

Report of the Head of Planning, Sport and Green Spaces

Address 23 STONEFIELD WAY RUISLIP

Development: Demolition of existing buildings and redevelopment to provide a Builders Merchants (sui generis use) with associated access, servicing, parking and outdoor storage.

LBH Ref Nos: 25508/APP/2014/3570

Drawing Nos: Air Quality Assessment
Transport Statement
Demolition Method Statement TPRUI 1FA
Asbestos Demolition Survey - J047063
Energy/Sustainability Statement
Flood Risk Assessment R-FRA-TP_RUI-01
Ground Investigations Report - STL2801B-G01
14061-P01 Rev A
14061-P02-A_TP RUISLIP - Site Survey Plan
14061-P03-A_TP RUISLIP - Site Survey Elevations
14061-P04-A_TP RUISLIP - Block Plan
14061-P05-A_TP RUISLIP - Site Layout
14061-P06-A_TP RUISLIP - Ground Floor Plan
14061-P07-A_TP RUISLIP - Mezzanine Floor Roof Plan
14061-P08-A_TP RUISLIP - Elevations Section
14061-P09-A_TP RUISLIP - Street Elevations
Design and Access Statement 1406-B2 Rev A

Date Plans Received: 06/10/2014

Date(s) of Amendment(s):

Date Application Valid: 15/10/2014

1. SUMMARY

The application seeks full planning permission for the redevelopment of the site to provide a builder merchant for Travis Perkins comprising of a single storey building with mezzanine (total floor area of 1,392sqm) (Use Class Sui Generis) together with material storage area, relocated access and customer and staff car parking.

26 local neighbours, businesses and local amenity groups were consulted in September 2014. One letter was received, raising concern regarding the impact that construction may have on the local highway and that a condition should be attached requiring repairs where damage occurs. It is not possible to secure such a condition on the permission but there are provisions within the Highways Act 1980 to deal with such matters.

It is considered that the proposed development is acceptable in principle in the Strategic Industrial Location. It is appropriately designed within the context of the industrial location and it is not considered that the development would lead to such a significant increase in traffic. The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended subject to the completion of a S106 Legal Agreement.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Green Spaces and

Culture to grant planning permission subject to:

A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:

i) Air Quality Management Contribution - £12,500

ii) Travel Plan

iii) Project Management & Monitoring Fee = 5% of total cash contributions

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

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

D) If the Legal Agreements have not been finalised by 14th January 2015, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicant has failed to deliver necessary offsite highway works, works to improve the car park as a direct result of the development, measures to adequately mitigate the harm of the development on the legibility of the Town Centre, appropriate mitigate carbon dioxide emission and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of employment, air quality management and Travel Plan). The proposals therefore conflicts with Policies AM2, AM7 and R17 of the adopted Local Plan, London Plan Policy 2.15, the National Planning Policy Framework, the National Planning Practice Guidance and the Council's Planning Obligations SPG.'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 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 14061-P01-A_TP RUISLIP, 14061-P02-A_TP RUISLIP, 14061-P03-A_TP RUISLIP, 14061-P04-A_TP RUISLIP, 14061-P05-A_TP RUISLIP, 14061-P06-A_TP RUISLIP, 14061-P07-A_TP RUISLIP, 14061-P08-A_TP RUISLIP, 14061-P09-A_TP RUISLIP and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM5 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:

Reduction in energy use and renewable technology installation [Energy Sustainability Report]

Vehicle and Cycle Parking [14061-P05-A_TP RUISLIP]

Refuse and Recycling Storage [14061-P05-A_TP RUISLIP]

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 Policies . Specify Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 6.9 and 5.2 of the London Plan.

4 COM9 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

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 1 parking space is served by an electrical charging point)

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as play equipment and furniture)

3. Details of Landscape Maintenance

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

3.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.

4. Schedule for Implementation

5. Other

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

5.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)

5 COM25 Loading/unloading/deliveries

There shall be no loading or unloading of vehicles, outside the hours of 08.00 and 18.00, Monday to Friday, and between the hours of 08.00 and 17.00 on Saturdays. The premises shall not be used on Sundays or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 COM31 Secured by Design

The building(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 building shall be occupied until accreditation has been achieved.

REASON

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

7 NONSC Non Standard Condition

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by JPP consulting dated July 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 information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - 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. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
d. 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 through water collection, reuse and recycling and will:

i. incorporate water saving measures and equipment.
ii. provide details of water collection facilities to capture excess rainwater;
iii. 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 National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). 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).

8 COM14 No additional internal floorspace

Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised by this permission nor shall the approved mezzanine be used as trading floorspace.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy LE2 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

9 NONSC Non Standard Condition

Before the development is occupied, details of the number of any plant, machinery and fuel burnt, as part of the energy provision shall be submitted to the LPA for approval. This shall include suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment if necessary, as set out in the EPUK CHP Guidance 2012 (September 2007). Prior to installation of the approved plant, the maintenance regime to ensure all pollutant emissions are kept to a minimum shall be submitted to the LPA for approval and thereafter maintained for the

lifetime of the development.

REASON: To safeguard the amenity of the site and neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 COM30 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)

11 DIS1 Facilities for People with Disabilities

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

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with Policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2

INFORMATIVES

1 I13 **Asbestos Removal**

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

2 115 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.

3 118 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).

4 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.

5 124 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

6 I25 **Consent for the Display of Adverts and Illuminated Signs**

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

7 I3 **Building Regulations - Demolition and Building Works**

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

8 I47 **Damage to Verge - For Council Roads:**

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).

9 I60 **Cranes**

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

10 I5 **Party Walls**

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

- carry out work to an existing party wall;
- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing

the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Residents Services Reception Desk, Level 3, Civic Centre, Uxbridge, UB8 1UW.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located within the South Ruislip Industrial Estate to the south of Victoria Road. The application site is approximately 0.397 hectares and bounded by Stonefield Way on the western and southern sides. The site currently has two accesses from Stonefield Way with one from the south and one from the west.

The site is currently occupied on the southern end by an existing part single, part two storey building with a floor area of 1,792sqm last used as a factory with offices but vacant since January 2014.

3.2 Proposed Scheme

The proposed development comprises the demolition of the existing buildings and redevelopment of the site to provide a builder's merchants with a building of 1,392sqm, external materials storage, access, servicing and parking.

The site will contain two vehicle access points on Stonefield Way (one way), with one for entry and one for exit.

3.3 Relevant Planning History

25508/APP/2003/2470 23 Stonefield Way Ruislip
FORMATION OF 29 PARKING SPACES ON EXISTING GRASS VERGE

Decision: 12-12-2003 Refused

25508/APP/2004/2156 23 Stonefield Way Ruislip
FORMATION OF 19 PARKING SPACES

Decision: 01-06-2005 Approved

Comment on Relevant Planning History

The relevant history is listed above.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- LPP 2.17 (2011) Strategic Industrial Locations
- AM7 Consideration of traffic generated by proposed developments.
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- LE1 Proposals for industry, warehousing and business development
- LE2 Development in designated Industrial and Business Areas
- NPPF National Planning Policy Framework
- LPP 4.4 (2011) Managing Industrial Land & Premises
- LPP 5.12 (2011) Flood risk management
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.14 (2011) Water quality and wastewater infrastructure
- LPP 5.18 (2011) Construction, excavation and demolition waste
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2011) Contaminated land
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.7 (2011) Renewable energy
- LPP 6.13 (2011) Parking
- LPP 6.9 (2011) Cycling
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.4 (2011) Local character
- LPP 7.6 (2011) Architecture
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- **24th November 2014**
- 5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 18 local owner/occupiers on 30 October 2014. The application was also advertised by way of site and press notices. One letter has been received with the following comments:

Crown owns and occupies the property opposite the proposed development. Whilst we have no specific objection to the development itself, we do have concerns re the current poor condition of the road surface of Stonefield Way and the further detrimental impact of large and heavy construction vehicles using this road to access the site, and the incremental volume of HGV's using the road once the development is complete. We would request that it is a condition of granting planning permission that the developer is required to make good any further damage caused to the road as a result of use by its vehicles during construction.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT:

Comments below with regard to air quality and land contamination. Further clarification is sought with regard to if NOx boilers will be required at the site.

The following information was submitted with regard to air quality:

- Air Quality Assessment Proposed Redevelopment of 23 Stonefield Way, Ruislip by Mayer Brown for Travis Perkins Trading Co. Ltd, dated October 2014

The following information was submitted with regard to land contamination:

- Ground Investigation Report Proposed Redevelopment of 23 Stonefield Way, Ruislip by Soiltechnics for Travis Perkins Trading Co. Ltd, dated August 2014

AIR QUALITY

The proposed development is adjacent to the boundary of the declared AQMA (air quality management area) and in an area which may be below the European Union limit value for annual mean nitrogen dioxide (40.0 mg/m³), except possibly immediately adjacent to Victoria Road. Air quality modelling undertaken by CERC for Hillingdon for 2011 indicated, at the worst location on site, NO₂ was at 28.3 mg/m³. The worst location on Victoria Road at the facade of a residential receptor (the model output appears to be misaligned and has been adjusted for this) was 35.8 mg/m³. The road side levels are thought to have been slightly underestimated.

The air quality appraisal provided with the application indicates that no significant additional traffic movements will occur and the Transport Statement indicates a negligible increase. The total increase indicated in the air quality assessment is 90 daily vehicular trips. The transport statement goes on to say, 'With regard to HGV movements, the proposed branch will have 3 no 18 ton rigid 6-wheel lorries, each with a hiab loading facility and 1 no 5 ton 4-wheel 'beavertail' toolhire vehicle and these will be the only Travis Perkins vehicles delivering to customers from the site. Each of the 18 ton lorries will make up to three delivery circuit drops per day (9 delivery trips in total), whereas the toolhire vehicle will typically make up to 5 per day. This means there will be a typical maximum of 14 movements (28 two-way) per day associated with Travis Perkins deliveries, with fewer than this on Saturdays when the branch will close at 12pm. In addition to this there will be 1-3 external deliveries to the site meaning there will be up to 17 HGV movements (34 two-way) associated with the branch.' The air quality assessment does not consider cumulative impacts due to other developments on Victoria Road.

'AIR QUALITY NEUTRAL'

The air quality assessment has not worked out a suitable benchmark for the proposed use but uses

one for B1 land use (office), which is less conservative than the A1 retail use. I am not sure this is a suitable benchmark given offices with the indicated floor space (1392 m²) could potentially have parking that would indicate a greater number of trips for the site use may be allowed for in the benchmark. It is also anticipated that given the NO_x emissions used in the benchmarks to date do not consider HDV movements, again the transport benchmark emissions may be an underestimate as at least 62 HDV trips (two-way) a day are likely out of 265 (it wasn't clarified if this was one- or two-way trips) and diesel HDVs emit more NO_x.

The figure calculated for transport emissions benchmark for NO_x emissions from the proposed development, is slightly over the B1 benchmark while the PM10 emissions are slightly below. It is possible, had an appropriate benchmark consistent with the proposed site use had been used, the transport emissions benchmark for the site may have been below it, however I cannot be sure that is going to be the case. I am going to assume there is an overall increase in NO_x and PM10 emissions due to at least an additional 90 new trips a day (at least 62 of which would be HDVs). Therefore the new development is likely to contribute towards the worsening of air quality in the area. To be consistent with other applications on Victoria Road, all contributing to increases in emissions, the following s106 request is made.

As the development is adjacent to the AQMA and may cause increases in an area already suffering poor air quality the following are requested:

Section 106

Section 106 obligation up to £12,500 should be sought for contribution to the air quality monitoring network in the area.

TRAVEL PLAN

The Transport Statement refers to a Travel Plan but none has been provided. It is understood the development proposal includes cycle parking. The site is also indicated to be within reasonable walking distance from bus stops and train stations. It is recommended a suitable Travel Plan condition be included in any permission given.

ENERGY

The Energy/Sustainability Statement indicates a CHP is not appropriate for the site. It does indicate instead of electric heating, air source heat pumps (ASHP) would be used for low heat water for use in radiators. There is no reference to low NO_x gas-fired boilers, and the air quality assessment indicates that no operational impacts to air quality are anticipated with regard to building emissions.

Could they please confirm that the ASHP is feasible and will go ahead, or if NO_x boilers will be required? It is recommended the applicant consider the use of ultra low NO_x boilers, if NO_x boilers are required. If the required information cannot be provided to clarify the energy aspect for the proposed development, the following condition is recommended for use in any permission given.

Air Quality Condition 1 - Details of Plant:

Before the development commences, details of the number of any plant, machinery and fuel burnt, as part of the energy provision shall be submitted to the LPA for approval. This shall include suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment if necessary, as set out in the EPUK CHP Guidance 2012 (September 2007). Prior to installation of the approved plant, the maintenance regime to ensure all pollutant emissions are kept to a minimum shall be submitted to the LPA for approval and thereafter maintained for the lifetime of the development.

REASON: To safeguard the amenity of the site and 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. They should contact the Environmental Protection Unit if they have any queries.

LAND CONTAMINATION

The submitted asbestos survey of the building identified a number of asbestos containing materials. Standard conditions are available to address the removal of asbestos containing materials from the building prior to demolition. The roofing material is also indicated to contain asbestos. The applicant needs to clarify what will be removed as part of the soft strip prior to demolition. The submitted Demolition Method Statement as it stands does not adequately identify mitigation measures, including if air monitoring (dust/asbestos) will be required during demolition works. The Environmental Protection Unit may have comments on the Demolition Method Statement.

It appears the building on site is likely to be part of the original industrial estate. Ordnance Survey historical maps show works on site (electronics factory) and works and a depot adjacent to the site. The ground investigation submitted with the application looked at metal contamination, PAHs (polycyclic aromatic hydrocarbons), TPHs (total petroleum hydrocarbons) including BTEX, PCBs (polychlorinated biphenyls) and phenol. Apart from the latter no other solvents have been considered.

The ground investigation was limited and identified asbestos containing materials (ACM) in the shallow soils beneath hard standing in a couple of locations. The report recommends the risk from asbestos contamination should be considered with regard to construction workers. It also indicates that the site will be entirely covered in building and hard standing, with no soft landscaping.

The ground investigation also identified hydrocarbon/TPH contamination in the vicinity of the compressor room. The TPH levels are quite high, but not considered high with regard to human health risk for an industrial/commercial end use. The document indicates it is not necessary to remediate the hydrocarbon contamination although it also states the hydrocarbon impacted soils are adjacent to the proposed surface water attenuation system, so some removal of the hydrocarbon impacted material will be required.

There is no ground gas or vapour monitoring undertaken as part of the ground investigation. Gas risk has been considered qualitatively only, although the possible gas risk associated with the hydrocarbon contamination on site does not appear to have been considered as part of this. In addition potential solvent contamination on site has not been investigated/quantified. It is not clear if there is any vapour risks associated with the site.

In spite of the above, the report concludes remediation is not required to render the site suitable for use. I would recommend the hydrocarbon contamination is adequately addressed and these remedial works are verified towards ensuring there are no sources left of site that could potentially generate gas or impact on the proposed surface water attenuation system.

The report acknowledges areas which have not yet been investigated may have higher levels of contamination, and these can be addressed following commencement of development works, although it also states that at this stage no further ground investigations are considered necessary. It is important that a watching brief is maintained and the construction workers are advised as to the potential nature of the contamination on site that they need to be aware of and report. The standard contaminated land condition is recommended for any permission given. The information provided with the application is sufficient to discharge (i)(a), and (i)(b) has been mostly satisfied, barring the missing information referred to above. Further clarification is required with regard to (i)(c), which needs to be discharged prior to development works commencing.

FLOOD RISK AND WATER MANAGEMENT OFFICER

Following the submission of a Flood Risk Assessment demonstrating that the proposals will control surface water on site to green field run off rates, there are no objections to the proposed development. However as the design is indicative I request the following condition to ensure that this is provided at detailed design.

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by JPP consulting dated July 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 information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - 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. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. 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 through water collection, reuse and recycling and will:

- i. incorporate water saving measures and equipment.
- ii. provide details of water collection facilities to capture excess rainwater;
- iii. 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 National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). 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)

TREES AND LANDSCAPING

No objection in principle, subject to securing landscaping enhancement through condition.

HIGHWAYS AND TRANSPORTATION

The proposed redevelopment of the site includes a change of use from B2 to a builders merchants (sui generis). The development will have a gross external floor area of 1392 sqm, a reduction of 400 sq m from the existing use. The site has a PTAL of 1b - very low.

The traffic generation peak hours for the extant use are 08.00-09.00 and 17.00-18.00 and for the proposed use 08.00-09.00 and 16.00-17.00. The trip rates for the extant use have been calculated from similar sites available on the TRICS database and the proposed use based on a survey of the company's own similar store. The proposal could result in 7 additional 2-way trips during the AM peak, 5 additional 2-way trips during 16.00 to 17.00 and a reduction 15 2-way trips during the highway network peak hour 17.00-18.00. The development is therefore not considered to have any material traffic impact on the adjoining highway network.

Five customer car/van parking spaces are provided together with three staff spaces and one disabled space. The transport statement's justification for the appropriateness of this level of parking is based on other Travis and Perkins branches within London. Their customer base is such that a high proportion of trade is made up of bulk orders rather than a large number of smaller purchases typical of a DIY store. Stonefield Way is one way anti clockwise and there are waiting restrictions outside the site's frontage with parking permitted on the opposite side. A total of 8 cycle parking spaces are provided in a covered area.

The two existing accesses to the site are to be modified to accommodate HGVs through the site in a one way operation. Auto tracks have been provided confirming that the site can be accessed by a 16.5 m articulated lorry. The alterations to the accesses can be carried out by the Council at the applicant's cost or by the applicant under a licence from the highway authority.

No objections are raised on highway grounds.

PLANNING OBLIGATIONS OFFICER

The proposed development is considered acceptable subject to the applicant agreeing to the following contributions.

- i) Air Quality Management Contribution - £12,500
- ii) Travel Plan
- iii) Project Management & Monitoring Fee = 5% of total cash contributions

Subject to the above there are no objections to the proposal.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy E1 of the Local Plan: Part 1 states that the council will accommodate growth by protecting Strategic Industrial Locations and the designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL).

Policy BE2 of the UDP states that IBAs are designated for business, industrial and warehousing purposes (Use Classes B1-B8) and Sui Generis Uses appropriate in an industrial area.

Policy 2.17 of the London Plan states that the Mayor and boroughs should promote, manage and where appropriate protect Strategic Industrial Locations (SILs).

The application site is designated as an Industrial and Business Area (IBA) in the UDP and a Preferred Industrial Local in the London Plan. The proposed development comprises the demolition of the existing building in general Industrial use and use of the site as a builders merchant (Sui Generis). This use is considered to be acceptable in principle with regards

to Policy E1 of the Local Plan: Part 1, Policy BE2 of the UDP and Policy 2.17 of the London Plan.

The proposed building will also contain a tool hire area which will be open to members of the public and therefore considered to be retail within A1 Use Class. This will be situated within the trade counter area but given the size in relation to the overall floor area and the proposal is considered ancillary to the main use as a builders merchant.

7.02 Density of the proposed development

No residential units are proposed as part of this application. As such, density is not relevant to the application.

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

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area, and there are no Listed Buildings on the site. As such, it is considered that the scheme would not impact on the heritage of the borough.

7.04 Airport safeguarding

The height of the proposed development is below that which requires consultation with BAA/Heathrow Safeguarding and the MoD and RAF Northolt.

7.05 Impact on the green belt

The site is not located within or near to the Green Belt, therefore it is considered that the scheme would not impact on the Green Belt.

7.07 Impact on the character & appearance of the area

Policy BE13 of the UDP seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 requires new development proposals to incorporate appropriate landscaping proposals.

Several design related policies have been saved within the UDP. Policy BE13 seeks for the layout and appearance of the development to harmonise with the existing street scene and features of an area. The design should take account of the need to ensure that windows overlook pedestrian spaces to enhance pedestrian safety (Policy BE18). In addition, Saved Policy OE1 prohibits proposals that are to the detriment of the character and appearance of the surrounding properties or area.

The proposed development comprises the demolition of the existing part single, part two storey building and erection of a new single storey building with mezzanine to the north of the site. The existing building is of relatively poor quality and does not contribute in character and appearance to the street scene and surrounding area. The proposed building is considered to be of a good quality and related to the site and surrounding area in terms of use and appearance.

No soft landscaping is proposed on the site and the supporting information states that is not required given that there is no existing soft landscaping. However, Policy BE38 of the Local Plan Part Two Saved UDP Policies requires new development to incorporate landscape proposals. It is considered that there is an opportunity to provide some soft landscaping on the boundaries to improve the overall appearance of the area in line with similar developments nearby. It is proposed to secure soft landscaping through condition.

7.08 Impact on neighbours

The application site is located within an industrial area with the closest residential

properties located approximately 240m to the south east and 280m to the north west. Given the location of the application site and the separation distances involved it is considered that the proposal will not result in any unacceptable detrimental impacts on the residential amenity of properties within the locality.

7.09 Living conditions for future occupiers

Policies relating to living conditions relate to residential developments. As such, this is not relevant to the application.

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 Policy AM7 of the UDP which states:

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

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

The application is accompanied by a Transport Statement which sets out the potential impact of the proposed development on the local highway network. The proposed redevelopment of the site includes a change of use from B2 to a builders merchants (sui generis). The development will have a gross external floor area of 1392 sqm, a reduction of 400 sq m from the existing use. The site has a PTAL of 1b - very low.

The traffic generation peak hours for the extant use are 08.00-09.00 and 17.00-18.00 and for the proposed use 08.00-09.00 and 16.00-17.00. The trip rates for the extant use have been calculated from similar sites available on the TRICS database and the proposed use based on a survey of the company's own similar store. The proposal could result in 7 additional 2-way trips during the AM peak, 5 additional 2-way trips during 16.00 to 17.00 and a reduction of 15no. 2-way trips during the highway network peak hour 17.00-18.00. The development is therefore not considered to have any material traffic impact on the adjoining highway network.

Five customer car/van parking spaces are provided together with three staff spaces and one disabled space. The transport statement's justification for the appropriateness of this level of parking is based on other Travis and Perkins branches within London. Their customer base is such that a high proportion of trade is made up of bulk orders rather than a large number of smaller purchases typical of a DIY store. Stonefield Way is one way anti clockwise and there are waiting restrictions outside the site's frontage with parking permitted on the opposite side. A total of 8 cycle parking spaces are provided in a covered area.

The two existing accesses to the site are to be modified to accommodate HGVs through the site in a one way operation. Auto tracks have been provided confirming that the site can be accessed by a 16.5 m articulated lorry. The alterations to the accesses can be carried out by the Council at the applicant's cost or by the applicant under a licence from the

highway authority. Based on the above assessment there are not considered to be any objections to the proposed development on highway grounds.

7.11 Urban design, access and security

It is considered that there are no urban design or security issues arising from the proposal. Access is considered in other sections of the report.

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.

Policies 7.2 and 3.8 of the London Plan provide that developments should seek to provide the highest standards of inclusive design and this advice is supported by the Council's Supplementary Planning Document - Accessible Hillingdon.

The application is supported by a design and access statement and incorporates a number of measures to incorporate the requirements of inclusive design including appropriate gradients and flush kerbs within car parking areas for the retail store and hotel and full compliance with Part M of the Building Regulations and the Disability Discrimination Act, including but not limited to the provision of flush thresholds, wheelchair accessible lifts, disabled toilets and baby change facilities. However the Design and Access Statement does not explain in detail how the principles of access and inclusion have been applied.

It is considered that should the application be approved, detailed matters could be dealt with by way of suitably worded conditions and an informative. Subject to such conditions to ensure the provision of facilities designed for people with disabilities are provided prior to commencement of use, the scheme is considered to comply with Policy R16 of the UDP, London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'.

7.13 Provision of affordable & special needs housing

No residential units are proposed as part of this application. As such, this is not relevant to the application.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Local Plan: Part Two seeks the provision of new planting and landscaping wherever it is appropriate. The council Landscape officer has been consulted and requested that as no soft landscaping is proposed as part of the development, improvements should be secured through the imposition of conditions.

7.15 Sustainable waste management

London Plan policies 5.16 and 5.17 requires adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site. Refuse storage

7.16 Renewable energy / Sustainability

Policies within Chapter 5 of the London Plan and the London Sustainable Design and Construction SPG require developments to provide for reductions in carbon emissions, including a reduction of 35% in carbon emissions beyond 2013 Building Regulations.

The application is accompanied by an Energy and Sustainability Statement. This sets out that the development will be achieving a 40% reduction in annual CO2 emissions and therefore is acceptable with regards to Policy 5.2 of the London Plan and the London

Sustainable Design and Construction SPG.

7.17 Flooding or Drainage Issues

The applicant has submitted a Flood Risk Assessment demonstrating that the proposals will control surface water on site to green field run off rates. The assessment has been reviewed by the Council's Flood and Water Management Officer who raises no objections to the proposed development subject to a condition requiring full details of a scheme for the provision of sustainable water management.

7.18 Noise or Air Quality Issues

The site is located adjacent to a Air Quality Management Area (AQMA) and is a use which has the potential to impact on emissions. Consequently the Council's Environmental Protection Unit has reviewed the submission and raises no objections to the proposal subject to a contribution of £12,500 towards air quality monitoring in the locality.

7.19 Comments on Public Consultations

The one comment received from the public consultation requested that a condition be placed on the permission that any road damage during construction should be repaired by the developer. In this instance it is not considered appropriate to place a condition on the permission as damage to highways is covered in the Highways Act 1980 and therefore such a condition would be considered unreasonable in accordance with Planning Practice Guidance.

7.20 Planning obligations

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's Unitary Development Plan.

The obligations sought would be as follows:

- i) Air Quality Monitoring Contribution - £12,500
- ii) Travel Plan
- iii) Project Management & Monitoring Fee = 5% of total cash contributions

Overall, it is considered that the level of planning benefits sought would be adequate and commensurate with the scale and nature of the proposed development. The applicant has agreed to the Heads of Terms and the S106 will be signed should the committee resolve to grant planning permission.

The Council has recently adopted its own Community Infrastructure Levy (CIL), however as the proposed development is for a Sui Generis Use the development is not considered to be liable for the Hillingdon CIL.

The Mayor of London's CIL includes a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail.

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.

10. CONCLUSION

The application seeks full planning permission for the redevelopment of the site to provide :

builder merchant for Travis Perkins comprising of a single storey building with mezzanine (total floor area of 1,392sqm) (Use Class Sui Generis) together with material storage area, relocated access and customer and staff car parking.

The proposed use of the site as a builders merchant, given the designation in an Industrial and Business Area in the UDP and Preferred Industrial Location in the London Plan is considered acceptable in principle. The proposed design of the development is considered to be in keeping with the character and appearance of the site and surrounding area and not lead to a significant increase in traffic movements to the detriment of the local highway.

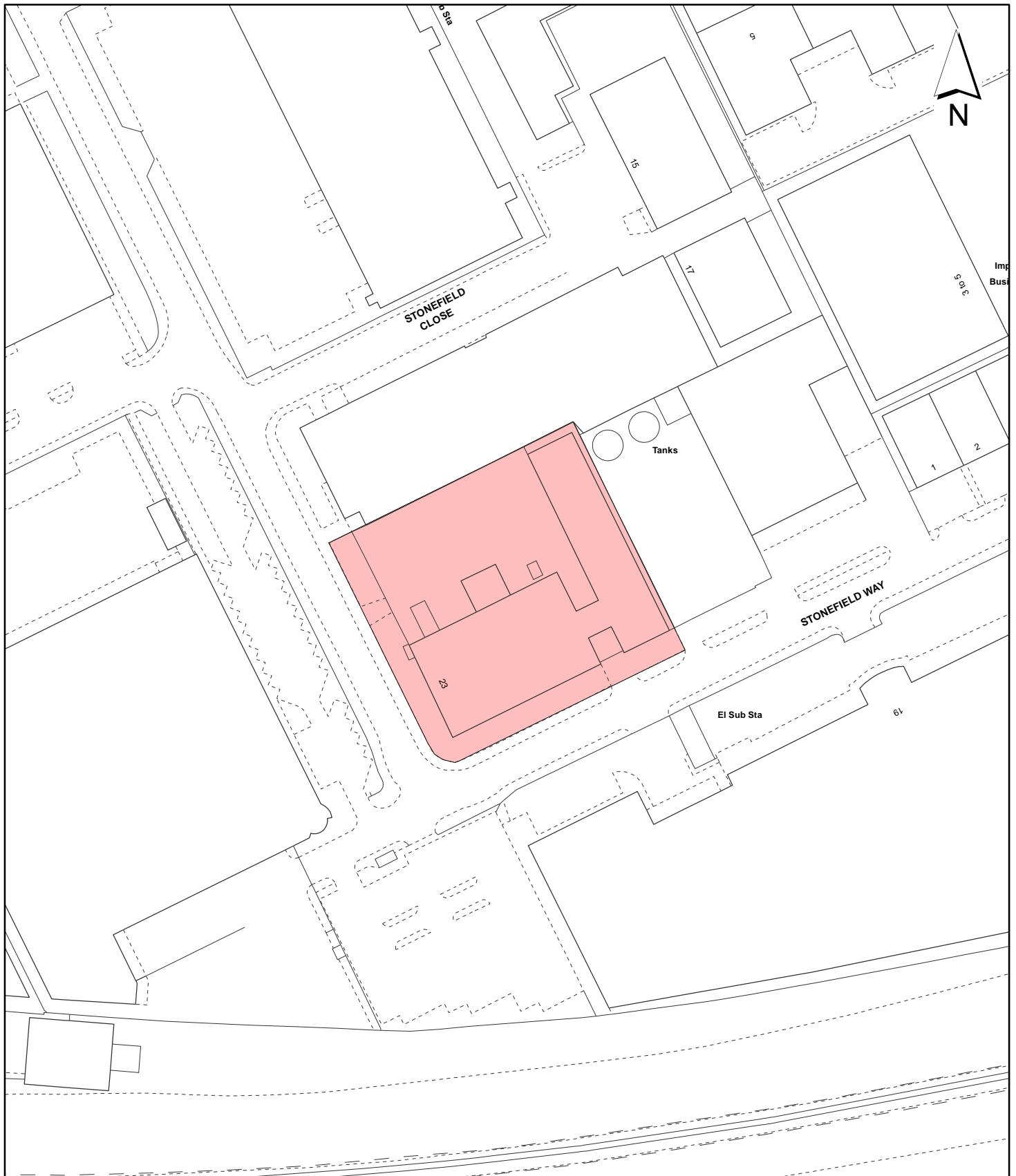
In view of the above, the proposal is considered to comply with relevant national, regional and local planning policy and, as such, approval is recommended, subject to the completion of a S106 Legal Agreement.



11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
Revised Early Minor Alterations to the London Plan (October 2013)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations July 2014
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Peter Higginbottom

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<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).</p> <p>Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2014 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center">23 Stonefield Way Ruislip</p>		<p align="center">LONDON BOROUGH OF HILLINGDON</p> <p align="center">Residents Services Planning Section</p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>	
	<p>Planning Application Ref:</p> <p align="center">25508/APP/2014/3570</p>	<p>Scale</p> <p align="center">1:1,250</p>		
	<p>Planning Committee</p> <p align="center">Major</p>	<p>Date</p> <p align="center">December 2014</p>		