

Report of the Head of Planning, Sport and Green Spaces

Address FORMER MASTER BREWER SITE FREEZELAND WAY HILLINGDON

Development: Erection of 125 residential units (Use Class C3) with 100 car parking spaces and 138 cycle parking spaces and associated highways alterations together with landscape improvements (Outline Application with details of appearance reserved).(Additional information relating to Transportation, Ecology, Energy and Landscaping).

LBH Ref Nos: 4266/APP/2014/519

Drawing Nos: 09032 P0-301 REV. A
09032 P0-302 REV. A
09032 P0-303 REV. A
09032 P0-304 REV. A
09032 P1-301 REV. A
09032 P1-302 REV. A
09032 P1-303 REV. A
09032 P1-304 REV. A
09032 P3-301 REV. A
09032 P3-302 REV. A
09032 P0-511
09032 P0-510
09032 P0-502
09032 P0-501
09032 P0-500
09032 P0-512
Site Statutory & Site Utilities Services Investigations
Statement of Community Involvement
Arboricultural Survey and Impact Assessment
Environmental Impact Assessment
179751-OS-008 Rev D (Off Site Highway Works)
Design & Access Statement, including Visual & Landscape
Assessment
Planning Statemen
Transport Assessment incorporating Hotel, Foostore and Framework
Travel Plan
Affordable Housing Statement
Energy Strategy Rev 5
Energy Statement (Addendum)
Breeam Assessment
Code for Sustainable Homes
Potable Water Strategy
Lighting Impact Assessmen
ECOLOGICAL UPDATE ECO2585 - BN.dv2.
TRAFFIC FLOWS
TRANSPORT NOTE

Date Plans Received: 17/02/2014 **Date(s) of Amendment(s):**

Date Application Valid: 12/03/2014

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 referable to the Mayor of London.

The submission of this proposal follows a previous scheme submitted in respect of the site which members resolved to refuse at Committee in December 2013 (application ref: 4266/APP/2012/1545). Reasons for refusal in respect of cumulative impacts arising from the redevelopment of this site and the site adjacent to Hillingdon Station, in terms of air quality and highway considerations are no longer applicable, as no subsequent application or appeal has been lodged on the adjacent Bride Hall site. As such, there are no cumulative impacts to be considered. Similarly, in the absence of the adjacent scheme being progressed, there is no comparative assessment to undertake. The individual reasons for refusal of the previous scheme, have also been overcome. The applicants have agreed to provide contributions or planning obligations to mitigate the impacts of the development, including a commitment to implement the residential scheme in association with the retail/hotel element of the proposal. Similarly, the Spenhill proposal on its own is not considered to result in an unacceptable rise in traffic in and around the application site, or cause severe impacts to the free flow of traffic as well as to highway and pedestrian safety.

1,657 local residents, businesses and local amenity groups were consulted initially in March 2014, and re-consulted on receipt of further information in July 2014. In total, 53 individual letters 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, 3 letters of support have been received. Both the Ickenham and Oak Farm Residents Associations have provided responses and organised petitions against 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 highway 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.

It is considered that the current scheme has overcome concerns which lead to the refusal of the previous proposal. Approval is therefore recommended subject to conditions, planning obligations and a Stage 2 referral to the Mayor of London.

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: A s278 and/or s38 agreement will be entered into to address any and all on site and off site highways works as a result of this proposal. These include the following:

- o Measures to stop the non-residential vehicles exiting from the proposed through vehicle route for Blocks C to E;**
- 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);
 - o Vehicle actuated signs and road markings to enforce the 30mph speed limit on Freezeland Way (westbound).
 - o Revised traffic modelling of the highway network (extent to be approved by the Council's Highways Engineer to be submitted to and approved in writing by the Council before commencement of the development and any works reasonably required by the Council to be completed before occupation of the development);
 - o Contribution to real time information system at bus stops prior to commencement;
 - o Construction Logistics Plan (CLP) to include (but not limited to):
 - * Construction traffic generation by development phase;
 - * Access routes;
 - * Contractor parking;
 - * Deliveries to avoid highway network peak hours and traffic sensitive hours;
 - * Construction staff travel plan;
 - * Measures to manage localised priorities.
 - o Coach stop enhancements on Freezeland Way
- (ii). Public Transport Infrastructure: A financial contribution in the sum of £220,000, being an annual contribution of £40,000 towards improvements to bus services for a period of 5 years and 2 bus stop upgrades at £10,000 each.
- (iii). Travel Plan.
- (iv). Affordable Housing: 15% of the scheme, by habitable room, to be delivered as Affordable Housing.
- (v). None of the market housing will be occupied until 100% of the affordable housing is delivered.
- (vi). 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 ($\text{£2,500 for every £1m build cost} + (\text{total gross floor area}/7,200\text{m}^2 \times \text{£71,675}) = \text{total contribution}$).
- (vii). Landscape Screening and Ecological Mitigation: a financial contribution in the sum of £252,308.88.
- (viii). Air Quality: a financial contribution in the sum of £25,000.
- (ix). Carbon Fund: a contribution of £100,800 for a carbon fund to make up for the shortfall for this development and to make it policy compliant.
- (x). 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.

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 H1 Traffic Arrangements - submission of details

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan . (July 2011).

10 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).

11 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).

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

13 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).

14 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).

15 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

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09032 P0-304 REV. A

09032 P1-301 REV. A

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09032 P1-303 REV. A

09032 P1-304 REV. A

09032 P3-301 REV. A

09032 P3-302 REV. A

09032 P0-511

09032 P0-510

09032 P0-502

09032 P0-500

09032 P0-500

09032 P0-512

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).

16 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
Flood Risk Assessment
Design and Access Statement
Site Statutory and Site Utility Services Investigations
Energy Statement
Lighting Impact Assessment
Environmental Statement

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).

17 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).

18 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).

19 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)

20 NONSC Soils

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).

21 NONSC Air Quality 1

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.

22 NONSC Air Quality 2

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.

23 NONSC Air quality 3

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.

24 NONSC CHP

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.

25 NONSC Energy

Prior to the commencement of development a report containing full details and specifications of the technology and measures to meet the reduction targets set out in the energy strategy (July 2014) shall be submitted and approved by the Local Authority. The report shall include details of the energy network including location of pipework, the type and location of renewable energy technology and the maintenance and management arrangements. The development must proceed in accordance with the approved details.

REASON

To ensure the development reduces carbon emissions in accordance with Policy 5.2 of the London Plan.

26 NONSC Noise

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 CEMP

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 Drainage

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 Code for Sustainable Homes 1

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 Code for Sustainable Homes 2

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 RES22 Parking Allocation

No unit hereby approved shall be occupied until a parking allocation scheme, including details of the car club parking space, operation and management, 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 and car club, 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).

32 NONSC Charging

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.

33 NONSC Archaeology

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 that 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.

34 NONSC Internal Layout

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.

8 118 Storage and Collection of Refuse

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

9 119 Sewerage Connections, Water Pollution etc.

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

10 12 Encroachment

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

11 121 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).

12 123 Works affecting the Public Highway - Vehicle Crossover

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

13 124 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out

on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

14 143 **Keeping Highways and Pavements free from mud etc**

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

15 152 **Compulsory Informative (1)**

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

16 153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) 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.

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
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 Investigation of sites of archaeological interest and protection of

BE3	archaeological remains
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
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL2	Green Belt -landscaping improvements
OL5	Development proposals adjacent to the Green Belt
PR23	Hillingdon Circus
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.13	(2011) Parking
LPP 6.2	(2011) Providing public transport capacity and safeguarding land for transport
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.16	(2011) Green Belt
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

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On this decision notice policies from the Council's 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 Council's 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.

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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).

20

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £374,640 which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. In addition the development hereby approved represents chargeable development under the Hillingdon Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £1,016,880. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738"

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- a) Initially all bulk bins on site would be for residual waste; then some of these could be exchanged for recycling at a latter date, or an additional recycling bins added.
- b) The bin enclosures must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of storage area. The size and shape of the bin enclosures must also allow good access to bins by residents, and if multiple bins are installed for the bins to be rotated in between collections.

- c) Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.
- d) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.
- e) The gate / door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.
- f) Internal bin chambers should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly proofed.
- g) If the chambers are inside the building they should have a light. The lighting should be a sealed bulked fitting (housings rated to IP65 in BS EN 60529:1992).
- h) The collectors should not have to cart a 1,100 litre bulk bin more than 10metres from the point of storage to the collection vehicle (BS 5906 standard).
- i)The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.
- j) The vehicle carriageway must be able to withstand the load of a 26 tonne refuse collection vehicle and have a swept path sufficient for a 10.5 metre vehicle. The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

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 Freezeland 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.

In addition to the main access to the commercial development, it is intended that the residential area will also be served via a separate access, at the south east corner of the associated foodstore car park, approximateley 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 discernible 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.

- Energy Statement DRAFT July 2014

This report demonstrates how a variety of technologies will be incorporated into the design to reduce the regulated CO₂ emissions of the proposed mixed use development to 426 tonnes CO₂ per annum from the ADL 2010 compliant base case of 592 tonnes, representing a regulated CO₂ emission savings of 28%.

- 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.

- Transport Assessment technical Note

This note documents the new surveys undertaken in March 2014, and compares the results with the earlier data sets. It is concluded that overall, there have been no significant changes to traffic conditions between 2008 and 2014 in the vicinity of the site. Comparing 2008 and 2014 journey times, there has been a slight increase in average journey times during the PM peak hour but this is counterbalanced by decreases during the Saturday peak hour. Average journey times during the AM peak hour have remained consistent. The variability of journey times has also reduced in all time periods. Overall, it is considered that surveys undertaken during March 2014 validate the assumptions used in earlier analyses.

- Flood Risk Assessment

This document is an appendix to the Environmental Impact Assessment and provides a Site Specific Flood Risk Assessment (FRA) and surface water drainage strategy for the proposed redevelopment. The FRA seeks to demonstrate that any increase in surface water run off can be managed on Site through SUDS techniques. The FRA assesses the risk posed to the site from flood events, the risk posed to the site from the site storm water generation, the site storm water run off management and the risk the site poses to increase in flooding elsewhere. The FRA demonstrates 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.

- Updated ecological Report (2014)

The 2014 update survey has identified that the ecological status of the site remains essentially unchanged and the conclusions of the 2013 report therefore remain sound.

- 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 commercial 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; Refused in December 2013.

- 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.

- A full application ref: 4266/APP/2012/1544 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; refused in December 2013.

- Outline Planning application ref: 4266/APP/2012/1545 for 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;
Refused for the following reasons:

1. Highways - Individual

The application fails to demonstrate that the proposal would not result in an unacceptable

rise in traffic in and around the application site causing severe impacts to the free flow of traffic as well as to highway and pedestrian safety, contrary to policies AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) Policies 6.3, 6.11 and 6.12 of the London Plan (July 2011) and paragraph 32 of the National Planning Policy Framework.

2. Development in Isolation - Individual

The proposal, if implemented in isolation would not bring forward the regenerative benefits (including job creation and improvements to the vitality and viability of the Hillingdon Local Centre) from developing a mix of uses across the site, additionally the application does not demonstrate that it would not preclude development of a mix of uses on other portions of the allocated site, as such the scheme is contrary to policy PR23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

3. Planning Obligations - Individual

The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of Off site Highways Works, Public Transport, Travel Plans, Construction Training, Public Realm, Landscape Screening and Ecological Mitigation, Affordable Housing, Education, Health, Library Facilities, Community Facilities, Air Quality and Project Management and Monitoring). The scheme therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the adopted Supplementary Planning Document 'Planning Obligations.

4. Traffic/Highways - Cumulative

The application has failed to demonstrate that in the event that the proposed development (i.e. ref: 4266/APP/2012/1545) was to be granted planning permission alongside the other Spennishill proposal on the site of the Former Master Brewer Hotel (i.e. ref: 4266/APP/2012/1544) and/or the development on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane (i.e. ref: 3049/APP/2012/1352), that the cumulative traffic impacts would not be severe in terms of congestion on the highway network, significantly detrimental to free flow of traffic, highway and pedestrian safety. Accordingly the proposal is contrary to Policies 6.3, 6.11 and 6.12 of the London Plan (July 2011), Policy AM7 of the Hillingdon Local Plan Part 2 and the provisions set out in the National Planning Policy Framework.

5. Air Quality - Cumulative

The application has failed to demonstrate that in the event that the proposed development (i.e. ref: 4266/APP/2012/1545) was to be granted planning permission alongside the other Spennishill proposal on the site of the Former Master Brewer Hotel (i.e. ref: 4266/APP/2012/1544) and/or the development on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane (i.e. ref: 3049/APP/2012/1352), that the cumulative air quality impacts of the developments would not be unacceptable. The scale and magnitude of both developments combined requires a much greater understanding of the air quality impacts and without this no proper assessment of mitigation can occur. The extent of the combined impacts is not sufficiently clearly set out in the cumulative assessments. The uncertainty of the impacts is heightened with the cumulative development and the information to support the suitability of both developments proceeding at the same time is insufficient. Accordingly the proposal is contrary to Policy

7.14 of the London Plan and the Council's Supplementary Planning Guidance on Air Quality and the provisions set out in the National Planning Policy Framework.

6. Comparative

There would be an unacceptable cumulative impact if the proposed development (i.e. ref: 4266/APP/2012/1545) was to be granted planning permission alongside the other Spenhill proposal on the site of the Former Master Brewer Hotel (i.e. ref: 4266/APP/2012/1544) and/or the development on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane (i.e. ref: 3049/APP/2012/1352), and the Council considers that the proposed development (i.e. ref: 4266/APP/2012/1545) is less preferable in planning terms than the Bride Hall Scheme (i.e. ref: 3049/APP/2012/1352) by virtue of the lack of job creation and lack of contribution towards the vitality and viability of the Hillingdon Local Centre and therefore the proposed development (i.e. ref: 4266/APP/2012/1545) on balance is less preferable in terms of meeting the objectives of the Development Plan and the NPPF.

Officer note: Reasons for refusal in respect of cumulative impacts arising from the redevelopment of this site and the site adjacent to Hillingdon Station, in terms of air quality and highway considerations are no longer applicable, as no subsequent application or appeal has been lodged on the adjacent Bride Hall site. As such, there are no cumulative impacts to be considered. Similarly, in the absence of the adjacent scheme being progressed, there is no comparative assessment to undertake. The individual reasons for refusal of the previous scheme, have also been overcome. The applicants have agreed to provide contributions or planning obligations to mitigate the impacts of the development, including a commitment to implement the residential scheme in association with the retail/hotel element of the proposal. Similarly, the Spenhill proposal on its own is not considered to result in an unacceptable rise in traffic in and around the application site, or cause severe impacts to the free flow of traffic as well as to highway and pedestrian safety. These issues have been addressed in relevant sections of this report.

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.CI2	(2012) Leisure and Recreation
PT1.E5	(2012) Town and Local Centres
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
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

Part 2 Policies:

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
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
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
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
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL2	Green Belt -landscaping improvements
OL5	Development proposals adjacent to the Green Belt
PR23	Hillingdon Circus
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.13	(2011) Parking
LPP 6.2	(2011) Providing public transport capacity and safeguarding land for transport
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.16	(2011) Green Belt

LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **14th April 2014**

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. 1,676 surrounding property owners/occupiers have been consulted. At the time of writing the report, 53 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. 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 an 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 'Morrisons' 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 somewhat 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 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

3 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.

4. Would much rather have this development than the massive Morrison's proposal.

5. I fully support the addition of housing, but am totally opposed to Tesco, or any other supermarket, as it would bring added congestion to an already congested area.

The above comments include responses received following further consultations undertaken in July 2014, upon receipt of an updated energy assessment, additional transport information, landscaping plans and an ecological update.

Two petition has also been received organised by the Ickenham and Oak Farm Residents Associations.

bearing 53 and 60 signatures respectively, objecting to the Spenhill retail and housing applications.

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 145 of the Stage 1 Report but that the possible remedies set out in that paragraph could address those deficiencies.

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)

Stage 1 Report Summary:

London Plan policies on retail and town centre developments; visitor accommodation, housing, design, inclusive access, transport/parking, energy 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:

0 Retail: The application in relation to retail tests of the London Plan still raises concern over the scale of the retail floorspace proposed in a neighbourhood centre and its impact on the retail hierarchy within Hillingdon and in particular town centres identified in the London Plan. The cumulative impact of the proposed Tesco store and the refused Morrison's store on the Hillingdon Station site should remain an important consideration in assessing the application impact on town centres and in particular investment in those centres. Furthermore justification is required in context of the future convenience requirement identified in the Hillingdon Local Plan part 1, which identifies a requirement of only 2,709 sq.m to 2021 when recent retail approvals in the borough appear to have already taken this requirement.

0 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 any independent review commissioned by the Council should be submitted to the GLA before any further referral of this application back to the Mayor.

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

0 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.

0 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 be comply with the relevant standard of accessibility; and details of the routes, crossing points, dropped kerbs and tactile paving to facilitate pedestrians access from the housing, bus stops, tube station to the site.

0 Energy: Based on the energy assessment submitted at stage 1 a reduction of 140 tonnes of carbon dioxide per year in regulated emissions compared to a 2010 Building Regulations compliant development is expected, equivalent to an overall saving of 25%. The carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. The applicant should address the comments above and consider the scope for additional measures aimed at achieving further carbon reductions.

0 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; TfL still requires car and coach parking to be revisited including EVCP, cycle parking to be increase; further contributions towards the extension of the U10 bus route, countdown and improvements to the pedestrian environment should also be secured; and the applicant is encouraged to provide staff showering/ locker provision to meet higher sustainable transport standards.

Comments on additional information:

Concerning recent consultation letter concerning the amended planning application Former Master Brewer Site, Freezleand Way, Hillingdon (your ref: 4266/APP/2014/518). The GLA will not be taking the amended application to the Mayor as the revised scheme (with reduced hotel height) was taken to the Mayor on 30 April 2014 with the stage 1 letter and report issued D&P/0995d/01& D&P/0995e/01 issued to Hillingdon council.

As the new amended application largely relates to updated documents and minor changes, the issues raised in the 30 April 2014 stage 1 report remain unchanged and Hillingdon Council should accept this report as GLA consultation response to the new amended application. The only issue where updated comment is required will be on the revised energy strategy. The carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. The applicant has provided updated carbon savings but these need to be revised before compliance with policy 5.2 can be assessed.

(Officer note: Officers are aware of the shortfall in carbon dioxide savings. This matter has been addressed by a planning obligation for a contribution of £100,800 towards a carbon fund, to make up for the shortfall for this development and to make it policy compliant).

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) Public Limited Company ("NERL") has no safeguarding objection to the proposal. However, please be aware that this response applies specifically to the above consultation and only reflects the position of NERL (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NERL in regard to this application which become the basis of a 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

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

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

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached * See para below for information *

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

Reason: It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Information

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting; roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some

instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

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

We would also make the following observation:

Wind Turbines

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation%20&%20safety/safeguarding.htm)).

I, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above condition is applied to any planning permission.

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

MoD SAFEGUARDING - RAF NORTHOLT

No safeguarding objections.

ENVIRONMENT AGENCY

Since November 2013 we have adopted a new way of working with your authority for surface water flood risk which is set out in a Memorandum of Understanding. As such we should not be consulted on applications where surface water flood risk is the only constraint and we will not be providing any comments on this application. For comments on surface water flood risk please send this consultation to the Floods and Water Management Officer, Victoria Boorman at vboorman@hillingdon.gov.uk.

External Consultees (Additional)

ICKENHAM RESIDENTS ASSOCIATION

We are writing to object to the above application on behalf of our membership. This objection is submitted in order to comply with the extended consultation timeline. We had consulted our members formally about the previous applications (2011/234 & 2034 and 2012/1544 & 1545) and our opposition was based on their views. We cannot see anything in the above new proposals that is likely to reduce these objections, despite the reduction in size from the previous submissions - so it is reasonable to assume that these views stand.

We may also provide further material to support this objection prior to the Planning Committee hearing including evidence, further analysis and additional reasons for objection. We met with the applicants before this submission and acknowledged their changes to the size of the store and hotel and now we are in possession of the TA are aware of the proposed changes to the signaling times, layout changes and the introduction of another entrance on the west bound section of Freezeland Way.

Our objection to 4266/APP/2014/518 is primarily based on traffic impact and consequential pollution of the environment - nothing in the new application helps the existing traffic issues, and consequently the pollution issue gets progressively worse. We are not particularly objecting on grounds of retail impact, but this is subject to enforceable conditions on retail activity being imposed. We have taken notice of the fact that the height of the proposed hotel has been reduced by one storey, but still consider the hotel as such extremely high on this location.

TRAFFIC IMPACT

We are objecting to the proposal because:

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 we believe there will be increased traffic flows due to the proposed development and that insufficient information has been provided within the Transport Assessment to alter this view. The applicants reasoning is fundamentally flawed because they have assumed the traffic flows freely away from the junction at all times of day. It is of interest that the TA states that both LBH and TfL have stated the development will have 'an acceptable impact' on the operation of the local network, see below, but the report contains insufficient data to support this statement.

As noted in the December 2013 Committee Report in respect of previous applications 2012/1544 & 1545, LBH officers and TfL both concluded that the traffic impacts of a slightly larger scheme than that currently proposed were acceptable subject to provision of capacity enhancements at Hillingdon Circus. As the same capacity enhancements are proposed as part of the current applications and the traffic generation of the current application is marginally lower, it follows that the current applications will also have an acceptable impact upon the operation of the current highway network.

Anyone who uses the junction at peak hours, especially in the evening knows that the junction is frequently blocked; that is why it is a box junction, to prohibit traffic from entering the junction when the exit is not clear. Local residents also know very well, that the pm peak is later than assumed and that traffic regularly queues from Court Road in the South all the way through Ickenham itself. So the conclusions they draw in the Transport Assessment are wrong and given the lack of supporting evidence around traffic signaling times and new traffic surveys any assumptions must be in question.

We also assert that the applicant has not correctly identified the real evening Peak Period and have merely assumed it is between 16:45 - 17:45 based on an outdated survey undertaken in 2008; residents know a lot has changed since then.

Traffic Signal Timings

The TA states that the applicant proposes 'Altered (optimised) signal timings at the Hillingdon

Circus signalised junction' but the detail of these changes has not been provided and therefore cannot be verified.

NB: on a previous submission the traffic signaling changes were found to be flawed.

Pedestrian Signal Timings

In section 11.7.2 the applicant acknowledges that the proposed changes to the pedestrian crossing times "are likely to increase average pedestrian crossing times" and that they are "willing to minimise any of these adverse effects" and they will be "developed in detail following grant of consent" which means they are not fully developed and cannot be assessed. Also, the risk of pedestrians becoming impatient with the longer waiting time and deciding to 'take a chance' is unknown.

Existing Traffic Flows

Existing traffic flows for the applicants 2012 base case are based on a survey undertaken in 2008 and have assumed that there has been no growth in traffic since 2008. Once again, anyone that lives in the area knows that this is not true.

Traffic Growth

Figures are based on a outdated survey (2008) and are not reliable. The baseline data used comes from a survey undertaken in 2008 and then "growthed" using the (NTM) National Transportation Model.

The TA does not provide which revision of the NTM was used to derive the baseline figures.

The Road Transport Forecasts 2011 (RTF11) presents the latest results from the Department for Transport's National Transport Model (NTM), the growth figures from this document are summarised below, the Association is at odds with the growth figures presented Paragraph 4.4 of the NTM 2011 report states: The key results this year are an increase in traffic vehicle miles of roughly 44% between 2010 and 2035, with equivalent increases in seconds lost due to congestion and journey times.

Journey Times

No Journey time information is contained in the TA, so any impact of the proposed changes cannot be assessed.

Queuing Times

No queuing time information is contained in the TA, so any impact of the proposed changes cannot be assessed.

If more supporting TA evidence becomes available, we trust you will allow us to comment in due course, and we will also submit a petition providing further material to support our objection prior to the Planning Committee Hearing, including evidence, further analysis and additional reasons for objection.

Additional Comments (July 2014)

We cannot see anything in the amended proposals received in March, the 27th June and on the 3rd of July 2014 for Traffic; that is likely to materially reduce these objections. We would further like to state that the objections raised in the response we submitted on the 10th June 2013, our Ref: HT/DG/PD/RP/DM/DJ/HR remain.

OAK FARM RESIDENTS ASSOCIATION

Over development.

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 LAm_{ax} 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 LAm_{ax} 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 LAm_{ax} 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 LAmax 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 facade 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 geo-environmental 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).

Air Quality:

The application site is within the AQMA, at a busy junction. Monitoring has been undertaken using NOx tubes on Long Lane and Hercies Road since 2012. The measured data for 2013 is from a road side location, therefore the likely NO2 levels at the facade of the building nearest the NOx tubes have also been estimated using three different background NO2 concentrations.

The estimate of the likely background in the area that we can infer from monitored data indicates it is probably at around 35.6 mg/m³, therefore it is possible current NO2 levels may be slightly exceeding at the residential facade.

Following the London Council's Guidance for determining a planning application on air quality grounds the application would fall under 'APEC - B'. This relates to developments in areas where NO2 levels are 5 per cent below or above the national objective. The guidance considers there is insufficient grounds for refusal, however appropriate mitigation must be considered such as maximising distance from pollutant source, ventilation systems etc. This is particularly relevant to the residential development.

As the development is in and will cause increases in an area already suffering poor air quality the following is requested:

Section 106

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.)

Ingress of Polluted Air

The air quality assessment indicates there will be exceedances of the EU limit value on the facade of the proposed residential development and hotel. The following condition is recommended for any permission that may be given, in accordance with the London Council's Guidance. The condition should also be considered in connection the proposed store, retail units and hotel as it appears this part of the development will house the energy centre. Every effort should be made at the design stage to ensure polluted air will not be drawn into the ventilation systems on site, and where this is unavoidable, appropriate filtration or treatment measures are implemented.

Condition 1: Ingress of Polluted Air (Residential and Mixed Use)

Before the development is commenced a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage;
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON: In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.14.

Energy Provision

The Code for Sustainable Homes Pre-Assessment dated May 2012 indicates a CHP unit with NO_x emissions less than 600 mg/kWh and supplementary gas combi boilers with NO_x emissions of less than 40 mg/kWh were feasible. There are CHP units available that should be able achieve NO_x emissions well below 600 mg/kWh.

The following condition is advised in order to ensure relevant information with regard to pollution emissions from the energy provision at the site is provided, so that mitigation measures can be agreed and implemented if necessary, as part of the development. It appears a CHP will be installed in a dedicated energy centre to the north west of the site adjacent to the superstore.

Air Quality Condition 2 - Details of Energy Provision (Mixed Use and residential)

Before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location of the flue(s) for the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue(s) with or without mitigation technologies and needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012, if applicable. The use of ultra low NO_x emission gas CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the relevant building emissions benchmarks.

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

Notes: This condition relates to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. Guidance on air quality neutral is available at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>. They should contact Planning Specialists if they have any queries.

Construction Phase

The air quality assessment indicates for air pollution during the construction phase, without mitigation, the impacts are likely to be in the high risk category. The assessment refers to the IAQM Dust and Air Emissions Mitigation Measures document which lists mitigation measures for low, medium and high risks. The high risk mitigation measures were summarised in the document. It is recommended the Construction Site Management Plan include all the relevant mitigation measures identified to reduce pollutants including dust emissions, and the application should be conditioned accordingly. The assessment also indicates should the site have dust emissions originating from contaminated material, this will be considered separately.

Internal Consultees (Additional)

URBAN DESIGN AND CONSERVATION OFFICER

COMMENTS: These applications are similar in design terms to those previously submitted. The design and height of the hotel have, however, been revised. It is noted that the GLA's UD advisors still don't seem to have visited the site and retain the view that the area is predominantly Victorian in character, although developed during 20th century. Also, that they wish to see the proposed development front Long Lane, even though the site includes only a small stretch of road frontage, the rest comprising a steep, treed slope that is not within the development site.

The impact of this development on this area has been considered as part of the application in terms of impact on significant views and in terms of environmental improvements to the immediate setting of the site, with proposed additional planting/landscaping.

Residential units- outline only, the overall scale, massing and general design approach are as previously discussed, no objection in principle. Conditions re the detailed elevational design and materials for these blocks will need to be included.

Landscape- details of this need to be conditioned. Will there be an interim scheme between the development of the commercial and residential elements of the scheme?

CONCLUSION: No objection in principle, subject to suitable conditions.

SUSTAINABILITY OFFICER

An updated ecological statement was submitted as part of the latest applications. I am satisfied that the position remains as set out previously. The following recommendations are therefore based on the original ecology reports from 2013 as endorsed by the July 2014 update.

The original reports acknowledged the need for off-site compensation works. In the long term, the offsite landscaping will help deliver habitat enhancements. However, short terms works are also needed as well as diversifying the habitat offerings.

The report therefore acknowledges the need to enhance an existing pond to the east of the development site. The report suggests a number of improvements to help improve this habitat

area, including vegetation clearance, re-landscaping the pond, fencing and maintenance. The report also suggests that bat boxes, bird boxes and beetle loggeries will be installed.

The enhancements works (including the pond) are off site and outside the ownership of the applicant. Therefore the works will need to be secured through a S106 contribution which has previously been discussed and approved by the applicant.

The works required to improve the pond and for additional enhancement opportunities have been assessed by the Council's Green Spaces team. The works have been estimated as costing £50,000.

I have no objections on ecological grounds subject to the following:

- The development being carried out in accordance with the agreed landscaping plan (W105860L09 - Dated 29 May 2012 - On and Off Site Landscape Proposals)
- The development being carried out in accordance with the Ecological and Mitigation Enhancement Report (Appendix 2, referenced ECO2585.EcoAs.vf, December 2011)
- A contribution to the improvement and enhancement of the £50,000 in the S106 for pond works and enhancement opportunities as previously discussed and agreed.

These offsite works will mitigate for the loss of established habitat areas on the site in the short term and in the long term when the offsite planting has established.

Ecology Note 1: The off site works must be triggered by the commencement of development - either the residential or the commercial. They then must be delivered in their entirety, regardless of the subsequent phasing of development.

Energy Comments

Since the 2012 submissions, carbon reduction policies across London have been strengthened. All development proposals submitted after 1 October 2013 must demonstrate a 40% reduction in CO2 as opposed to the 25% prior to this date.

The updated energy strategy shows a 28% reduction can be achieved for mixed used scheme with 31% achieved for the residential units.

As a consequence of falling short of the 40% target, the Council has sought additional remedies pursuant to Policy 5.2E of the London Plan. This allows for offsite solutions to be developed. To that end - the S106 contribution to be secured for a carbon fund to make up for the shortfall for this development (and to make it policy compliant) is:

cost/carbon tonne (£) X 30 (years) x shortfall (tco2)

60(1) x 30(2) x 56(3) = £100,800

(1) - Cost per carbon tonne used by the Council based on the recent Government consultation on the cost of Allowable Solutions. £60 represents the mid price per carbon tonne which provides a reasonable opportunity for the Council to fund realistic offsite solutions.

(2) - 30 years comes from the Governments forecasting. It is the period from now at which the national grid becomes significantly less carbon intensive meaning the development post 30 years would have little or no carbon footprint. The saving therefore only relates to the first 30years and not the lifetime of the development.

(3) - 56tonnes is the shortfall outlined in the energy assessment.

In addition to the off-site contribution the following conditions are necessary:

Prior to the commencement of development a report containing full details and specifications of the technology and measures to meet the reduction targets set out in the energy strategy (July 2014) shall be submitted and approved by the Local Authority. The report shall include details of the energy network including location of pipework, the type and location of renewable energy technology and the maintenance and management arrangements. The development must proceed in accordance with the approved details.

Reason

To ensure the development reduces carbon emissions in accordance with Policy 5.2 of the London Plan.

Living Walls and Roofs

The drainage plan suitably shows the drainage attenuation to be installed. I therefore have no further objections subject to the development proceeding in accordance with the plans submitted.

Living walls and roofs have been previously discussed but little or no justification has been put forward for not including them within the designs. Since the original designs a district heating centre has been included within the plans and there is no reason that this structure cannot be 'greened' in some manner. In accordance with comments previously made the following condition needs to be applied to any subsequent approval:

Condition

Prior to the commencement of development a plan showing the incorporation of living walls and a living roof onto the energy centre shall be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the approved plan.

Reason

To incorporate methods for urban greening, water attenuation and climate change adaptation in accordance with Policy 5.11 of the London Plan.

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.

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, maneuverability, 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 maneuvering.

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 ECVP 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 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. 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 maneuvering 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 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):
 - Construction traffic generation by development phase;
 - Access routes;
 - Contractor parking;
 - Deliveries to avoid highway network peak hours and traffic sensitive hours;
 - Construction staff travel plan;
 - Measures to manage localised priorities.
- o Travel Plan

(Officer note: The Car Park Management Plan (CPMP), ECVPs, brown badge car parking spaces, details of internal access roads and car parking and details of the car club are covered by conditions).

FLOOD AND DRAINAGE OFFICER

The 'Revised Environmental Statement' produced by GL Hearn dated February 2014 includes section 7.8 Surface Water Drainage and Flooding which is taken by the Council to be their submission of Flood Risk Assessment for these sites.

Desktop studies indicate the site is predominantly clay and infiltration unlikely and the storage capacity is based on those findings and proposes the capacity to control surface water and commits to reducing the run off rates to a Greenfield run off rate of 5l/s/ha. This meets current requirements to utilise redevelopment to reduce flood risk to the surrounding area.

Rainwater harvesting is promised across the site, in residential areas as water butts and in the mixed use area, and grey water used for toilets and this is supported by Hillingdon.

Hillingdon also welcomes the proposed use of permeable paving as it will provide filtration at source. However as residential and other mixed uses are considered a medium hazard in table C1 of the National Suds Standards there should be two treatment stages proposed. The sustainable drainage options, at the more detailed design stage should be explored further to provide the most sustainable option, providing dual purposes of reducing the consumption of water and the need for quality control as well as quantity within the proposed drainage proposals to meet National Standards.

As the Suds Approval Body is not yet required by government it is 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.

Therefore it is appropriate a suitable condition requesting a more detailed 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.

Recommendation

Conditions

1. No development approved by this permission shall be commenced until an outline scheme for the provision of sustainable water management has been submitted to, and approved in writing by the Local Planning Authority. Should the development be phased the outline scheme should be developed to allow implementation of the phases independently or allow appropriate enabling works to occur. Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved, a scheme to dispose of foul and surface water for the relevant phase/relevant component of the full planning element, shall be submitted to and approved by the Local Planning Authority.

2. The scheme shall clearly demonstrate how it follows the strategy set out in Revised Environmental Statement, produced by GL Hearn dated February 2014 and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide plans of the surface water design including all suds features and a detailed explanation on how the plan delivers the National Suds Standards from both a quality and quantity perspective.
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. demonstration of the acceptable condition or functioning of any receptors including utilities.
 - d. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - e. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales

for the resolving of issues.

iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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

iv. incorporate water saving measures and equipment.

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 that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

These conditions should be considered alongside any landscaping conditions and the final designs for both coordinated for submission to ensure the development of one does not prejudice the other.

ACCESS OFFICER

The site is located on the premises of the Old Master Brewer site, at the junction of Long Lane, Freezeland Way, is adjacent to Hillingdon Underground and railway station, and is North of Hillingdon Town Centre. The site has been vacant since 2007. 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 May 2013.

The residential component of the scheme seeks to provide 125 dwellings, of which 10% would be designed as wheelchair accessible. Of the 44 car parking spaces, it is understood that three would be allocated for use by disabled people. The lifts are to have internal dimensions of 1900 x 1900mm and landings of 1500 x 1500mm. It is further stated that the accessible bathrooms are to be provided in accordance with Lifetime Home Standards in all the dwellings. The wheelchair accessible dwellings would be located on the ground floor. 10% of wheelchair accessible dwellings are to be located on the ground floor.

Concern is however raised on the limited parking and the impact that this is likely to have on residents who use wheelchairs. The Greater London Authority's published 'Wheelchair Housing' best practice guidance states that "Generally one blue badge parking space will be required for each wheelchair accessible unit, including int hose developments that would otherwise be car-free. Where the proposal is for blue badge parking to be on the public highway, ensure that local parking rules allow for these to be restricted for use of disabled residents only. The parking strategy should include a management plan for the enforcement of designated bays and how fluctuating demand and supply for blue badge bays will be dealt with in the future."

The following access observations are provided:

1. It is unclear how a parking space would be achieved for each of the required 12 wheelchair accessible dwellings.

2. Details of level access to and into the proposed dwelling should be submitted. A fall of 1:60 in the areas local to the principal entrance and rear entrance should be incorporated to prevent rain and surface water ingress. In addition to a levels plan showing internal and external levels, a section drawing of the level access threshold substructure, and water bar to be installed, including any necessary drainage, should be submitted.

3. A minimum of one bathroom within every Lifetime Home Standards dwelling should be designed in accordance with the specifications detailed on page 27 of the SPD referred to above. To this end, a minimum of 700 mm to one side of the toilet pan, with 1100 mm provided between the front edge of the toilet pan and any obstruction opposite.

4. All bathrooms should be capable of straightforward conversion into a wet room, and the plan should show the location and specification of floor gully to be installed.

Conclusion: revised plans should be requested as a prerequisite to any planning approval.

In any case, an additional Condition, as set out below, should be attached to any planning permission:

Level access shall be provided to and into all blocks, designed in accordance with technical measurements and tolerances specified by Part M to the Building Regulations 2010 (2004 edition, incorporating 2010/13 amendments), and shall be retained in perpetuity.

REASON: to ensure adequate access for all, in accordance with London Plan policy 3.8, is achieved and maintained, and to ensure an appropriate standard of accessibility in accordance with the Building Regulations.

Internal Consultees (Additional)

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 north-east 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 as a 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 TPO and many of the scheduled trees no longer exist. The land to the east of the site is designated Green Belt, as is the strip of land along the northern boundary and to the north of the A40.

PROPOSAL: The 2014/518 proposal is to create a mixed use redevelopment comprising the erection of a 3,543 sq.m foodstore (GIA) (Use Class A1), (inclusive of delivery and back of house areas) with 179 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sq.m (GIA) (Use Class A1 to A5); a 6 storey (plus plant level) 70 bedroom hotel (Use Class C1), with associated car parking and cycle spaces; together with associated highways alterations and landscape improvements.

The 2014/519 proposal is an Outline Application (with details of appearance reserved) for the erection of 125 residential units (Use Class C3) with 100 car parking spaces and 138 cycle parking spaces and associated highway alterations, together with landscape improvements.

(The above descriptions have been amended following the 2012/1544 and 2012/1545 applications.)

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. Saved policies OL1-OL5 seek to protect the visual amenity of the Green Belt, expect comprehensive landscape improvements and prevent conspicuous development which might harm the visual amenity of the Green Belt by reason of siting, materials or design.

Environmental Statement

- A Revised Environmental Statement, dated February 2014 has been submitted.
- Key landscape sections include 2.0 Description of the Proposed Development which includes a site wide landscape strategy, 7.1 Townscape and Visual Change, and 7.6 Ecology and Nature Conservation.
- The assessment methodology is described in 7.1.3 and 7.1.4. 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 (2.13) 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.
- At 7.1.60 reference is made to the London-Wide Landscape Character Types, the Natural Landscape Areas and their 'Natural Signatures', Hillingdon's Landscape Character Assessment and Townscape Character Areas.
- The proposed enhancement, mitigation and residual effects in the light of the viewpoint assessments are described from 7.1.291 and include rooftop tree planting (7.1.295).
- Residual Impacts are tabulated in Table TVC6 and 7 (pp.77-91 of 278).
- Section 7.6 of the ES refers to Ecology and Nature Conservation based on the Extended Phase 1 Habitat Survey, prepared in April 2011. The residual impacts (ranging from 'negligible' to 'moderate beneficial') and proposed mitigation measures are summarised in table NCS9, p. 215 of 278.

Planning Statement

- The Planning Statement describes the landscape planning strategy in sections 2.20- 2.27. This includes a reduced (illegible) copy of a drawing No. W105860L02 (fig. 7) Landscape Strategy General Arrangement.
- The statement describes four key elements of the landscape masterplan including; boundary planting, off-site planting, gateway entrance / piazza and internal planting.

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 hybrid application is described. The commercial and hotel proposals are detailed Phase 1 proposals and the residential element, which wraps around the south and east of the site is part of an Outline Planning application to be implemented as a second phase.
- Section 7.3 describes the Phase 1 (Tesco and hotel) detailed proposal
- The Outline Proposal (Phase 2, housing) is described in section 7.4.
- This 'L'-shaped residential scheme 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.
- Section 8 describes the landscape concept and objectives for the hybrid scheme. The landscape concept has been developed with the benefit of pre-application discussions with the planning authority and as part of the masterplanning of the site including roads and buildings.

- A masterplan, titled 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).
- There is also a copy of Grontmij's Detailed Proposal: Retained and Removed Trees.
- Finally, the landscape objectives for the residential zone are set out. This includes the provision of off-site planting in the form of a 15 metre wide tree belt on the Green Belt land to the east of the site.

Existing Trees

- A Tree Report dated March 2011, by Broad Oak Tree Consultants has been re-received. The shelf-life of this report has expired as trees are living organisms whose physical condition and amenity could well have changed since 2011. For reasons of both their amenity value and risk management, the trees on site should be re-inspected and the survey findings reviewed.
- 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, previously submitted, has not been re-submitted as part of the current proposal?
- However, the drawing 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 was previously 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. This drawing has not been re-submitted as part of the current application.

Landscape Proposals

- The only landscape plan submitted at this time is Grontmij's drawing No. W105860L01 Rev A
- It is noted that Ash *Fraxinus excelsior* remains (see previous comments) amongst the species on the Woodland 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.
- The previous application included a suite of landscape drawings including; Grontmij's drawing No. W105860 L09 On and off Site Landscape Proposals: All Works which previously indicated a comprehensive soft landscape proposal to plant over 190No. specimen trees as specified within the previous Environmental Statement (at 7.1.300). These details have not been re-submitted.
- Grontmij drawing Nos. W105860 L07 Rev A and L08 Rev A previously illustrated On and Off Site Landscape Proposals: Phase 1 and Phase 2 respectively. This drawing has not been re-submitted.
- Landscape conditions should be imposed to ensure that the detailed proposals preserve and enhance the character and appearance of the area.

RECOMMENDATIONS:

- The proposed landscape enhancements have been developed and amended 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. However, much of the detail previously submitted has not been re-submitted with the current application.

- If the application is recommended for approval, supporting landscape drawings (referred to above) should be provided prior to approval.
- The trees on this site are overdue for a review and the Tree Report and Landscape Plans requires amendment, as necessary.
- At the time of writing, Forestry Commission guidance indicates that Ash should not be included within any new planting schemes until further notice.
- 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.
- Due to the nature of the hybrid application, phasing plans should clarify when the various items of the landscape masterplan will implemented. Where feasible, advance planting should be secured.

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

WASTE MANAGER

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

1) Flats

a) Initially all bulk bins on site would be for residual waste; then some of these could be exchanged for recycling at a latter date, or an additional recycling bins added.

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

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

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

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

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

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

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

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

j) The vehicle carriageway must be able to withstand the load of a 26 tonne refuse collection vehicle and have a swept path sufficient for a 10.5 metre vehicle. The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

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. 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.

The GLA in their Stage 1 report raise concern over the scale of the retail floorspace proposed and its impact on the retail hierarchy. This application relates only to residential development, and the GLA concerns on retail aspects are therefore addressed in the

accompanying application (ref: 4266/APP/2014/518, which includes a hotel and supermarket). The other GLA stage 1 issues are addressed below.

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 has 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. 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

The GLA in their Stage 1 report note that the applicant should review the low (7.2%) proportion of three bedroom units, for which a specific need is identified in policy H2 of the emerging Core Strategy and in line with the objective set out in the revised London Housing Strategy.

The outline nature of the scheme is such that the exact mix has yet to be fixed, this would be dealt with at Reserved Matter stage, where it is likely that some 3 bed units may be required as part of any affordable housing offer. This mix of units put forward by the applicant is considered appropriate for this town centre location. It is worth noting that the Council's Housing Officer has not raised objection to the mix of units given local need specific to the area.

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 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. 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 scheme.

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 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. 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 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 GLA Stage 1 report raises concern over layout, noting that 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.

In response it is noted that this refers to the layout (e.g.parking areas)for the commercial elements, not the current application for residential development. Notwithstanding this the layout has been assessed, and relevant consideration is set out in this section (below).

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 to the views from residential properties on Freezland 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 Freezland Way. This objective has been achieved on blocks C, D and E fronting Freezland 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.

A Transport Assessment and a related technical note have been submitted in support of this application and the associated commercial application for retail and hotel development. The supporting Transport Assessment considers the impact of the proposed redevelopment of the site on the local highway and concludes that along with proposed highways works, sufficient capacity exists to support the proposals. The accompanying Travel and Framework Plans identify the various measures proposed as part of the application to encourage sustainable patterns of movement.

In addition, an Environmental Statement which considers the cumulative impact of the Spenhill and Bride Hall Developments schemes has also been submitted. The Highway Engineer has reviewed the submitted documentation and notes that the differences from the previously refused scheme are a reduction of 14 hotel rooms and the deletion of the 100m² safer neighbourhoods unit. The boundary treatment to the scheme has been enhanced, so that pedestrians can only access the scheme via Freezeland Way. This will encourage pedestrians to use the controlled crossing facilities at Hillingdon Circus as opposed to crossing Long Lane further north. Whilst the transport impacts of the current proposals would be lower compared to the previous proposals, the Highway Engineer considers that the differences between the refused and current schemes are insignificant.

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 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. Swept paths are required to be provided to demonstrate the proposed layout of Blocks C to E is satisfactory for refuse vehicles and cars.

Off Site highway Improvements

The GLA in their Stage 1 report raise concern that 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. The applicant has undertaken this work, and the results will be provided to the GLA as part of any Stage 2 referral. It is important to note that the scheme on the Hillingdon Circus site has been refused, and no appeal lodged (there is no live application to consider). The Committee will recall that previous schemes were refused on both sites due to concerns over cumulative traffic impacts. Given that there is not a live application to consider at the Hillingdon Circus site, this residential outline scheme does not include an explicit cumulative assessment.

TfL still requires car and coach parking to be revisited including EVCP, cycle parking to be increased; further contributions towards the extension of the U10 bus route, countdown and improvements to the pedestrian environment should also be secured; and the applicant is encouraged to provide staff showering/ locker provision to meet higher sustainable transport standards (this can be secured by legal agreement and conditions).

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 Spenhill 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

Traffic generation

In addition to the Transport Assessment, the applicant has also submitted updated traffic and journey time surveys to validate the earlier assessments that were based on 2008 surveys. The new surveys were undertaken in March 2014 and compare three key factors:

- Traffic flows through the Hillingdon Circus junction
- Traffic flows through the Long Lane/Swakeleys Drive junction
- Journey times on Long Lane.

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.

TfL is satisfied that 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 in relation to the Strategic Road Network. Accordingly, TfL raise no objection on highways grounds.

Members will note that local residents and residents associations have raised concerns regarding increased traffic generation and congestion at Hillingdon Circus junction. The Ickenham Residents Association has provided detailed responses to the consultations, and these have been reproduced in the External Consultees section of this report. In summary its objection is that despite the assertions in the many Transport Assessments received to date and the Technical Note dated the 21st May 2014; there will be an increase in traffic flows and overall queuing time due to the proposed development.

The Council previously appointed an external transport consultancy Parsons Brinckerhoff (PB) to undertake the review of the Transport Assessment and associated documents by the developer's transport consultants on the refused applications. The Highway Engineer noted then that there were some discrepancies between the calculated and modelled flows, but the variations are small and are considered negligible. The Highway Engineer's detailed comments on the previous and current applications, 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. The Highway Engineer considered that for the previously refused scheme, in terms of traffic impact on the local highway network, the modelling had demonstrated that the network can be mitigated to accommodate the flows produced by the Spenhill development without any severe impact (for the Master Brewer Development alone). In summary, the applicant's previous assessments provided detailed modelling of the traffic impacts, which demonstrated the development would not have severe transport impacts.

In terms of updated traffic and journey time surveys submitted in support of the current applications, the Highway Engineer notes that when comparing the 2008 and 2014 average journey times between Swakeleys Drive and Granville Road, during the AM peak hour, the journey times have remained consistent. During the PM peak hour, there is an increase of 1 minute 14 seconds, whereas there is a slight decrease in the Saturday peak

hour. The variability of journey times has also reduced in all time periods. When comparing the total junction flows between the estimated 2014 and observed 2014 flows, the differences during peak periods are considered to be insignificant.

Notwithstanding this, the Highway Engineer notes that the 2014 surveys show the flows and turning movements at individual junction arms have changed, indicating that traffic demand and interaction has changed, including individual junction arms and interaction with other arms. This would in turn affect the operation of the road network.

The Highway Engineer therefore recommends that the applicant undertake revised modelling, to ensure the requisite highway improvements, together with signal timings will provide the most optimised solution for all users of the highway. This could be secured by way of a suitable planning obligation within the S106 agreement, in the event of an approval.

Notwithstanding the above observations, in the absence of revised modelling based on 2014 survey data, the Highway Engineer considers that the previous modelling can be relied upon as a high level study to ascertain the level of transport impacts of the development. Consequently, the previous highways comments are still considered to be applicable in this regard, except the enhanced package of mitigation to the highway network. The enhanced highway measures which supplement the previously proposed measures consist of:

1. Enhanced signs, including vehicle actuated signs, to enforce the 30mph speed limit on Freezeland Way in front of the development. This will assist drivers leaving the scheme as they enter Freezeland Way as westbound traffic speeds will be lower
2. Provision of a through vehicle route within the site to connect the two accesses onto Freezeland Way. This will enable residents of Blocks C to E to access from the east without having to travel through Hillingdon Circus. As such the scheme will be required to include measures to stop the non-residential vehicles exiting from the proposed through vehicle route as a rat-run. Details of the measures can be secured by way of a planning condition.

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.

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 secured by condition. The Access Officer raises no objection to the disabled parking provision. However, 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.

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 Council 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 offsite 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.

Conclusion

In conclusion, the Highway Engineer considers that the network can be mitigated to

accommodate the flows produced by the Spenhill development without any severe impact. In the light of paragraph 215 of the NPPF, with the proposed mitigation measures, the impacts are not considered to be demonstrably severe for the Spenhill development alone. As such no objections are raised on traffic generation grounds, 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).

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 GLA Stage 1 report notes that 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 be comply with the relevant standard of accessibility; and details of the routes, crossing points, dropped kerbs and tactile paving to facilitate pedestrians access from the housing, bus stops, tube station to the site.

While many of the matters raised relate to the commercial scheme (4266/APP/2014/518), equity of access and mobility are taken seriously and will be integrated into the residential scheme. 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 GLA in their Stage 1 report note that 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 any independent review commissioned by the Council should be submitted to the GLA before any further referral of this application back to the Mayor.

The applicant advises that the schemes finances are finely balanced and that only 15% could be provided. A Financial Viability Assessment (FVA) has been provided by the applicant, which has been reviewed by an appropriately qualified, independent, 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.

An Ecological report has been submitted in support of this application. The report documents the Phase 2 survey work for bats, Great Crested Newt, reptiles and Stag Beetle, and includes recommendations for mitigation measures where appropriate. In addition, updated ecological survey work at the site to inform the current planning applications were carried out, comprising an updated desktop study and extended Phase 1 habitat survey, undertaken in June 2014.

The proposed development would result in a loss of natural areas and trees which will be replaced by heavily landscaped areas, hardstanding and new buildings. The applicant 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.

The 2014 update survey has identified that the ecological status of the site remains essentially unchanged and the conclusions of the 2013 report therefore remain sound. 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.

The GLA in their Stage 1 report note that based on the energy assessment submitted at stage 1 a reduction of 140 tonnes of carbon dioxide per year in regulated emissions compared to a 2010 Building Regulations compliant development is expected, equivalent to an overall saving of 25%. The carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. The GLA state that the applicant should address the comments above and consider the scope for additional measures aimed at achieving further carbon reductions.

In response, a Sustainability Statement was initially 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 of the proposed mixed use development. 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, this energy strategy demonstrates that a range of technologies are viable and will be utilised to reduce the regulated CO₂ emissions of the proposed development to 417 tonnes CO₂ per annum from the Part L 2010 compliant regulated base case of 557 tonnes CO₂ per annum. This represents a regulated CO₂ emissions saving of 25% over the Part L 2010 compliant base case.

A revised Energy Statement has subsequently been submitted in support of the application, in view of the new London Plan requirement for a 40% reduction in CO₂ emissions over the Part L 2010 compliant base case. This shows that the scheme falls short of the required emissions reduction target. The revised energy statement now acknowledges the commitment to a carbon offsetting contribution and states the applicable tonnage of shortfall. To that end, a S106 contribution of £100,800 is recommended to be secured for a carbon fund to make up for the shortfall for this development and to make it policy compliant. Subject to this, no objection is made to the scheme by the Council's sustainability Officer.

Whilst achieving significant reduction in CO₂ emissions, the applicants submit that 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. In response to comments in the Mayor's Stage 1 Report, the applicants have responded as follows:

Be Lean- Energy Efficiency standards

The air permeability and heat loss parameters are now improved significantly. For the food retail store, an air permeability of 3 m³/(h.m²) @ 50 pa has been used in the design calculations. The U-values of the development will be improved on average circa by 15% below the Part L 2010 limiting values, depending on the building use. The development will achieve circa 6% reduction in regulated emissions from passive design and energy efficiency measures alone, estimated over the Part L 2010 compliant baseline emissions of the development.

Be Clean-District Heating

The developer will provide a spatial allowance for heat connection equipment within the energy centre to ensure the system is designed to allow future community heating networks, should this become feasible. Site-wide CHP is proposed. An LTHW network linking the food retail store, residential blocks and hotel is proposed. We have reexamined the case for linking the hotel to the site-wide CHP network. The DHW and space heating demands of the food retail store, residential blocks and hotel (including bedrooms and bar/restaurant) will be supplied by the site-wide CHP heating network.

The revised proposal for the site is to install a circa 185kWe gas fired CHP as the primary heat source for the proposed site-wide district heating network linking the food retail store, residential blocks and hotel (including bedrooms and bar/restaurant). A reduction in regulated CO2 emissions of 102 tonnes per annum is estimated in approved software analysis through the second part of the energy hierarchy. Based on the calculation methodology recommended by the GLA, CHP would provide circa 19% reduction in regulated emissions estimated over the energy efficient design.

Be Green-Renewable technologies

The applicant has investigated the feasibility of a number of renewable technologies and air source heat pumps are proposed for the retail units. Based on the approved software analysis, a reduction in regulated CO2 emissions of circa 4 tonnes per annum is estimated through the third element of the energy hierarchy.

Overall Carbon Savings

Based on the approved software analysis, this report demonstrates how a variety of technologies will be incorporated into the design to reduce the regulated CO2 emissions of the proposed mixed use development at Hillingdon to 417 tonnes CO2 per annum from the Part L 2010 compliant base case of 557 tonnes, representing a regulated CO2 emission savings of 25%. Hence the development will satisfy the CO2 emission reduction requirements of the London Plan 2011.

(As stated above, the CO2 emission reduction requirements of the London Plan 2011 are now 40% and as such, the development is no longer policy compliant).

In terms of the overall energy strategy, the Sustainability Officer notes that most of the energy use on the superstore is from unregulated sources and as such, the London Plan energy targets have little impact on the superstore. However, the information submitted broadly equates to an appropriate energy strategy. Some updated information has been provided to outline the energy efficiency improvements for the general retail units, and the superstore. In addition, the information about the renewable energy solution for the development is also broad at this stage. It is considered that there is a need for planning conditions, in the event of an approval, to ensure the final energy solutions are appropriate.

In order 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, a condition is therefore recommended, requiring the submission and approval of a detailed energy assessment which consolidates all the information provided with this application and shows clearly the baseline carbon footprint for each element of the proposal. The energy assessment must include specific technological details relating to the location, type and amount of air source heat pumps, and the CHP plant, set out the phasing arrangements for the energy strategy and show that the CHP will be delivered as part of first building phases. In addition the assessment must clearly set out the maintenance arrangements for the CHP and air source heat pumps.

It is also recommended that a monitoring and reporting requirement for the first years of the development be secured. Should targets set out in the energy strategy not be achieved then the Council will seek action through on site improvements or off site contributions. In addition, a maintenance schedule will be required for the district heating network. A condition is also recommended requiring the development not be occupied until measures set out in the Energy Statement have been complied with. 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 grey water, is recommended.

Conclusion

It is considered that the scheme falls short of the required emissions reduction target in carbon dioxide emissions below Part L of the Building Regulations, contrary to the current London Plan requirements. A S106 contribution of £100,800 is therefore sought, to be secured for a carbon fund, to make up for the shortfall for this development and to make it policy compliant. Subject to this obligation and conditions outlined above, 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) has been submitted as part of the application and the associated full commercial 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.

Retail and hotel led development requires large areas of car parking and utilising permeable paving provides filtration at source as well as attenuation. Therefore both rainwater harvesting and SUDS are to be incorporated within the scheme. Above ground attenuation is not considered appropriate within the commercial phase due to the car parking space required. The site is part of a larger application for future residential phases and there may be scope to provide above ground attenuation within those phases.

The FRA states that permeable paving with an area of 5000m² will be required. The Micro Drainage results supplied with the FRA provide a summary of critical results (the worse case storm for each pipe) for the 1:100 year storm event plus 30% climate change, demonstrating that there is no flooding during all storms. If further storage is required an alternative solution of attenuating surface water runoff in the substructure below the permeable paving, storage type crates can be used thus reducing the area of attenuation required.

The results in the FRA demonstrate that for the 1:100 year storm event plus climate change there is no flooding within the site or downstream and the drainage strategy has been modelled correctly.

Sustainable Urban 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. 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.

Since November 2013 the Environment Agency no longer provides comments where surface water flood risk is the only constraint. The Council's Flood and Drainage Officer comments that the drainage strategy would have to 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 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.

The Council's Flood and Drainage Officer also notes that there is some uncertainty about the types of SUDS to be used. The FRA states that it is unknown if infiltration is viable on the site and the calculations in the FRA do not include for this. However, the FRA states that if during construction, areas of land are identified that may be used for infiltration then soakage testing will be carried out and infiltration techniques utilised. It is noted that it would not be appropriate to pepper pot the site at this time with soakage testing when the SFRA states that infiltration will probably not be viable on this site.

The FRA demonstrates a worst case scenario should no infiltration be found. However as stated above, 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.

Rain water harvesting

The FRA has 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. Rain water harvesting is secured by condition.

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 have been provided to justify why green roofs cannot be used on any of the buildings. However, it should be noted that this application is for a site situated within both the height and bird strike safeguarding zones surrounding RAF Northolt and the development proposal must not unacceptably increase the risk of bird strike 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, in order to incorporate methods for urban greening, water attenuation and climate change adaptation, in accordance with Policy 5.11 of the London Plan.

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 5.13and 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 outline application and the associated full commercial application 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, for16hrs.

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. 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.

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 3 letters, supporting the proposals 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, 53 letters or internet representations together with 2 petitions bearing 50 and 60 signatures respectively have been received. 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.

Ickenham Residents Association Comments

The Ickenham Residents Association submitted detailed comments to the Council. These were assessed by Officers. The issues raised were taken into account 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: A s278 and/or s38 agreement will be entered into to address any and all on site and off site highways works as a result of this proposal. These include the following:

- o Measures to stop the non-residential vehicles exiting from the proposed through vehicle route for Blocks C to E;
- 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);
- o Coach stop enhancements on Freeland Way;
- o Vehicle actuated signs and road markings to enforce the 30mph speed limit on Freezeland Way (westbound).
- o Revised traffic modelling of the highway network (extent to be approved by the Council's Highways Engineer) to be submitted to and approved in writing by the Council before commencement of the development and any works reasonably required by the Council to be completed before occupation of the development;
- o Contribution to real time information system at bus stops prior to commencement;
- o Construction Logistics Plan (CLP) to include (but not limited to):
 - Construction traffic generation by development phase;
 - Access routes;
 - Contractor parking;
 - Deliveries to avoid highway network peak hours and traffic sensitive hours;
 - Construction staff travel plan;
 - Measures to manage localised priorities.
- o Travel Plan (subject to the Travel Plan officer comments)

(ii). Public Transport Infrastructure: A financial contribution in the sum of £220,000, being an annual contribution of £40,000 towards improvements to bus services for a period of 5 years and 2 bus stop upgrades at £10,000 each.

(iii). Travel Plan.

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

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

(vi). 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 + (total gross floor area/7,200m² x £71,675) = total contribution).

(vii). Landscape Screening and Ecological Mitigation: a financial contribution in the sum of £252,308.88.

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

(ix). Carbon Fund: a contribution of £100,800 for a carbon fund to make up for the shortfall for this development and to make it policy compliant

(x). 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.

Contributions towards education, health, libraries and community facilities are now covered by the Hillingdon Community Infrastructure Levy.

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 acceptable 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.

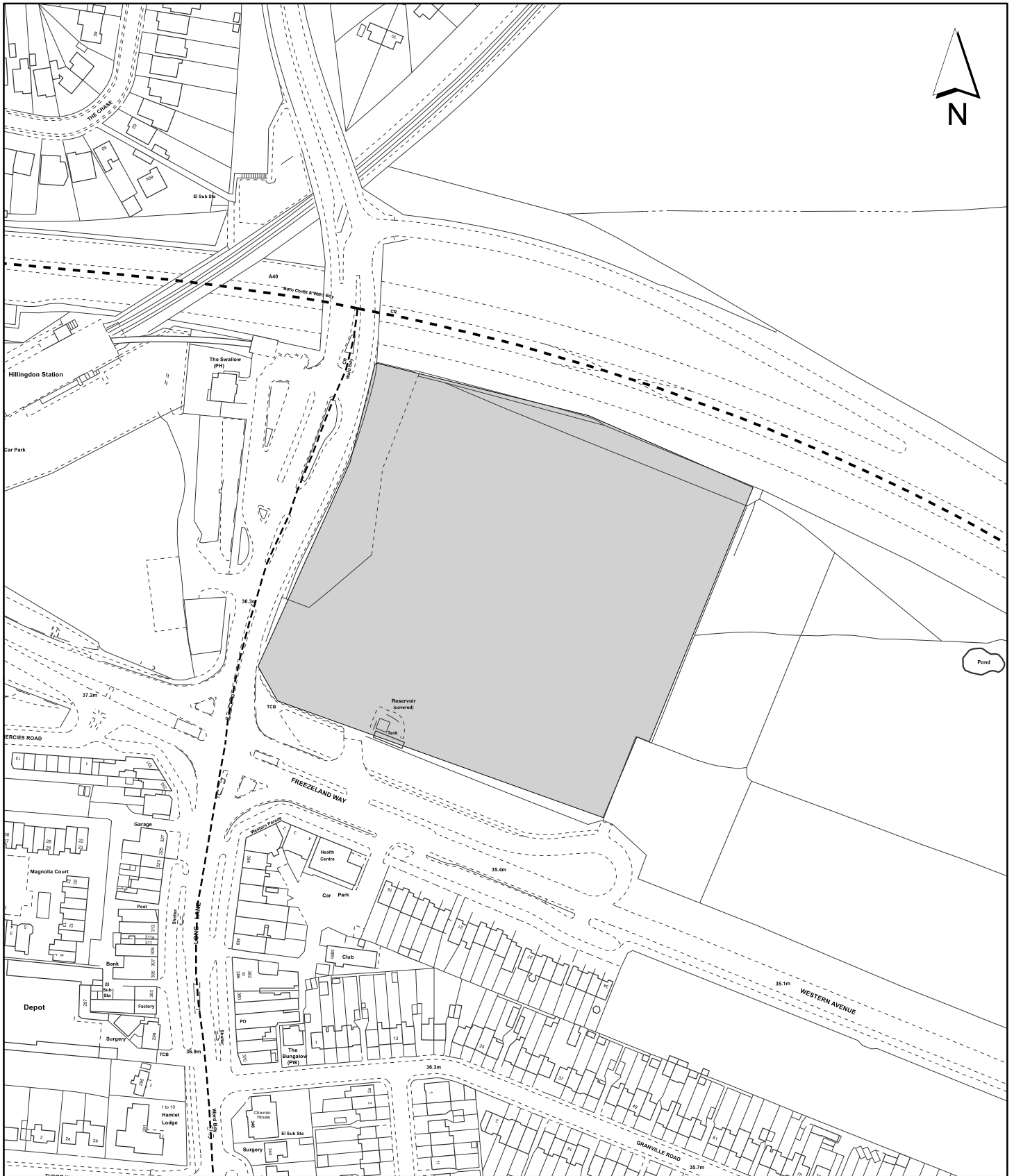
It is recommended that the application should be supported subject to a Section 106 Legal Agreement and conditions.

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)

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Notes

 Site boundary

For identification purposes only.

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Site Address	
Former Master Brewer Site Freezland Way Hillingdon	
Planning Application Ref:	Scale
4266/APP/2014/519	1:2,500
Planning Committee	Date
Major	August 2014

LONDON BOROUGH OF HILLINGDON

**Residents Services
Planning Section**

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HILLINGDON
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