

## 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
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- 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 HLEI15948/003R  
 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)

<b>Date Plans Received:</b>	13/09/2011	<b>Date(s) of Amendment(s):</b>	20/09/2011
<b>Date Application Valid:</b>	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](http://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            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            111                    The Construction (Design and Management) Regulations 1994**

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

### **5            112                    Notification to Building Contractors**

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and 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            115                    Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

#### **7            I17            Communal Amenity Space**

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

#### **8            I18            Storage and Collection of Refuse**

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

#### **9            I19            Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.

Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

#### **10          I2            Encroachment**

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

#### **11          I23          Works affecting the Public Highway - Vehicle Crossover**

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

#### **12          I24          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](http://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](mailto: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 Padus), Wild Pear (Pyrus Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaeagus), 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*).

## 22

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](http://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 leaved 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](mailto: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 Padius*), Wild Pear (*Pyrus Communis*), Fir Trees - Pines (*Pinus*), Hawthorne (*Cretaeagus*), 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 (Lmax) 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 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 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 AO 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 not 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 -  $44 \times 20 = 880$ sqm.
- b) 72 x 2-bed flats -  $72 \times 25 = 1800$ sqm.
- c) 16 x 3+ bed flats -  $16 \times 30 = 480$ 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 proposed 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.

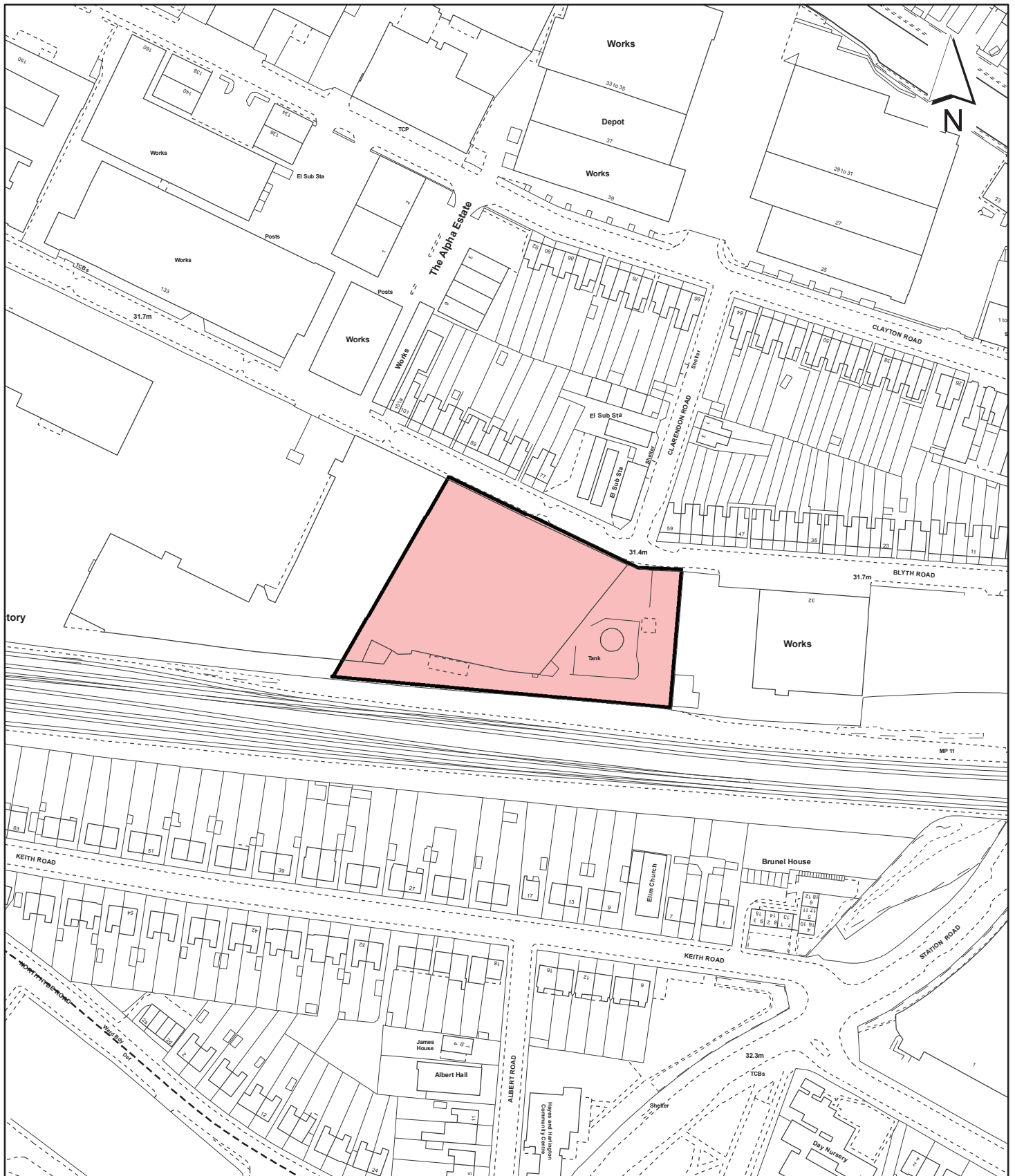
For the reasons provided throughout this report, the application is considered to be appropriate and acceptable and to comply with the relevant policies and planning guidance for the site. Accordingly, the application is recommended for approval, subject to conditions and the signing of a S106 Legal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

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**Notes**

 Site boundary

For identification purposes only.

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Site Address	
<b>Land east of the former EMI Site, Blyth Road Hayes</b>	
Planning Application Ref:	Scale
<b>51588/APP/2011/2253</b>	<b>1:2,000</b>
Planning Committee	Date
<b>Central and South</b>	<b>February 2012</b>

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