



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Site Address

**15B Station Road
Hayes**

Planning Application Ref:

17297/APP/2011/2231

Planning Committee

Central and South

Scale

1:1,250

Date

**February
2012**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services

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



HILLINGDON
LONDON

Report of the Head of Planning & Enforcement Services

Address

50 BRANDVILLE ROAD WEST DRAYTON

Development:

First floor rear extension and alterations to roof from hip to gable end.

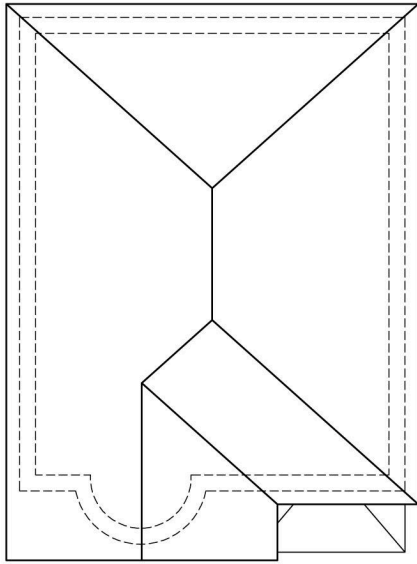
LBH Ref Nos:

47093/APP/2011/1337

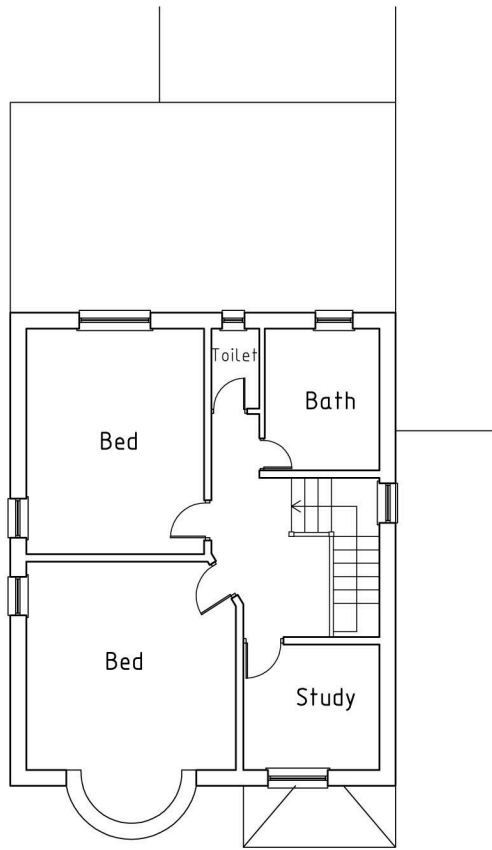
Date Plans Received: 31/05/2011

Date(s) of Amendment(s):

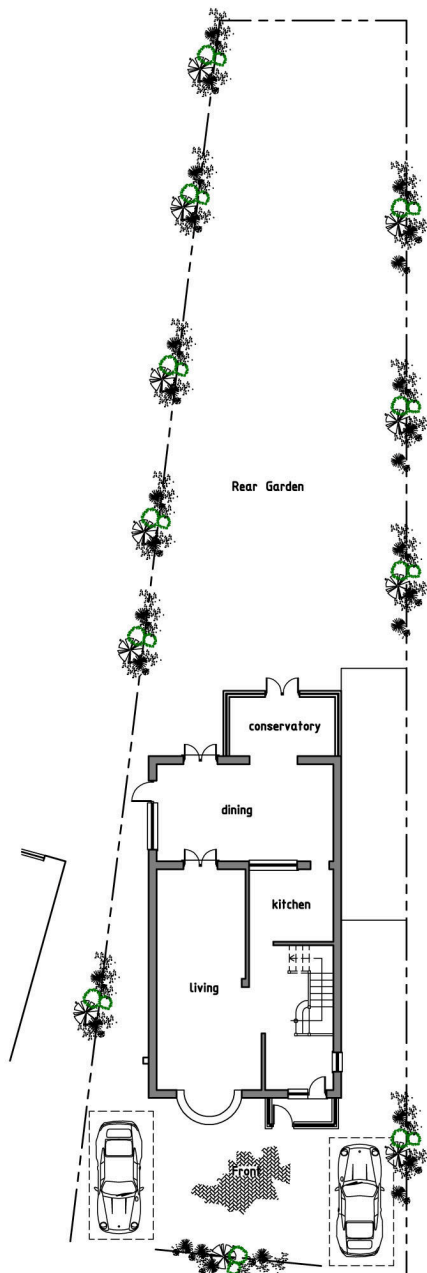
Date Application Valid: 31/05/2011



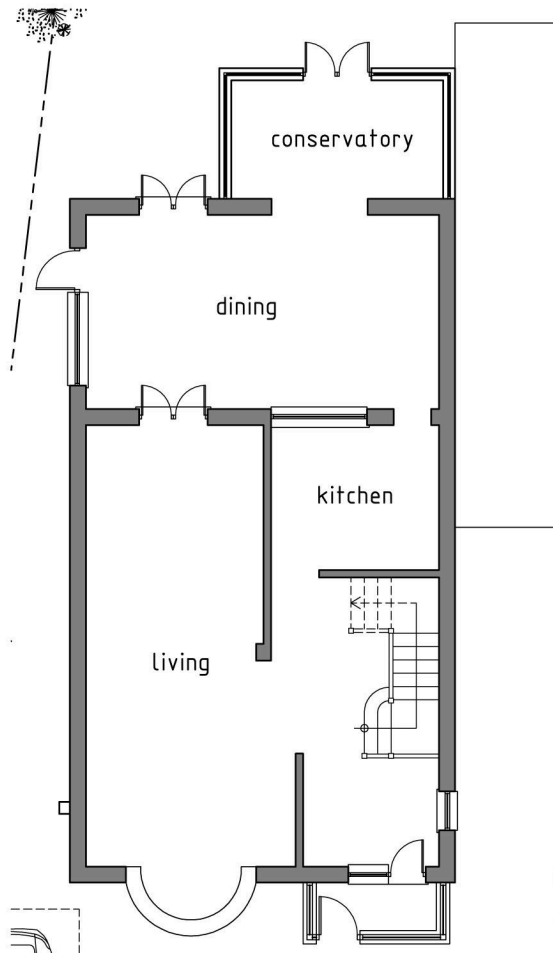
EXISTING ROOF PLAN 1:100



EXISTING FIRST FLOOR PLAN 1:100



BLOCK PLAN 1:200



EXISTING GROUND FLOOR PLAN 1:100

PROJECT
PROPOSED FIRST FLOOR REAR
EXTENSION AND ALTERATIONS TO
EXISTING ROOF DESIGN

REVISIONS	
R. NO	DATED

50 BRANDVILLE ROAD
WEST DRAYTON

SITE.
PROJECT NO:
PL/1032A/01

Page 365

SCALE
as shown
@A3

DATE
30/05/2011

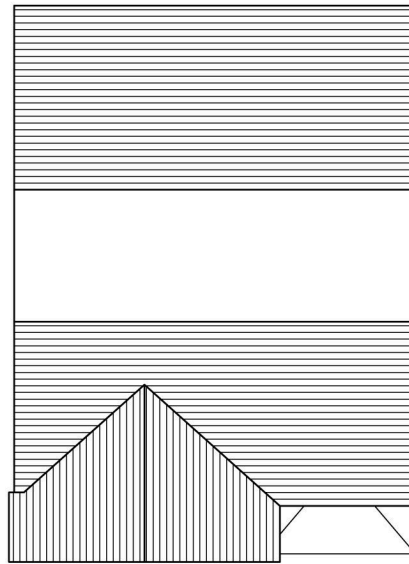
DEALT
AW

SHEET TITLE
EXISTING PLANS

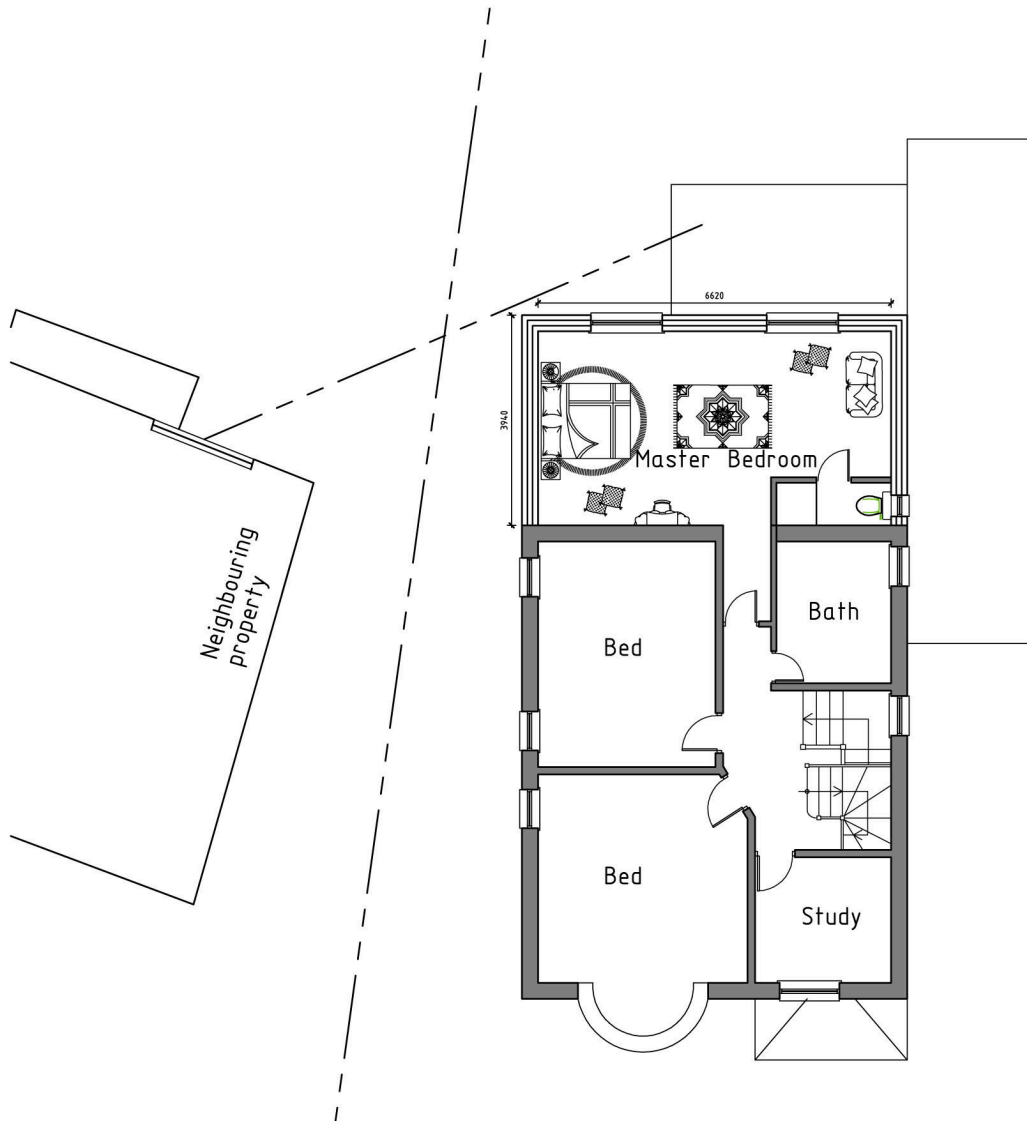
CHECKED
AW

CLIENT
MR GURMEET

Drawing produced by
AWarchitecture
12 Waverly Road Slough
SL1 4XN
Contact: 07934 906060
abdul@awarchitecture.co.uk
www.awarchitecture.co.uk

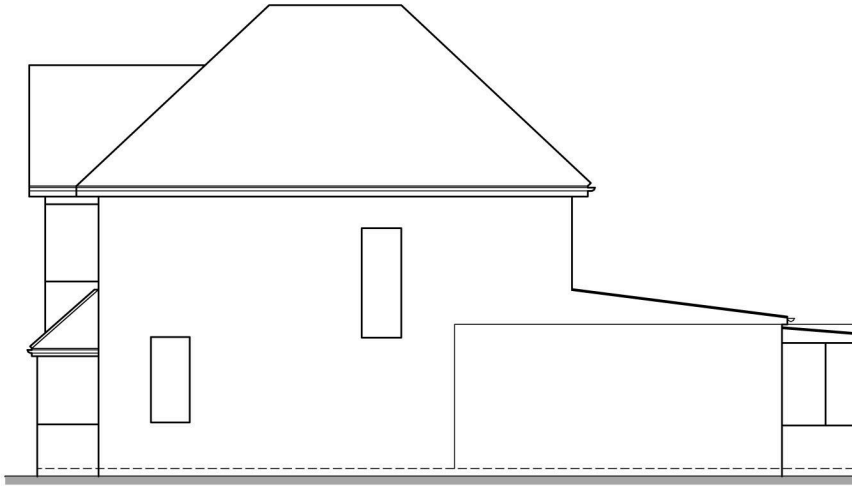


PROPOSED ROOF PLAN 1:100

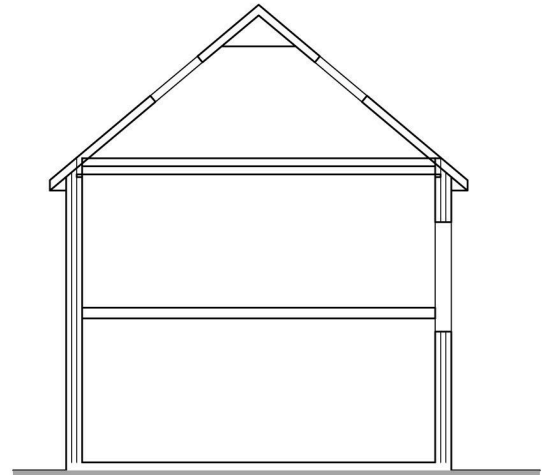


PROPOSED FIRST FLOOR PLAN 1:100

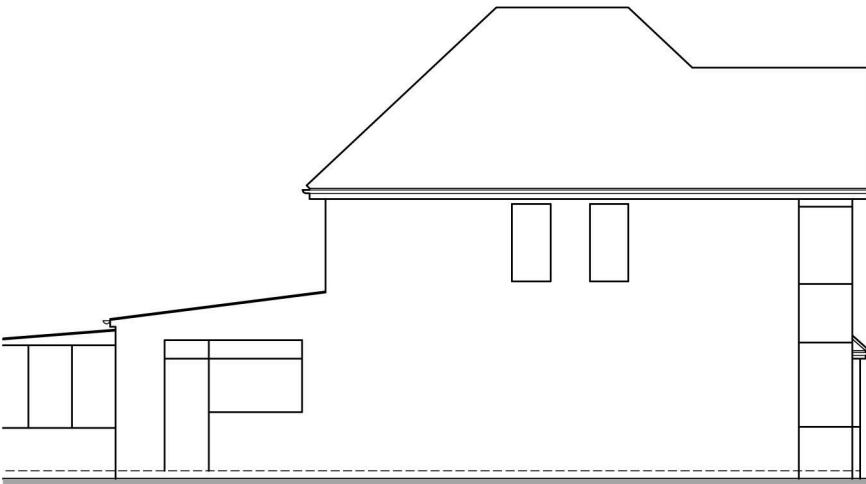
<p>PROJECT</p> <p>PROPOSED FIRST FLOOR REAR EXTENSION AND ALTERATIONS TO EXISTING ROOF DESIGN</p>	<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>R. NO</th> <th>DATED</th> <th>DESCRIPTION</th> <th>SIGN</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	R. NO	DATED	DESCRIPTION	SIGN																	<p>SITE.</p> <p>50 BRANDVILLE ROAD WEST DRAYTON</p>	<p>PROJECT NO:</p> <p>PL/1032A/03</p> <p>SCALE</p> <p>as shown @A3</p>	<p>DATE</p> <p>30/05/2011</p>	<p>DEALT</p> <p>AW</p>	<p>SHEET TITLE</p> <p>PROPOSED PLANS</p> <p>CHECKED</p> <p>AW</p>	<p>CLIENT</p> <p>MR GURMEET</p> <p>Drawing produced by A Warchitecture 12 Waverly Road Slough SL1 4XN Contact: 07934 906060 abdul@awarchitecture.co.uk www.awarchitecture.co.uk</p>
R. NO	DATED	DESCRIPTION	SIGN																								



EXISTING SIDE ELEVATION 1:100



EXISTING SECTION 1:100



EXISTING SIDE ELEVATION 1:100



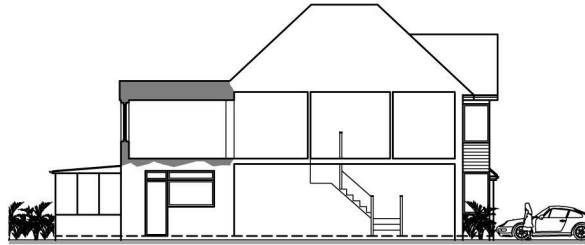
EXISTING REAR ELEVATION 1:100



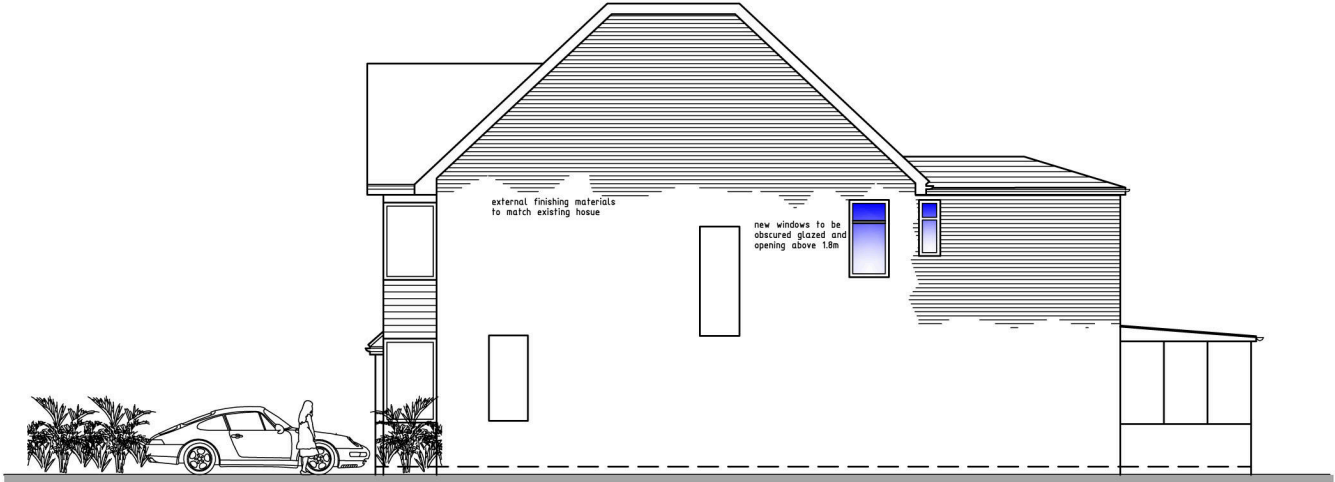
EXISTING FRONT ELEVATION 1:100



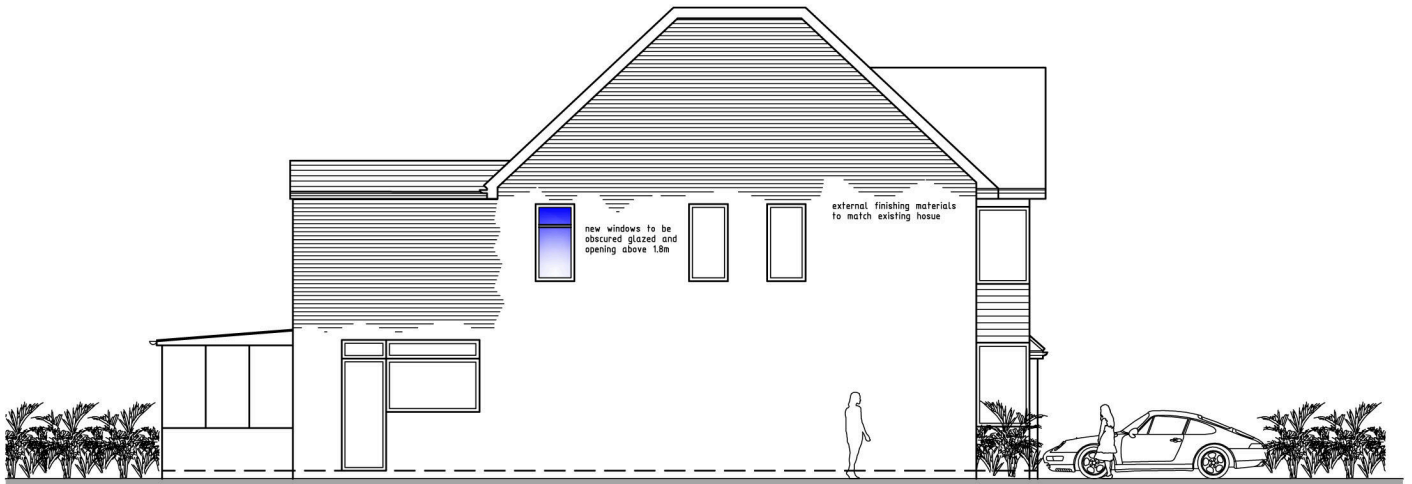
EXISTING REAR ELEVATION 1:100



PROPOSED SECTION 1:200



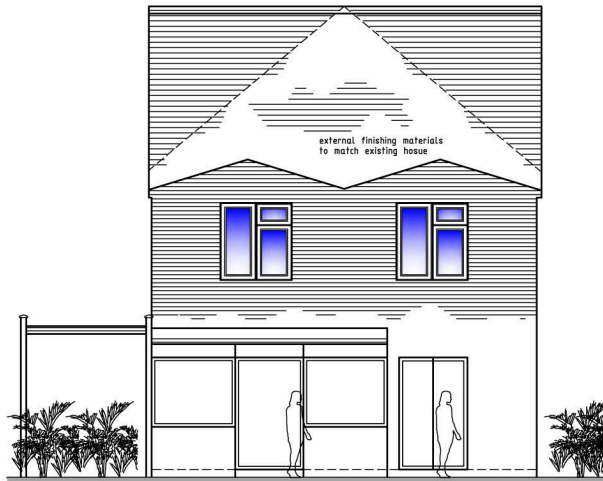
PROPOSED SIDE ELEVATION 1:100



PROPOSED SIDE ELEVATION 1:100



PROPOSED FRONT ELEVATION 1:100



PROPOSED REAR ELEVATION 1:100

PROJECT

REVISIONS

SITE

PROJECT NO:

SHEET TITLE

CLIENT

PROPOSED FIRST FLOOR REAR
EXTENSION AND ALTERATIONS TO
EXISTING ROOF DESIGN

R. NO	DATED	DESCRIPTION	SIGN

50 BRANDVILLE ROAD
WEST DRAYTON

Page 368

PL/1032A/04

PROPOSED ELEVATIONS

MR GURMEET

SCALE
as shown
@A3

DATE
30/05/2011


DEALT
AW

CHECKED
AW

Drawing produced by
A W Architecture
12 Waverly Road Slough
SL1 4XN
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Notes

 Site boundary

For identification purposes only.

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Site Address

**50 Brandville Road
West Drayton**

Planning Application Ref:

47093/APP/2011/1337

Planning Committee

Central and South

Scale

1:1,250

Date

**February
2012**

**LONDON BOROUGH
OF HILLINGDON**
Planning,
Environment, Education
& Community Services

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



HILLINGDON
LONDON

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HILLINGDON LONDON

Meeting: Central & South Planning Committee

Date: 14 February 2012

Time: 7.00pm

Place: Committee Room 5, Civic Centre Uxbridge

ADDENDUM SHEET

Item: 6	Page: 37	Location:	Land East of Former EMI Site, Blyth Road, Hayes
Amendments/Additional information:		Officer Comments:	
Amend Section 2A iii) by inserting the words 'prepared in accordance with TfL guidance' between the words 'Travel Plan' and 'including'		For clarity	
Add new Head of Term: Section 2A xiii) Carry out a PERS audit in the vicinity of the site, and complete any necessary works identified in the audit before first occupation of the development.		For clarity	
Amend Section 2D by replacing the word 'may' with the word 'will'		For clarity	
Amend condition 7 by deleting the words 'high close boarded fence or' Replace wording of reason as follows: 'To separate pedestrians from rail traffic and to protect future occupiers from noise and disturbance and to accord with policies OE3 and AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).'		For clarity	
Amend condition 13 by adding the words 'for so long as the development remains.'		For clarity	
Amend condition 15 by inserting the words 'all play areas, and in particular the ground level children's play area and ' between the words 'including' and 'controlling'		To ensure adequate security of play areas	

Amend condition 29 by replacing the wording with "The proposed vehicular access shall be provided with 2.4m x 2.4m pedestrian visibility splays in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway."	For clarity
Amend condition 30 by replacing the word 'development' with the words " the non-residential uses hereby approved and separate covered and secure cycle storage facilities for the residential component of the development hereby approved'	To ensure adequate cycle parking is provided.
Amend condition 31 by inserting the following: iv) At least 1 charging point being dedicated for use by the non-residential uses hereby approved.	For clarity
Amend condition 32 by replacing the words 'first phase' with 'development' and by inserting the following wording: 'The car parking allocation and management plan shall clearly identify and delineate parking spaces which are allocated and dedicated for the non- residential and residential components of the development. Each unit designed for wheel chair users shall be allocated at least 1 car parking space.'	For clarity
Amend condition 47 by replacing 23.00 with 20.00 and 13.00 with 18.00 and by inserting the word ', public' between the words 'Sundays' and 'and'	For clarity
Amend conditions 48 and 49 by deleting the last line.	For clarity
Add the following condition: Development shall not begin until details of permanently obscure glazed screening/balustrading for the proposed balconies have been submitted to and approved in writing by the Local Planning Authority and no residential unit shall be occupied until the approved screening relating to that unit has been erected. REASON In the interests of visual amenity in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).	In the interests of visual amenity.
The eastern end of the site has a PTAL of 5 and the western end has a PTAL of 4	For clarity
The applicant has amended the plans so as to remove that refuse and delivery bay.	This removes the need for a cross over which would present a danger to pedestrians.

<p>The Sustainability officer has already requested a condition for Code Level 4, which incorporates a requirement to reduce potable water consumption to 105 Litres per person per day.</p> <p>Requests that a SUDS condition be attached to the permission (given that the applicant claims there are site constraints to some potential SUDS solutions, the condition is flexibly worded).</p> <p>'No development approved by this permission shall be commenced until a detailed water management scheme (including maintenance arrangements) is submitted to and agreed in writing by the Local Planning Authority. The development shall proceed in accordance with the approved scheme and retained for the life of development.</p> <p>Reason To prevent the increased risk of flooding in accordance with PPS25 and Policies 5.13 and 5.15 of the London Plan.'</p>	<p>To report further comments by the Sustainability officer and to ensure SUDS are incorporated into the development.</p>
<p>Add the following drawing numbers to the list of drawings for approval:</p> <p>1615-02-14 and 1615-02-15</p> <p>Further comments by the Highways Officer:</p> <p>The attached drawings nos. 1615-02-14 and 1615-02-15 show revised delivery/refuse collection arrangements proposing a 16m x 2.5m loading bay on the highway and kerb alignment. The above drawings should be included and the proposed highway works should be covered through a s278 agreement. The loading bay if permitted should have the same operational times as the parking management scheme to allow residents to parking within the bay in the evenings and over night. The crossover for bins' trundling shall be reduced to 2m maximum and the proposed oversized crossover for emergency vehicles shall be removed. These amendments should be covered through a suitable planning condition. In case of an emergency event, emergency vehicles can easily mount the kerb if needed. The proposals will require removal of a 12m length of parking bay approved to be implemented under the parking management scheme in the vicinity of the site. The applicant has not submitted any proposals to replace the parking spaces to be lost. New developments should be designed to cater for their servicing needs from within the site and not leave this aspect of the development as an afterthought resulting in loading bay(s) on the highway to meet the operational needs of the development. It is an essential requirement under the Council's UDP for development layouts to have sufficient space for the standing and manoeuvring of all goods vehicles likely to serve the development at any one time. I would also include refuse and recycle vehicles to this.</p>	<p>To report amended plans received and further comments from the Highways Officer.</p>

<p>A condition should be applied requiring any gate at the vehicular access to be positioned 10(minimum) within the site from the back of the footway. A PERS audit should be required through a suitable planning obligation before first occupation of the development. The elements covered under conditions 25, 28 and 30 have already been reviewed; therefore do not need to be conditioned.</p>	
<p>Add the following condition: Any gate installed at the vehicular access shall be designed to be operable by persons with disabilities, including in the event of power failure, and shall be positioned at least 10 within the site measured from the back of the footway.</p> <p>REASON: To ensure the installation of a gate does not lead to traffic backing up onto the highways and to ensure any gate is of a design which can be used by all persons and to accord with policies AM7 and AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2</p>	<p>To ensure the installation of a gate does not lead to traffic backing up onto the highways and to ensure any gate is of a design which can be used by all persons</p>
<p>Add the following informative:</p> <p>The Council expects that when the wider master-plan is developed that the servicing and refuse arrangements for the former EMI site, including the development hereby approved, are considered as a whole to ensure that the most acceptable arrangement is agreed with respect to highway and pedestrian safety.</p>	<p>For clarity.</p>

Item: 7	Page: 99	Location: Pronto Industrial Estate, 585 - 591 Uxbridge Road, Hayes
Amendments/Additional information:		Officer Comments:
Amend conditions 17 and 18 by inserting the words Public between the words 'Sundays' and 'or'		For clarity
Amend condition 23 by replacing code level '3' with code level '4'		For clarity
Add standard condition H11A (Visibility splays)		For clarity

Item: 8	Page: 131	Location: Unit F Prologis Park, Stockley Park
Amendments/Additional information:		Officer Comments:
Amend description by inserting the word 'electronic' between the words 'B8' and 'data'		For clarity
Amend condition 9 by inserting the word 'electronic' between the words 'for a' and 'Data'		For clarity

Amend condition 11 by replacing the number 1 with 3 and inserting the words ' with at least 1 charging point shall be available to users of disabled car parking spaces.' Between the words 'simultaneously' and 'shall'	For clarity
Add standard condition MCD9 (no external storage)	To protect visual amenity.

Item: 9	Page: 151	Location: 16 North Common Road, Uxbridge
Amendments/Additional information:		Officer Comments:
Amend refusal reason 2 by inserting the words 'detrimental to the quality of the living environment' between the words 'development' and 'resulting'		For clarity

Item: 10	Page: 131	Location: Unit 4A Swallowfield Way, Hayes
Amendments/Additional information:		Officer Comments:
Replace condition 5 with the full version of standard condition OM19		To safeguard the amenities of surrounding areas
Amend condition 9 by inserting the words "including tyres and oils; between the words 'goods' and 'materials'		For clarity
Amend condition 13 by deleting the words 'where possible'		For clarity
Amend condition 15 by replacing 0.6m with 1m		For clarity
Amend condition 16 by adding the following sentence: 'There shall be no parking associated with the development outside of the designated parking areas shown on the plans.'		For clarity
Amend condition 17 by adding the words 'for so long as the development remains' after the last sentence.		For clarity
Add standard condition MCD9 (no external storage)		To protect visual amenity.
Add standard signage informative		To inform the applicant
Amend condition 22 by inserting the words 'including the car wash' between the words 'development' and 'hereby'		For clarity
Delete condition 23		The condition is unnecessary
Amend condition 24 by inserting the words 'including the car wash' between the words 'development' and 'shall'		For clarity

Item: 11	Page: 195	Location: Premier Travel Inn, Shepiston Lane, Hayes
Amendments/Additional information:		Officer Comments:
Amend condition 6 by replacing the word 'only' with the word 'solely'		For clarity