

Report of the Head of Planning, Green Spaces and Culture

Address: THE FORMER MASTER BREWER SITE,
FREEZELAND WAY

Development: Erection of 5 part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping (outline application)..

LBH Ref Nos: 4266/APP/2012/1545

Drawing Nos: SEE REPORT AT APPENDIX A

Date Application Received: 08-06-12

Date Application Valid: 12-06-12

1. EXECUTIVE SUMMARY

Outline planning permission is sought for the erection of 5, part 4, part 5 storey blocks to provide 125 residential units (Use Class C3), with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping, with layout, scale, means of access and landscaping to be determined, whilst appearance is a matter to be reserved for future determination.

This outline planning application has been submitted in association with a full application for a retail led commercial development on land to the east and south of the site, the latter application being subject to a separate report on this agenda. Although these full and outline applications have been submitted separately, they are intrinsically linked, as they represent different phases of an overall scheme submitted by Spenhill Developments on behalf of Tesco (hereafter referred to as the Master Brewer scheme).

The Council also has before it a separate scheme for retail and mixed use development at Hillingdon Circus. Both the Master Brewer and Hillingdon Circus schemes propose a comprehensive mixed-use retail-led development incorporating residential, hotel, and in the case of the Master Brewer scheme, community and café bar. The most appropriate approach to adopt when considering two competing supermarket applications is to firstly assess the applications individually and if they are both acceptable individually in planning terms the starting point is that both should, in principle, be granted planning permission.

Individual Assessment

In terms of the Master Brewer outline residential scheme, this has been independently assessed and has been judged to be acceptable on an individual basis. The individual report is attached at Appendix A. In summary, there is no land use policy objection to the principle of a retail led mixed use development of the site, The re-use of previously developed land in town centres for new housing in mixed use schemes is considered to be consistent with both national and local planning guidance.

Overall, it is considered that the proposed development would provide good living conditions for all of the proposed units and protect the residential amenity of surrounding occupiers in terms of outlook, privacy and light.

In addition, the development would incorporate adequate parking and including off-site highways works and contributions towards public transport improvements. The Council's Highways Officer is satisfied that the development would be served by adequate car parking and would not have any adverse impacts on the free flow of the highway network or on highway or pedestrian safety.

The layout would reflect the established suburban character of the townscape context to the site. Landscaping has been incorporated within the adjacent open space in an attempt to mitigate the impact of the hotel on longer views towards the site. In terms of the impact on the Green Belt, off-site woodland planting is proposed, which would, together with the tree planting on the site create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

Furthermore, the development would integrate an appropriate level of inclusive design, measures to reduce energy use and other sustainable design features. Subject to appropriate conditions and planning obligations, the development would not have any unacceptable impacts on air quality. Furthermore, subject to appropriate conditions the development would not have any adverse impacts on the amenity of residential occupiers by way of noise.

The Council also has a public duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations (Equality Act 2010). As a consequence, an Equalities Impact Assessment has been carried which concludes that the positive benefits of the scheme outweigh any potential negative impacts on equality groups in the affected area.

Cumulative Impact

However, consideration also needs to be given as to whether the grant of two planning permissions, in this case the Spenhill scheme (outline and full) and the Bride Hall scheme would be acceptable in planning terms. Of relevance here will be the Development Plan Policies. If there are any policies that permit a number of planning permissions to be granted or alternatively prevent a cumulative build up of retail permissions, this needs to be taken into account in the judgement. If there is evidence that the cumulative impact of both schemes being implemented would be unacceptable in planning terms, then that evidence should be taken into account in dealing with the two schemes. In this case, Environmental Impact Assessments have been undertaken for both the Bride Hall and Spenhill applications. A cumulative Impact Assessment has also been carried out by the Local Planning Authority and this is attached elsewhere on this agenda.

These assessments suggest that the cumulative impact of the two schemes together would be likely to have an unacceptable impact on town centres within the relevant catchment areas, on traffic congestion and air quality.

Comparative Assessment

If it is judged that the two proposals' cumulative impact is unacceptable to the extent that only one permission can therefore be granted, then the approach to be taken is a

full comparative assessment of each site against the other, in order to decide which scheme is preferred in planning terms. A full comparative assessment has therefore been undertaken, in accordance with relevant criteria in the Development Plan and against the material facts of the sites proposed. The comparative assessment is provided elsewhere on this agenda and includes consideration of the location of the proposed sites, any additional benefits each scheme would bring, traffic impact, visual impact, parking provision, employment generation, residential amenity issues and impact on town centres.

The comparative assessment concludes that the combined Master Brewer scheme should be approved and the Hillingdon Circus scheme be refused.

The above mentioned reports were withdrawn from the October 8th Major Planning Committee Agenda, as additional information had been received and points of clarification were required following information circulated to Members.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning Green Spaces and Culture to grant planning permission, subject to the following:

- 1. That the application be referred back to the Greater London Authority.**
- 2. That the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:**
 - (i). Transport: All on site and off site highways works as a result of this proposal. These include the following:**
 - **Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit (which may include vehicle activated speed signs);**
 - **Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;**
 - **Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;**
 - **Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;**
 - **Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;**
 - **Provision of an informal pedestrian refuge crossing at the western site access;**
 - **Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;**
 - **Traffic signal timings and operations ;**
 - **Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;**

- Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and
 - Coach stop enhancements on Freeland Way
 - Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;
 - Contribution to real time information system at bus stops prior to commencement;
 - Travel Plan
- (ii). **Affordable Housing:** 15% of the scheme, by habitable room, to be delivered as Affordable Housing.
- (iii). **None of the market housing will be occupied until 100% of the affordable housing is delivered**
- (iv). **Education:** The applicant provides a financial contribution towards school places in the area commensurate with the estimated child yield of the development as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance
- (v). **Health:** The applicant provides a financial contribution towards health care in the area as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance. - £216.67 per person.
- (vi). **Libraries:** The applicant provides a financial contribution towards library provision in the area commensurate as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance (£216.67 per person).
- (viii). **Community Facilities:** either a financial contribution in the sum of £60,000 or a facility delivered on the commercial part of the development - if sought.
- (ix). **Landscape Screening/ Ecological Mitigation and Public Open Space:** a financial contribution in the sum of £252,308.88. Details of phasing and timing of delivery.
- (x). **Construction Training:** either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD ($\text{£2,500 for every £1m build cost} + (125/160 \times \text{£71,675}) = \text{total contribution}$).
- (xi). **Air Quality:** a financial contribution in the sum of £25,000.
- (xii). **Project Management and Monitoring Fee:** a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.
- (xiii) **A phasing program for the implementation of the residential scheme and full commercial scheme (application ref: 4266/APP/2012/1544).**

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

4. If the above Section 106 agreement has not been finalised within 6 months, then the application is to be referred back to the Planning Committee for determination.

5. That if the application is approved, the conditions set out at appendix A be attached:

APPENDIX A

INDIVIDUAL REPORT

Report of the Head of Planning, Sport and Green Spaces

Address FORMER MASTER BREWER SITE FREEZELAND WAY HILLINGDON

Development: Erection of 5 part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping (outline application).

LBH Ref Nos: 4266/APP/2012/1545

Drawing Nos: W105860L10
W105860L10
09032/P0-001 REV. J
09032/P0-002 REV. L
09032/P0-003 REV. J
09032/P0-005 REV. G
09032/P3-002 REV. D
09032/P3-001 REV. C
W105860 L04 REV E
W105860L07 REV A
W105860L08 REV A
W105860L09
W105860L03 REV E
Archaeological Desk-Based Assessment
Air Quality Assessment
Report on Tree Inspections
BREEAM Pre-assessments
Daylight and Sunlight Report
Ecological Assessment
Potable Water Strategy
Statement of Community Involvement summary
Framework Travel Plan
Planning Statement
Environmental Noise Assessment
Transport Assessment
Revised Transport Assessment
Final Addendum Transport Assessment with Appendices March 2013
Flood Risk Assessment
Design and Access Statement
Site Statutory and Site Utility Services Investigation
Energy Statement
Lighting Impact Assessment
Environmental Statement
ES Non-Technical Summary
Addendum Report to ES Final 16.8.13
2016 Proposed Results
Pedestrian Crossing Times - Hillingdon Circus Junction
VISSIM Sensitivity Test Technical Note

Date Plans Received: 08/06/2012

Date(s) of Amendment(s):

20/08/2013
12/06/2012

Date Application Valid: 12/06/2012

06/06/2012

13/08/2013

1. **SUMMARY**

Outline planning permission is sought for the erection of 5, part 4, part 5 storey blocks to provide 125 residential units (Use Class C3), with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping, with layout, scale, means of access and landscaping to be determined, whilst appearance is a matter to be reserved for future determination.

This outline planning application has been submitted in association with a full application for a retail led commercial development on land to the west and north of the site, the latter application being subject to a separate report on this agenda. Although these full and outline applications have been submitted separately, they are intrinsically linked, as they represent different phases of an overall scheme submitted by Spenhill Regeneration Ltd. on behalf of Tesco (hereafter referred to as the Master Brewer scheme). This application is therefore referable to the Mayor of London.

1,657 local residents, businesses and local amenity groups were consulted initially in June 2012, and re-consulted on receipt of further information in May 2013. In total, 62 individual letters of objection have been received, objecting to the planning application, primarily on the grounds of increased traffic generation and traffic congestion at Hillingdon Circus and the surrounding road network. Issues relating to the scale of the development, lack of community infrastructure, and flooding have also been raised. In addition, 10 letters of support have been received. Both the Ickenham and Oak Farm Residents Associations have provided detailed responses to this application, and have raised similar concerns as the individual responses mentioned above.

There is no land use policy objection to the principle of a retail led mixed use development of the site. The re-use of previously developed land in town centres for new housing in mixed use schemes is considered to be consistent with both national and local planning guidance.

Although this is an outline application with further details to be submitted at reserved matters stage, the submitted documentation has demonstrated that the proposed development could provide good living conditions for all of the proposed units and protect the residential amenity of surrounding occupiers in terms of outlook, privacy and light.

In addition, the Spenhill development would incorporate adequate parking and includes off-site highways works and contributions towards public transport improvements. The

Council's Highways Officer is satisfied that the development would not have any adverse impacts on the free flow of the highway network or on highway or pedestrian safety, subject to mitigation measures.

The layout would reflect the established suburban character of the townscape context to the site. Landscaping has been incorporated within the adjacent open space to mitigate the impact of the development on longer views towards the site. In terms of the impact on the Green Belt, off-site woodland planting is proposed, which would, together with the tree planting on the site create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

The Spenhill development would integrate an appropriate level of inclusive design, measures to reduce energy use and other sustainable design features. Subject to appropriate conditions and planning obligations, the development would not have any unacceptable impacts on air quality, noise or ecology.

Approval is recommended subject to recommended conditions, planning obligations and a Stage 2 referral to the Mayor of London.

2. RECOMMENDATION

This recommendation is based upon an individual assessment of the proposal, assuming that it were to be implemented in isolation. It does not take into account the cumulative impact of both the Master Brewer and Hillingdon Circus schemes together, or the comparative assessment of both schemes against the other. If the scheme was being proposed in isolation, it is recommended that the proposal be approved, subject to the following:

That delegated powers be given to the Head of Planning Green Spaces and Culture to grant planning permission, subject to the following:

- 1. That the application be referred back to the Greater London Authority.**
- 2. That the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:**
 - (i). Transport: All on site and off site highways works as a result of this proposal. These include the following:**
 - o Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit (which may include vehicle activated speed signs);**
 - o Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;**
 - o Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;**
 - o Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;**
 - o Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;**
 - o Provision of an informal pedestrian refuge crossing at the western site access;**
 - o Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;**

- o Traffic signal timings and operations ;
- o Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
- o Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and
- o Coach stop enhancements on Freeland Way
- o Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;
- o Travel Plan

(ii). Affordable Housing: 15% of the scheme, by habitable room, to be delivered as Affordable Housing.

(iii). None of the market housing will be occupied until 100% of the affordable housing is delivered

(iv). Education: The applicant provides a financial contribution towards school places in the area commensurate with the estimated child yield of the development as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance

(v). Health: The applicant provides a financial contribution towards health care in the area as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance.
- £216.67 per person.

(vi). Libraries: The applicant provides a financial contribution towards library provision in the area commensurate as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance (£216.67 per person).

(viii). Community Facilities: either a financial contribution in the sum of £60,000 or a facility delivered on the commercial part of the development - if sought.

(ix). Landscape Screening/ Ecological Mitigation and Public Open Space: a financial contribution in the sum of £252,308.88. Details of phasing and timing of delivery.

(x). Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD ($£2,500$ for every $£1m$ build cost + $(125/160 \times £71,675) =$ total contribution).

(xi). Air Quality: a financial contribution in the sum of £25,000.

(xii). Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

(xiii) A phasing program for the implementation for the residential scheme and full commercial scheme (application ref: 4266/APP/2012/1544).

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

4. If the above Section 106 agreement has not been finalised within 6 months, then the application is to be referred back to the Planning Committee for determination.

5. That subject to the above, the application be deferred for the determination by

Head of Planning, Green Spaces and Culture under delegated powers to approve the application, subject to the completion of legal agreement(s) under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

6. That if the application is approved, the following conditions be attached:

1 RES1 Outline Time Limit

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

REASON

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

2 RES2 Outline Reserved Matters

Details of the appearance, (hereinafter called "the reserved matter") shall be submitted to the Local Planning Authority before the expiry of three years from the date of this permission and approved in writing before any development begins. The submitted details shall also include details of:

- (i) Any phasing for the development
- (ii) Details of all materials and external surfaces, including details of balconies
- (iii) Details should include information relating to make, product/type, colour and photographs/images.

The development shall be constructed in accordance with the approved details and be retained as such.

REASON

To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 (As Amended).

3 RES10 Tree to be retained

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

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

4 RES11 Play Area provision of details

No development shall commence until details of play areas for children for each block have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the play areas shall be provided prior to the occupation of any unit within the relevant block and maintained for this purpose.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 3.16.

5 RES15 Sustainable Water Management (changed from SUDS)

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development. The scheme shall clearly demonstrate how it follows the strategy set out in the approved Flood Risk Assessment and Surface Water Drainage Strategy, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide details of the surface water design including all SUDS features and how it will be implemented to ensure no increase in flood risk from commencement of construction and during any phased approach to building.
- ii. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- iii. include a timetable for its implementation; and
- iv. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

- v. provide details of water collection facilities to capture excess rainwater;
- vi. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 5.12.

6 RES17 Sound Insulation

Development shall not begin until a scheme for protecting the proposed development from

road traffic, rail traffic and air traffic noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic, rail traffic and air traffic noise in accordance with policy OE5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.15.

7 RES18 Lifetime Homes/Wheelchair Units

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed and constructed 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

8 RES19 Ecology

No development shall take place until a scheme to protect and enhance the nature conservation interest of the site has been submitted to and approved by the Local Planning Authority.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with policy EC5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). and London Plan (July 2011) Policy 7.19.

9 RES20 Traffic Arrangements - submission of details

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

10 RES22 Parking Allocation

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the

parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

11 RES23 Visibility Splays - Pedestrian

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 A21 Parking for Wheelchair Disabled People

10 of parking spaces (with dimensions of 4.8m x 3.6m to allow for wheelchair transfer to and from the side of car) shall be reserved exclusively for people using wheelchairs and clearly marked as allocated to the relevant wheelchair accessible unit. Such parking spaces shall be sited in close proximity to the nearest accessible building entrance which shall be clearly signposted and dropped kerbs provided from the car park to the pedestrian area. These parking spaces shall be provided prior to the occupation of the development in accordance with the Council's adopted car parking standards and details to be submitted to and approved by the Local Planning Authority. Thereafter, these facilities shall be permanently retained.

REASON

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with policy AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 RES24 Secured by Design

The dwelling(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling shall be occupied until accreditation has been achieved.

REASON

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

14 RES25 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall

not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with policies BE13, EC3 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

15 RES26 Contaminated Land

(i) 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). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) 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;

(b) 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.

(c) 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.

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

(iii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

16 RES4 Accordance with Approved Plans

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

09032/P0-001 REV. J

09032/P0-002 REV. L

09032/P0-003 REV. J

09032/P0-005 REV. G

09032/P2-001 REV. C

09032/P3-002 REV. D

W105860L03 REV E

W105860 L04 REV E
W105860L07 REV A
W105860L08 REV A
W105860L09
W105860L10

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

17 RES5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Archaeological Desk-Based Assessment
Air Quality Assessment
Report on Tree Inspections
BREEAM Pre-assessments
Daylight and Sunlight Report
Ecological Assessment
Potable Water Strategy
Framework Travel Plan
Planning Statement
Environmental Noise Assessment
Transport Assessment
Revised Transport Assessment
Final Addendum Transport Assessment with Appendices March 2013
Flood Risk Assessment
Design and Access Statement
Site Statutory and Site Utility Services Investigations
Energy Statement
Lighting Impact Assessment
Environmental Statement
ES Non-Technical Summary
Addendum Report to ES Final 16.8.13
2016 Proposed Results
Pedestrian Crossing Times - Hillingdon Circus Junction
VISSIM Sensitivity Test Technical Note

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

REASON

To ensure that the development complies with the objectives of relevant Policies in the Local Plan and London Plan (2011).

18 RES6 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 RES8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

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

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

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

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

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

20 RES9 Landscaping (car parking & refuse/cycle storage)

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
 - 1.d A phasing plan, setting out the order and timing in relation to the delivery of each block and the overall site, including interim landscaping proposals for uncompleted phases of the development.
2. Details of Hard Landscaping
 - 2.a Refuse Storage, covered and secure
 - 2.b Cycle Storage covered and secure for 125 bicycles.
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts for 99 parking spaces

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs

3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

4.a Landscape Maintenance Schedule for a minimum period of 5 years.

4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (July 2011)

21 NONSC Non Standard Condition

Before any part of the development is occupied, site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

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 Local Plan: Part 2 - Saved UDP Policies (November 2012).

22 NONSC Non Standard Condition

Prior to the commencement of development a construction air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the methods to minimise the adverse air quality impacts from the construction of the development. This scheme should include (but not limited to) clear demonstration of the use of low emission vehicles and machinery by the relevant contractor, and confirmation of how environmentally aware driver training methods will be utilised (i.e. no idling, avoiding peak times for construction lorries etc). The construction must be carried out in accordance with the approved plan.

REASON

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

23 NONSC Non Standard Condition

Prior to first occupation of the development an air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the measures to be undertaken to promote, encourage and install measures to reduce impacts on air quality. The development must be operated in accordance with the approved plan.

REASON

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

24 NONSC Non Standard Condition

Prior to commencement of development a scheme for protecting the proposed residential units from external air pollution shall be submitted and approved by the Local Planning Authority. The development must proceed in accordance with the approved scheme and completed prior to occupation. The development shall retain the air pollution protection measures throughout the lifetime of the development.

REASON

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

25 NONSC Non Standard Condition

Prior to commencement of the development full specifications of the CHP unit shall be submitted to and approved in writing by the Local Planning Authority. The specifications shall demonstrate the use of the least polluting CHP system appropriate with and the relevant NOx emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts. The development must proceed in accordance with the approved scheme.

REASON

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

26 NONSC Non Standard Condition

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed residential development from road traffic, air traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme should ensure that internal LAeq,T and LAm_{ax} noise levels meet appropriate noise criteria. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON:

To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic, air traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.15

27 NONSC Non Standard Condition

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP 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 CEMP 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, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

REASON:

To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

28 NONSC Non Standard Condition

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.

REASON

1. The site is adjacent to a Local Wildlife Site (LWS) - Ickenham Marsh Complex. There should be no detriment to this LWS (also identified as a site of Grade 1 Borough importance) by this development, and where possible, there should be betterment of the LWS. The addition of green or brown roofs to this development will provide benefits for biodiversity on the site, and provide some green buffering between the adjacent LWS and the development. This is in line with Policies EC1, EC3 and EC5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

2. To prevent flooding on-site and off-site by ensuring the satisfactory storage of and/or disposal of surface water from the site using appropriate sustainable drainage techniques, in accordance with Policy OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

29 NONSC Non Standard Condition

Prior to commencement of the development, an Interim certificate showing the development complies with Level 4 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

REASON

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

30 NONSC Non Standard Condition

Prior to the occupation of the development a completion certificate showing the development complies with Code 4 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

REASON

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

31 NONSC Non Standard Condition

Prior to the commencement of development a plan showing provision for electric charging points to serve 20% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. A further 20% should be adequately serviced to allow for the future installation of further charging points. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked and review mechanism of the use and increase of active EVCPs. 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.

32 NONSC Non Standard Condition

A) No development shall take place until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON

Heritage assets of archaeological interest survive on the site. The Local Planning Authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the borough and in the NPPF.

33 NONSC Non Standard Condition

No development shall take place until details of the internal layout of the proposed units have been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that good environmental conditions are provided for future occupiers and to

ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people, in accordance with Policies 3.1, 3.8 and 7.2 of the London Plan (July 2011).

INFORMATIVES

1 I1 Building to Approved Drawing

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

2 I10 Illustrative Drawings

You are reminded that the indicative floor plans submitted with the application are for illustrative purposes only and do not form part of the application for which permission is hereby granted.

3 I11 The Construction (Design and Management) Regulations 1994

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

4 I14 Installation of Plant and Machinery

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

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

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

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

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

5 I14C Compliance with Building Regulations Access to and use of

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

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

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

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate

against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

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

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

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

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

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

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

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

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

7 117 Communal Amenity Space

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership

and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

8 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 I21 Street Naming and Numbering

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

12 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.

13 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

14 I43 Keeping Highways and Pavements free from mud etc

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

15 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).

16 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) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM17	Provision of short stay off-street parking space for town centres
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM3	Proposals for new roads or widening of existing roads
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H5	Dwellings suitable for large families
LE6	Major officer and other business proposals in town centres
OE1	Protection of the character and amenities of surrounding properties and the local area
OE2	Assessment of environmental impact of proposed development
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood

	protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.16	(2011) Waste self-sufficiency
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
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 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.16	(2011) Green Belt
LPP 7.2	(2011) An inclusive environment
LPP 7.21	(2011) Trees and woodland
LPP 7.5	(2011) Public realm
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations

17

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

18

In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development. Accordingly, the planning application has been recommended for approval.

19 147 Damage to Verge

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

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an 'L' shaped piece of land 1.25 hectares in extent. The northern arm was formerly the eastern part of the Master Brewer Hotel site, a public house/motel with 106 bedrooms, conferencing and restaurant facilities and 200 parking spaces. The southern section of the application site, fronting Frezland Way, is Council owned land. The site is close to Hillingdon Underground Station and falls within the North Hillingdon Local Centre.

Currently, the Master Brewer site comprises hard standing and semi mature vegetation. Semi-mature and mature boundary planting envelope the site on each of its boundaries. Vehicular access to the site is provided via an entrance/exit point onto Freezeland Way, which has been blocked with temporary concrete bollards and fencing.

The site is broadly flat but inclines at its boundary adjacent to Long Lane (approximately 2.5 metres) and declines to the embankment adjacent to the A40 (approximately 3 metres). Following demolition of the former Master Brewer Hotel and associated buildings, the site is currently derelict and awaiting redevelopment.

Immediately to the west of the site the remaining part of the Master Brewer site and Long Lane/A437, beyond which is a vacant site which lies adjacent to Hillingdon Station and benefits from planning permission for a 5 storey office development measuring 11,574 sq.m and 289 car parking spaces. This permission has been partially implemented by the construction of a roundabout and associated access. A cocurrent planning application for a retail led mixed use development has been submitted on this adjacent site and is reported on this agenda.

To the south of the site is Freezeland Way and beyond this, the North Hillingdon Local

Centre. Green Belt land is located to the east of the site.

The site is approximately 200 metres east of Hillingdon London Underground Station. This station is adjacent to TfL bus routes and coach stops which provide services to Uxbridge, Oxford and Ickenham. The site has a Public Transport Accessibility Level of 3 (PTAL).

The wider built environment is characterised by predominantly 2/3 storey detached and semi detached residential and commercial properties.

3.2 Proposed Scheme

Outline planning permission is sought for the erection of 5, part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping. Layout, scale, means of access and landscaping are to be determined at this stage. Appearance is a matter to be reserved for future determination, although illustrative plans have been provided to demonstrate that policy standards can be met.

The proposal comprises of the following elements:

The 125 residential units are proposed in blocks A to E which are located to the east and south of the associated commercial application site for a superstore, retail units and hotel. Each block would be 4 storeys in height with a 5th. storey set back from the road frontage (Blocks C, D and E) and from the Green Belt Boundary (Blocks A and B).

The scheme proposes 2050 sq.m of private amenity space and 2310 sq.m public amenity space.

It is intended that the residential area will be served via a separate access, at the south east corner of the associated foodstore car park. approximately 120 metres east of the western commercial site access. Pedestrian and cycle access to all proposed land uses will be provided through the site from the signalised pedestrian crossings at the Hillingdon Circus junction. A shared cycle/footway and an informal refuge crossing at the western site access is proposed.

External Highway Improvements

The proposals include highway alterations designed to improve the operation of the Hillingdon

Circus junction. These changes are summarised below:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach.
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound.
- Introduction of an additional right turn lane for right turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach.
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction
- Provision of one dedicated on-street coach bay on Freezeland Way, immediately east of the proposed site access for the Hotel land use.
- Provision of an informal pedestrian refuge crossing at the western site access; and
- Provision of a shared cycle/footway into the site from the western site access towards

the proposed Tesco store and retail units.

Landscape

A site wide landscape strategy has been submitted to address the redevelopment of the entire site, which is underpinned by four key principles:

- Creation of a gateway entrance to the site adjacent to Hillingdon Circus;
- Establishment of an urban edge along Freezeland Way and Long Lane;
- Creation of an appropriate landscape setting adjacent to the Green Belt; and
- Provision of safe, attractive and effective amenity space for residents.

Boundary Planting

The belt of existing tree and shrub planting along the site's western boundary adjacent to Long Lane falls within TfL land outside of the application boundary and is not affected by the proposals. It is proposed to extend this planting south towards Hillingdon Circus junction through new planting at the south-west corner of the application site. The existing and proposed planting will screen the hotel car park and servicing areas/back of house associated with the foodstore and independent retail units.

The existing hedgerow along the northern boundary will be retained and enhanced through management and re-planting, to maintain and enhance its role in screening the site from the A40. It is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place along the site's eastern boundary.

Off Site Planting

The scheme includes provision of a woodland buffer to be planted on the adjacent Green Belt land, to further supplement the existing eastern boundary planting. This will be secured through a Section 106 Agreement, in the event of an approval.

The application is supported by a number of supporting documents which are summarised below:

- Design & Access Statement, including Visual & Landscape Assessment

This Statement accompanies the full and outline applications in respect of the comprehensive redevelopment of the wider site.

This document provides an assessment of the existing site, its history and the evolution of the various design proposals for its redevelopment, culminating in the current scheme. This document explains the relationship of the site to the surrounding areas and how this context has informed and the proposals to ensure compatibility within the local context.

- Planning Statement

This Statement has been submitted in support of full (commercial) and outline (residential) planning applications. The Statement establishes planning policy context and identifies the principal issues arising from the proposals. The statement concludes that the proposals represent a significant opportunity to re-use a vacant brownfield site to create a sustainable and well-designed scheme which contributes towards the delivery of housing within the Borough and improves the vitality and viability of North Hillingdon Local Centre. .

- Daylight & Sunlight Assessment

The study has been undertaken by preparing a three-dimensional computer model of the site and surrounding buildings and analysing the effect of the proposed development on the daylight and sunlight levels received by the neighbouring buildings. The analysis seeks to demonstrate that the proposed development would have no discernable effect on the daylight and sunlight amenity enjoyed by the residential properties on Freezeland Way.

- Energy Statement

The Statement assesses the energy efficiency, low carbon and renewable energy technologies that could be utilised to reduce the carbon footprint of the proposed mixed use development. This report seeks to demonstrate how a variety of technologies could be incorporated into the design to reduce the CO2 emissions of the proposed mixed use development, representing a CO2 saving of 45%. In line with the adopted energy hierarchy, decentralised gas fired reciprocating engine CHP units are considered for the development. Air Source Heat Pumps are also considered to meet the complete space conditioning demands of the General retail units.

- Sustainable Design & Construction Statement

The Statement comments on the environmental impacts and how they relate to environmental sustainability policies within the report. The Statement concludes that the reuse of this brownfield site will realise its potential and contribute to reducing the need for construction on previously undeveloped land (Greenfield land) which might result in a net loss of green space, a negative impact on flora and fauna, and/or a negative impact on infiltration rates or flooding. The proposed development accords Sustainable Design and Construction policies in the London Plan.

- Potable Water Strategy

This Potable Water Strategy provides a context review of key potable water minimisation policies and specific sustainability considerations that are relevant to the site and addresses the issues of potable water minimisation and water reuse within the development.

- Lighting Impact Assessment

This report considers the effects of the proposal on the amenity of residents of nearby dwellings from artificial lighting within the scheme. The report concludes that the proposed mitigation measures will ensure that any lighting impact to the local residents and environment will be reduced to minor adverse at worst case, for all areas of lighting.

- Site Statutory & Site Utilities Services Investigations

This report provides information on the services and plant/apparatus belonging to the various service providers and utility companies currently serving the site to be developed. Outlined in this report is a strategy for dealing with the site utility services.

- Air Quality Assessment

The key objectives of the air quality assessment are:

- Construction Effects: to evaluate the effects from fugitive dust and exhaust emissions

associated with construction activities and a recommendation of appropriate mitigation measures;

- Operational Effects: to describe the significance of the potential air quality effects resulting from changes in traffic flow characteristics on the local road network due to the operation of the Proposed Development and emissions from the proposed gas-fired Combined Heat and Power (CHP) plant, with due regard for the potential air quality effects on the AQMA; and
- Site Suitability: to determine the environmental suitability of the Proposed Development site for its proposed uses, with regard to the appropriate air quality criteria.

The assessment of air pollution during the construction phase such as dust generation and plant vehicle emissions suggests that the impacts are likely to be in the medium risk category but are predicted to be of short duration and only relevant during the construction phase. Implementation of mitigation measures set out in the London Best Practice Guide should reduce the impact of construction activities to low risk. Changes in pollutant concentrations associated with the operation phase are expected to be negligible and the site is deemed to be suitable for its proposed uses. Overall the assessment concludes that effects are not deemed significant and there are no constraints to the development in the context of air quality.

- Archaeological Assessment

This report comprises an update of the original assessments, following design scheme changes and based upon current (July 2011) standards, guidance, policy background (e.g. PPS 5 etc.) and archaeological knowledge.

- Phase 1 Environmental Risk Assessment

Based on the observations recorded and the information collated and reviewed as part of this Risk Assessment the site is considered to be suitable for its proposed use from a ground contamination perspective.

- Acoustic Assessment

The objective of the assessment is to determine how noise that may be generated as a result of the proposal would affect the amenities of existing and future residents and how existing road traffic noise would affect the residential element of the proposed scheme.

The assessment concludes that with appropriate mitigation measures the development could proceed without the likelihood of subsequent operations harming the amenity of existing or proposed residential dwellings by reason of noise on the basis of a 24 hour trading and servicing operation.

- Transport Assessment

The report provides a comprehensive description of the existing highway, pedestrian and cycling conditions in the study area, including a site description, existing traffic conditions, an accident analysis, and assessments of the existing public transport, walking and cycling networks and alternative car parking within the study area. The report summarises the relevant national, regional and local policies where they relate to the proposed development, sets out the quantum and type of development proposed for the site, including the residential mix, level of on-site parking provision and delivery and servicing arrangements. It also sets out the methodology used in deriving the trip

generation, the modal split and the distribution used in this assessment.

Chapter 6 assesses the impact of the development on the highway network, while chapter Chapter 7 assesses the impact of the development on the public transport network, pedestrian environment and cycling network. Chapter 8 provides a car parking management strategy, while Chapter 9 considers the transport impact of the construction phases of the development. Chapter 10 considers the sustainability of the development, targets for modal shift and discusses the site's Travel Plan and Delivery and Service Plan.

Chapter 11 summarises the key findings and concludes the report. The main findings are:

- i) The proposed development scheme is acceptable in terms of traffic impact and the Hillingdon Circus traffic still operates well as part of the busy strategic road network;
- ii) The proposed scheme is a highly sustainable development with good access to bus services and the underground system;
- iii) Site parking provision is within the standards required, providing adequate car parking which will function as an additional car park for the primary shopping frontage on Long Lane and providing electric vehicle charging points supporting the standards sought in the draft replacement London Plan;

The proposed development fully complies with local and national policy by encouraging the use of public transport, cycling and walking modes, thereby minimising development related private car journeys.

- Transport Assessment Vol 2 Appendices
- Addendum Transport Assessment VN50286 | February 2013
- Framework Travel Plan

The purpose of this document is to provide an outline strategy for sustainable travel to and from the Master Brewer site as a whole, by providing an overarching travel plan strategy and recommending measures geared towards instigating a modal shift away from the private car. This travel plan also acts as the full travel plan for the residential portion of the site, including targets and a detailed package of measures. Separate travel plans have been prepared for the hotel and the food store.

- Final Addendum Transport Assessment VN50286 | March 2013

This Addendum Transport Assessment study has assessed the cumulative traffic and transport impacts of the proposed comprehensive redevelopment of the Master Brewer Site and the Hillingdon Circus Mixed use development. A capacity analysis has been carried out in order to determine the likely impact of the proposals on the local highway network. This assessment has used trip rates provided by LBH and they are considered to be highly robust.

Even when assuming a robust case scenario, it has been determined from this assessment that the proposed Hillingdon Circus traffic signal junction improvements, will operate satisfactorily. The analysis also shows that the traffic impact on the rest of the study area will be acceptable.

- Flood Risk Assessment

This report provides a Site Specific Flood Risk Assessment (FRA) and surface water drainage strategy for the proposed redevelopment. It is concluded that any increase in surface water run off can be managed on site through SUDS techniques. The Flood Risk Assessment has: Assessed the risk posed to the site from flood events; Assessed the risk posed to the site from the site storm water generation and the site storm water runoff management; Assessed the risk the site poses to increase in flooding elsewhere. The FRA seeks to demonstrate that by mitigating for the consequences of flooding by incorporating measures to accommodate flood risk within the development and by providing a sustainable surface water drainage strategy the proposed development does not pose any flood risk.

- Statement of Community Involvement

This report details the consultation process and community response to plans for redevelopment of the Master Brewer site. Key issues identified are as follows:

- Local people were concerned about congestion on local roads which was considered to be poor
- The future of local shops with the opening of a Tesco store
- Some residents were concerned at the impact of housing on local services
- Many people were interested in jobs and whether these could be guaranteed to the local community
- Residents wanted to see local facilities and a restaurant/bar was popular at the drop-in exhibition. Some asked whether a hotel was needed
- Respondents wanted to ensure that the greenbelt next to the site was protected and designs sympathetic to the area

- Arboricultural Survey and Impact Assessment

The purpose of the Assessment is to produce a base inventory of the tree stock, advise on any safety issues, calculate BS root protection areas and produce a Tree Constraints Plan that can be used for advising potential development layouts.

- Phase 1 Habitat Survey

The work consisted of a desk review of available data, a field survey to assess the site and surrounding habitats and the production of an ecological report. Habitats on site were found to be currently of limited ecological value, though a non-statutory conservation site is present immediately to the east. Efforts should be made to protect this during the proposed redevelopment.

The site has potential to support a range of protected species including bats, amphibians, reptiles and stag beetles. Further surveys are recommended to confirm if indeed these animals are present and determine the need for mitigation and/or enhancement. Nesting birds are also likely to be present on site, and recommendations are made to avoid impacts.

Species of Cotoneaster, an invasive plant now listed on Schedule 9 of the Wildlife and Countryside Act, are also present on site. Recommendations are made to avoid spreading these plants.

- Ecology Report

The report documents the findings of the Phase 2 survey work for bats, Great Crested Newt, reptiles and Stag Beetle, and includes recommendations for mitigation measures where appropriate. Finally, opportunities for ecological enhancement and beneficial management are proposed with reference to national and local Biodiversity Action Plans (BAPs). Based on the evidence obtained from detailed ecological survey work and with the implementation of the recommendations set out in this report, no ecological designations, habitats of nature conservation interest or any protected species would be significantly harmed by the proposals.

· ENVIRONMENTAL IMPACT ASSESSMENT

Since the first submission of applications by the applicant on the site in July 2011, a planning application has also been submitted in relation to a retail-led development on nearby land to the west (Hillingdon Circus). A request for a Screening Opinion in relation to this proposal was submitted to LBH on 14 October 2011, with an opinion subsequently issued on 1st November 2011 which required Environmental Impact Assessment of the potential cumulative impacts arising from development on both sites.

The applicants requested a Screening Direction from the Secretary of State in order to confirm the situation with regard to the need for EIA in relation to the 2012 applications, in the light of the Hillingdon Circus proposals. The Secretary of State's Direction, dated 3 December 2012 confirmed that the proposals constitute EIA development. Whilst the SoS did not consider there to be any significant environmental effects regarding use of natural resources; production of waste; risk of accidents; or landscapes of historical, cultural or archaeological significance, he did consider that the environment was sensitive in terms of traffic and air quality. In addition, the SoS makes specific reference to the proposed Hillingdon Circus development, and the potentially cumulative impacts from both developments on traffic and air quality. On balance, he therefore concluded that EIA should be carried out in relation to these proposals.

This application, together with the associated outline application for residential development is therefore subject to EIA and a full Environmental Statement has been submitted. Individual environmental topics covered are as follows:

Townscape & Visual Change, Traffic & Transport, Air Quality, Noise and Vibration, Daylighting, Sunlighting, Overshadowing and Solar Glare, Ecology and Nature Conservation, Ground Conditions and Contamination, Surface Water Drainage & Flooding, Cultural Heritage and Socio Economic Effects.

3.3 Relevant Planning History

Comment on Relevant Planning History

2004 - outline application (reference; 4266/APP/2004/2715) was submitted for the redevelopment of the site to provide a comprehensive mixed use scheme comprising class A1 food store (8,819m²), 4 retail units (805m²) and retail parking for 538 vehicles, plus 220 residential units including affordable housing and parking for 230 vehicles, highway alterations to Long Lane and Freezeland Way including new access to the site off Freezeland Way (involving demolition of the Master Brewer Motel). The application was refused on 23 December 2004 for a total of 12 reasons which are summarised as follows;

- The impact of the proposed foodstore on the vitality and viability of North Hillingdon Local centre by virtue of the scale of development proposed and the proportion of comparison goods.
- The overdevelopment of the site and adverse impact on the existing street scene and openness and visual amenity of the adjacent Green Belt by virtue of the overall scale,

density, site coverage and lack of landscape screening.

- Inadequate housing provision for persons with disabilities.
- Inadequate cycling facilities.
- Insufficient provision towards affordable housing, education, health, community facilities, leisure facilities, public transport, town centre and environmental/public open space improvements.
- Creation of a poor residential environment by virtue of the proximity to the A40 and overlooking to the roof servicing areas in terms of noise and outlook.
- Inadequate provision towards the storage of refuse and recyclables.
- Inadequate provision towards affordable family units.
- Failure to provide sufficient supporting evidence of trip generation associated with the proposed development.
- Failure to make provision towards energy efficiency measures and renewable energy technology and the associated impact on air quality (2 reasons); and
- Inadequate provision towards amenity space for residential occupants

2005 - duplicate applications in outline form (Reference: 4266/APP/2005/2978 & 4266/APP/2005/2979) were submitted for the erection of a Spenhill superstore (7,673 m²), 1,244m² of additional space for A1, A2, A3, A4 or D1 uses within the Use Classes Order, Car parking for 409 cars, 205 residential apartments, including affordable housing, together With 205 car parking spaces, highway alterations and landscaping and the demolition of the Master Brewer Hotel. Application 4266/APP/2005/2978 was refused on 14/6/2006 for the following reasons:

- The detrimental impact of the proposed foodstore on the borough s retail hierarchy by virtue of scale and the failure of the Retail Assessment to demonstrate qualitative or quantitative need and undertake a robust sequential site analysis.
- The overdevelopment of the site and adverse impact on the existing street scene and openness and visual amenity of the adjacent Green Belt by virtue of the overall scale, density, site coverage and lack of landscape screening (subsequently dropped at inquiry).
- Insufficient provision towards town centre and environmental/public open space improvements and recycling and community safety.
- Failure to demonstrate that the arising traffic generation can be adequately accommodated within the adjoining highway network; and
- The cumulative impact of the proposals in the event the adjacent IKEA site was granted planning permission (subsequently dropped at inquiry).

Duplicate application 4266/APP/2005/2979 was the subject of an appeal for Non determination. The Council subsequently resolved that if they had the power to do so the application would have been refused for the above-mentioned reasons. It should be noted that during the inquiry process the Council's reasons for refusing the application in respect of Green Belt and cumulative impact were removed. The appeal was subsequently withdrawn in January 2007.

The following applications were submitted on 08-08-11 and are awaiting determination.

- A full application ref: 4266/APP/2011/2034 for a Mixed use redevelopment comprising the erection of a foodstore, measuring 3,312 sq.m (GFA) (use class A1), with 198 car parking spaces and 32 cycle spaces; an additional 3 retail units, measuring 1,034 sq.m (GFA), (use class A1 to A5); a safer neighbourhoods unit, measuring 100 sq.m (GFA) (use class D1); an 84 bed hotel (use class C1) and 22 car parking spaces and 4 cycle spaces;
- Outline Planning application ref: 4266/APP/2011/2035 for 53 residential units (use class C3) with 56 car parking spaces and 60 cycle parking spaces and associated highways alterations together with landscape improvements.

4. Planning Policies and Standards

Of note is site specific Local Plan Part 2 Policy PR23.

On land at Hillingdon Circus delineated on the proposals map the Local Planning Authority will pursue the following objectives;

A. Within the Green Belt:-

- (i) reinforce and enhance the Green Belt landscape to improve its visual function;
- (ii) improve access to freezeland covert to promote open space of recreational value;
- (iii) secure effective management, including planting of woodland at freezeland covert and the pond;
- (iv) enhance ecological and wildlife interest on land west of freezeland covert;
- (v) enhance pedestrian access between the green belt areas east and west of long lane;

B. Within the developed area:-

- (vi) secure substantial planting and landscaping in association with any development;
- (vii) promote a mix of uses that takes advantage of the north-south and east-west communication network to serve community and borough wide interests;
- (viii) secure the provision, where appropriate, of leisure/social/community facilities;
- (ix) environmental improvements and landscaping as necessary to enhance the local shopping and residential environment; and

Architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.E5 (2012) Town and Local Centres
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM4 (2012) Open Space and Informal Recreation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

- PT1.HE1 (2012) Heritage
- PT1.T1 (2012) Accessible Local Destinations
- PT1.T3 (2012) North-South Sustainable Transport Links

Part 2 Policies:

- AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM17 Provision of short stay off-street parking space for town centres
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM3 Proposals for new roads or widening of existing roads
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE26 Town centres - design, layout and landscaping of new buildings
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- EC2 Nature conservation considerations and ecological assessments
- EC3 Potential effects of development on sites of nature conservation importance
- EC5 Retention of ecological features and creation of new habitats
- H4 Mix of housing units
- H5 Dwellings suitable for large families
- LE6 Major office and other business proposals in town centres
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE2 Assessment of environmental impact of proposed development
- OE5 Siting of noise-sensitive developments
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water

	run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.16	(2011) Waste self-sufficiency
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
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 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.16	(2011) Green Belt
LPP 7.2	(2011) An inclusive environment
LPP 7.21	(2011) Trees and woodland
LPP 7.5	(2011) Public realm
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **7th August 2012**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application has been advertised under Article 13 of the Town and Country Planning General Development Management Order 2010 as a Major Development. 1,720 surrounding property owners/occupiers have been consulted. At the time of writing the report, 62 letters have been received objecting on the following grounds:

1. Increased traffic to the area
2. Traffic will predominantly come from outside the area further decreasing the quality of the streets that are already tired and in need of a complete overhaul
3. The development is too large for area.
4. This site is below a flight path
5. There is not enough parking space allocated
6. No family homes
7. No GP, dental, school, parking area or playing area for children and local gym
8. You already have recently sufficient flats developed in Brackenbury Village which have not fully completed development
9. This proposal together with similar proposal will degrade this area increase risk of traffic, accidents due to the proposals
10. Local school Doug Marty School on Long has frequent encounters with fast moving traffic for which school children have had near misses. Also there has been risk to traffic coming in and out of Gilbey Close
11. Increasing noise and air pollution
12. This planned development of the Master Brewer site will cause added traffic chaos on the A40 and slip roads leading to Hillingdon Circus.
13. Furthermore, the already daily traffic jams in Long Lane and Hercies Road and adjoining streets off Long Lane.
14. Traffic noise and pollution will result
15. The planned development is far too expansive.
16. It will have a deleterious effect on the local area and spoil the skyline.
17. taken with the other application for the site - gross over development which the transport infrastructure cannot accommodate and gridlock will result
18. High rise 5 storey blocks will totally dominate the area.
19. 125 resident units with only 99 car parking places unacceptable
20. Where will the residents park?
21. The proposed development will be harmful to the local businesses and environment, and cause further congestion in an area already overloaded with traffic, damaging amenity for local residents as well as travellers in general.
22. We do not need social housing or yet another superstore in this location.
23. The Environmental Impact Assessment highlights the ex Air Force base - which is now housing , so therefore there is already in increase of traffic on long lane/ Ickenham Road
24. The Tesco site would just add more traffic
25. Object to the plans due to the sheer weight of traffic and pollution it will cause, together with strain on community resources like Doctors and Dentists
26. The access to and from the site is still via Long Lane and until this is addressed I will continue to oppose.
27. This site and the 'Morrison's' one the other side of the road should be considered together. Both have severe access problems so anything encouraging large traffic flows should be stopped. Both are trying to get far too much development on small areas of land.
28. Buildings of more than 2 storeys are out of character with the area and would dominate the skyline
29. Not too dense residential development with more parking and open/ green areas should be considered without all the commercial, traffic generating add ons
30. The density of the development is too great

31. Having such high blocks will not improve the landscape, even if the level of the development begins at a lower point than the neighbouring roads
32. Too many Cycle spaces
33. Access to the site from the East on Freezeland Way looks like an accident waiting to happen
34. Residential Blocks fronting Freezeland Way due to their Height would not be in keeping with the houses opposite
35. The visual appearance is uninspiring and lacking in character
36. The whole notion of having two large sites given over to intense usage of both a retail and residential nature is simply excessive in the context of an already heavily populated area and congested area
37. A 5 storey block seems some what out of character for that piece of land, the shops on the other corner being only 2 or 3 storeys.
38. More residents more strain on local amenities such as schooling and doctors surgeries
With the recent "Cala development" the area is becoming over populated and will reduce the "village" feel of Ickenham - which will in turn cause people to move away from the area
39. Inadequate car parking space during peak hours and when locations become popular and more well known, forcing traffic to local roads such as my road - Granville Road.
40. The residential blocks and Hotel are too high and are visually intrusive. They are much larger than the buildings in the surrounding area and would be overbearing
41. Is Tesco going to build and furnish a new surgery or even better, a new school?
How about something for the local community, we haven't got a decent bar or restaurant in this part of Hillingdon, a travel lodge would even be preferable, there are already train and coach facilities within walking distance
42. The schools are oversubscribed already and it would move the boundary for those who currently qualify for Ickenham schools, potentially preventing places being allocated to Hillingdon residences
43. The GP surgeries are already at the maximum and extra pressure added would not be acceptable
44. The area is already too densely populated
45. The height of the proposed development exceeds that of the buildings formerly present
The proposed alterations to the highways, specifically access to and from the proposed development, will have an adverse effect on road safety.
46. The majority of units will have one if not two cars which will mean a lot more street parking in the area
47. We ideally preferred the Morrison's proposal as it lead to a new shopping precinct as well
48. The plan is too ambitious and does not really support community needs.
49. I consider this site to be an unsuitable location for residential units given its close proximity to both the A40 and RAF Northolt

10 letters of support have been received.

1. The reduction in size of the store on site and other improvements to the design have gone as far as possible towards allaying my concerns.
2. Additional traffic is inevitable but I think this is the best plan to have emerged and I would now support it, having been against earlier submissions.
3. The site is currently an eyesore and desperately needs to be put to good use.

On 07-05-13 further consultations were undertaken, upon receipt of the an Environmental Impact Assessment and revised Transport Statement. 27 letters of objection were received.

A petition has also been received objecting to the Spenhill retail and housing applications from the Ickenham Residents Association.

As well as the consultations carried out by the Council, the applicants organised a public exhibition.

GREATER LONDON AUTHORITY

(NB: The Mayor has sent a joint response with respect to this application and the associated full commercial application elsewhere on this agenda. It is acknowledged that sections of the Stage 1 report contain commentary relating to both applications and should be read in this context).

The Mayor considers that the application does not comply with the London Plan, for the reasons set out in paragraph 142 of the above-mentioned report; but that the possible remedies set out in that paragraph could address those deficiencies.

The application represents EIA development for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. The environmental information made available to date has been taken into consideration in formulating these comments.

The Mayor observed, in particular, that the overall design of the scheme was most unimpressive and related poorly to the existing local centre and surrounding area. In its existing form, he considered that the hotel represented a missed opportunity to create a landmark building of exemplary design at the prominent and highly exposed Hillingdon Circus. He, therefore, requested that the applicant consider a complete review of the scheme, in order to achieve significant improvements in design quality prior to any further referral of the scheme back to him.

If your Council subsequently resolves to make an interim decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application.. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make; and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any planning contribution.

GLA STAGE 1 REPORT (Summary)

London Plan policies on retail and town centre developments: visitor accommodation, housing, design, inclusive access, transport/parking, energy, ambient noise and air quality are relevant to this application. The application complies with some of these policies but not with others and on balance does not comply with the London Plan. The reasons and the potential remedies to issues of non-compliance are set out below.

Retail: The applicant should demonstrate how the proposed food store would be effectively integrated with the existing parade of shops within North Hillingdon local centre and address the implications of an upgrade in status of the centre within the strategic and borough wide arising from the cumulative impact of other known or potential retail developments.

Affordable housing: The financial viability appraisals, to which reference has been made in the affordable housing statement should be submitted for assessment and independent review. Should Hillingdon Council be minded to grant permission for this development, a copy of the appraisal and the results of the independent review commissioned by the council should be submitted to the GLA before any referral of this application back to the Mayor.

Housing choice: The applicant should review the low (7.2%) proportion of three bedroom units, for which specific need is identified in Policy H2 of the emerging Core Strategy and in line with the objectives set out in the revised London Housing Strategy.

Urban design: The layout of the scheme requires reconsideration to reduce the visual dominance of parking and service areas and their impact on the public realm, and to improve its relationship to the

existing local centre.

Inclusive design and access: Additional details should be provided to ensure an exemplary inclusive environment for residents and visitors to the scheme. The requirements include indicative floor plans of the proposed hotel; illustrations to demonstrate that the automated teller machines (ATMs) would comply with the relevant standard of accessibility; and details of the routes, crossing points, dropped kerbs and tactile paving to facilitate pedestrian access from the housing, bus stops, tube station etc to the site.

Transport: TfL requires a sensitivity test to ascertain the highways impact of the development in conjunction with the neighbouring application that has been submitted on land to the west of Long Lane. Further contributions towards extension of the U10 bus route, count down and improvements to the pedestrian environment should also be secured.

TRANSPORT FOR LONDON (TfL)

TfL (INITIAL COMMENTS) (summary)

This application follows on from previous applications submitted in 2011 (refs 4266/APP/2011/2034 and 4266/APP/2011/2035).

Car Parking

It is proposed that the retail units on site (both food and non-food) would be served by a 181 space car park, of which 7 spaces (4%) would be parent and child spaces and 20 spaces (11%) would be for blue badge users. In addition, 9 spaces (5%) would be provided with electric vehicle charging points (EVCPs), with passive provision for a further 27 spaces (15%). Separate to this, 18 car parking spaces and a coach parking space would be provided for the proposed hotel. This represents a reduction in retail car parking since the previous application, towards the level that TfL had agreed as appropriate at the pre-application stage (178 spaces). This is welcomed by TfL.

The residential application is non referable under the Mayor of London Order. A total of 99 residential car parking spaces will be provided (at a ratio of just under 0.8 spaces per unit), with 10% of spaces being wheelchair accessible. It was agreed at the pre-application stage that given the location and PTAL of the site this provision is acceptable. However, as per London Plan policy 6.13 Parking, 20% of all spaces must be for electric vehicles with an additional 20% passive provision for electric vehicles in the future.

A Car Park Management Strategy (CPMS) will be secured by condition on the application, and this is welcomed by TfL.

Trip Generation

TfL had previously raised a number of concerns with respect to the trip generation associated with the previous application, which remains unchanged for this application. However, the applicant subsequently submitted information that showed the trip generation provided a worst case assessment and as such this is accepted by TfL.

Highways Impact

As with trip generation, the latest submission addresses the concerns previously raised by TfL with respect to the modelling methodology. However, it is noted that the TA considers an office scheme to the west of Long Lane at Hillingdon Circus as committed development. It is understood that prior to the submission of this application, a new application was submitted for this site which includes provision of a food store, hotel and residential units. The impact of this on the local road network should be taken into account as a sensitivity test, although this should only be carried out once trip rates for this new development are agreed with the borough and TfL. This is to ensure that the application complies with London Plan Policy 6.12 Road Network Capacity.

Public Transport

At present, the U10 bus service serves Swakeleys Drive and Court Road (Hail & Ride section) to the north of Hillingdon station. It is around 800m walk from Hillingdon station to a boarding point for the route. TfL have in the past received requests from passengers for the service to be rerouted via Hillingdon station, although it has not been felt that demand has been sufficient in the past to justify this. Notwithstanding the comments on trip generation above, this development is likely to create sufficient additional demand in the area that the extension of this route becomes desirable, providing a bus link from the development to Ruislip and Ickenham to the north. It is anticipated that the U10 can be re-routed to Hillingdon station without requiring any additional vehicles, and as such the required mitigation from the development would just be to cover the cost of an additional driver on duty. However, since the 2011 application further feasibility work has been carried out on this option and the cost of the extension has now increased slightly to £50,000 a year for five years. In addition to this, there are two bus stops near the development site that could meet the criteria for a Countdown installation in the future and at which the development will generate additional demand. A s106 contribution towards the installation of Countdown is requested at £10,000 per stop, requiring a total s106 contribution of £270,000 towards mitigating the impact on bus services in line with London Plan Policy 6.2 Providing Public

Transport Capacity and Safeguarding Land for Transport.

The development is predicted to generate a relatively significant number of Underground trips in comparison to the number of passengers that use the station at present. However, we do not anticipate that this will cause any capacity issues at the station.

Coaches

It is noted and supported that a coach parking space will be provided to serve the hotel use on site. In addition the site is also served by two frequent express coach routes between London and Oxford; the Oxford Tube and Oxford Express (X90). TfL had previously requested that the developer improves both the access to and the waiting environment at the Oxford bound coach stop on Freezeland Way, as identified in the PERS audit which would also be of benefit to the wider community. It is understood that the applicant has been in discussions with the borough about this and this is welcomed by TfL.

Walking, Cycling and Accessibility

In addition to the pedestrian improvements identified within the TA, TfL would recommend that the Legible London way finding system is implemented as part of the development in order to strengthen links between the site, the existing shopping area on Long Lane and Hillingdon Underground station. This should form part of the s106 package for the development. TfL suggests implementation of 2 sign posts and a capped financial contribution of £30k. The proposed cycle parking provision is welcomed. However, all the non-residential units should have provision for showers and lockers for those members of staff who wish to cycle to work.

Travel Plan

TfL had previously highlighted that whilst the Travel Plan was generally of high quality, there were some minor issues that could be addressed to further improve it. Predominantly, TfL feel that the target relating to car use could and should be more ambitious, but it is accepted that at present these targets are only based on TRAVL data and as such may require revision following initial surveys in any case. As such, the Travel Plan is accepted in its current form for planning purposes.

Servicing and Construction

A Construction Logistics Plan (CLP) and Delivery and Servicing Plan (DSP) should both be secured for the site by condition. To this end, the section on Construction within the TA is welcomed although the CLP should also include mention of vehicle booking systems, the use of re-timed or consolidated construction vehicle trips, protection of vulnerable road users and using operators committed best practice as demonstrated by membership of TfL's

Freight Operator Recognition Scheme (FORS) or similar. The DSP should identify efficiency and sustainability measures to be undertaken once the site is operational, in order to minimise the impact of peak time deliveries on the network. Community Infrastructure Levy (CIL) The Mayor of London introduced his Community Infrastructure Levy (CIL) on 1 April 2012. Most development that receives planning permission after this date will be liable to pay this CIL. The proposed development is in the London Borough of Hillingdon, where the charging rate is £35 per square metre of floor space. Further details can be found at <http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>.

TfL comments on Addendum TA

TfL's previous comments on this scheme were in a letter dated 16th July 2012, which raised the need for a sensitivity test on highways capacity taking into account the Morrison's planning application at the neighbouring Hillingdon Circus site. This addendum TA includes this testing. The response also identified a need for contributions from any development on this site towards the extension of the U10 bus service to Hillingdon station, bus stop improvements, Legible London signage and improvements to the coach stop on Freezeland Way. It is expected that these will be secured as part of any consent. The addendum TA builds upon modelling included within the applicant's revised TA, submitted to Hillingdon at the end of last year. TfL did not have sight of this until last month and therefore haven't yet provided any comments upon it. It is understood that whilst the proposed development remains unchanged, the revised TA was produced in response to Hillingdon's request that consideration be given to the use of revised trip rates and modal splits which resulted in

increased development vehicle trips, as well as the use of 2008 highways data as a baseline which showed higher background flows than the 2009 data originally used methodology, both TEMPRO growth and flows from committed development have been added to the 2008 baseline to reach a 2016 opening year, which should result in a robust assessment.

Using this revised methodology, the 2016 baseline model (i.e. with growth but without development) shows a number of links operating above capacity, notably the right turn from Long Lane southbound into Freezeland Way in all peak periods, Long Lane northbound across all peak periods and Freezeland Way eastbound in the PM peak. Modelling undertaken in the revised TA also shows the southbound arm of the junction of Long Lane and the A40 eastbound on-slip operating over capacity, which although primarily an issue for Hillingdon may be of concern for TfL if it is felt that this could prevent drivers from accessing the A40.

The modelling then considers a 'with development' scenario, which also includes changes to the Long Lane / Freezeland Way junction and an increase in cycle times in all peak periods. As the pedestrian crossings are 'walk with traffic', this increase in cycle times is likely to be acceptable. Although several arms operate close to capacity and overall the junction performance is likely to be worse than in 2008, only one arm operates above capacity, the westbound right turn from Freezeland Way in the AM peak.

When traffic from the neighbouring Hillingdon Circus application is added to the network, a number of arms then operate above capacity, even with the changes proposed as part of the Tesco application. Further changes to the network have therefore been proposed, and the modelling shows that capacity on the network would then be similar to that without the Morrisons development coming forward (i.e. a number of arms operating close to capacity but only one arm in one time period operating over capacity). It is understood that Parsons Brinckerhoff will be auditing the modelling on behalf of Hillingdon and TfL, but Hillingdon will also need to satisfy themselves that the loss of landscaping outside the Morrisons store on Freezeland Way is acceptable, and TfL would also recommend the proposed layout is safety audited. In particular, TfL is not sure that two HGVs (as the worst case) could simultaneously make the right turn from Long Lane southbound into Freezeland Way now two right turn lanes are marked out, and appropriate swept paths should be

provided. It appears that for this to work there may need to be changes to the central reservation and the pedestrian crossing on Freezeland Way. If the changes are seen to be appropriate, a mechanism will need to be agreed by which the changes can be delivered should both schemes come forward, with appropriate responsibility for delivery being assigned between the two developers.

Given the above, although the submission of sensitivity testing relating to the proposed Morrisons development is welcomed, Hillingdon will need to satisfy themselves that the proposed changes are acceptable both in terms of highway capacity and safety. TfL will only be able to support the application moving forward if the proposals are seen to be deliverable.

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.

Please be aware that this response applies specifically to the above consultation based on the information supplied at the time of this application. If any changes are proposed to the information supplied to NERL in regard to this application (including the installation of wind turbines) which become the basis of a full, revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

LONDON UNDERGROUND

I can confirm that London Underground Infrastructure protection has no comment to make on this planning application.

HEATHROW AIRPORT LTD

We have now assessed the updated Transport Assessment against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

ENVIRONMENT AGENCY

The Flood Risk Assessment provided by the applicant demonstrates that sustainable drainage techniques can be used on this site. However, the sustainable drainage systems (SuDS) hierarchy does not appear to have been followed. For example, green roofs, which are at the top of the SuDS hierarchy have been identified as a solution on site, but their use has then been ruled out without adequate explanation. The applicant should use the most sustainable drainage techniques as fully as possible across the site where it is possible to do so.

Condition

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.

Reason

The site is adjacent to a Local Wildlife Site (LWS) - Ickenham Marsh Complex. There should be no detriment to this LWS (also identified as a site of Grade 1 Borough importance) by this development, and where possible, there should be betterment of the LWS. The addition of green or brown roofs to this development will provide benefits for biodiversity on the site, and provide some green buffering between the adjacent LWS and the development. This is in line with your Unitary Development Plan (UDP) Saved Policies EC1, EC3 and EC5. Furthermore, to prevent flooding on-site and off-site by ensuring the satisfactory storage of and/or disposal of surface water from the site using appropriate sustainable drainage techniques. This is in line with your UDP Saved Policy OE8.

NICK HURD MP

I am writing to register my objection to both applications to construct supermarkets on the edge of Ickenham. In registering this objection, I believe that I am reflecting the view of many Ickenham residents who are opposed to these applications. From a planning perspective, the central concern is with the traffic consequences in an area which already suffers serious congestion problems at peak periods. In this context, the traffic assessments assume great importance. Unfortunately I understand from the Ickenham Residents Association that the process of drawing up these assessments may have been insufficiently rigorous. I understand that the first assessments were only rejected after the Residents Association had to physically walk officers up and down the affected roads at peak traffic points. I also understand that the new Tesco's assessment is just a technical note without visibility of the underlying model. Bizarrely I understand that it claims that the traffic situation will be improved by the addition of the Morrison's site. The latter have apparently just moved the proposed entrance/exit in a way which has not convinced residents that it will make a significant difference. The Residents Association also report that the conclusions of your own traffic consultant has not been made available to them. They are also concerned that the significant impacts of HS2 construction, if it should go ahead, have not been factored into anyone's calculations. The obvious concern is that the Council has not done enough to validate the models underpinning the key traffic assessments. In addition to noting my objection, I would ask for your assurance that you believe that the officers have run a sufficiently rigorous process in the face of these two very sensitive applications.

External Consultees (Additional)

ICKENHAM RESIDENTS ASSOCIATION (6/8/12)

Traffic Impact and the Environment

Hillingdon Circus is set on one of only three North South routes connecting the south of the Borough to the North, and two of these merge at the junction of Swakeleys Road and Long Lane. These routes are heavily congested during the am and pm traffic peaks. Therefore any development must consider policy AM7 of the UDP which states:

The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity ; or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety;

We also refer to UDP S1 (viii) which requires that a new development has no harmful effect on road safety and does not worsen traffic congestion

The proposals include changes to the junction and phasing of the traffic signals which the applicants claim will improve the flow of traffic through the junction even with the additional traffic they claim will be generated by their development.

However, the Transport Assessment is flawed for a number of reasons and cannot be relied upon, and for this reason alone the application should be rejected. The flaws are as follows:

The applicants have failed to acknowledge the length of the queues and the exit congestion at the junction during the am and pm peaks, and despite repeated requests they have failed to provide us with their evidence of the same taken during their traffic surveys. The length of the queues, particularly on Long Lane Northbound, is evidence that the junction is already operating at capacity, and this is partly because of the exit congestion that limits the number of vehicles that can cross the junction during a green phase. We have provided our own video evidence of this congestion to LBH officers.

Their LINSIG modelling shows the junction currently operating below capacity in am and pm peaks. On page 52 Table 6.2 of the Transport Assessment, the LINSIG modeling predicts a mean maximum queue length for traffic crossing the junction northbound of only 19.4 vehicles in the pm peak. Everyone who uses the junction in the evening rush hour knows this not to be the case; queues regularly tailback to the Court Drive to the South and often even to the Uxbridge Road and therefore the model is not simulating the junction correctly.

Equally the VISSIM model shows traffic flowing freely beyond the junction Northbound to the Ickenham Pump. Because the evidence clearly shows this is not the case, their models cannot be validated which is a requirement of a Transport Assessment. Rather their models can be shown not to reflect the actual conditions of the junction and nearby road network, and therefore the LPA cannot draw the conclusion that their proposals will not unacceptably increase demand and is bound to reject the application.

In addition the congestion along Long Lane (North) and the High Road will increase as the Ickenham Park development becomes occupied and the consequential traffic activates the lights at the junction of Aylsham Drive and the High Road more frequently, leading to more exit congestion at Hillingdon Circus. The applicants have failed to take this into account in their modelling as they are required to do. In fact recent experience shows that even with the current partial occupation of Ickenham Park, activation of the lights at Aylsham Drive is already creating more congestion south of the Hillingdon Circus.

Moreover the data they used for existing traffic flows was based on an outline survey they claim was conducted by TfL in February 2009, not the detailed survey they undertook in 2008. The 2008 survey results are consistent with previous studies in terms of volumes, but the 2009 study is significantly lower. The applicants have failed to provide details of this study, including the dates, so we cannot check its validity. Tesco have in the past submitted survey data taken on a Teacher Training day when traffic was abnormally low. Tesco sent details of a revised model using the 2008 data on 14th November 2011 relating to the two previous proposals (2034 and 2035) which showed a marked increase in the saturation of the junction above levels which would normally be accepted by TfL.

There is also an increase in the cycle time to 106 secs. Tesco claim this is the current TfL setting; it may be the MAXIMUM setting (the MOVA signals will vary the cycle) but our observations in the peak hour show it to be between 83 secs and 103 secs with an average of 94.4sec over 10 observations.

The estimates of traffic generated by the store are also to be questioned since they include for comparison a store in the Borough of Kensington and Chelsea. Shoppers are much more likely to use car transport to go to suburban stores than those in the centre of London. Indeed the modal split assumed is extremely suspect. On page 39 of the transport assessment visits by "Walk and Public Transport" or by "Walk only" account for 47% of all visits to the store which the applicants claim will be mainly for weekly shopping trips. It is also worth comparing this with data on page 41 table 5.8 for modes of transport to work in Hillingdon, showing over 70% use cars. It is our opinion that in Hillingdon people are more likely to use public transport to go to work than to do their weekly supermarket shopping trips.

There is a high probability that in the pm peak especially, significant volumes of traffic using the A40

would divert to the store. The Transport Assessment has not shown what the impact of such a behavioural change would have on the Hillingdon Circus junction; no stress tests are included.

The applicants have failed to provide details of how the changes they propose will affect pedestrians. We have asked for details of the pedestrian crossing times under their proposed re-phasing for the previous application 2034/2035 which appears unchanged in the current applications. Tesco did not provide us any detail of the crossing times but did admit that in their letter to us dated 16th November 2011 that PEDESTRIAN CROSSING TIMES WOULD BE IMPACTED.

An increase in the time available for motor vehicles to cross the junction WILL be at the expense of pedestrians. For example, we have calculated that the maximum time to cross the junction from the NW corner to the SE corner via the SW increases from 3min 12 secs to 5 mins 36 secs under the proposals, and the minimum from 1 min 28 sec to 3 mins 51 secs. This not only prejudices the free flow of pedestrians, but with such long waits it is likely that pedestrians will lose patience and jump the lights PUTTING THEIR OWN LIVES AT RISK.

It is of note that the pedestrian crossing on Hillingdon Parade is also disadvantaged which is already the subject of complaints by Hillingdon residents. Not only does this raise safety issues, but also undermines Tesco's claim that the shopping experience in the North Hillingdon centre will be improved.

Of most concern is that despite our warning, the proposed timing of the traffic lights still has a CONFLICT BETWEEN PEDESTRIANS AND TRAFFIC. There is no time gap allowing traffic to clear the junction turning right from Long Lane northbound before pedestrians are allowed to cross from the NE corner to the traffic island on Freezeland Way East (phases A and O). If a suitable gap were introduced it could reduce the time available for the pedestrian crossing to below the minimum required.

This gives us grave doubts about the quality of the modelling and the Transport Assessment in general.

We are also concerned about the proximity of the entrance to the store on Freezeland Way to the Hillingdon Circus junction. We understand that there are statutory limits in the number of car parking places that can be made available, but the consequence is that there will be a high probability that it will overflow. The position of the junction will mean that such an overflow is bound to block the junction, with tailbacks South to the convergence of the lanes on Long Lane and to the West.

Moreover the applicants are assuming that NO STAFF will use the car park. Those travelling to work by car will then use surrounding streets increasing the congestion there.

Environmental Statement

The main contributor to the poor air quality in the residential areas close to the A40 , is the congested traffic on this transport corridor, including large numbers of freight vehicles, and the operation of the junctions at Swakeleys Road, Hillingdon Long Lane and the Polish War Memorial. The monitoring data confirms that the poor local air quality continues into the residential areas surrounding this major road, due to congestion on its feeder roads. The proposed development would result in an increase in Nitrogen Dioxide, because of vehicle emissions, and to the detriment of air quality within an Air Quality Management Area . Accordingly the proposal is inconsistent with Policy 4.A7 of the London Plan, Policy OE 6 of the Council's Unitary Development Plan and the Council's Supplementary Guidance on Air Quality. It is likely the proposed and surrounding residential development would be subject to unacceptable levels of noise, in addition to fumes and general disturbance to the residential amenities of future and adjoining occupiers. This is contrary to Policy OE1 and OE5 of the Unitary Development Plan. Local residents who already suffer poor air quality, are not the main polluters in Hillingdon. Nevertheless, they are exposed to a significant threat

to their health. Consequently improvement of air quality in the Borough is necessary for the well being of people who live and work in Hillingdon. Current levels exceed the limit values laid down in the UK's Air Quality Strategy and the European Unions Directive on Air Quality.

Height and Appearance

Our main objection in this respect is the height of the Hotel and, also, whilst not being part of either of these applications, the height of the possible three Accommodation blocks fronting Freezeland Way.

- Due to the way the Hotel sits right at the front of the site and being very visible the impact on the street scene is in our view unacceptable.

- Additionally, such height as proposed would intrude into views from the Green Belt at Hillingdon House Farm.

Further the proposal as currently exists is almost twice the height of the buildings forming the North Hillingdon shopping centre, which produces an incongruous mix of building size.

- Finally, we are concerned that the height of the Hotel as proposed could be considered a safety hazard to aircraft operations at Northolt Airfield.

We feel the Hotel height should be reduced by a minimum of two storeys and should approval be sought for the remainder of the site, the height of the Accommodation blocks along Freezeland Way should be restricted to only four storeys. These features would provide a more pleasing appearance to the eye and be more acceptable to the street scene and the green corridor of the A40 (Freezeland Way).

For all of the above reasons we feel these applications do not comply with either all, or part of, the following Policies as detailed in the Hillingdon Unitary Development Plan (adopted September 1998)

BE 13; BE 14; BE 19; BE35; BE 36; S1(iii); H6 and A6.

Retail Impact

In order to protect our local Ickenham retailers, it is a minimum requirement of ours that neither the proposed new store nor the associated additional retail units contain a butchery counter, a craft baker, a hardware store or a pharmacy. For the protection of residents living nearby, we would also expect to have a significant input into the decisions relating to the hours for both opening and deliveries.

We refer to UDP S1 -

(i) Taking account of the cumulative impact of recent and committed shopping developments, new developments are not likely to harm the viability, vitality or attractiveness of any town or local centre or to damage the general pattern of local shops which provide essential local services.

Our objection to 4266/APP/2012/1544 is based on two grounds: traffic impact and consequential pollution of the environment, and the height and appearance of the proposed buildings. We are not objecting on grounds of retail impact, but this is subject to enforceable conditions on retail activity being imposed. Our objection to 4266/APP/2012/1545 is based on the height and appearance of the proposed buildings.

ADDITIONAL RESPONSE

TRAFFIC IMPACT

We are objecting to the proposal because:

4.2 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

and:

LB Hillingdon Unitary Development Plan Saved Policies (2007) Policy AM2 states that all proposals for development will be assessed against:

"Their contribution to traffic generation and their impact on congestion and in particular the proposal is contrary to policy AM7 the LPA will not grant planning permission whose traffic generation is likely to:

i) unacceptably increase demand along roads or through junctions which are already used to capacity,

In summary our objection is that the increased traffic flows due to the proposed development will increase demand unacceptably, and that the proposed changes to traffic signalling will only make matters worse. The applicants reasoning is fundamentally flawed because they have assumed the traffic flows freely away from the junction at all times of day: their "observed saturation flows" are by their own admission taken when the traffic is flowing freely. Anyone who uses the junction at peak hours knows this to be untrue; that is why it is a box junction, to prohibit traffic from entering the junction when the exit is not clear. So the conclusions they draw in the Transport Assessment are wrong, and the changes to the junction they propose will be detrimental to vehicular traffic and pedestrians alike.

For example in the pm peak, northbound traffic in Long Lane to the north of the junction is slow moving or backed up to the junction. The result is queuing in the approaches to the junction which is worst in the case of Long Lane South where the queue usually starts at Court Drive and often at the Uxbridge Road itself. The applicants fail to acknowledge this, and claim their observed maximum queue is only 18 vehicles long. Again anyone who uses the road will know this to be untrue.

The demand to travel north up Long Lane from Long Lane South, Freezeland Way East and Freezeland Way West exceeds the capacity of Long Lane North to carry it. The effect of the traffic signal phasing is to share the limited capacity between the three streams. The applicants propose to change the signal phasing to allow less green light time for Long Lane South, and more for Freezeland Way. This will clearly make the longest queues even longer. Our estimate is that this would be around one mile longer, ie backing up along the Uxbridge Road in both directions. Moreover the changed phasing would mean considerably longer pedestrian crossing times at Hillingdon Circus as detailed in our report attached; this we consider completely unacceptable since they already exceed the maximum recommendations. This will increase the incidence of pedestrians crossing against a red light, and the consequential safety risks.

Our detailed traffic objections can be found in the addendum attached.

ENVIRONMENTAL STATEMENT

Air Quality Response

Our apparent insatiable appetite for new cars, as recent figures show in a report from The Society of Motor Manufacturers and Traders, goes on unabated. This gives a clue to the skepticism we must show to the over optimistic traffic study figures presented by Tesco for Hillingdon Circus. There is a high level of public concern over existing traffic flow problems and that the situation would be bound to worsen if their proposals were to be approved.

Leading on from this, it is widely known that air pollution is worsened by traffic emissions. Petrol and diesel engines emit a variety of pollutants and the UK AQS identifies nitrogen dioxide(NO₂), carbon monoxide(CO), benzene and particulate matter(PM₁₀). Currently, Air Quality Management Areas (AQMAs) designated in the UK attributable to road traffic emission, are associated with high concentrations of NO₂ and PM₁₀. Drawing on from this, the following equation is self-evident: Traffic Congestion = Poor Air Quality & Pollution = Health Problems. This becomes a public health issue, because NO₂ can irritate the lungs and lower resistance to respiratory infections. People with asthma are particularly affected. The Mayor of London is responsible for strategic planning in London. The current version of the "London Plan" was published in July 2011. The plan acts as an integrating framework for a set of strategies including improvements to air quality. Policy 7.14 is the key policy relating to air quality. In this document "the Mayor recognises the importance of tackling air pollution and improving air quality to London's development and the health and well-being of its people". Development proposals should "minimise increased exposure to existing poor air quality and make provision to address local problems of air quality, particularly within AQMAs". It also states that any proposed development should "promote sustainable design and construction to reduce emissions from the demolition and construction of buildings, following the best practice guidance in the Greater London Area(GLA) and London Councils". Another important policy statement is that any development "be at least air quality neutral and not lead to further deterioration of existing poor quality air such as designated AQMAs.

The London Borough of Hillingdon sets out policies to guide a proposed development, and whether a particular proposed development will affect air quality significantly is a matter for consideration by local planning authority, being based on matters of fact and degree related to the development being proposed. In our opinion the proposals would adversely affect the environment at the Hillingdon Circus junction and its major and secondary road network. In this regard, we can also take into account the accumulative effects of what are dual development proposals "Tesco and Morrisons".

Regarding Air Quality, the LBH Environmental Services Map indicates that within the Borough, air pollution at Hillingdon Circus is second only to levels found at Heathrow airport. It is self-evident that the development will generate significant additional traffic at the junction, and as a result increase the levels of nitrogen dioxide at Hillingdon Circus. Road traffic is the largest source of NO₂, contributing 49% of total emissions.

Noise Pollution

The area of the proposed development has already high levels of noise, again due to excessive road traffic usage, particularly from the M40 corridor. As previously stated, heavy congestion during peak times, morning and evening, at the Hillingdon Circus road network has a detrimental impact on the local environment. Loudness of noise is purely a subjective parameter, but it is accepted that an increase/ decrease of ten decibels corresponds to a doubling / halving in perceived loudness. External noise levels are rarely steady but rise and fall according to activities in the area. It is concluded that the predicted noise levels for the proposed development will be above the Council's recommended guidelines, and that even an increase of three decibels is significant. We consider that the activities associated with the proposed development would increase noise levels and cause disturbance to local residents both existing and new. Any noise assessment for residential development should include noise from mechanical service plant, noise from delivery events, noise from car parking activity, noise from road traffic, and construction noise. In addition, it should be mentioned that the proposed development is near to the flight path of RAF Northolt. We have been warned that this facility as an aerodrome will see increasing usage over the next few years, in both military and commercial aircraft.

Some of the proposed residential dwellings will require a higher level of glazing/ and ventilation. The building design should be constructed to provide an acceptable internal noise climate. We must strongly disagree with Tesco's contention, in their environmental statement on Noise (9.6), in which

they state "the predicted change in noise level from road traffic at the nearest dwellings would be around one decibel or less. As such the change would be imperceptible, and there would be no detriment to residential amenity by reason of road traffic noise". However this assumes that residents will keep their windows shut at all times. This is plainly unreasonable. To conclude, the large retail unit together with the proposed hotel and residential properties, will cause a considerable increase in the concentration of pollutants and noise in the area.

Height and Appearance

We refer to our previous comments contained in our letter of 6th August 2012 which outlined our initial objections. These, we feel, are still pertinent to the current revision and must register our disappointment that, now the 3 Residential Blocks are part of this formal full application, they remain at 5 storeys. We include therefore for the sake of completeness an extract from our original comments:

Height and Appearance

Our main objection in this respect is the height of the Hotel and, also, whilst not being part of either of these applications, (now applied for in this application) the height of the possible three Accommodation blocks fronting Freezeland Way.

- Due to the way the Hotel sits right at the front of the site and being very visible the impact on the street scene is in our view unacceptable.
- Additionally, such height as proposed would intrude into views from the Green Belt at Hillingdon House Farm. Further the proposal as currently exists is almost twice the height of the buildings forming the North Hillingdon shopping centre, which produces an incongruous mix of building size.
- Finally, we are concerned that the height of the Hotel as proposed could be considered a safety hazard to aircraft operations at Northolt Airfield.

We feel the Hotel height should be reduced by a minimum of two storeys and should approval be sought for the remainder of the site, (as now being considered) the height of the Accommodation Blocks along Freezeland Way should be restricted to only four storeys.

These features would provide a more pleasing appearance to the eye and be more acceptable to the street scene and the green corridor of the A40 (Freezeland Way).

For all of the above reasons we feel these applications do not comply with either all, or part of, the following Policies as detailed in the Hillingdon Unitary Development Plan (adopted September 1998). BE 13; BE 14; BE 19; BE35; BE 36; S1(iii); H6 and A6.

In view of the undetermined "process" situation in relation to the parallel "Morrisons Application" we would wish to comment that this current Tesco Application has in our opinion taken into account our many objections and comments that we have made over their last 4/5 applications and appeals over many years and will be less damaging to the environment and street scene than the Morrisons proposal.

The site layout and the fact that the store itself will be single storey, with the Residential Blocks arranged at ground level around it, produces a more open appearance to the site as a whole. Looking at the overall plan of the proposal and our objection to the height of the hotel, we feel a small increase in the hotel's footprint would enable at least a floor to be removed from the height whilst still maintaining any operator's minimum bedroom requirement for operational reasons. Should such accommodation not be possible, we re-iterate our objections to the hotel's current planned height and the height of the new residential blocks facing Freezeland Way.

RETAIL IMPACT

In order to protect our local Ickenham retailers, it is a minimum requirement of ours that neither the proposed new store nor the associated additional retail units contain a butchery counter, a craft baker, a hardware store or a pharmacy. For the protection of residents living nearby, we would also expect to have a significant input into the decisions relating to the hours for both opening and deliveries.

We refer to UDP S1 -

(i) Taking account of the cumulative impact of recent and committed shopping developments, new developments are not likely to harm the viability, vitality or attractiveness of any town or local centre or to damage the general pattern of local shops which provide essential local services. In view of all the comments above, we trust you will be able to take them into consideration, when you make a decision.

ICKENHAM RESIDENTS ASSOCIATION TRAFFIC ADDENDUM (summary)

This addendum provides a detailed critique of the Traffic Assessment Report in the Tesco Environmental Assessment Statement. This is a highly technical and lengthy document and as such, has not been reproduced in full. However, its contents have been fully taken into consideration by the Highway Engineer.

In summary, the difference in the number of trips generated estimated by Morrison's and the figures Tesco have included, throw the findings of their modelling into doubt and demonstrates the claim that the figures used are Robust, is incorrect.

Although the existing traffic models have been built using 2008 traffic data, spot traffic count check surveys were carried out in February 2011 at key junctions and it was noted that the overall traffic flow at Hillingdon Circus junction has not changed significantly (i.e shown overall reduction of around 1.8%). Therefore this model represents the true representation of existing situation. The modelling undertaken in 2012 by Robert West on behalf of the London Borough of Hillingdon excludes your proposals and shows higher saturation level in at Hillingdon Circus in 2016 than your 2016 base case.

Exit congestion, flawed.

The Journey time comparisons do not take account of the existing congestion that occurs in both the am and pm peaks. The existing congestion may have been identified, if Tesco had extended the survey area as requested by the London Borough of Hillingdon, following the previous application.

From a survey undertaken over 5 days in October 2011, it can be seen that timings are thrown into doubt, as queuing commonly occurs from Court Road on the South section of Long Lane, to Ruislip Golf club on the Northern section. A known fact to the Council and regular users of this route.

The Queue comparison table shows the queue length at Hillingdon Circus/Long Lane Northbound rising from the 11 vehicles maximum in the base case to approximately 38 with Committed Development by 2016. We believe these figures to be understated, as we know traffic regularly queues back from the Hillingdon Circus junction to past Court Road on Long Lane South.

ICKENHAM RESIDENTS ASSOCIATION (Additional Response 2)

With the additional information available the Association is again writing to object to the above application on behalf of our membership. The objection is submitted in order to comply with the consultation timeline granted by the LBH. We had consulted our members formally about the previous applications (2011/2034 & 2035) and our opposition was based on their views. We cannot see anything in the above new proposals that is likely to reduce these objections.

We also cannot see anything in the above amended proposals that is likely to reduce these objections and would like to state that the objections raised in the response we submitted on the 10th June 2013 still remain. Our objection is based on the flawed traffic impact assessment and consequential pollution of the environment.

Additional Traffic Assessment Comments

Comment on VISSIM Sensitivity Test Technical Note

1.6 shows the rationale adopted.

If it is not possible to make use of the Morrisons models, the preferred option is that SKM include a capacity restraint in the agreed 2008 base year models as a non-validated sensitivity test to replicate the queue and use this to test their development impacts during PM peak. This will protect the integrity and robustness of the original models.

This means the data used is out of date and invalid and that the observations made in our previous objections remain valid.

2.3.2 Defines how Tesco's created the new bottleneck for NORTH BOUND traffic.

The capacity restraint is applied to the model in the form of a dummy signal head at the location shown in Figure 1. This signal head is coded with a 40s cycle time and a 21s green time resulting in a reduction to 53% of the normal link capacity. This capacity constraint creates a bottle neck on Long Lane which reduces the capacity of the northbound link and generates a northbound queue which reaches as far back as the Hillingdon Circus junction as shown in Figure 2. For future reference, the capacity constraint is described as a "bottleneck". This does create an exit queue but there is little detail provided for third party validation. For example, the simulation has a 15 minute warm up time. Does this give sufficient time for the exit queue to build up? i.e. is the queue in operation for the entirety of the simulation? Also, there is no validation of queuing behaviour witnessed in reality. i.e Tesco has produced an exit queue but there is no discussion of human behaviour, or of how this queue relates to actual physical queues seen by residents on a daily basis.

The false signal introduced to create the bottleneck allows traffic to move along according to a 40s cycle time and a 21s green time. We have no access to the information in the model, nor was any survey undertaken to verify these parameters are realistic.

The given figures appear to be completely arbitrary and have only been selected to generate some kind of bottleneck. No effort has been made to capture the actual rate the queue clears at. In our opinion, this therefore means that the model is non-validated and the results generated from the model completely unreliable.

Comment on Glebe School modelling

7.12 Glebe Primary School has planning consent for the demolition of the existing school and erection of a new 3 form entry school including nursery. Traffic flow diagrams have been obtained from the Transport Assessment submitted in support of the application, however it is noted that the AM and PM peak hours do not coincide with the network peak periods set out above. 7.13 During the AM peak, the identified peak period overlaps with the network peak set out above by 15 minutes, and therefore one quarter of the peak hour traffic generation has been included within this assessment. The PM peak identified for the Glebe Primary School occurs before the network peak hour, and therefore no additional trips will be generated during this period. LBH have confirmed that this approach is acceptable. Can LBH please provide proof of this agreement.

As no detail has been provided and no surveys undertaken, this assumption is invalid. We also believe that as there is no correlation between the Tesco and Morrisons Traffic Assessments and because we know that data from an LBH survey has not been provided, a real risk that the Consultation Process has been flawed from the outset and that a Judicial Review may be required, should be accepted.

Transport Assessment Conflict

Because there is no correlation between the Tesco and Morrisons Transport Assessments, despite the fact they both say they have included/modelled each others assessments. We believe both assessments are fatally flawed and present the potential for a significant impact on the local transport network.

The Morrisons TA States:

The effects of any development needs to be assessed against the criteria in the NPPF, with the key tests:

"Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people;
- and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

7.42 The addition of traffic flows generated by the Master Brewer development proposals (scenarios 4 and 7), and associated junction modifications, results in a significant worsening of junction performance such that the junction is predicted to operate significantly above capacity during the AM, PM and Saturday peak periods in both 2014 and 2022. This is considered to primarily be as a result of the introduction of the right turn movement from Long Lane (south) to Freezeland Way (East), which results in the requirement for an alternative staging arrangement to accommodate this movement.

7.51 The addition of the Master Brewer proposals (scenarios 4 and 7) results in the VISSIM model becoming overloaded and effectively 'locking up', with vehicles becoming stationary, and blocking the path of other vehicles which are therefore unable to pass through the network. As such, it is not possible for the model to report any meaningful results, particularly journey times, as vehicle trips through the network are not completed.

7.52 Whilst a lock up of the highway network is unlikely to occur in practice, as vehicles will give way to turning vehicles rather than blocking their path, or can change their journey in response to such conditions, this outcome within the VISSIM effectively concludes that the addition of the Master Brewer proposals would result in a significant worsening of the operation of the highway network such that the impact could be classified as significant.

7.73 The addition of the Master Brewer proposals results in a significant detrimental impact on the operation of the highway network such that the VISSIM model locks up, and journey times, vehicle speeds and queues are not able to be accurately reported. It can therefore be concluded that the addition of the Master Brewer proposal results in a significant impact.

8.18 The addition of the Master Brewer proposals so that there would be two food stores in the area results in a detrimental impact on the operation of the highway network such that the VISSIM model locks up, and journey times, vehicle speeds and queues are not able to be accurately reported. It can therefore be concluded that the addition of the Master Brewer proposal results in a significant detrimental impact

Retail Impact

1. The Ickenham Residents' Association registered its detailed objections to each of these proposals on 10th June 2013 .

2. These objections can be summarised as:

2.1 Traffic pollution/environmental impact: pollution levels at Hillingdon Circus are already above lawfully permitted levels and the inevitable additional traffic would make them even worse

2.2 Traffic concerns: the Hillingdon Circus junction is already beyond capacity levels, particularly at peak times, and could not cope with additional vehicle movements

2.3 Retail Impact: we are concerned about the impact on our local Ickenham shops, particularly in the case of Morrisons whose meat counter we consider to be a threat to Williams' butchers, with potential knock-on effects on the entire "High St"

2.5 Housing: whilst we welcome the provision of extra homes the local schools, medical facilities etc are already fully stretched and could not cope with additional demand.

3. Since we lodged those objections we have not seen any submission from either retailer that has diminished our concerns in any way, and the threat of future traffic gridlock in the area has increased with the evolving proposals for HS2.

4. Our concerns have been exacerbated by the information that LBH are considering the possibility of approving both proposals. We believe that the impact of such a decision would not just increase these problem areas in an incremental way but move them into a whole new dimension as Tesco and Morrisons competed for business across the junction, with bargain hunters attracted from a wide area by the prospect of comparison shopping and the ability to "cherry pick" choice promotions. The exception would be housing where the increase in problems would "only" be incremental.

5. On the evidence of their submissions of 13th August 2013 [Tesco] and 21st August 2013 [Morrisons] neither retailer considers that the North Hillingdon centre could support two major food stores.

Built Environment - Height & Appearance. (Tesco & Morrisons)

Our objections in relation to both applications individually, in respect of the above aspects, are well documented in our previous letters of 06.08.12 and 10.06.13 concerning Tesco and 24.09.12 and 06.06.13 concerning Morrisons.

The purpose of this addendum to our letters is to raise the issue that IF consideration should be given to both applications at the same time, and for whatever reasons they were both recommended for approval, then our individual objections would be combined, amplified, and stressed far more strongly.

Our current objections relate to each individual proposal.

If forced to choose between the two, then it is our opinion that the Tesco proposal is far less intrusive, they having listened to our many previous objections over many years. Morrisons puts more area 'under concrete', is considerably larger and higher, with less desirable housing design and location, and impinges on car parking provision at Hillingdon station.

OAK FARM RESIDENTS ASSOCIATION

Oak Farm Residents Association (OFRA) objects to the above planning application for the following reasons.

1. DWELLINGS ON SITE

a) Appearance of the residential units

The blocks are too tall and should be restricted to a maximum of 4 storeys to be in keeping with the height of the shopping parade, the dwellings opposite and views from the green belt.

b) Strain on local services

Local services such as GP surgeries, dentists and utilities are already under strain. The increase in residents will further put a strain on them.

c) Number of parking spaces

The number of car parking spaces is inadequate as the majority of households have at least 2 cars now and this ratio is increasing. A likely result of this lack of car parking for residents is for them to park in shoppers spaces or in local roads. Tesco are negotiating with the council to buy a strip of land on Freezeland Way to build a further 3 residential blocks for 120 additional dwellings. This would not only add to further traffic congestion, noise and air pollution in our already overcrowded local area but it is unlikely that an adequate number of parking spaces will be provided. It would also further strain local services.

2. TRAFFIC FLOW IMPACT

a) Additional lane to access development and four phase traffic lights

Tesco's proposal includes changes to the junction at Hillingdon Circus and increasing traffic light phasing from three to four for each of the four arms of the junction and an extra lane north of the lights on Long Lane southbound and a right turn to allow northbound traffic to enter the site. Tesco claim that these proposed changes to the junction and traffic light phasing plus the extra lane will reduce congestion. Tesco do not have the data to back up the claim and have not considered how changing from three to four phase traffic lights will affect pedestrian crossing times. At present the

crossing times are too short to allow pedestrians to cross safely and will need to be significantly increased if this development goes ahead. Clearly, this too has an effect on traffic flow.

b) Congestion and the effect of accessing the Tesco development

Tesco's modelling of current traffic flow does not take into account the existing queuing, congestion and gridlock on the roads passing through Hillingdon Circus and exit congestion at the junction. Roads through Hillingdon Circus are in use 24 hours a day. Long Lane from the Uxbridge Road to West Ruislip is one of the few South-North routes through the borough. Accessing the Tesco development from Hercies Road or Long Lane by doing a 'u turn' before Hillingdon Station hill (whether controlled or not) must add to congestion. The station is on several bus routes and forcing all traffic destined for Tesco from Long Lane and Hercies Road to go partially up the Station Hill, across and move across lanes to come down and filter left into Tesco will cause further gridlock. This will be particularly acute at peak shopping times such as Christmas and during peak commuter times.

c) Impact of increased traffic flow and congestion on local residents

Tesco has failed to consider the impact on side roads off Long Lane. People who live on the estate already face extended journey times because of sheer weight of traffic on Long Lane in particular. Also, these side roads are used as 'rat runs' in an effort to shorten journey times and avoid congestion. This is dangerous, noisy and affects air quality. Oak Farm estate was not built with garages. Most dwellings do not have the space to add one and residents have to park on the road. This reduces road width and visibility. Buses, school coaches and delivery vans use many of these roads as well as residents. The Tesco development is likely to increase the use of these side roads as 'rat runs' because congestion will be increased by the additional traffic to the development.

d) Volume of traffic

The volume of traffic has increased considerably because of the Ickenham Park development. This extra traffic has required 2 additional sets of traffic lights in Long Lane, Ickenham at Aylesham Drive and High Road, just north of the proposed site and these are already adding to the gridlock problems around Hillingdon Circus. The additional traffic generated by these proposals will make the already bad traffic congestion a great deal worse.

3. ROAD NOISE AND AIR POLLUTION:

a) Road noise

Road noise is an issue already and will affect the quality of life of those in the proposed dwellings, hotel and store. In the recent past measurements were taken by the Council with OFRA at the partly sheltered entrance to Hillingdon Station. These measurements showed road noise was nearly 80dBs, and this was at a time of low traffic flow on the A40. The proposed site will have the A40 running along its entire length and it and surrounding areas will be subject to very considerable noise levels 24 hours a day from the A40 which is not a motorway but feeds the M40, which is less than 2 miles away. In 2001 a DEFRA noise map showed the A40 road noise alongside the proposed site to be 80-100dBs and traffic flow there has increased greatly during the past 11 years. Furthermore this site is almost under the intersection of 3 helicopter routes, H4, H9 & H10 with their additional noise. The increase in traffic generated by this development will further increase the unacceptably high noise levels which are endured by people living on the Oak Farm estate.

b) Air pollution

Readings taken in 2005 showed that Nitrogen dioxide levels along the stretch of A40 beside the proposed site were of a similar level to that found along runways 1 & 5 at Heathrow. Since this time there has been an increase in traffic using the A40 and some mornings the rush hour traffic on the A40 is at a standstill from Acton, (nearly 10 miles down the road) back past the proposed site. Air quality in this area is already poor and will affect the hotel and dwelling residents and shoppers too. An increase in traffic to this development will also adversely affect the already poor air quality and add to air pollution. Air pollution caused by nitrogen dioxide emissions from motor vehicle exhausts is a serious problem. Nitrogen dioxide causes respiratory problems such as wheezing, coughing, colds, flu and bronchitis and can have significant impact on people with asthma because it can cause more frequent and more intense attacks.

c) Environmentally responsible use of site

In view of the poor air quality and noise it would be appropriate to plan trees which will absorb more of the local polluted atmosphere, and also shield the local area from the 80-100dB of road noise of the A40.

4. FLOOD RISK ASSESSMENT

As the Master Brewer land is low lying and adjacent to a feeder drainage stream to Yeading Brook, and at the foot of the steeply down sloping land of Oak Farm Estate, OF RA residents want an Independent Flood Risk Assessment carried out before any form of acceptance of this proposal.

5. SECTION 106 GRANT

If this proposal is accepted OFRA wish to be informed of how all such grant money will be spent improving our local area that would be affected by this proposal.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

NOISE

The noise report prepared by Sharps Redmore Partnership (SRP) dated 22nd May 2012 (ref. 1011389/R1) has been assessed. The SRP report considers the development covered by (i) detailed application 4266/APP/2012/1544 including the main foodstore, (ii) outline application 4266/APP/2012/1545 including the five residential blocks.

My comments on noise issues on this outline application 4266/APP/2012/1545 take account of the proposed development covered by the associated detailed commercial application.

The SRP noise assessment for the proposed residential development is based on the Government's National Planning Policy Framework (NPPF) of March 2012, which cancelled PPG24 "Planning and noise" recommending use of Noise Exposure Categories for determining suitability of sites for new residential development.

The noise assessment for the proposed residential development is contained in section 5.0 of the SRP report. This section refers to the noise contour maps in Annexe D showing the predicted overall noise levels at the facades of the proposed residential blocks. It is apparent that Block A adjacent to the A40 road would be subject to the highest noise levels. The noise contours show that the worst affected upper floors of Block A will be exposed to daytime noise levels of around 73 to 74 dB LAeq,16hrs. These high noise levels are mainly caused by road traffic on the A40 road.

Report section 5.1 recommends design targets in terms of LAeq,T and LMax for internal noise levels in residential blocks A to E. These design criteria are the same as required by Table 2 of the Council's Supplementary Planning Document on noise. Report section 5.3 states that these target internal noise levels can be achieved by ameliorative measures comprising closed windows and improved sound insulation. This would apply even to the worst affected upper floors of block A, which are affected by the highest levels of road traffic noise. It will also be important to ensure that residential blocks A to E are adequately protected against noise from deliveries at night. Paragraph 7.9 states that adequate noise mitigation will be provided for residential block E to ensure future residents are not disturbed by noise from night time deliveries. This is important since the predictions in paragraph 7.8 show that LMax noise levels at night from deliveries will be well above WHO outdoor guideline values. Since proposed residential blocks A to E are in the form of flats without gardens, outdoor noise levels are not an important consideration. It is acknowledged in paragraphs 5.4 and 7.9 that background ventilation will be required so that adequate ventilation can be achieved with windows closed.

NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development. I accept that the policy requirements of the NPPF and NPSE can be met for the proposed development by appropriate design and by the imposition of appropriate conditions. The conditions should ensure that satisfactory LAeq,T and LMax noise levels are provided inside the proposed residential dwellings in respect of all forms of outdoor noise.

In order to ensure that sound insulation and ventilation are adequate to provide satisfactory internal noise levels, I recommend use of the following condition.

Condition

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed residential development from road traffic, air traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme should ensure that internal LAeq,T and LMax noise levels meet appropriate noise criteria. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

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

In order to deal with environmental issues during construction, I recommend use of the following condition.

Condition

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP 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 CEMP 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, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP 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.

Comments on EIA

I have reviewed section 7.4 of the additional ES (Noise and Vibration) concerning cumulative assessment of this development together with other nearby developments. I have the following comments/observations:

The additional information provided in section 7.4 of the ES is same for both applications and looked at the combined effect of the master brewer site development together with the Hillingdon circus site development (planning ref: 3049/APP/2012/1352). What assumptions were made for the Hillingdon Circus site is not specified. Noise contour maps are provided in appendices NVB4 and 5 which shows the changes in noise levels due to cumulative effect. NV4 shows the daytime and night time cumulative effect on proposed residential development blocks A-E. Comparing this with the contour maps in Annex C1 and C2 of the Sharps Redmore acoustic report dated 22nd May 2012 shows the overall cumulative noise effect will only be slight. The façade noise levels on each of the blocks will only change by few decibels. This is something which can be addressed by the previously recommended noise condition for façade sound insulation. The assessment also looked at changes in road traffic noise levels and found this to be negligible on existing residential in Freezeland Way i.e. only 1dB change. Car park noise will also be negligible and can be addressed by the previously recommended condition for delivery management plan.

CONTAMINATED LAND

No new contaminated land investigation information has been submitted for the site with the applications. The RPS desk study report reviewed and referred to in my memo of 11 November 2011 is submitted with both applications. Therefore my previous comments in my memo of 11 November 2011 still apply. A contaminated land condition should be attached. You could use the recommended condition in my previous memo, or for consistency with other current applications the two new conditions, RES26 and COM30 for the residential and commercial applications respectively.

The contaminated land information can be submitted later in a combined geoenvironmental report as this site is a low risk. For any areas of soft landscaping in the residential element of the development, in addition to the standard contaminated land condition, the following condition is advised with regard to soil contamination (as this may not be specifically included in the standard contaminated land condition).

Condition to minimise risk of contamination from garden and landscaped areas

Before any part of the development is occupied, site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

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

REASON

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

A Section 106 obligation for up to a total of £50,000 should be sought for contribution to the air quality monitoring network in the area with regard to these applications. (Note, this is in addition to the Travel Plan contributions indicated in the Travel Plans.)

The following conditions are also required:

Air Quality Condition: Details of Energy Provision (Mixed Use & Residential)

Before the development is commenced, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the LPA for approval. This shall include

pollutant emission rates with or without mitigation technologies which needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012.

REASON: To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Air Quality Condition: Ingress of Polluted Air (Residential)

Before the development is commenced a scheme for protecting the proposed 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.

Air Quality Condition: Control of Air Pollution (Mixed Use)

Before the development is commenced, details to limit and/or control air pollution for any CHP shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation of the relevant phase in which the CHP is to be constructed and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Travel Plans

It is noted a Framework Travel Plan, Hotel Travel Plan and a Food Store Travel Plan have been submitted with the application. It is understood if the application is given permission the travel plans will be implemented as part of a s106 agreement. On that basis no conditions are advised with regard to travel plans.

Internal Consultees (Additional)

URBAN DESIGN AND CONSERVATION OFFICER

COMMENTS: The D & S Statement has been refined since the previous applications, which is welcomed. The layout, massing and general appearance of the residential blocks is as previously discussed and is acceptable in principle in design terms. The detailed design and materials of the blocks would need to be conditioned, as would the surrounding landscape. Ideally, more planting should be introduced into the car park areas. Improvements to the existing planting along Freezeland Way, the area in Council ownership, should be secured.

COMMENTS: The scheme is much as previously discussed. The design of the hotel has changed and is improved. The first floor green roof is welcomed. There are still some issues to be addressed:

- The long term maintenance of the buffer area along Long Lane
- The design of the energy centre
- The introduction of more landscaping within the car park areas
- Further information on the landscaping and design of the Freezeland Way frontage (adjacent to the hotel)
- Treatment of the boundary with the A40

If minded to approve, details of the elevational treatment of the hotel will be required, including the ground floor glazing and roof/fascia design and finish. Details of the windows, louvers, balconies and plant enclosure at roof level should also be required. Details/ samples of all external materials and finishes will need to be agreed.

SUSTAINABILITY OFFICER

All the information submitted to date broadly equates to an appropriate strategy. There are still gaps in the information expected for a design stage application and therefore there is a need for planning conditions to ensure the final energy solutions are appropriate.

As the housing development is subjected to the Code for Sustainable Homes and an outline planning application, the issue can be considered as part of conditions. The information about the renewable energy solution for the development is also broad at this stage although a bit more information has been provided. Further information is required to ensure the final design of the development incorporates the broad strategy. The following conditions are therefore required for the developments

Energy Note 1: The S106 will include a monitoring and reporting requirement for the first years of the development. If the targets set out in the energy strategy have not been achieved (i.e. the performance of technologies were overestimated or the changes to the building fabric were made) then the Council will seek action through onsite improvements or offsite contributions.

Energy Note 2: A maintenance schedule will be required for the district heating network. This will need to be included within the S106.

Residential Development

Condition

Prior to the commencement of development a detailed energy assessment shall be submitted and approved in writing. The assessment shall demonstrate how the residential units will be linked to the site wide energy strategy set out for the mixed used development proposed as part of planning application 4266/APP/2011/2034. The assessment shall clearly set out the baseline to 2010 Building Regulations and the measures to reduce this by 25%. The scheme shall also include maintenance arrangements of technologies required to deliver the reduction. The development must proceed in accordance with the approved plans.

Reason

To ensure there is a clear understanding of how each use within the development contributes to the site wide strategy and to ensure the energy reduction targets of Policy 5.2 of the London Plan are met.

The Design and Access Statement suggests that the Code for Sustainable Homes has been referred to throughout the design process. However, there is no commitment to any level of the Code within the Design and Access Statement or the Sustainable Design and Construction statement. The Council requires all new residential development to meet Code 4 which will need to incorporate the Code 4 energy requirements set out in the London Plan.

Condition

Prior to commencement of the development, an Interim certificate showing the development complies with Level 4 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

Reason

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

Condition

Prior to the occupation of the development a completion certificate showing the development complies with Code 4 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

Reason

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

Sustainability - Electric Vehicle Charging Points

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. A further 5% should be adequately serviced to allow for the future installation of further charging points. 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.

S106 Inclusion

1 Ecology Protection and Enhancement Works

[£50,000 for the clearance of vegetation and trees, new landscaping, fencing, re-modelling and re-contouring, and placement of bat boxes, bird boxes and beetle loggeries.]

2 Maintenance and operation of district heating network

3 Monitoring and reporting of energy use

4 Maintenance of SUDS

The site is in an air quality management area and there are recorded levels of poor air quality near the site that are close to or exceeding the minimum EU limits for health (40µg NO₂). This limit relates to the levels at which there are significant impacts on health.

It is likely the air quality will continue to be poor in the area due to existing traffic issues without development, and it will likely worsen due to increase in traffic as a consequence of the development. The Council does not consider the submitted air quality assessments present a fair and accurate representation of the baseline position, and in turn the impacts of the development are underplayed.

The Council considers that the impacts on air quality will be negative. However, this should not automatically result in a refusal as this would result in blight across the area. Through conditions and planning obligations, if implemented in isolation (and considering the benefits of the scheme), this proposal could be considered acceptable in air quality terms.

The cumulative impacts of this scheme as well as the proposal at the former Master Brewer site present a greater problem. Cumulative impacts would be worse (and more complex) than just the sum of an individual scheme. This is, for example, due to the extra traffic congestion (at junctions

resulting from both schemes) resulting in greater emissions from vehicles.

I therefore do not object to the application on its own (subject to clear measures to reduce the impacts of the development). The need to provide green travel plans and contributions to public transport will assist and the following conditions are also necessary:

Condition

Prior to the commencement of development a construction air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the methods to minimise the adverse air quality impacts from the construction of the development. This scheme should include (but not limited to) clear demonstration of the use of low emission vehicles and machinery by the relevant contractor, and confirmation of how environmentally aware driver training methods will be utilised (i.e. no idling, avoiding peak times for construction lorries etc). The construction must be carried out in accordance with the approved plan.

Reason

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

Condition

Prior to first occupation of the development an air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the measures to be undertaken to promote, encourage and install measures to reduce impacts on air quality. The development must be operated in accordance with the approved plan.

Reason

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

Condition

Prior to commencement of development a scheme for protecting the proposed residential units from external air pollution shall be submitted and approved by the Local Planning Authority. The development must proceed in accordance with the approved scheme and completed prior to occupation. The development shall retain the air pollution protection measures throughout the lifetime of the development.

Reason

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

Condition

Prior to commencement of the development full specifications of the CHP unit shall be submitted to and approved in writing by the Local Planning Authority. The specifications shall demonstrate the use of the least polluting CHP system appropriate with and the relevant NOx emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts. The development must proceed in accordance with the approved scheme.

Reason

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

HIGHWAY ENGINEER

The Council has appointed an external transport consultancy Parsons Brinckerhoff (PB) to undertake the review of the Transport Assessments and related technical documentation submitted by the applicant's transport consultants SKM Colin Buchanan (SKMCB).

Given the complexity, volume and technical nature of the submitted documentation and the reviews undertaken by PB, it is not considered practical to include all the information in the comments here. Instead, these comments highlight the main issues for consideration by the Planning Committee.

An analysis has been carried out of the reported accidents over a period of 5 years to August 2010. At this stage there does not appear to be any cluster of specific accident types that would cause concern. Just less than 40% of the collisions occurred during the hours of darkness. A review of lighting and the visibility of signs and road markings should be undertaken.

A series of static and micro-simulation models have been submitted by SKMCB. The modelled traffic flows are made up of three parts as described in the list below:

- 2008 base year flows;
- Committed development flows; and
- Proposed development flows, containing the Tesco development with and without Morrisons development.

There are some discrepancies between the calculated and modelled flows, but the variations are small and considered negligible. PB has created a model using the 2016 PM base VISSIM scenario with the calculated flows and has advised that the observations of this model showed that the network operates similarly to the models SKMCB has submitted. Therefore it could be said that the flow difference has negligible effects on the modelling results.

The traffic flows have been combined to develop the scenario models listed below. Adequate traffic growth has been applied to the future years 2016 and 2022 modelling scenarios.

- 2008 base
- 2016 base+committed
- 2016 base+committed+Tesco
- 2016 base+committed+Tesco+Morrisons
- 2022 base+committed
- 2022 base+committed+Tesco
- 2022 base+committed+Tesco+Morrisons

The latest modelling of 2016 base+committed+Tesco+Morrisons and 2022 scenarios is submitted for the PM peak only. This is based on the assumption that traffic demand is lower in the AM and Saturday peak periods. It would be preferable for SKMCB to have also provided models for the missing periods to confirm this. However, given the time available, and in the interest of deriving some indication of the likely impact, PB has used the LinSig models provided to assess the cumulative impact of Tesco and Morrisons developments in the AM and Saturday peaks in 2022.

There are two highway layouts used for the proposed development. The highway layout plans are presented in Appendix C / Appendix D of March 2013 Addendum TA and described as:

Layout A -Highway improvements required to accommodate the Tesco development traffic in isolation include:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
- Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
- Provision of one dedicated on-street coach bay on Freezeland Way, immediately east of the

proposed site access for the Hotel land use;

- Provision of an informal pedestrian refuge crossing at the western site access; and
- Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units.

Layout B - Cumulative scheme highway improvements with further mitigation measures needed to accommodate the Morrisons development traffic, which includes all of the highway improvements proposed under layout A and in addition:

- Widening and introduction of two left turning flare slip lanes of over 85m in length on Freezeland Way Eastbound approach lane; and
- Providing a two lane approach on Freezeland Way westbound approach road to the Morrisons.

Due to the increase in background traffic, the latest 2022 base model has several over-saturated turns, and the results are worse than those presented in the 2016 base model.

The modelling results show that the operation of Hillingdon Circus would deteriorate in all peak periods in 2022. This is mainly caused by the substantial background growth applied from 2008 to 2022 which is at least 15% in all peaks.

The results show that in 2022 Hillingdon Circus will be over-saturated in all modelled peaks. This is true for the Tesco development in isolation and when both Tesco and Morrisons developments are in place. The results are worse with Tesco and Morrisons than with Tesco in isolation, as would be expected.

Only the PM peak was modelled in VISSIM in 2022 as this contains the highest demand compared to the other two peaks. However, the LinSig modelling tests undertaken by PB show that the impact of Tesco and Morrisons in combination would lead to Hillingdon Circus operating at close to or above saturation at all peaks.

The latest VISSIM modelling, including the northbound blocking has only been submitted for the PM peak. Analysis of the LinSig models suggests that the impacts at Hillingdon Circus will be similar in the AM and Saturday peaks to the PM peak, but the exit blocking is observed to be less severe or even non-existent in these peaks. Therefore, it is likely that the results in the PM peak will be worse than those in the AM and Saturday peaks and can be considered to be a worst case.

The modelled journey times from the 2016 PM peak VISSIM models show that with the addition of the Tesco development traffic, the northbound journey time will increase whilst the southbound journey time will decrease. On the basis of the overall journey times, it is considered that the impact of the Tesco development traffic is generally offset by the proposed highway improvements. However, the combination of the Tesco and Morrisons developments causes an increase in journey time both northbound and southbound and therefore has a negative impact.

The modelled journey times from the 2022 PM peak VISSIM models show that six years further into the future than 2016, the results indicate longer journey times in all three PM peak scenarios.

The applicant has agreed to TfL's request for a contribution towards extending route U10 from Swakeley's Drive to Hillingdon Station Forecourt via a S106 agreement. Although the extension is considered to be positive as it will improve public transport accessibility for the development site from Ickenham and Ruislip (albeit at a low frequency and noting that the Underground already links the site with some parts of the U10 corridor), there is no feasibility study submitted to review the proposed extension including practicality, manoeuvrability, and advantages and disadvantages.

The latest modelling review undertaken by PB recommends that:

In traffic terms, the sensitivity test modelling has demonstrated that in 2016 and 2022 the network can be mitigated to accommodate the flows produced by the Tesco development without any net increase in journey time (Long Lane northbound + Long Lane southbound).

In the context of paragraph 32 of NPPF it is unlikely that the residual cumulative traffic impacts of either the Tesco development (only), or Tesco development in combination with Morrisons, are demonstrably severe. The weight which may now be attached to LB Hillingdon's Policy AM7 should be reviewed in the light of paragraph 215 of the NPPF.

Subject to the items listed under the heading of Transport & Highways Obligations being covered within the S106 Agreement, no objection is raised on the residual traffic impacts of the Tesco development (alone).

The conclusion of the latest cumulative assessments i.e. Tesco and Morrisons combined, undertaken by SKMCB, Tesco's transport consultants, and Vectos/SCP, Morrisons' transport consultants, suggest that the residual cumulative traffic impact with mitigation will be significantly detrimental.

Considering that;

- The surrounding highway network carries very high volumes of traffic, especially during traffic peak periods, and experiences traffic congestion;
- The Tesco and Morrisons developments combined will generate high volumes of traffic, where the highway network is already well congested;
- Cumulative impact results submitted by both the developers show a significant worsening of junction performance;
- The applicant has not undertaken a Road Safety Audit of the proposed highway layout B and changes to the layout as a result of safety issues could affect the traffic modelling results;
- There are inconsistencies between the assessments carried out by Tesco and Morrisons; and
- There are a number of outstanding traffic assessment issues to fully review the cumulative traffic impact

It will be highly risky to conclude that the residual cumulative traffic impacts of these two major developments are unlikely to be significant.

The access and parking layout, pedestrian and cycle routes and linkages, impact on public transport, and facilities for disabled people have been reviewed. The proposed development is not considered to merit objection on any of the above aspects.

The proposed highway layout and internal access and road layout have been reviewed and are not considered to have any significant issues to merit objection. Layout of the retail car park is acceptable in principle, however suitability of traffic management (circulation) within the car park should be further demonstrated and the layout should be amended where required. In addition, further details should be provided of the internal commercial/residential junction within the access road ensuring safety and suitable manoeuvring.

The proposed car parking provision for the retail and residential elements of the development are within the range of maximum standards and are therefore considered acceptable. The level of car parking proposed for the hotel is not considered excessive. The operational arrangements to cater for any overspill from hotel parking overnight and residential visitor parking during limited times over weekends to share the retail parking facilities should be devised and a car parking management plan should be covered by way of a condition/S106 agreement.

The proposed disabled car parking provision is just over 7% (13 no.) for retail, circa. 52.9% (7 no.) for hotel and 10% (10 no.) for residential of their respective total car parking provisions. Around 3.9% (7 no.) of the retail car parking spaces will be parent and child spaces. Around 2-3%

(4-5 no.) of the retail car parking spaces should be provided for brown badge holders

For the retail element, it is proposed to provide 5% (9no.) electric vehicle charging points (EVCPs) with a further 15% (27 no.) spaces to be passive spaces to make a total of 20% provision. The EVCP provision does not meet the London Plan standards requiring 10% of all spaces to have electric charging points and an additional 10% passive provision for electric vehicles in the future. No objection is raised on the above shortfall subject to a review mechanism of the use and increase of active EVCPs.

The residential proposals do not include any EVCPs. The London Plan standards require 20% of all spaces to have electric charging points and an additional 20% passive provision for electric vehicles in the future. The developer should provide at least 5% (5 no.) active EVCPs and a further 15% (15 no.) passive spaces with a review mechanism of the use and increase of active EVCPs.

One car club space is proposed for the residential development, which is acceptable in principle. Details of the operation and management of the car club should be submitted.

One coach parking space is proposed on Freezeland Way as a dedicated space for the hotel. This is unacceptable, principally due to two reasons; one, the coach parking space is proposed on the highway and therefore cannot be dedicated to the proposed hotel, and second, the Council resists on the use of highway land to provide on-street parking bays including coach parking required for developments. Instead, any development requiring parking for coaches or other types of vehicles should provide a suitable layout to accommodate such parking and manoeuvring within the site.

Cycle parking is provided to the relevant standards for the retail customers and employees, hotel, and residential. The accessibility and layout of the cycle parking are considered acceptable.

A framework Travel Plan and separate Travel Plans for the Food Retail Store and Hotel have been submitted with the application. A version of the Travel Plan accepted by TfL is included in the further transport assessment May 2012. Subject to comments from the Council's travel plan officer, the travel plans should be conditioned or covered within the S106 agreement as appropriate.

Recommendation

No objection is raised on the highways and transportation aspects of the proposed Tesco development alone.

Additional comments

A summary of pedestrian crossing times has been provided for Hillingdon Circus junction, calculated by a spreadsheet using the existing and proposed signal staging and cycle times. A comparison of base and proposed results is provided for the PM peak. An example calculation has also been provided for one of the longer, if not the longest route that a pedestrian might reasonably take and on this basis the methodology is considered to be robust. Six of ten possible crossing movements will experience changes of under 10 seconds as a result of the junction alterations, but four crossing movements will experience increased average crossing times of over 40 seconds and up to 56 seconds. These changes are the result of maintaining provision of safe controlled crossing facilities for all pedestrian movements at the junction. The increased crossing times are limited, specific impacts of the junction alterations which, overall, mitigate the traffic impacts of the development.

Transport & Highways Obligations

- The items listed below should be covered within the S106 agreement or conditioned as appropriate:
- o Car Park Management Plan (CPMP) including sharing the retail car parking with hotel overnight and with residential visitors during limited times over weekends;
 - o ECVPs for residential: 5% active and 15% passive with a review mechanism;
 - o ECVPs for retail: review mechanism of the use and increase of active EVCPs;
 - o Brown badge car parking spaces within the retail car park: 2-3% (3-5 nos.);
 - o Details of internal access roads and car parking;
 - o Details of the car club: parking space, operation, and management;
 - o Removal of the proposed coach parking on Freezeland Way and relocate within the site;
 - o Highway Improvements listed below to be agreed in detail before commencement and works to be completed before occupation of the development:
 - o Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit;
 - o Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
 - o Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
 - o Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
 - o Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
 - o Provision of an informal pedestrian refuge crossing at the western site access;
 - o Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;
 - o Traffic signal timings and operations ;
 - o Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
 - o Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and
 - o Coach stop enhancements on Freeland Way
 - o Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;
 - o Contribution to real time information system at bus stops prior to commencement;
 - o Construction Logistics Plan (CLP) to include (but not limited to):
 - o Construction traffic generation by development phase;
 - o Access routes;
 - o Contractor parking;
 - o Deliveries to avoid highway network peak hours and traffic sensitive hours;
 - o Construction staff travel plan;
 - o Measures to manage localised priorities.
 - o Delivery & Servicing Plan (DSP)
 - o Travel Plan (subject to the Travel Plan officer comments)

FLOOD AND DRAINAGE OFFICER

The FRA demonstrates a worst case scenario should no infiltration be found. However the FRA commits that further tests will be taken to confirm this and the detailed drainage design adapted accordingly. Therefore it is appropriate a suitable condition requesting a more detail strategy is provided. This should be undertaken in a way which allows development of phases and any drainage work required to support those phases of the development as required in the Section 106

agreement.

This condition will also require further details of the adoption and maintenance arrangements or who would carry these out. If drainage tanks are to be used then silt traps and ongoing inspections and maintenance would be needed and this needs to be determined. In terms of ongoing management and maintenance, the FRA suggests that it would be appropriate that in areas set aside for adoption, the Council would be responsible for future maintenance. As the Suds Approval Body is not yet required by government and therefore not in existence at Hillingdon, in areas that are not adopted, it is likely that they would remain private and would need to be maintained by a private management company. Clear standards of inspection, maintenance, remediation and response times for resolving issues should be provided as part of the commitment of that Private Management Company.

ACCESS OFFICER

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

It is understood that the proposal seeks outline permission to redevelop the above site. However, to ensure that the finer points of the above policy can be successfully incorporated at the reserved matters stage, and particularly design features required that may affect a building's height, appearance and footprint, it is paramount to consider the detail of accessibility and inclusive design at this stage.

The following issues should therefore be considered at this stage, and incorporated within a revised Design & Access Statement and/or shown on plan, as appropriate;

established through strategic and local level policy. In addition, the Council's emerging Site Allocations DPD specifically promotes the redevelopment of the site for a retail-led mixed use development incorporating residential use.

1. All residential accommodation should be revised to comply with all 16 Lifetime Home standards (as relevant) with all details shown on plan. In addition, 10% of new housing should be built to Wheelchair Home Standards.
2. Lifetime Home developments should provide at least one accessible parking space within each zone / lift core. The accessible bays should be designed in accordance with BS 8300:2009.
3. In addition to the provision referred to in point 2 above, an allocated parking space, within 40 m of the home, is required for each Wheelchair Standard Home. (This provision is also required in any car free elements/zones of the proposal.)
4. In line with the GLA 'Wheelchair Housing BPG', the wheelchair accessible flats should be evenly distributed throughout the site
5. All blocks of flats, as proposed, should feature a single communal entrance that serves all flats. To accord with the above mentioned Supplementary Planning Document, two Part M compliant passenger lifts should be provided, as blocks A, B, C, D, and E, as proposed, would all contain more than 15 flats.
6. The bathrooms/ensuite facilities should be designed in accordance with Lifetime Home standards. At least 700mm should be provided to one side of the WC, with 1100 mm provided between the front edge of the toilet pan and a door or wall opposite.
7. The Gross Internal Area required for the living areas within a specific size of dwelling (e.g. a two-bedroom flat) should be increased by approximately 10% to allow the successful integration of facilities within the wheelchair home standard units.

Internal Consultees (Additional)

POLICY AND ENVIRONMENTAL PLANNING

Development Plan Policies

The London Plan

The application site has no specific land use allocation in the London Plan. The Mayor provided the Council with comments on how the proposals relate to specific policies in the London Plan on 17 October 2012.

A Vision for Hillingdon 2026: The Hillingdon Local Plan Part 1

The relevant policies adopted Local Plan are as follows:

- Policy E5: Town and Local Centres seeks to accommodate retail growth in town centres in accordance with the latest evidence base. If appropriate, specific locations for retail growth will be determined through the Local Plan Part 2.
- Policy H1 and H2 refer to Housing Growth and Affordable Housing respectively. Hillingdon's current target is to provide 425 additional residential units per annum. The Council seeks to maximise the delivery of affordable units in accordance with the London Plan. In particular, it seeks to deliver 35% of all new units as affordable with an indicative tenure mix of 70% social rent and 30 % intermediate housing.

Unitary Development Plan Saved Policies (2007)

The Masterbrewer site is specifically identified in policy PR23 of the Unitary Development Plan Saved Policies 2007. This sets a number of objectives for the 'developed area' and also the parts of the site within the Green Belt. The site is within a designated Local Centre in the UDP. Policies S9 and S10 refer to the change of use of A1 shops in these areas and are not considered to be relevant to the proposals.

Conclusions

The Council does not object to the principle of mixed use development on the site and the key principles of UDP policy PR23 appear to have been met. The key issues relate to the delivery of the scheme, affordable housing provision, the impact of the store on nearby town centres and the adequacy of the applicant's Retail Assessment.

It is noted that the proposed retail and residential uses are subject to separate planning applications. A phasing plan should be put in place to ensure that both elements of the scheme are delivered in a timely manner. The Council would not wish to see the residential element dropped due to viability concerns.

The absence of affordable housing on the site is at odds with policy H2 in the Local Plan Part 1. This element of the scheme should be reviewed in the context of the London Plan, which seeks to maximise affordable housing delivery and the borough-wide target to provide 35% of all new homes as affordable housing

TREE AND LANDSCAPE OFFICER

LANDSCAPE CHARACTER / CONTEXT: This vacant site was formerly occupied by the old Master Brewer hotel. The building has since been demolished and the land cleared. Situated to the northeast of the junction between Long Lane and Freezeland Way, the site is bounded to the north by A40(M), with Greenbelt open space and Freezeland Covert to the east. North Hillingdon Town Centre is across the road, immediately to the south of Freezeland Way.

The site is generally flat with notable changes of level immediately beyond the west boundary, where

the land rises in wooded embankment supporting the approach to the Long Lane bridge. To the north of the site, the A40 lies in a cutting beneath the Long Lane road bridge and the Metropolitan Line to the west. Although the immediate site boundaries are dominated by roads and railways, the land immediately to the east, further west and to the north of the A40 is semi-rural, in character.

There are a number of trees on the site including the vestigial landscape associated with the former Master Brewer, the Long Lane road embankment, groups of trees along the northern boundary and self-set scrub which has colonised the site following the site clearance. The site is covered by Tree Preservation Order No.6. However, this is an old order and many of the scheduled trees no longer exist.

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.

Environmental Statement

- The Environmental Statement considers Townscape and Visual Change in chapter 7, Effects on the Local Environment. The assessment methodology is described in 7.1.6. One of the documents referred to is the 'Guidelines for Landscape and Visual Assessment' Second edition, 2002. This guidance has recently been superseded by a third edition, in 2013. However, the report will have been prepared prior to the publication of the latest guidance and is considered to be valid.
- The Environmental Statement sets out a site wide landscape strategy for the comprehensive redevelopment of the site which is underpinned by four key principles: the creation of a 'gateway' entrance to the site adjacent to Hillingdon Circus, the establishment of an urban edge along Freezeland Way and Long Lane, the creation of an appropriate landscape setting adjacent to the Green Belt and the provision of safe, attractive and effective amenity space for residents (7.1.146).
- The ES(Technical Summary) confirms that a comprehensive planting scheme will be provided within the site specifically to: assist with the overall softening of the appearance of the built form, define the proposed use of the various zones, reduce the impact of the car parks, and to mark the transition between the residential and commercial areas.
- At 7.1.303 the ES considers the 'Residual Effects' of construction (temporary, short-medium term) on townscape character will be minor adverse to negligible significance to the townscape character areas (CA) 2b, 6 and 7, with minor adverse effects on CA 3 and minor adverse to negligible.
- 'Residual visual effects' during the construction phase will be minor adverse from viewpoint 3 for local residents and minor adverse to negligible from viewpoints 4 and 21 (7.1.305).
- Once operational, the ES concludes that the residual effect on townscape character to CA2A and CA2B is of minor beneficial to negligible significance, moderate to minor beneficial significance on CA3 (7.1.306) and minor adverse to negligible significance on CA5 (7.1.307).
- At 7.1.308 it concludes that as the proposed planting matures and performs its screening / integrating function, the residual visual effects will be moderate beneficial for residents at viewpoint 3 and minor beneficial for residents at viewpoint 4. After mitigation, there would be minor adverse significance from viewpoint 21.

Design & Access Statement

- The Design & Access Statement provides a scheme overview, assesses the existing site and context and considers the policy context before describing the design evolution. The proposal is then described in detail.
- In section 7.2 the Phase 1 proposal is a detailed application which seeks to develop a Tesco store in the north-west corner, with an energy centre, retail and a hotel extending along the west boundary towards Freezeland Way and North Hillingdon Town Centre. This will be supported by surface level car parking in the centre of the site and to the east of the Tesco store.
- Section 7.3 describes the Phase 2 proposal which is an outline application to develop an 'L'-shaped residential scheme which wraps around the east and south-east boundaries in five separate blocks. Forming the interface with the Green Belt land to the east, there are generous spaces between the blocks which will permit visual permeability through to the Green Belt. Collado Collins' drawing No. PO-106 Rev F Illustrative Masterplan clearly shows the proposed site layout for both

phases with regard to the arrangement of buildings and circulation.

- Section 8 of the Design & Access Statement describes the landscape objectives for the scheme, describing the main features for both the Phase 1 (retail) and Phase 2 (residential) developments. The Landscape Proposal - General Arrangement illustrates and annotates the key landscape features, including: hedge planting (native, retained and proposed), tree planting (including large specimens, avenues, woodland) retained trees (protected during construction), play area provision (residential area), footpath provision and pond enhancement (in public open space).

Existing Trees

- The site is covered by tree Preservation Order No. 6 which features 10No. individual tree specimens and 3No. groups. According to the TPO records several of the trees are dead or have been deleted / removed. The Tree Survey confirms that only two of the trees protected by the original Tree Preservation Order remain and these are poor ('C') and justify removal ('R' grade).

- The tree retention and removal strategy for the site has been the subject of detailed discussion with the local planning authority. Grontmij's drawing No. W105860 L10, Trees to be removed and retained: All Works, indicates that most of the trees in the centre of the site will be removed in order to accommodate the development. However, the off-site woodland planting along the Long Lane road embankment will be retained, as will on-site trees and hedgerows along the north, south and east boundaries. Additionally, the trees and hedgerows along the northern boundary will be managed / rejuvenated.

- The drawing confirms that 29No. 'B' category trees will be removed, together with 75No. 'C' category trees, 12 'C' category groups and 23No. 'R' category trees (which should be removed in the interest of sound arboricultural management). This drawing also specifies tree protection measures for the retained trees.

- A more detailed (phased) tree strategy is shown on Grontmij drawing Nos. W105860 L03 Rev E Trees to be Removed and Retained: Outline Application and No. W105860 L04 Rev E Trees to be Removed and Retained: Detailed Application.

Landscape Proposals

- By way of mitigation, Grontmij's drawing No. W105860 L09 On and off Site Landscape Proposals: All Works indicates a comprehensive soft landscape proposal to plant over 190No. specimen trees within the site (Environmental Statement 7.1.300). Additional landscape benefits include the retention / protection and rejuvenation of existing trees and hedges. Off-site benefits include the development of the fields and woodland between the residential blocks and Freezeland Covert, with the installation of a new footpath link, proposed indigenous woodland blocks and possible pond enhancements.

- It is noted that Ash *Fraxinus excelsior* is amongst the species on the Typical Planting Schedule. Due to the bio-security risks associated with the outbreak of Ash Dieback (*Chalara fraxinea*) Ash should not be included in the planting mixes.

- Grontmij drawing Nos. W105860 L07 Rev A and L08 Rev A illustrate On and Off Site Landscape Proposals: Phase 1 and Phase 2 respectively.

- If the application is recommended for approval, landscape conditions should be imposed to ensure that the detailed proposals preserve and enhance the character and appearance of the area

RECOMMENDATIONS:

- At the time of writing, Forestry Commission guidance indicates that Ash should not be included within any new planting schemes until further notice.

- The proposed landscape enhancements have been developed and adjusted in accordance with advice from Hillingdon's former Principal Landscape Conservation Officer and incorporates measures to mitigate residual effects of the development on the local townscape character and viewpoints.

- The provision of off-site planting and other landscape improvements to the adjacent Green Belt land to the east are to be secured through a S.106 agreement.

No objection subject to the above observations and conditions COM6, COM8, COM9 (parts 1,2,3,4,5 and 6), COM10.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

This outline application, together with the associated full planning application for commercial development proposes a comprehensive mixed-use retail-led development incorporating residential, hotel, community and cafe bar. This brownfield site is located within close proximity to the services and facilities provided by North Hillingdon Local Centre as well as Public Transport Infrastructure.

The principle of comprehensive mixed-use retail-led development incorporating residential use is established through strategic and local level policy. In addition, the Council's emerging Site Allocations DPD specifically promotes the redevelopment of the site for a retail-led mixed use development incorporating residential use.

The strategic planning context of the site is provided by the NPPF, London Plan (2011) and Local Plan Policy PT1.E5.

Paragraphs 24 to 27 of the NPPF set out the matters to be considered in the determination of planning applications for main town centre uses, including retail.

London Plan Policies 2.15 (town centres), 4.7 (retail and town centre development) and 4.8 (Supporting a successful and diverse retail sector) collectively seek to ensure that retail developments:

- Relate to the size, role and function of the centre
- sustain and enhance the vitality and viability of the centre
- follow the sequential approach to site selection
- Accommodate economic and housing growth
- support and enhance competitiveness, quality and diversity of town centres
- promote public transport and sustainable modes of travel
- contribute towards an enhanced environment.

Policy PT1.E5 (Town and Local centres) affirms the Council's commitment to improve town and neighbourhood centres across the Borough and improve public transport, walking and cycling connections whilst ensuring an appropriate level of parking is provided.

At a more site-specific level, the context is provided by Saved Policy PR23 of and the detailed planning brief for the site, adopted in 1990. In each case, the planning guidance advocates a comprehensive mixed-use development on the site, which respects the scale and function of the existing Local Centre and the adjoining Green Belt.

In establishing the principle for the development, PR23 provides a framework for the type of development deemed to be acceptable. A mixed-use retail-led development with an hotel, housing and some community uses would be considered acceptable, provided issues of scale, density, traffic intensification and impact on the Green Belt are suitably addressed. It is therefore considered that the size and scale of development are determining issues in terms of the scale and function of the existing Local Centre, the openness and visual amenities of the adjoining Green Belt and impact on the local road network. These issues are discussed elsewhere in this report.

Policy H4 the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) also seeks to encourage additional housing in town centres.

The supporting text states:

"The Council recognises the importance of residential accommodation in town centres as a part of the overall mix of uses which is necessary to ensure their vitality and attractiveness. Such housing offers particular advantages in terms of accessibility to town centre facilities, employment opportunities and public transport. In order to maximise the residential potential of town centre sites, residential development within them should comprise predominantly one or two-bedroom units."

The Mayor in his Stage 1 Report on the associated commercial development considers that there is no land use policy objection to the principle of a retail led mixed use development of the North Hillingdon Local Centre provided the retail element is of a scale that is appropriate to the continued viability of the local centre; offers convenience or specialist goods and services that are accessible to people who would otherwise need to travel further afield and gives due regard to the cumulative impact of planned or emerging development within Hillingdon circus, especially a potential foodstore development on land adjoining Hillingdon Station.

Because the Spenhill scheme have been submitted as two separate applications, Officers have considered a scenario where the Spenhill residential proposal (the outline planning application) could come forward on its own, in conjunction with the Bride Hall scheme. However, this is considered unlikely as the applicant's primary business is retail. In addition, a purely residential scheme would be contrary to site specific Local Plan policy PR23 which seeks a comprehensive mixed use development on this town centre site. As such, a solely residential scheme in isolation would not be supported. This issue can be dealt with through an appropriate planning obligation.

London Plan Policy 3.3 (increasing housing supply) seeks to increase London's housing supply, enhance the environment, improve housing choice and affordability and to provide better accommodation for Londoners. Local Plan Policy PT1.H1 affirms the London Plan targets to deliver 4,250 new homes in the Borough from 2011 to 2021 or 6,375 dwellings up to 2026. The proposal includes 125 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy.

The re-use of previously developed land in town centres for new housing in mixed use schemes is considered to be consistent with both national and local planning guidance. The principle of the proposed uses therefore meets the policy requirements of the adopted Development Plan, emerging policy and the Council's objectives for the site. No objections are therefore raised to the principle of residential use on the site.

7.02 Density of the proposed development

DENSITY

The application site has an area of 1.25 hectares. The local area is considered to represent an suburban context and has a Public Transport Accessibility Level (PTAL) of 3.

Policy 3.4 of the London Plan seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 3, a density of 150- 250 hr/ha or between 50-95 u/ha, (assuming 3.1-3.7 hr/u) can be achieved for the application site. For an urban context, Table 3.2 of the London Plan recommends a range of 70-130 u/ha or 200-300 hr/ha.

The proposal seeks to provide 125 residential units with an indicative total of 147 habitable rooms. This equates to a density of 100 u/ha or an indicative 283 hr/ha. This level of development is marginally over the guidelines set out within Table 3.2 density matrix of the London Plan, assuming a PTAL of 3 and a suburban setting, but well within the guidelines

for an urban setting.

The Mayor, in his Stage 1 report for the associated commercial scheme states that the density would be acceptable at reserved matters stage, provided the detailed design is exemplary and the living environment does not exhibit any of the typical indicators of an overdevelopment.

It will therefore be important to demonstrate that the units will have good internal and external living space, and that the scale and layout of the proposed development is compatible with sustainable residential quality, having regard to the specific constraints of this site. It is considered that this residential element of the scheme can be designed at reserved matters stage to meet the relevant policy standards and targets, with Code for Sustainable Homes Level 4 being targeted and provision of at least 10% wheelchair housing.

UNIT MIX

Saved Policies H4 and H5 seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere.

The indicative residential unit mix is provided below:

- 1 bed 2 person x 35
- 1 bed 2 person wheelchair x 3
- 2 bed 3 person x 30
- 2 bed 4 person x 44
- 2 bed 4 person wheelchair x 4
- 3 bed 5 person x 8
- 3 bed 5 person wheelchair x 1

This mix of units is considered appropriate for this town centre location. However, some 3 bed units may be required as part of any affordable housing offer.

The proposed development accords with the requirements of national policy and the Development Plan by making effective and efficient use of redundant Brownfield Land whilst respecting the surrounding context and adjacent Green Belt land.

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

The site does not fall within or close to a Conservation Area or Area of Special Character.

ARCHAEOLOGY

Saved Policy BE3 of the UDP states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted. The site does not fall within an Archaeological Priority Area.

An Archaeological Desk Based Assessment has been submitted in support of the application. The assessment considers the impact of the proposed redevelopment on archaeological assets and concludes that the site has generally low archaeological potential for as yet undiscovered

Nevertheless, English Heritage considers that the proposed development is situated in an

area where archaeological remains may be anticipated. Of particular significance is the Iron Age/Roman period, when the application site appears to have been ringed by settlement activity, as shown by recent works along Long Lane, to the north of the site, and along the corridor route for a National Grid pipeline to the south of Western Avenue. The latter investigations, in particular, found extensive archaeological deposits including evidence for landscape management, settlement and ritual activity. Also of note are the numerous medieval moated manors in the area. The proposed development may, therefore, affect remains of archaeological importance.

However, English Heritage does not consider that any further work need be undertaken prior to determination of this planning application, but that the archaeological position should be reserved by attaching a condition to any consent granted under this application, in accordance with Policy HE 12.3 of PPS5 and local policies. The condition would secure the implementation of a programme of archaeological work, in accordance with a written scheme of investigation.

7.04 Airport safeguarding

There are no airport safeguarding objections to the proposal. The former Master Brewer site lies within both the height and technical safeguarding zones surrounding RAF Northolt, being located in close proximity to the flight approach path for runway 7. However, the Ministry of Defence (MOD) Defence Infrastructure Organisation have written to confirm that it has no safeguarding objections to the Spenhill schemes.

7.05 Impact on the green belt

Policy OL5 states that development adjacent or conspicuous from the Green Belt will only be permitted if it would not injure the visual amenities of the Green Belt, by reason of siting, materials, design, traffic or activities generated. This is reflected in the NPPF, which advises that the visual amenities of the Green Belt should not be injured by development conspicuous from it of a kind that might be visually detrimental by reason of siting, materials or design.

In terms of the potential impact on the open Green Belt land to the east of the site, the key views are provided in the Design and Access Statement. The photomontages show the 2004 scheme and the current proposal (as well as the 2009 project), and proposed off-site planting. The extent to which the proposals impact upon the locality has been addressed in a Landscape/Townscape Character and Visual Resources Assessment of the site and surrounding area.

With respect of the views from the Green Belt to the immediate north, the scheme has been developed to incorporate additional planting, parallel with the existing hedgerow along the northern boundary of the site. Fast growing species will be selected with a height at maturity of over 15 metres. Whilst the residential scheme has been designed to allow visual permeability from the Green Belt to the east of the site, creating green gaps with amenity areas and with a green buffer/tree planting associated commercial elements, the question is whether this design with gaps between the taller blocks (more openness) mitigates the visual impact of the 7-storey hotel and 4/5-storey residential blocks on the Green Belt.

Views 20 approximately 250 m east of the Master Brewer site and view 20 again from the east but closer to the site shows that the 7-storey hotel will be visible on the skyline above the 8-10m high hedge/trees, as will the upper/top floors of the 4/5-storey (c.15.5m high) residential blocks, and the impact appears to be similar to that of the 2004 scheme. The prominence of the buildings in the winter is acknowledged. Proposals to undertake coppicing and replanting of this hedgerow would in the short term, increase the visibility of

the residential blocks, but in the long term create a more effective screen.

The off-site planting is in the form of a 15m wide belt of woodland near/parallel to the eastern boundary of the site. The woodland planting is a mixture of standard (3-4m high) oak and ash trees in a matrix of holly, field maple and hawthorn whips (60-80cm). The offsite planting would, when the trees are in leaf, mitigate the impact of the blocks in that view, but not the impact of the hotel. However, the hotel would be sited some considerable distance from the Green Belt boundary and would therefore be unlikely to have a dominating effect on the adjoining Green Belt land.

Without large scale offsite planting, similar to that associated with the 2004 scheme, the proposed development would be unacceptable in terms of the impact on the Green Belt. However, it is considered that the off-site planting proposed would, together with the tree planting on the site, create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

In the event of an approval, it is recommended that a legal agreement should secure the implementation and long-term management of the proposed off-site landscaping/woodland planting in the open space/parkland in the Green Belt to the east of the site, all of which should be integral to the scheme to develop the wider Master Brewer site. Subject to the off site woodland planting, the scheme is considered to be in compliance with Saved Policies OL5, OL26, PR23 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan 7.21 and relevant design guidance.

7.07 Impact on the character & appearance of the area

In terms of urban design, site specific policy PR23 requires development to be of a form of architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent. Policy BE35 requires major development adjacent and visible from the A40 to be of a high standard of design. Policy BE13 requires the layout and appearance of development to harmonise with the existing street scene or other important features of the area, while Policy BE26 seeks to ensure that within town centres, the design, layout and landscaping of new buildings should reflect the role, overall scale and character of town centres as a focus for shopping and leisure activity.

The supporting text to Policy BE26 states that the design of buildings and external spaces should increase the visual and functional attractiveness of town centres, in order to attract people and investment; and new buildings should maintain the feeling of bulk and scale of the town centres while creating variety and interest in themselves.

The immediate site context is dominated by roads and railways. It is an area of considerable fragmentation with no coherent urban form. This is contrasted by more extensive areas of open, semi-rural landscape to the east and west of the site. Of particular relevance is the impacts of scale in respect of the existing urban context at Hillingdon Circus and the visual impacts on the adjoining Green Belt. With respect of visual impacts on the Green Belt, this has been addressed elsewhere in this report.

It is acknowledged that the present open and degraded site, together with the vacant adjoining Hillingdon Circus site to the west are major detractors in Hillingdon Circus's function as a local shopping centre. This is made worse by the presence of highway infrastructure and the domination by road traffic. The site is clearly in need of an appropriate scheme of redevelopment bringing regeneration, vibrancy and improvements

to the townscape of North Hillingdon, as recognised in the UDP. However these need to be integrated in a way that brings improvements to the whole environment of the Circus and not merely the site itself.

Layout

The residential blocks have been sited to ensure that a sufficient gap exists between each building to provide visual permeability from the Green Belt into the site and that an acceptable living environment is created for prospective residents in terms of privacy and overlooking. Distances of between 19.2 and 35 metres are maintained between individual blocks which will be used to make provision towards private amenity space and car parking.

With respect of the views from residential properties on Freezeland Way/Western Avenue, immediately to the south of the site, Blocks C, D and E, have been set back from the road by approximately 30 metres. An avenue of large scale street trees is proposed within an attractive piazza or forecourt to the development. This will assist in providing a 'green' setting of appropriate scale for the buildings.

It is considered that the layout would satisfactorily reflect the established suburban character of the townscape context of the site.

Scale

The proposed residential blocks are 4 storeys with a 5th storey set back. The scale of the buildings have been designed in order to integrate it into the existing street pattern, particularly onto Freezeland Way. This objective has been achieved on blocks C, D and E fronting Freezeland Way, by confining the front element to 4-storeys (12.8 metres), stepping up to 5-storeys (15.8 metres). With regard to blocks A and B, the 4 storey elements are set back between 6 to 8.4 metres from the eastern boundary with the Green Belt with the 5th floor element set back a further 7 metres (approximately).

The wider impact of the building on the town centre and its skyline has been carefully considered by assessing its visual impact from a number of key viewpoints. It is considered that the proposed buildings will fit in with the scale of existing commercial and residential buildings to the south and will not obstruct views to any key focal points.

Appearance

Whilst the outline application only seeks approval in respect of layout, scale, landscaping and means of access, the proposed residential element has been designed to a detailed level to ensure that it can meet the relevant planning policy standards. The accompanying Design & Access Statement and other supporting reports demonstrate the ability of this part of the scheme to address policy requirements.

The residential element of the scheme is accompanied by illustrative material, as set out within the Design & Access Statement, which identifies the possible appearance of the proposed residential blocks. Notwithstanding the submitted information, appearance is a matter reserved for future determination and so will be subject to a further separate reserved matter application.

Landscaping

The existing hedgerow along the northern boundary will be retained and enhanced through management and re-planting to maintain and enhance its role in screening the site from the A40.

The site's eastern boundary provides an effective screen to much of the proposed residential development as illustrated within the Visual Assessment contained within the accompanying Design & Access Statement. Notwithstanding, and in line with the recommendations of the supporting Arboricultural Survey, it is proposed that work is undertaken to this boundary planting to further improve its form and screening effectiveness. Accordingly, it is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place.

Whilst the existing boundary planting provides some screening of the proposed residential use, it is also proposed to provide a woodland buffer to be planted on the adjacent Green Belt land to further supplement the existing eastern boundary planting. This woodland buffer is to be delivered through a Section 106 Agreement.

It is considered that the proposal would respect the scale and character of the surrounding area and for the reasons outlined above, would be in accordance with Policies BE13, BE19 and BE26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and relevant design guidance.

7.08 Impact on neighbours

Outlook and Light

Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded.

Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas.

The supporting text to Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states 'that while some proposals of substantial width, height and depth, may not cause loss of amenity by reason of daylight or sunlight, these may nonetheless still be over-dominant in relation to the adjoining property and/or its private amenity space. This in turn can result in a depressing outlook detracting from residential amenity'. The Council's Supplementary Planning Document 'Hillingdon Design and Access Statement' (HDAS) 'Residential Layouts' states that where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over domination. The distance provided will be dependent on the bulk and size of the building but generally 15m would be the minimum acceptable separation distance.

Although the residential element of the scheme is in outline form only, details of siting and scale are to be determined at this stage. In this case there are no residential properties that directly abut the site. The nearest residential properties are in Freezland Way opposite. The separation distances between Blocks C, D and E, would maintain a separation distance of least 70 metres from existing properties on the south side of Freezland Way. It is not therefore considered that the proposal would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies

(November 2012).

Similarly, 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. It is also considered given its layout that there will be a good level of day lighting for the proposed development. The proposal is considered to be consistent with Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and relevant design guidance.

Privacy

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that the design of new buildings protects the privacy of the occupiers and their neighbours. The supporting text to this policy states that 'the protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space is an important feature of residential amenity'.

The Council's HDAS also provides further guidance in respect of privacy, stating in particular that the distance between habitable room windows should not be less than 21m. The Council's HDAS at paragraph 4.12 states that 'new residential development should be designed so as to ensure adequate privacy for its occupants and that of the adjoining residential property from windows above ground floor, an angle of 45 degrees each side of the normal is assumed in determining facing, overlooking distances'. This requirement has been adhered to so as to respect the residential amenity of existing residents.

The residential element of the scheme is in outline only. With regard to privacy, the position of all windows would be dealt with at reserved matters stage. Notwithstanding, and in order to demonstrate that detailed design matters can be achieved the supporting design & Access Statement identifies that policy in respect of unit mix and size can be met. In this case there are no residential properties that directly abut the site. The nearest residential properties are in Freezland Way opposite. It is considered that the relevant minimum overlooking distances can be achieved, as the proposed building would be sited a sufficient distance away from adjoining properties. In addition, boundary treatment is covered by condition.

It is not therefore considered that the proposal would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Overall, it is considered that the proposed development would provide good living conditions for all of the proposed units in accordance with Policies BE23, BE24, OE1 and OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), HDAS 'Residential Layouts' and the provisions of the London Plan.

7.09 Living conditions for future occupiers

Amenity Space

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires the provision of external amenity space, 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. The Council's SPD Residential Layouts specifies amenity space standards for flats.

In order to demonstrate that the proposed residential element can achieve the required open space policy standards the required level has been calculated based on the proposed indicative mix and designed into the scheme for illustrative purposes. The scheme proposes 2,050 sq.m of private amenity space and 2,310 sq.m communal amenity space. Therefore collectively a total of 4,360 sq.m is proposed which represents an overprovision of 1190 sq.m when compared to relevant policy standards.

It should be noted that the precise provision towards amenity space will be finalised as part of future reserved matters applications and aligned to the final agreed mix.

Overall, the amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Floor Space

Planning policy requires that all new housing should be built to Lifetime Homes standards, with 10% of new housing designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users.

It is considered that the information in the submitted plans and documentation, including the planning statement and design and access statement illustrate that lifetime homes and wheel chair standards could be achieved, subject to detailed approval at reserved matters stage, in accordance with London Plan Policy 3.8 and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

Outlook and Light

Each of the units are considered to benefit from a reasonable level of outlook and light, in compliance with Policies BE20 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), HDAS: Residential Layouts and the provisions of the London Plan.

Privacy

Saved Policy BE24 states that the design of new buildings should protect the privacy of occupiers and their neighbours. A minimum separation distance of 21 metres is required to avoid overlooking and loss of privacy. It should be noted that the precise provision fenestration will be finalised as part of future reserved matters applications. However, it has been demonstrated that the design of the development would protect the privacy of future occupiers, in accordance with Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and relevant design guidance.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set

out in Local Plan Part 2 policy AM7 which states:

The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

TfL is the highway authority for A40 Western Avenue, while LB Hillingdon is responsible for the rest of the road network in this area. TfL buses operate on Long Lane.

Access

Vehicular access to the proposed foodstore, the 3 retail units and hotel (detailed application) is proposed via a priority junction from Freezeland Way, around 50 metres east of the Hillingdon Circus junction. This vehicular access is referred to as the western site access. Upon entering the site visitors to the retail units will turn right into the dedicated car park area with refuse, delivery vehicles and visitors of the hotel turning left onto a dedicated road serving these uses and associated areas.

Vehicular access to the residential use (outline application) is proposed via the south east corner of the foodstore car park and via a separate access around 120 meters east of the western site access. Pedestrian and cycle access to all proposed development will be provided through the site from the signalised pedestrian crossings at the Hillingdon Circus junction. A shared cycle/footway and an informal refuge crossing at the western site access are proposed.

Off Site highway Improvements

In addition to the proposed internal highways works further highway improvements required to provide effective site access to the proposed development and improve junction flow. These changes are summarised below:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach.
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound.
- Introduction of an additional right turn lane for right turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction
- Provision of an informal pedestrian refuge crossing at the western site access;
- Provision of a shared cycle/footway into the site from the western site access towards the proposed Tesco store and retail units.
- Traffic signal works
- Review street lighting at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
- Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer);

- Coach stop enhancements on Freeland Way
- Revised traffic modelling to be submitted to and approved in writing by the Council and TfL

A Transport Assessment and a series of related technical notes have been submitted in support of this application and the associated outline application for residential development. In addition, an Environmental Statement which considers the cumulative impact of the Tesco and Morrisons schemes has also been submitted.

The Transport Assessment includes a capacity analysis in order to determine the likely impact of the proposals on the local highway network. This assessment states that the trip rates used are considered to be robust and likely represent an overestimate of likely future trip generation. Further to this, the level of pass-by trips and linked trips as well as level of cross-utilisation of the site is likely to have been underestimated, which makes the impact assessment of the site even more robust. Even when assuming a robust case scenario, the assessment concludes that the proposed new site accesses and the Hillingdon Circus traffic signal junction improvements, will operate satisfactorily and that the traffic impact on the rest of the study area will be acceptable.

Members will note that local residents and residents associations have raised concerns regarding increased traffic generation and congestion at Hillingdon Circus junction. Both the Ickenham Residents Association and Oak Farm Residents Associations have provided detailed responses to the consultations, and these have been reproduced in full in the External Consultees section of this report.

The Council has appointed an external transport consultancy to undertake the review of the Transport Assessment and associated documents by the developer's transport consultants. The Highway Engineer notes that there are some discrepancies between the calculated and modelled flows, but the variations are small and are considered negligible. The Highway Engineer's detailed comments, which take into account representations from local residents groups, TfL and the Council's external transport consultancy are provided in the Internal Consultee section of this report.

TfL has stated that with the inclusion of the proposed Master Brewer development and the agreed proposed mitigation at Hillingdon Circus, there would be an overall reduction in two way journey times as a result of the mitigation proposed at Hillingdon Circus. Based upon the traffic modelling of the Hillingdon Circus junction provided in the sensitivity tests undertaken in the VISSIM Sensitivity Test Technical Note submitted in August 2013, TfL state that it is clear that the proposed capacity enhancements would be sufficient to accommodate the proposed development on the Master Brewer site. TfL conclude that the effect of operation on peak traffic conditions on each link across the study area is considered to be negligible. TfL is satisfied that if both developments are in place, there would not be a significant impact on the A40. However, the Council will need to be satisfied that the proposed changes are acceptable both in terms of highway capacity and safety. Accordingly, TfL raise no objection on highways grounds.

In terms of traffic impact on the local highway network, the Highway Engineer has reviewed the residual traffic impacts reported in the Council's Transport Consultants comments and considers that in the light of paragraph 215 of the NPPF, with the proposed mitigation measures, the impacts are not demonstrably severe for the Master Brewer Development alone. However, having considered the cumulative traffic impact assessments for both the Master Brewer and Hillingdon Circus schemes combined, concludes that the residual

cumulative traffic impact with mitigation of both schemes together will be significantly detrimental.

Overall, with regard to the Master Brewer development alone, the Highway Engineer raises no objections, subject to the recommended conditions and transport and highways obligations being covered within the S106 Agreement. Accordingly, it is considered the proposed development accords with the policy requirements of Local Plan Policy AM7(i) and would not unacceptably increase demand on the road network.

Parking

It is considered that the proposals strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking. The proposed level of parking meets LBH's UDP standards as well as all London Plan standards and will also provide additional car parking for the primary shopping frontage on Long Lane, capturing more of the east-west traffic on Western Avenue.

The level of car parking proposed for the hotel is not considered excessive. The operational arrangements to cater for any overspill of hotel parking to share the retail parking facilities overnight and a car parking management plan could be covered way of a condition, in the event of an approval.

The Access Officer raises no objection to the disabled parking provision.

The residential proposals do not include any electric charging vehicle points (ECVPs). The London Plan standards require 20% of all spaces to have electric charging points and an additional 20% passive provision for electric vehicles in the future. This is secured by condition.

One car club space is proposed for the residential development, which is acceptable in principle. Details of the operation and management of the car club should be submitted.

In conclusion, the proposed car parking provision for the residential element of the development are within the range of maximum standards. The Council's Highways Officer has reviewed the proposals and subject to conditions, considers the level of provision for various categories of parking spaces is acceptable as well as the layout of the car parking areas. In addition the provision of electric charging points complies with the London Plan requirements for the retail superstore. The proposal therefore accords with the aims of Policy AM14 and AM15 of the Local Plan Part 2.

Travel Plan

A key tool in further mitigating the impact of the development on the highway network is the introduction and promotion of the site wide Travel Plan (TP). The TP and associated package of measures and initiatives has been tailored to promote sustainable travel choices and reduce reliance on car-use. The TP will work to encourage sustainable travel behaviour from the outset and minimise congestion on the local road network as a result of the development. In discussion with LBH and TfL officers a Travel Plan target programme for modal shift will be agreed. This is to be secured as part of the S106 Agreement in the event of an approval.

Deliveries and Servicing

A swept path analysis of all required delivery and servicing vehicles has been completed. The Highway Engineer is satisfied that, all required vehicles can adequately use the internal site layout.

Public Transport Network

The potential impacts on the public transport network have been identified and it is considered that sufficient capacity exists on the bus, London Underground and railway networks to accommodate development related trips by these modes. Nevertheless the following mitigation measures have been agreed with TfL and will be provided as part of the development, to be secured by way of a S106 Agreement:

- Coach stop enhancements on Freezeland Way
- Contribution to real time information systems at bus stops
- Contribution to improvements to bus service U2

Pedestrian and Cycling Networks

The site is accessible to pedestrians and cyclists, particularly between the primary shopping frontage on Long Lane and Hillingdon LUL Station. To promote sustainable travel by bike, a good level of secure cycle parking has been incorporated within the proposed redevelopment and a shared pedestrian cycle link is also proposed within the site. The Council's Highways Officer has also reviewed all of the internal layouts and off-site highways works and raises no objections with regard to pedestrian safety.

With regard to pedestrian crossing times at Hillingdon Circus junction, the Highway Engineer notes that six of ten possible crossing movements as a result of the Hillingdon Circus junction improvements will experience changes of under 10 seconds as a result of the junction alterations, but four crossing movements will experience increased average crossing times of over 40 seconds and up to 56 seconds. These changes are the result of maintaining provision of safe controlled crossing facilities for all pedestrian movements at the junction. The increased crossing times are not considered to be excessive in the context of the overall scheme to mitigate the traffic impacts of the development.

The Council's Highways Officer has also reviewed all of the internal layouts and off-site highways works and raises no objections with regard to pedestrian safety.

Overall, the Highway Engineer raises no objection to the highways and transportation aspect of the development subject to the above issues being covered by suitable planning conditions and a S106/278 agreement, in the event of an approval. It is therefore considered that the proposed development is acceptable in both transport and highways terms, in compliance with Policies AM7, AM9, AM14, AM15 and AM9 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

SECURITY

The Metropolitan Police Crime Prevention Officer raises no objections subject to the scheme achieving Secure by Design accreditation and the provision of CCTV to the parking areas.

7.12 Disabled access

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment

can be incorporated with relative ease.

The Act states that service providers should think ahead to take steps to address barriers that might impede disabled people. It is appreciated that design team for Tesco stores will likely have a defined model that meets best practice design guidance, however the Design and Access Statement does not explain in detail how the principles of access and inclusion have been applied.

The Council's Access officer has made a number of observations which are summarised below:

All residential accommodation should comply with all relevant Lifetime Home standards. In addition, 10% of new housing should be built to Wheelchair Home Standards. At least one accessible parking space should be provided within each zone/lift core and an allocated parking space is required for each Wheelchair Standard Home. The wheelchair accessible flats should be evenly distributed throughout the site, while two Part M compliant passenger lifts should also be provided for each block. The bathrooms/ensuite facilities should be designed in accordance with Lifetime Home standards. Finally, the internal floor areas of the wheelchair accessible/adaptable units should be of a sufficient size to allow the successful integration of facilities.

As this is an outline application, no specific details have been submitted in respect of compliance with relevant standards and design guidance. However, the applicant has identified 12 ground floor units in indicative accommodation schedule, which would be Wheelchair Accessible/Adaptable Units. These are shown to be provided in the following mix: 3 x 1 Bed 2 person, 8 x 2 bed 4 person and 1 x 3 Bed 5 person wheel chair units.

Subject to detailed design that it is considered that lifetime homes standards can be achieved and that the scheme is considered to be in accordance with the London Plan Policy 3.8 and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

7.13 Provision of affordable & special needs housing

The London Plan sets the policy framework for affordable housing delivery in London. Policies 3.10 -3.13 requires that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes, having regard to their affordable housing targets.

The application exceeds the threshold of 10 units and above, therefore affordable housing provision by way of a S106 Legal Agreement is required. The requirement is for 35% of units to be affordable. The applicant advises that the schemes finances are finely balanced and that only 15% could be provided. A Financial Viability Assessment (FVA) was provided by the applicant, which has been reviewed by an appropriately qualified, third party, financial consultant.

The NPPF states that planning obligations should not be so onerous as to make schemes unviable, and that where appropriate the development economics of proposals should be taken into account. In this case there would be substantial benefits arising from the scheme which would outweigh the limited provision of affordable housing.

The advice from the financial consultant is that the assumed sale prices are reasonable (based on evidence of actual sales achieved in the area).

The Financial Consultant advised that the development would be affected by abnormal costs associated with off site highway and landscaping works, which other developments would not typically have to deal with. By way of example, the cost of off site highways works would be well in excess of £1m.

The FVA has been heavily scrutinised and is accurate. It is not considered that a greater level of affordable housing could be achieved without reducing other obligations (which officers do not feel would be appropriate).

7.14 Trees, landscaping and Ecology

Local Plan Part 2 Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments.

The application is supported by a tree survey, arboricultural implications report and by landscaping plans covering both the retail stores, hotel and associated residential developments.

The site is covered by tree Preservation Order No.6, which features 10 individual tree specimens and 3 groups. However only two of the trees protected by the original Tree Preservation Order remain and these are poor or justify removal. Most of the trees in the centre of the site will be removed in order to accommodate the development. However, the off-site woodland planting along the Long Lane road embankment will be retained, as will on-site trees and hedgerows along the north, south and east boundaries. Additionally, the trees and hedgerows along the northern boundary will be managed / rejuvenated.

The Landscape Strategy for the site proposes significant on site planting to help assist the transition between Green Belt land and the proposed and existing built form. It is underpinned by four key principles as summarised and illustrated below. Full details of the Landscape

Strategy are provided within the accompanying Design & Access Statement.

- Creation of a gateway entrance to the site adjacent to Hillingdon Circus;
- Establishment of an urban edge along Freezeland Way and Long Lane;
- Creation of an appropriate landscape setting adjacent to the Green Belt; and
- Provision of safe, attractive and effective amenity space for residents.

The application incorporates a comprehensive planting scheme within the site to help assist with the overall softening of the appearance of the proposed built form and to define/zone the proposed uses. In terms of the proposed commercial uses, significant tree planting is proposed within the car park to help avoid a large expanse of hardstanding. A well-defined row of trees is proposed along the eastern boundary of the car park to help mark the transition between residential and commercial uses.

The site's eastern boundary provides an effective screen to much of the proposed residential development as illustrated within the Visual Assessment contained within the accompanying Design & Access Statement. Notwithstanding, and in line with the recommendations of the supporting Arboricultural Survey, it is proposed that work is undertaken to this boundary planting to further improve its form and screening effectiveness. Accordingly, it is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place.

A well-defined row of trees is proposed along the eastern boundary of the car park to help mark the transition between residential and commercial uses. The proposed residential

blocks will be separated by soft landscaping which will be used to provide private amenity space for residents with tree planting on internal edges to further help separate the commercial and residential components.

Off Site Planting

The application includes the provision of a woodland buffer and structure planting to be planted on the adjacent Green Belt land to further supplement the existing eastern boundary planting, which will be secured by way of a Section 106 Agreement.

The Tree and Landscape Officer raises no objections subject to conditions to ensure that the detailed proposals preserve and enhance the character and appearance of the area and off-site planting and other landscape improvements to the adjacent Green Belt land to the east be secured through a S.106 agreement. It is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests. Saved policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in the site may be valuable for biodiversity, the application site itself is not considered to have a high ecological value, due to the lack of potential for protected species. However, it is not appropriate to only protect sites with protected species, which by their nature are not abundant. Sites with large expanses of trees and natural areas play an important role in ecological management.

The proposed development would result in a significant loss of natural areas and trees which will be replaced by heavily landscaped areas, hardstanding and new buildings. The loss of trees, scrub and grassland that has been allowed to develop naturally cannot be replaced heavily managed landscaping within the confines of the development boundary. The current proposal does not provide sufficient protection or enhancement on site and results in the loss of natural areas.

The applicant acknowledges this and has proposed off-site compensation to the east of the site. The applicant has agreed to a financial contribution in the sum of £252,308.88, towards the landscape screening and ecological mitigation, which will include a new off site tree belt, and enhancement to the pond and improved access to the adjacent park. The details of this planting and management work will be delivered through a Section 106 Agreement as part of the super store detailed development.

Overall, it is considered that the detail provided in the amended ecology enhancement information, which ties the off-site ecological compensation to the development of the site can be delivered and ecological mitigation is considered satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

7.15 Sustainable waste management

With respect to the flats, the plans indicate bin provision on the required ratio of 1100 litre refuse and recycling bins. The details of these facilities can be secured by a condition, in the event of an approval.

With regard to collections, the Highway Engineer advises that the proposed access and road layout is suitable for the Council's refuse vehicles to enter the site in a forward gear, manoeuvre within the site and exit in a forward gear. Refuse collection points are provided for the flats, the refuse collection vehicle can manoeuvre up to/close to the various collection points.

Overall, the refuse and recycle storage/collection areas are located within acceptable trundle distance for collection. The development is therefore considered to be acceptable from the refuse collection point of view.

7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2011), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires non domestic buildings to achieve a 25% improvement on building regulations. Parts C & D of the policy require proposals to include a detailed energy assessment.

The 2011 London Plan requires major developments to demonstrate a 25% reduction from a 2010 Building Regulations compliant development.

A Sustainability Statement has been submitted in support of the application. This report demonstrates how a variety of technologies could be incorporated into the design to reduce the CO2 emissions.

In line with the adopted energy hierarchy, a decentralised gas fired reciprocating engine CHP unit is considered for the development. Air Source Heat Pumps are also considered to meet the complete space conditioning demands of the general retail units. Based on the analysis presented in this report, the proposed development could achieve circa 45% reduction in CO2 emissions beyond the baseline. This report also shows that each element of this development would achieve at least 44% reduction in carbon emissions over the respective baselines.

Whilst achieving significant reduction in CO2 emissions, it is not likely to be viable to provide a significant reduction from renewable sources. The applicants have explained the constraints preventing this and demonstrated the rationale behind the proposed approach.

Considering the residential units of the scheme alone (this outline application), the proposals are expected to achieve approximately 46% reduction in carbon emissions over the Part L 2006 compliant base case, thereby allowing the scheme to qualify in energy-related emissions terms for Code for the Sustainable Homes Level 4 compliance.

These measures would achieve a 25% reduction in carbon dioxide emissions above Part L of the Building Regulations, in compliance with London Plan requirements. Notably, the Council's Sustainability Officer has raised no objections, subject to conditions.

A condition is recommended requiring the development not be occupied until a detailed energy assessment shall be submitted and approved in writing. The assessment shall demonstrate how the residential units will be linked to the site wide energy strategy set out for the mixed used development proposed as part of the associated planning application 4266/APP/2011/2034. The assessment shall clearly set out the baseline to 2010 Building Regulations and the measures to reduce this by 25%. The scheme shall also include maintenance arrangements of technologies required to deliver the reduction. This is to

ensure there is a clear understanding of how each use within the development contributes to the site wide strategy and to ensure the energy reduction targets of Policy 5.2 of the London Plan are met.

The Design and Access Statement suggests that the Code for Sustainable Homes has been referred to throughout the design process. However, there is no commitment to any level of the Code within the Design and Access Statement or the Sustainable Design and Construction statement. The Council requires all new residential development to meet Code 4 which will need to incorporate the Code 4 energy requirements set out in the London Plan. A condition is therefore recommended requiring an Interim certificate to be submitted prior to commencement, showing the development complies with Level 4 of the Code for Sustainable Homes. In addition prior to the occupation of the development a completion certificate showing the development complies with Code 4 of the Code for Sustainable Homes will be required. This is also covered by condition.

In addition, as stated elsewhere in this report, a condition requiring a scheme for the harvesting and reuse of rainwater as well as the recycling and reuse of greywater, is recommended. Subject to compliance with these conditions, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The application is not located within a zone at risk of flooding, however due to the size of the development it is necessary for it to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

A Flood Risk Assessment (FRA) covering both this site and the associated commercial site has been submitted as part of the application, taking into consideration the principles of the NPPF and other relevant regional and local policies. This has been examined by the Flood officer who raises no objections.

Sustainable drainage (SUDS)

The Hillingdon LDF:SFRA provides guidance on locating retail led development in this site. It states that surface water attenuation should be provided by the use of SUDS and that water recycling and rainwater harvesting could be considered as a means of reducing surface water from the site. The London Plan also requires the use of sustainable drainage systems. The drainage report acknowledges this and sets out a series of options. The FRA provides a variety of SUDS measures in accordance with the Hillingdon SFRA and the Mayor's London Plan. Some of these are considered feasible but are not elaborated upon. In summary, the store will utilise rainwater harvesting and water recycling and all the car park paving will be permeable. However, there is limited information as to how the Mayor's drainage hierarchy (policy 5.13 of London Plan) will be implemented.

The FRA paragraph states that permeable paving will be used. This along with other storage structures mean that there would not be any unacceptable flood issues.

Rain water harvesting

The FRA has considered all forms of SUDS and states that rain water harvesting will be utilised. The reduction in surface water runoff by utilising rainwater harvesting has not been deducted from the overall strategy. Therefore there is an additional saving not calculated in the FRA.

Green roofs

Policy 5.11 of the London Plan requires all new major development to consider the incorporation of green roofs into designs. The Flood Risk Assessment (FRA) states that green roofs are feasible but have not been incorporated into the designs. The Council's Flood and Drainage Officer notes that no reasons provided to justify why green roofs cannot be used on any of the buildings.

The Environment Agency also notes that sustainable drainage systems (SuDS) hierarchy does not appear to have been followed. For example, green roofs, which are at the top of the SuDS hierarchy have been identified as a solution on site, but their use has then been ruled out without adequate explanation. The applicant should use the most sustainable drainage techniques as fully as possible across the site where it is possible to do. The Agency also notes that the addition of green or brown roofs to this development will provide benefits for biodiversity on the site, and provide some green buffering between the adjacent LWS and the development. This is in line with Unitary Development Plan (UDP) Saved Policies EC1, EC3 and EC5.

However, this application is for a site situated within both the height and birdstrike safeguarding zones surrounding RAF Northolt and the development proposal must not unacceptably increase the risk of birdstrike to aircraft using RAF Northolt.

Since the original designs, a district heating centre has been included within the plans and this structure could incorporate a green roof. It is therefore recommended that a condition be imposed requiring the incorporation of living walls and a living roof onto the energy centre, subject to no objections from M O D Safeguarding - R A F Northolt, in order to incorporate methods for urban greening, water attenuation and climate change adaptation, in accordance with Policy 5.11 of the London Plan.

The Environment Agency considers that the Flood Risk Assessment provided by the applicant demonstrates that sustainable drainage techniques can be used on this site. The Environment Agency has therefore raised no objections, subject to a condition requiring the submission of a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development. The drainage strategy would have to demonstrate the surface water runoff generated up to and including the 1 in 100 year critical storm will not exceed the runoff from the undeveloped site following the corresponding rainfall event. The scheme would also need to include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.

Conclusion

The FRA provides a clear drainage strategy and a suitable assessment of the flood risk, both to and from the site, whilst adhering to local policy and best practice for the type of development proposed. The Environment Agency and Council's Flood and Drainage

Officer raise no objections subject to the implementation of a detailed surface water drainage scheme and provision of green roofs for the site, based on the agreed Flood Risk Assessment(FRA). Subject to compliance with these conditions, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with The Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

NOISE

The Government's National Planning Policy Framework (NPPF) which replaces PPG24 (Planning and Noise) gives the Government's guidance on noise issues. NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development.

Saved Policies OE1 and OE3 of the Hillingdon Local Plan Part 2 saved UDP Policies seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

A noise report has been submitted in support of the application. The report considers the development covered by this application and the associated full commercial application 4266/APP/2012/1544, comprising retail and hotel uses. The report concludes that with appropriate mitigation measures, the development could proceed without the likelihood of harming the amenity of existing or proposed residential dwellings, on the basis of 24 hours trading and 24 hours servicing.

The Council's Environmental Protection Unit (EPU) has reviewed the Noise Report, taking into account both applications. In summary, the EPU accept that the policy requirements of the NPPF and NPSE can be met for the various noise issues, subject to a condition being imposed, requiring noise insulation and ventilation, to provide satisfactory internal noise levels in the proposed new residential blocks. An assessment of noise issues is provided in more detail below.

The noise assessment for the proposed residential development refers to the noise contour maps in showing the predicted overall noise levels at the facades of the proposed residential blocks. It is apparent that Block A adjacent to the A40 road would be subject to the highest noise levels. The noise contours show that the worst affected upper floors of Block A will be exposed to daytime noise levels of around 73 to 74 dB LAeq, for 16hrs. These high noise levels are mainly caused by road traffic on the A40 road.

The report recommends design targets for internal noise levels in residential blocks A to E. These design criteria are the same as required by the Council's Supplementary Planning Document on noise. The report states that these target internal noise levels can be achieved by ameliorative measures comprising closed windows and improved sound insulation. This would apply even to the worst affected upper floors of block A, which are affected by the highest levels of road traffic noise.

It will also be important to ensure that residential blocks A to E are adequately protected against noise from deliveries at night. The report states that adequate noise mitigation will be provided for residential block E (closest to the access road) to ensure future residents are not disturbed by noise from night time deliveries. EPU notes that this is important since the predictions show that noise levels at night from deliveries will be well above WHO outdoor guideline values.

Since proposed residential blocks A to E are in the form of flats without individual gardens, outdoor noise levels are not considered to be of crucial importance. It is acknowledged in paragraphs 5.4 and 7.9 that background ventilation will be required so that adequate ventilation can be achieved with windows closed.

NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development. EPU consider that the policy requirements of the NPPF and NPSE can be met for the proposed development by appropriate design and by the imposition of appropriate conditions to ensure that satisfactory levels are provided inside the proposed residential dwellings in respect of all forms of outdoor noise.

Cumulative impact

Noise contour maps provided in the EIA show the changes in noise levels due to cumulative effect of both the Hillingdon Circus and Master Brewer developments. The daytime and night time cumulative effect on proposed residential development blocks A-E is shown to be slight. The facade noise levels on each of the blocks will only change by few decibels, which could be addressed by the recommended noise condition for facade sound insulation.

The assessment also looked at changes in road traffic noise levels and found the cumulative this to be negligible on existing residential in Freezeland Way i.e. only 1dB change. Car park noise will also be negligible and can be addressed by the previously recommended condition for a delivery management plan.

AIR QUALITY

The proposed development is within the declared AQMA and in an area which currently appears to be close to the European Union limit value for annual mean nitrogen dioxide, and may be exceeding the EU limit value adjacent to the A40. The A40 and the areas around the junctions within Hillingdon have been identified as priority areas for improvement with regard to poor air quality.

The Council's Environmental Protection Unit (EPU) notes that there is potential in the area for further development and congestion as a result of the operational phase of the development. The applicant would therefore need to provide some mitigation in order to ensure the development is at least air quality neutral.

Although officers consider that the impacts on air quality will be negative, on balance, this should not automatically result in a refusal, subject to clear measures to reduce the

impacts of the development. The need to provide green travel plans and contributions to public transport will assist attempts to reduce the impact of the development. In addition conditions are considered necessary to further ensure a potential wider reduction in emissions as well as reducing the impacts to the new development. The following conditions are therefore recommended:

- A construction air quality action plan which sets out the methods to minimise the adverse air quality impacts from the construction of the development.
- An air quality action plan which sets out the measures to be undertaken to promote, encourage and install measures to reduce impacts on air quality.
- A scheme for protecting the proposed residential units from external air pollution.
- Full specifications of the CHP unit demonstrating the use of the least polluting CHP system appropriate with and the relevant NOx emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts

As the development is in and will cause increases in an area already suffering poor air quality, the Council's Environmental Protection Unit has also requested a contribution of up to £50,000 (£25,000 for the commercial and £25,000 for the residential elements of the scheme), to the air quality monitoring network in the area to be secured by way of a Section 106 Agreement.

Subject to the above mentioned conditions and planning obligations, it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with Policy EM8 of the Local Plan Part 1.

7.19 Comments on Public Consultations

Submissions in Support

At the time of writing the report, in total 28 letters, supporting the proposals and 14 letters providing comments, together with one petition bearing 29 signatures were received and are summarised in the preceding 'Consultees' section of the report.

Planning Officer Comment:

The comments received are noted and all relevant issues are addressed within the body of the report.

Submissions in Objection

At the time of writing the report, 64 letters or internet representations have been received together with 1 petition bearing 37 signatures. The main issues raised are summarised in the 'External Consultee' section of this report. The issues raised are noted and have been addressed in the relevant sections of the report.

Since the report was first published, further representations have been received regarding the highway implications of the development. These points are summarised below with officer's commentary :

- Inaccuracies within the highway submission for the Spenhill application

Planning Officer Comment:

These issues have been reviewed by Parsons and Binceroff and their conclusions remain the same.

With regard to the under reporting of impact upon journey times along Long Lane, Bride Hall reviewed the traffic flow assumptions and proposed signal staging arrangements from the Spenhill Transport Assessment dated December 2012 and associated mitigation measures. These were then inputted into the more comprehensive Morrison's Model to formulate a comparison assessment based on the traffic levels as projected at 2014. However, Officers are unable to comment on the model results, as the VISSIM files have not been provided.

- Concern that north bound right hand turning traffic into the site could potentially interfere with free flow of traffic south bound.

Planning Officer Comment:

Collisions would not occur because south bound traffic would be held by red signals whilst north bound traffic goes left, right and straight ahead. There would be a change to signal stage sequence and as a result, ahead and right turn will run at the same time.

- West bound traffic exiting the A40 at speed could conflict with vehicles merging from the site onto Freezland Way.

Planning Officer Comment:

It is recommended that a safety audit be carried out and any works required, such as vehicle activated speed indicator signs etc be implemented by the developer.

- Concern over how vehicles exiting the A40 will turn right into the site.

Planning Officer Comment:

There is a dedicated right hand turn lane for west bound traffic entering the site.

- Has a safety audit been carried out regarding pedestrians crossing Freezland Way from the pedestrian/cycle route at the end of Windsor Avenue?

Planning Officer Comment:

A safety audit has not considered this particular aspect. However, given the proposed location of the store and the proposed access to the site via the dedicated signalised junction at Hillingdon Circus, Officers do not consider that this particular issue raises highway safety concerns.

Ickenham Residents Association Comments

The Ickenham Residents Association submitted 5 sets of comment to the Council. These were assessed by Officers and meetings were held with officers to discuss its concerns. The issues raised were taken into account and changes made to the proposals and clarification sought on issues where it was deemed necessary.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision 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. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Greater London Authority and Transport for London. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development, which have been agreed with the applicant:

- (i). Transport: All on site and off site highways works as a result of this proposal. These include the following:
- o Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit;
 - o Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
 - o Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
 - o Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
 - o Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
 - o Provision of an informal pedestrian refuge crossing at the western site access;
 - o Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;
 - o Traffic signal timings and operations ;
 - o Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
 - o Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and
 - o Coach stop enhancements on Freeland Way
 - o Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;
 - o Contribution to real time information system at bus stops prior to commencement;
 - o Travel Plan
- (ii). Affordable Housing: 15% of the scheme, by habitable room, to be delivered as Affordable Housing.
- (iii). None of the market housing will be occupied until 100% of the affordable housing is delivered.
- (iv). Education: The applicant provides a financial contribution towards school places in the area commensurate with the estimated child yield of the development as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance
- (v). Health: The applicant provides a financial contribution towards health care in the area as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance. - £216.67 per person.
- (vi). Libraries: The applicant provides a financial contribution towards library provision in the area commensurate as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance (£216.67 per person).
- (viii). Community Facilities: either a financial contribution in the sum of £60,000 or a facility delivered on the commercial part of the development - if sought.
- (ix). Landscape Screening/ Ecological Mitigation and Public Open Space: a financial contribution in the sum of £252,308.88
- (x). Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD (£2,500 for every £1m build cost + (125/160 x £71,675) =

total contribution).

(xi). Air Quality: a financial contribution in the sum of £25,000.

(xii). Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

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

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning

applications to have "due regard" to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different "protected characteristics". The "protected characteristics" are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

No objection is raised to the principle of the residential use of this site. The density of the proposed development falls within London Plan guidance. It is considered that the design, scale and layout of the development will introduce a built form that is appropriate to its town centre context and character of the area and views from the neighbouring Green Belt.

Overall, it is considered that the proposed development would provide good living conditions for all of the proposed units and protect the residential amenity of surrounding occupiers in terms of outlook, privacy and light.

The applicant has offered an acceptable package of contributions to be secured by way of a proposed S106 Agreement. Access, parking and highway safety issues have been satisfactorily addressed.

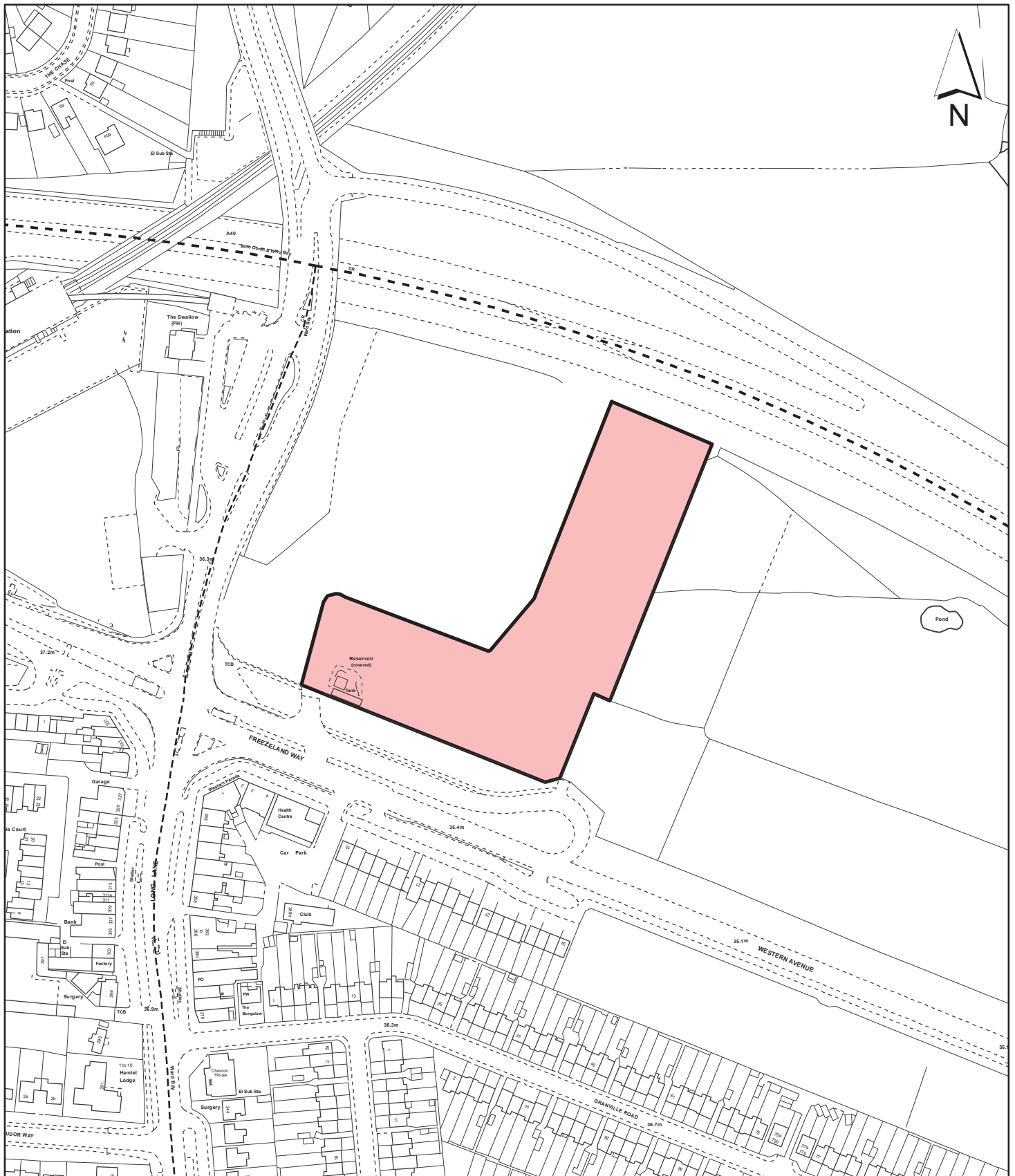
It is recommended that the application should be supported subject to a Section 106 Legal Agreement and conditions.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2011
National Planning Policy Framework (NPPF)
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

Contact Officer: Karl Dafe

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Notes

 Site boundary

For identification purposes only.

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Site Address

**Former Master Brewer Site
Frezeland Way
Hillingdon**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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Planning Application Ref:
4266/APP/2012/1545

Scale
1:2,500

Planning Committee
Major Applications

Date
**September
2013**



HILLINGDON
LONDON