

Report of the Head of Planning & Enforcement

Address: FORMER NATIONAL AIR TRAFFIC SERVICES (NATS)
HEADQUARTERS, PORTERS WAY, WEST DRAYTON

Development: Proposed mixed-use redevelopment comprising 773 dwellings (12 studios, 152 one-bedroom flats, 316 two-bedroom flats, 21 two-bedroom houses, 23 three-bedroom flats, 181 three-bedroom houses, 59 four-bedroom houses and 9 five-bedroom houses); Class D1 Primary Healthcare facility and community facility (max. 1,085m²); Class C2 Nursing Home (max. 3,630m²); Classes A1-A3 Shop units (max. 185m²); Class B1 Business units including site management office (max. 185m²); Energy Centre (max. 200m²) with combined heat and power unit; foul water pumping station; associated access roads from Porters Way and Rutters Close (pedestrian and cycle access only); 1,085 car parking spaces; cycle parking; public open space areas; cycleways and footpaths; and landscaping works (Outline application to consider access, layout and scale whilst appearance and landscaping are reserved)

LBH Ref Nos: 5107/APP/2009/2348

Drawing Nos:

PA10072000210A	Built Form and Massing
PA10072000211A	Building Typology
PA10072000212A	Land Use and Amenity Provision
PA10072000214C	Parking Layout and Parking Strategy
PA10072000218B	Storey Heights Relative to Surroundings
PA1007 500 240B	Master Plan Coloured
PA1007 500 241B	Master Plan
12939 Rev 2 Sheet 1	Topographical Survey
12939 Rev 2 Sheet 2	Topographical Survey
12939 Rev 2 Sheet 3	Topographical Survey
1533/01	Location Plan
1533/02B	Site Layout
1533/10	Location Plan
1533/11A	Site Layout
1103/SK/013	Road layout
1103/SK/07	Eastern Access Visibility Splay
PA1007-100-292	Holly Gardens entrance details
PA1007-100-293	Rutters Close entrance details
INL16946 – 03	Tree Protection Plan
INL16946 – 10A	Landscape Master Plan
INH/E/3685/301A, 302A, 303A	Refuse Vehicle Autotracking (3 sheets)
1533/05	Refuse Vehicle Tracking

Date Plans Received: 12.11.09 **Date(s) of Amendment(s):** 23.03.10
08.03.10
30.03.10
15.04.10
27.04.10
29.04.10
12.05.10

Documents: Environmental Statement - Non Technical Summary
 Environmental Statement - Vols 1
 Environmental Statement - Vols 2
 Environmental Statement - Vols 3 Addendum
 Planning Statement
 Supplementary Planning Statement (March 2010)
 Design & Access Statement - Part 1 – Urban Design Analysis
 Design & Access Statement – Part 1a Amendments to Masterplan
 Following Consultation (March 2010)
 Design & Access Statement – Part 2 – Masterplan Design Coding
 (Revised March 2010)
 Renewable Energy Strategy
 Sustainable Design and Construction Statement
 Transport Assessment / Travel plan
 Landscape Management and Maintenance Plan
 Environmental Site Assessment
 Detailed Quantitative Risk Assessment
 Remedial Options Appraisal
 Waste Strategy
 Site Waste Management Plan
 PPS25 Flood Risk Assessment
 Open Space Assessment
 Financial Viability Assessment
 Impact on Education Infrastructure
 Statement of Community Engagement Pt 1
 Statement of Community Engagement Pt 2
 Health Impact Assessment

Date Documents Received: 12.11.09 **Date(s) of Amendment(s):** 23.02.10
 08.03.10
 30.03.10

Date Application Received: 12.11.09

Date Application Valid: 19.11.09

1. SUMMARY

This application seeks outline planning permission for a residential-led mixed-use redevelopment of the site including 773 dwellings, an 80 bed nursing home, healthcare facility, community facility, office and retail uses along with supporting amenity spaces including publicly accessible open spaces. Details of access, layout and scale are under consideration with details of appearance and landscaping reserved for future consideration. Indicative details of appearance and landscaping have been provided.

The loss of industrial business floorspace and land was considered during the preparation of the 'Former National Air Traffic Services' site Supplementary Planning Document (NATS SPD), which was adopted in September 2009. The redevelopment of the site principally for housing, with the inclusion of some employment generating uses in terms of the nursing

home and healthcare facility, would maximise the use of this brownfield site; and the scheme will contribute to the borough achieving the Mayor's housing targets.

The proposed density of 205 habitable rooms per hectare generally accords with the density range in the London Plan for a suburban site with a Public Transport Accessibility Level (PTAL) 1a-b rating. By reason of the high quality design as evidenced in supporting documentation and illustrative masterplan as well as an absence of any symptoms of overdevelopment such as harm to neighbours, future occupiers, or the locality context and character, the scheme is considered to be an appropriate maximisation of the site's potential. It is also noted that the scheme is of a density considerably lower than that of the neighbouring Park West (St George) development which is 340 habitable rooms per hectare.

Subject to securing a planning contribution to mitigate the impact of the increased use by future residents, there are no significant harmful impacts identified to the Grand Union Canal.

Subject to the reserved matters of landscaping and appearance coming forward, the scale and layout of the proposal, as well as supporting illustrative material demonstrates that the scheme integrates well with the surrounding residential properties and the area in general.

It is not considered that there are any significant adverse impacts to neighbours identified in terms of the construction phase, traffic and parking, noise/general disturbance, privacy/overlooking/outlook and overshadowing to warrant further amendments or a refusal of the scheme.

The scheme achieves a satisfactory quality of internal living environment for future occupiers, in respect of the standard of accommodation, standard of amenity space, playspace provision, privacy/overlooking/outlook, noise/general disturbance, and overshadowing.

The application has been assessed in detail and it is not considered that there are any significant adverse impacts to traffic, parking and safety, including pedestrian safety, which would warrant refusal of the scheme. Subject to planning obligations for off-site highways works and conditions to secure on-site parking and management, the proposal is considered acceptable.

In respect to access, layout and scale, the proposal is considered to have the makings of a high quality, design-driven proposal. Subject to the detailed design at the reserved matters stage and the satisfactory discharge of planning conditions, the scheme is considered to be a suitable response to the site and appropriate to the surrounding residential scale and character.

Subject to the detailed design at reserved matters, the illustrative material indicates that the scheme will provide a satisfactory quality of housing, catering for specific needs, including family housing, wheelchair housing and housing for the elderly.

The scheme is considered to enhance the natural features of the site including existing trees and ecology, as well as the intent to positively incorporate these into the site layout and future landscape strategy.

The scheme proposes a satisfactory range of renewable/efficient energy measures to address the energy efficiency of the scheme, reduce its energy demand and provide more viable sources of power generation on-site. All of these measures will reduce the carbon dioxide (CO₂) emissions of the scheme by 33%.

The affordable housing offer is 10.9% which is lower than the Mayor's London Plan target of 50%. London Plan Policies nevertheless encourage flexibility in seeking affordable housing, having regard to such things as the individual circumstances of a site, other scheme requirements and economic viability. Economic viability is an issue largely due to the high cost of decommissioning the site. The financial details of the scheme have been assessed by an independent viability consultant. Along with 10.9% affordable housing and the full package of planning contributions cited in section 2 of this report, this is considered to be the maximum that can be sought whilst still enabling the scheme to remain viable. Along with the other planning contributions requested which are needed to make the scheme acceptable in planning terms, the 10.9% affordable housing offer is considered to be the maximum possible. Therefore, on balance, the scheme is considered to accord with London Plan Policies 3A.9, 3A.10, 3.52 as well as the Council's Unitary Development Plan Saved Policy Pt1.17 which seek to maximise affordable housing whilst having consideration for individual circumstances, viability and the range of scheme requirements.

On balance, the application is considered acceptable with regard to the relevant national, London Plan and the Council's Unitary Development Plan Saved Policies. As such the scheme is recommended for approval, subject to conditions and securing of necessary planning obligations via a section 106 agreement.

2. RECOMMENDATION

2.1 That the application be referred to the Greater London Authority (under Article 5 of the Town and Country Planning (Mayor of London) Order 2008).

2.2 That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to any relevant amendments requested by the Greater London Authority and the following:

a) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

- (i) The provision of affordable housing equivalent to a minimum of 10.9% of the total number of habitable rooms comprised within the residential units on the site and for which 72% are to be of the social rent tenure**
- (ii) A financial contribution of £3,998,412 towards education facilities**
- (iii) The provision of a Primary Care Trust facility in Block F and to include the fitout of the premises to a specification agreed with the Hillingdon PCT as well as a peppercorn rent for a minimum of 3 years. In the event that a PCT facility is not secured on site, the payment of a financial contribution of £337,574 towards healthcare facilities**
- (iv) A financial contribution of £392,220 towards indoor/outdoor sport and recreation facilities**
- (v) A financial contribution of £420,000 towards TFL bus services**

- (vi) A financial contribution of £34,000 towards bus stop improvements
- (vii) A financial contribution of £25,000 towards a parking management study
- (viii) The provision of a 10 year Sustainable Travel Plan
- (ix) The provision of a minimum of two car club spaces on site
- (x) An undertaking to enter into a s278 agreement for highway works between the junction of Station Road and Porters Way and the junction of Stockley Road and Lavender Rise, subject to a detailed design to be agreed between TFL, the Council's Highways Engineer and the applicant's Highways Engineer, and which is not limited to and includes possible widening of Lavender Rise and straightening of the Porters Way and Lavender Rise connection
- (xi) An undertaking to enter into a s278 agreement for pedestrian connectivity works to Porters Way and the link between the application site and West Drayton Station having regard to the PERS audit and subject to a detailed design to be finally agreed between TFL, the Council's Highways Engineer and the applicant's Highways Engineer
- (xii) The provision of a community facility on site of not less than 204sqm, fitted out to a standard to be agreed with the Council and available for use by the community at large on a not-for-profit basis
- (xiii) A financial contribution of £34,000 towards library facilities
- (xv) A financial contribution of £250,000 towards improvements to the Mulberry Parade public realm
- (xvi) A financial contribution or works in kind with the agreement of British Waterways of £200,000 towards the Grand Union Canal
- (xvii) The provision of a satisfactory training and employment opportunities as well as a coordinator on site to be agreed with the Council
- (xvii) An undertaking to provide a heat distribution network on site with the final detailed design to be agreed with the Council and the GLA
- (xviii) A financial contribution of £80,304 or equivalent to 1.5% of total value of the contributions sought, whichever is the greater, for the monitoring of the s106 and Travel Plan
- (xix) An undertaking to establish and maintain a management company with responsibilities set out in Section 5 'Estate Management Arrangements' of the Planning Statement including a parking management plan and to be finally agreed with the Council

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

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

f) That if the application is approved, the following conditions be imposed subject to any changes negotiated by the Head of Planning and Enforcement prior to issuing the decision:

1. OUT1 Time Limit- outline planning application

The development hereby permitted shall begin either before the expiration of five (5) years from the date of this permission, or before the expiration of two (2) 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. OUT2 Reserved matters - submission

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of five (5) years from the date of this permission: -

- (a) Appearance
- (b) Landscaping

REASON

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

3. OUT3 Approval of Details

Approval of the details of the landscaping and appearance of individual phases of the development (hereinafter called the reserved matters) shall be obtained in writing from the Local Planning Authority for each phase of development, before development of that phase is commenced.

For each phase, the detailed drawings and supporting documentation to be submitted shall, as part of the reserved matters, accord with Design and Access Statement Part 2 - Masterplan Design Coding (Revised March 2010) and include the following:

Traffic and Parking

(i) Traffic and car parking arrangements, including:

- Secure electric vehicle charging points including the details of the type of device, location and installation. Charging points should be capable of charging multiple vehicles simultaneously and shall be provided for at least 5 percent (5%) of car parking spaces in each phase or a higher level, if supported by London Plan policies in place at the time. All car parking spaces are to be designed to be able to be easily fitted with an electric vehicle charging point in the future,

- the allocation and dedication of car parking spaces to both the non-residential and residential uses approved on the site (including plans showing the location of allocated car parking spaces, dedicated to each unit),
- provision for wheelchair disabled people and blue badge holders. 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,
- car club siting within the development and the allocation of two spaces designated for future car club operators,
- the means of ingress and egress, roundabouts and new road junctions, the closure of existing access (where appropriate),
- details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, visibility splays, 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), in order to achieve a high standard of design and construction in accordance with the Local Planning Authority's standards, even in the instance that the roads are not offered for adoption by the Local Planning Authority.

(ii) A delivery and servicing plan which shall include details of the types of vehicle (including size and weight), the routes which trucks will take to/from the site, measures to minimise the impact of noise, traffic and vibration associated with lorry movements on residential amenity, and measures to minimise deliveries during peak hours. Deliveries should be combined where possible in order to reduce numbers and frequency and the use of quieter and less polluting vehicles should be promoted.

(iii) The means of construction and surfacing of all roads, drives, parking areas cycle ways and footpaths,

(iv) Details of covered and secure cycle storage, changing facilities, lockers and showers for staff and visitors using bicycles to access the development.

Landscaping

(v) Hard and soft landscaping plans including drawings, specifications and supporting details which shall include:

- An accurate survey plan at a scale of not less than 1:200, showing:-
 - Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site.
 - A clear indication of trees, hedges and shrubs to be retained and removed.
 - Routes of any existing or proposed underground works and overhead lines including their manner of construction.
- 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.
- Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- Implementation programme,
- Proposed finishing levels or contours,
- Means of enclosure and boundary treatments including the positions, design, materials and type of treatments. Generally, the boundary treatment shall ensure that adequate pedestrian visibility splays are provided through the use of visually permeable rather than solid fencing unless otherwise agreed with the Local planning Authority,
- Car parking layouts (including landscaping around car parking areas),
- Other vehicle and pedestrian access and circulation areas,

- Hard surfacing materials proposed,
- Minor artefacts and structures (such as furniture, refuse storage, signs, or lighting),
- The final design and specification of play equipment and play areas including the style of enclosure as well as any associated furniture and features applicable
- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- Retained historic landscape features and proposals for their restoration where relevant,
- A schedule of landscape maintenance for a minimum period of 5 years. The maintenance scheme shall include details of the arrangements for its implementation.

Details

(vi) Plans of the site showing the existing and proposed ground levels and the proposed finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point,

(vii) Full plans of the buildings including roof form and details of photovoltaic, ecological roofs, lift overruns plant and any other features/installations/projections

(viii) Elevations of the buildings, including samples of materials to be used on external faces of the building shall be submitted on a materials palette board and drawings of appropriate scale ;

(ix) Details at an appropriate scale showing the provision of bat and bird boxes in the facade;

(x) Design of lower floor elevations of commercial units including shopfronts at an appropriate scale.

(xi) Full elevations, plans and sections at an appropriate scale showing the future potential provision of intake/extract ventilation and ductwork for future Class A3 uses in Block F and if applicable, the future nursing home. Alternatively, plans showing the creation of voids through the building to roof level for the future potential provision of extract ventilation ductwork.

(xii) Plans and elevations of all boundary treatment and means of enclosure and incorporation of full details of height and materials,

(xiii) Full plans and elevations of all buildings and any other structures, incorporating details of materials to be used for external surfaces, including samples of all such materials,

Demolition, Construction and Remediation

(xiv) A demolition and construction management plan including a method statement shall include:

- The phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement,
- The phasing of development works,
- The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours),
- A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing,
- Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities),
- Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours),
- Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- The storage of demolition/construction materials on site,

- Details of the site manager, including their contact details (phone, facsimile, postal address,
- The location of a large notice board on the site that clearly identifies the name, telephone number and address for service of the site manager,
- Any means of protection of services such as pipes and water mains within the road reserve,
- Measures to be adopted to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities,
- Measures to be adopted to ensure that pedestrian access past the site on the public footpaths is safe and not obstructed during construction works,
- Proposed numbers and timing of truck movements throughout the day and the proposed routes,
- Proposed hours of work on the site,
- Ensuring no adverse impact on the Air Cadet building to the north east of the site.

(xv) A survey to assess the contamination levels and a remediation scheme for removing or rendering innocuous all contaminates on the site.

Disabled access

(xvi) Plans and details which demonstrate that the design of the scheme is inclusive and accessible to all persons, including persons with disabilities, including:

- the internal layout of buildings,
- details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings)
- external areas (including car parking areas)

Energy

(xvii) A detailed Energy Strategy, including plans detailing the energy centre size of 200sqm and details of proposed temporary and permanent energy centre(s) and associated technology including biomass boilers, heat distribution net works, CHP systems, photovoltaic panels covering an area of 700sqm and the like unless otherwise agreed in writing by the Local Planning Authority. The features shall accord with the Sustainable Design and Construction Statement (October 2009) and the Renewable Energy Strategy (November 2009 Revision B), and further correspondence dated 04 March 2010, all prepared by Metropolis Green and shall demonstrate for each phase that the development is able to connect to the site wide heat and power network unless otherwise agreed in writing by the Local Planning Authority.

Bird Hazard

(xviii) Bird Hazard Management Plan shall include the following details:

- Details of any water features
- monitoring of any standing water within the site,
- Drainage details including form Sustainable Urban Drainage Schemes (SUDS). Such schemes must also comply with Advice Note 6 'Potential Bird Hazards form SUDS' which is available at www.aoa.org.uk/publications/safeguarding.asp
- management of any flat roofs within the site which may be attractive to nesting, roosting or 'loafing' birds. The management plan shall comply with Advice Note 8 - Potential Bird Hazards from Building Design (www.aoa.org.uk/publications/safegaurding.asp),
- Any earthworks
- The species, number and spacing of trees and shrubs
- reinstatement of grass areas
- maintenance of planted and landscaped areas, particularly in terms of the height and species of plants that are allowed to grow,

- which waste materials can be brought on to the site,
- monitoring of waste imports,
- physical arrangement for collection and storage of putrescible waste,
- signs deterring people from feeding birds,

Waste

(xix) Detailed drawings and specification of waste storage storage/collection areas. In the case of facilities for residential C3 dwellings, dustbins and enclosed refuse collection areas, should be sited a maximum distance of 23 metres (10 metres where paladins are employed) from an adopted highway, and 25 metres from any dwelling unit.

Sustainability

(xx) For residential C3 dwellings, a statement demonstrating measures that will be incorporated to ensure that the units achieve a minimum standard of Code for Sustainable Homes Level 4 with reasonable endeavours to obtaining higher levels in later parts, in accordance with changes to national Building Regulations. No phase shall be occupied until a design stage Code Certificate has been issued for it certifying that at least Code Level 4 has been achieved unless otherwise agreed in writing by the Local Planning Authority.

(xxi) For non residential uses where applicable, a statement demonstrating measures that will be incorporated to ensure that the units shall achieve a BREEAM rating of excellent.

Security

(xxii) Details of security measures to reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

(xxiii) A scheme for the provision of Closed Circuit Television (CCTV) on and/or around the buildings, amenity areas and bicycle storage areas

Amenity

(xxiv) A scheme for protecting the proposed development from road traffic noise and rail traffic noise. The noise protection scheme shall meet acceptable noise design criteria both indoors and outdoors and provide adequate ventilation to indoor areas.

(xxv) A scheme for protecting the proposed development from vibration and shall include such combination of land separation, vibration control techniques and other measures

(xxvi) A scheme designed to minimise the ingress of polluted air. The design must take into account climate change pollutants. Suitable ventilation systems will need to:

- 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.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended), and

- (i) - To encourage sustainable travel and to comply with London Plan Policy 4A.3.
 -To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with Policy AM5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).
 -To ensure that adequate sight lines are provided and thereafter retained in the interests of highway safety in accordance with Policy AM7 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

(i), (ii), (iii) and (iv) To ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network and to ensure

adequate facilities are provided for cyclists in accordance with Policies AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

(v) and (vi) To ensure the appearance of the locality is protected and enhanced in accordance with Policies BE 13 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007),

(vii) – (xiii) To ensure that the external appearance of the buildings and landscaping is satisfactory in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

(xiv) To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan (Saved Policies 2007).

(xv) To ensure that the construction workers and final occupants of the development are not subjected to any risks from land contamination; and to accord with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 4A.33 of the London Plan (February 2008).

(xvi) To ensure disabled persons are provided with adequate facilities and access to the development in accordance with Policies AM13 and R16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan Policies (February 2008) Policies 3A.13, 3A.17 and 4B.5.

(xvii) To provide on site renewable energy and reduce carbon emissions in accordance with Policy 4A.7 of the London Plan (February 2008).

(xviii) To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

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

(xx) To ensure a sustainable living environment is secured for all residents, to ensure an appropriate proportion of the development's energy needs are from on-site renewable energy sources in compliance with the requirements of Policy 4A.1 4A.3 and 4A.7 of the London Plan (February 2008) the Council's SPD for the NATS site.

(xxi) To ensure that the non-residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 4A.7 of the London Plan (February 2008).

(xxii) In pursuance of the Local Planning Authority'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 Local Planning Authority'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 policies 4B.1 and 4B.6 of the London Plan (February 2008).

(xxiii) In pursuance of the Local Planning Authority'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 Local Planning Authority's powers under Section 2

of the Local Government Act 2000; to reflect the guidance contained in the Council's SPG on Community Safety by Design and to ensure that the development provides a safe and secure environment in accordance with Policies 4B.1 and 4B.6 of the London Plan (February 2008).

(xxiv) To protect the amenity of occupiers in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

(xxiv) and (xxv) To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise and vibration in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

(xxvi) In the interests of the amenity for future occupiers in accordance with Policies 4B.1 of the consolidated London Plan (February 2008).

4. NONSC Phasing

Before commencement of any development, a detailed phasing and implementation plan, including the order and timing of development of individual buildings, playspace, landscaped areas, play space, bicycle parking and car parking areas within each phase, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure the development proceeds in a satisfactory manner and to accord with Policy LE2 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

5. OM1 Development in Accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and to protect residential amenity of near by occupiers and the visual amenities of the area and to accord with Policies AM7, AM14, BE13, BE19, BE20, BE21, BE23, BE24 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

6. OM2 Levels

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

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

7. NONSC Height and Building Footprint

Notwithstanding any illustrative information contained in supporting documentation, the siting, footprint and maximum width, length and height of all buildings shall accord with Plan No. PA10072000210A (Built Form and Massing), unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the external appearance of the development is satisfactory and to protect residential amenity of near by occupiers and the visual amenities of the area and to accord with Policies BE13, BE19, BE20, BE21, BE23 and BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8. Maximum floorspace for non-residential uses in block F

Within a maximum floorspace of block F of 1148sqm GEA at the ground floor and 1148.sqm at the first floor, the following individual use classes will not exceed the maximum floorspace specified below, namely:

- Offices (Class B1) not to exceed 185sqm GEA
- Shops (Class A1, A2, A3) not to exceed 185sqm GEA

REASON

To ensure an appropriately balanced and complimentary range of non-residential uses of site in support of existing and future residents as well as the Mulberry Parade shopping parade pursuant to PPS1, Policy 3A.7 of the London Plan (Consolidated 2008) the Council's SPD for the NATS site.

9. Minimum Community Facility Provision in Block F

As part of discharging the requirements of condition 3, Block F shall include a minimum 204sqm GEA for a community facility.

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

The community facility will be made available for use by the community upon first occupation of block F and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

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

10. Non-residential shopfronts

Prior to any occupation of block F including the residential component, the commercial units shall be fully built in accordance with the approved plans and retained thereafter for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

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

11. Active frontages – Transparent windows

All glazing at ground floor of Block F shall be transparent to enable views into the building and not otherwise be obscured by any temporary or permanent objects and internal arrangements including window displays, fixtures, advertising, and equipment unless otherwise agreed in writing by the Local Planning Authority.

No roller shutters or grills at ground floor of Block F unless otherwise approved in writing by the Local Planning Authority.

REASON

To ensure an active and transparent ground floor frontage in support of the surrounding publicly accessible spaces in accordance with PPS1 and policies 4B.1 and 4B.3 of the London Plan.

12. Overlooking Potential

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows or doors shall be constructed in the walls or roof slopes of the development hereby approved as follows:

- The flats of Block G1 with walls facing south to Block G1 St George 'Park West' Development, Porters Way
- Walls of Block A1 facing west to St George 'Park West' Development, Porters Way
- Wall of Block at first and second floor facing East to the Mulberry Parade building
- Flank wall of plot 263 which faces west to Nos. 52 and 53 Holly Gardens

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of Hillingdon's Unitary Development Plan.

13. Privacy, noise and general disturbance

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), and unless otherwise agreed in writing by the Local Planning Authority, no windows or doors shall be constructed in the walls or roof slopes of the development hereby approved as follows:

- Flank walls of Plots Nos. 7, 8, 9, 10, 13, 14, 18, 23, 27, 28, 32, 39, 42, 45, 46, 47, 48, 49, 50, 55, 56, 69, 72, 73, 74, 77, 78, 79, 80, 81, 82, 83, 87, 88, 89, 90, 93, 100, 101, 115, 116, 120, 123, 127, 128, 129, 132, 133, 135, 136, 144, 145, 154, 158, 159, 170, 173, 177, 178, 181, 182, 184, 185, 189, 193, 194, 199, 200, 205, 206, 210, 211, 216, 223, 233, 234, 237, 243, 249, 250, 251, 254, 256, 259, 260, 263, 275
- Flank walls of Block E1 and E5 which face east towards the nursing home
- Flank walls of the nursing home facing west towards Blocks E1 and E5
- Flank walls of blocks A1 and A2 which face each other
- Flank wall of Block D4 which faces D1
- Flank walls of G8 and G7 both at the southern end where they are divided by a pedestrian accessway
- Flank walls of G5 and G6 which face each other
- Flank walls of G5 and G4 which face each other
- Flank walls of G3 and G2 which face each other
- Flank walls of G2 and G1 which face each other

REASON

To variously prevent privacy, noise and general disturbance impacts to future occupier in accordance with policy BE24 of Hillingdon's Unitary Development Plan.

14. RPD3 Obscured Glazing and/or high sills

The window(s) on the following facades shall be glazed with obscured glass and/or have sills not less than 1.8m above floor level for so long as the development remains in existence, namely:

- Corridor windows of Block G1 which face south
- All windows of block G6 which face south west

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan.

15. DIS5 Design to Lifetime Homes Standards & Wheelchair Standards

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Furthermore 10% of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, and shall include within the design of each wheel chair unit internal storage space for the storage of mobility scooters/wheelchairs and associated charging points as set out in the Council's Supplementary Planning Document 'Hillingdon Design and Accessibility Statement: 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 (February 2008) Policies 3A.5, 3A.13, 3A.17 and 4B.5.

16. NONSC Greywater/Rainwater Recycling

Prior to commencement of each phase of the development hereby approved, details demonstrating the incorporation of either rainwater grey water recycling facilities into each of the buildings in the relevant phase shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall thereafter be installed, maintained and retained for the lifetime of the building.

REASON

In order to provide a sustainable form of development and promote water conservation in compliance with Policies 4A.3 and 4A.16 of the London Plan 2008.

17. DIS4 Signposting for People with Disabilities

Prior to occupation of each phase, sign plates, incorporating a representation of the Universal Wheelchair Symbol, should be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such sign plates should identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of special services. Signs for direction and location should have large characters or numerals and clearly contrast with the background colour.

REASON

To ensure that people with disabilities are aware of the location of convenient facilities in accordance with policy AM13 of the Hillingdon Unitary Development Plan.

18. TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of each phase of the development or the occupation of the buildings, whichever is the earlier period.

The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which, within a period of 5 years from the completion of that development phase, dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased, shall be replaced in the same place in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

19. TL20 Amenity Areas

None of the dwellings in each phase hereby permitted shall be occupied, until the outdoor amenity area(s) serving the dwellings within the relevant phase (including balconies and communal spaces where these are shown to be provided) approved in accordance with conditions 3(v) have been laid out and made available for use. Thereafter, the amenity areas shall so be maintained for the life of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

20. Playspace

None of the dwellings in each phase hereby permitted shall be occupied, until the playspaces serving the dwellings within the relevant phase approved in accordance with conditions 3(v) have been laid out and made available for use as follows:

(i) Phase 1: 59 dwellings

- 180sqm doorstep play area (Opposite plots 53, 54, 55)

(ii) Phase 2: 188 dwellings

- 55sqm doorstep play area (Opposite the nursing home)
- 90sqm doorstep play area (Adjacent block F)

(iii) Phase 3: 163 dwellings

- 90sqm doorstep play area (Opposite plots 142, 143)
- 150sqm doorstep play area (Opposite plot 149)

(iv) Phase 4: 157 dwellings

- 115sqm doorstep play area (Opposite plots 82, 83)
- 110sqm doorstep play area (Opposite plots 110, 111, 112, 113)
- 230sqm local area of play (Within Spring Green)
- 800sqm neighbourhood area of play (Within Spring Green)

(v) Phase 5: 206 dwellings

- 100sqm doorstep play area (Opposite plots 201, 202, 203, 204)

- 180sqm doorstep play area (Behind Block G)
- 90sqm doorstep play area (Opposite Block G)
- 55sqm doorstep play area (Opposite plots 264, 265)
- 186 local area of play (Within Autumn Green)
- 1125sqm neighbourhood area of play (Within Autumn Green)

Thereafter, the playspaces shall so be maintained for the life of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the development makes adequate provision for children's play in accordance with Policy R1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 3A.19.

21. Car Parking

Car parking arrangements approved in compliance with Condition 3(i) shall demonstrate that parking provision is commensurate with the scale of development completed in each phase, and shall ensure:

- (i) Following completion of the phase 1, not more than 95 additional car parking spaces are provided on the site;
- (ii) Following completion of the phase 2, not more than 254 additional car parking spaces are provided on the site;
- (iii) Following completion of the phase 3, not more than 207 additional car parking spaces are provided on the site;
- (iv) Following completion of the phase 4, not more than 245 additional car parking spaces are provided on the site;
- (v) Following completion of the phase 5, not more than 283 additional car parking spaces are provided on the site;

Following completion of all phases of development, no more than 1,084 car parking spaces are to be provided on the site at any time.

REASON

To ensure that car parking provided on the site is commensurate with the proportion of development occupied at the site and to accord with Policies AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

22. Car Parking - Allocation and Nomination

Car parking arrangements approved in compliance with Condition 3(i) shall ensure that 51 car parking spaces are allocated to, and dedicated for, the use of the non-residential uses approved for development on the site. Car parking spaces for each residential dwelling are to be allocated to ensure:

- (i) 3, 4 and 5 bed room dwellings are allocated 2 car parking spaces each;
- (ii) 2 bedroom houses and 3 bedroom flats are to be allocated at least 1 car parking space each and at a maximum rate of 2 car parking spaces;
- (iii) All 2 bedroom flats are to be allocated a maximum of 1 car parking space;
- (iv) 1 bed units to be allocated on a demand basis only;

The car parking space allocation to residential dwellings shall be for the dedicated use of the dwelling to which each space has been allocated.

Thereafter, the location, allocation and dedication of car parking spaces shall be retained and maintained in accordance with the approved details for so long as the development remains in existence.

REASON

To ensure that car parking is adequately provided for all residential and non-residential uses on the site and to accord with Policies AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

23. H2 Vehicular Access – location

Means of vehicular access to the approved development shall be from Porters Way only.

REASON

To ensure surrounding residential amenity is not prejudiced in accordance with Policy BE19 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

24. H15 Cycle Storage – in accordance with approved plans

The development hereby permitted, shall not be occupied until the cycle storage, changing facilities, lockers and shower facilities for cyclists (delete as appropriate) have been provided in accordance with the approved plans. Thereafter, these facilities shall be permanently retained on site and be kept available for the use of cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 3C of the London Plan (February 2008).

25. NONSC Deliveries (Non - residential Uses Only)

The site shall not be used for the loading or unloading of goods or fuel (including fuel for any biomass boiler) outside the hours of 08:00 to 18:00 hours Mondays to Fridays, 08:00 to 13:00 Saturdays. There shall be no deliveries to the premises on Sundays, Bank or Public holidays.

REASON

To prevent harm to the amenity of surrounding areas due to noise in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

26. HLC1 Restaurants/Cafes/Snack Bars

In respect of Block F and any future Class A1 and A3 occupation, no persons other than staff shall be permitted to be on the premises between the hours of 23.30 hours and 08.00 hours unless otherwise agreed in writing by the Local Planning Authority.

REASON

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

27. HLC2 Social Clubs

In respect of the Block F community facility, no persons other than staff shall be permitted to be on the premises between the hours of 23.00 hours and 08.00 hours unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the amenity of the occupiers of nearby properties is not adversely affected and to allow a limited number of social functions to be held in accordance with BE19 and OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

28. HLC7 Music

In respect of all non-residential uses of Block F, no amplified or other music shall be played between 2100 hours and 0900 Mondays to Sundays unless otherwise agreed in writing by the Local Planning Authority.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Unitary Development Plan.
See also condition N15

29. Public access to the site at all times

Each phase of the development shall be publicly accessible from first occupation and remain so for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure access to the site and its facilities and to facilitate connections into and across the site, in the interest of achieving sustainable communities in accordance with PPS1 and policies 4B.1 and 4B.3 of the London Plan.

30. Flood Risk Assessment

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) issued 22/10/2009 and the following mitigation measures detailed within the FRA: Limiting the surface water run-off generated by the 1 in 100year plus climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.

REASON

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site possible in compliance with policy 4A.14 of the London Plan (February 2008) and to ensure the development does not increase the risk of flooding in compliance with Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), and policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

31. Foul and Surface Water Disposal

The development of each phase hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved and maintained for the lifetime of the development unless otherwise agreed in writing by the Local planning Authority.

REASON

To ensure that surface water run off is handled as close to its source as possible in compliance with policy 4A.14 of the London Plan (February 2008) and to ensure the development does not increase the risk of flooding in compliance with Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), policies 4A.12 and 4A.13 of the London Plan (February 2008) and PPS25.

32. Piling Method

Piling or other deep foundation works using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development of each phase shall be carried out in accordance with the approved details.

REASON

To prevent intrusive works introducing new contaminant migration pathways that put controlled waters at increased risk of contamination in accordance with PPS1 and PPS23.

33. Car Parking Management Plan

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

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

REASON

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

34. Construction Logistics Plan

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

REASON

To minimise the impact of the construction phase on the strategic highway network and to comply with London Plan policy 3C.25.

35. Service and Delivery Plan

Prior to commencement of each phase, a service and delivery plan shall be submitted to and approved in writing by the Local Planning Authority. The delivery and service plan shall include measures to minimise the impact of service and delivery impact on the strategic highway network in accordance with the London Freight Plan and shall include monitoring measures.

REASON

In order to ensure that the servicing and delivery activity associated with the development does not have an adverse impact on the strategic highway network in accordance with London Plan policy 3C.25.

36. Archaeology

No development of each phase shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the Local Planning Authority. The development of each phase shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

REASON

Important archaeological remains may exist on this site. Accordingly the planning authority wishes to secure the provision of archaeological excavation and the subsequent recording of the remains prior to development, in accordance with the guidance and model condition set out in PPG16 and in accordance with Policies BE3 of the of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

37. Drainage

The development of the first phase shall not commence until a drainage strategy detailing any on and/or off site drainage works for the whole site, has been submitted to and approved by the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

REASON

Given that the development may lead to sewerage flooding, the above works is to otherwise ensure that sufficient capacity is made available to cope and to avoid adverse environmental impact upon the community in accordance with PPS25 and policy OE3 and OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

38. Ecological Mitigation Management Plan

The development of the first phase shall not commence until an Ecological Mitigation and Management Plan (EMMP) for the whole of the development site has been submitted to and approved in writing by the Local Planning Authority.

The EMMP will provide details concerning the implementation of the mitigation and enhancement measures proposed in the supporting documents to planning application and include long-term objectives, management responsibilities and maintenance schedules. All work on site shall be carried out in accordance with the approved details of the EMMP, unless otherwise agreed in writing by the Local Planning Authority.

REASON

In the interest of nature conservation and in accordance with Paragraph 14 of Planning Policy Statement 9, Policy 3D.14 of the London Plan, and Policy EC5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

39. Pre-commencement badger survey

Prior to commencement of each phase of the development, a pre-commencement badger survey shall be submitted to and approved in writing by the Local Planning Authority.

All construction and related activity shall only be undertaken in accordance with the recommendations of the survey as agreed.

REASON

To prevent the killing, injuring and cruelty of badgers and interfering with setts. Badgers are legally protected under the Wildlife and Countryside Act, 1981 and the Protection of Badger Act 1992. This makes it illegal to wilfully kill, injure or cruelly ill-treat a badger, interfere with a badger sett by damaging or destroying it, obstruct access to a sett or to disturb a badger whilst occupying a sett. Furthermore, the destruction by development of the badgers foraging territory, and the interruption of their paths to such territory or to water sources, may be classified as cruel ill-treatment.

40. Plant and Equipment Noise Levels

The rating level of the noise emitted from the plant and equipment hereby approved shall be at least 5dB lower than the existing background noise level. The noise levels shall be determined at the nearest residential premises in accordance with British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON

To protect the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

41. Boiler Emissions

Prior to commencement of works for the relevant phase, details of the means to control air pollution for any temporary energy centre (phase 1) and the permanent energy centre (phase 2) shall be submitted to an approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation of the relevant phase and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

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

42. Air Quality and Traffic

Any traffic management proposals for mitigation of the impact of the development must be accompanied by an (air quality) assessment of their environmental benefits. The said traffic schemes must also be monitored, for a specified time to be agreed by the Local Planning Authority, both pre and post operation, to ensure the proposed scheme is effective.

REASON

To suitably consider, monitor and manage the impacts of traffic on air quality in the interests of the amenity of existing future occupiers in accordance with Policies 4B.1 of the consolidated London Plan 2008 and OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

43. Air Quality scheme

Due to the development being within the AQMA, a scheme shall be submitted detailing the implementation of the use of, and promotion of, cleaner technologies prior to the

commencement of the first phase. Examples include promotion of car clubs, provision of electric charging points, and use of low emission boilers.

REASON

To improve air quality in accordance with Policies 4B.1 of the consolidated London Plan 2008 and OE1 of the Hillingdon Unitary Development Plan.

44. Contaminated Land Condition

The development of each phase 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. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing.

The scheme shall include all of the following measures unless the Local Planning Authority dispenses with any such requirement specifically and in writing:

- (i) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;
- (ii) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make each phase suitable for the proposed use;
- (iii) (a) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the Local Planning Authority prior to commencement of each phase and all requirements shall be implemented and completed to the satisfaction of the LPA by a competent person. No deviation shall be made from this scheme without the express written agreement of the Local Planning Authority prior to its implementation.
(b) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the Local Planning Authority prior to implementation; and
- (iv) Upon completion of the remedial works, this condition will not be discharged for each phase until a verification report has been submitted to and approved by the Local Planning Authority. The report shall include details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

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 policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

45. Imported Materials

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. All imported soils shall be

tested for chemical contamination, and the results of this testing shall be submitted and approved by the Local Planning Authority.

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).

46. TL2 Trees 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 and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and to comply with Section 197 of the Town and Country Planning Act 1990.

47. TL3 Protection of trees and Plants During Site Clearance and Development

Prior to the commencement of any site clearance or construction work, detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the local planning authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and.

5. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

INFORMATIVES

1. 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 Local Planning Authority to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2. 153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

Open Land and Countryside

OL26 Tree and woodland protection

Ecology and Nature Conservation

EC1 Protection of sites of special scientific interest, nature conservation importance and nature reserves

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

EC6 Habitat maintenance on former derelict, damaged or temporarily vacant land

Built Environment

BE3 Investigation and recording of sites of archaeological interest prior to development

BE13 Layout and appearance of new development

BE14 Safeguarding neighbouring development potential

BE18 Design considerations - pedestrian security and safety

- BE19 Complimenting or improving residential amenity and character
- BE20 Building layout to consider daylight and sunlight in and between buildings
- BE21 Amenity impact due to bulk, scale and proximity
- BE22 Building setback criteria
- BE23 Providing and maintaining amenity space
- BE24 Privacy protection for occupiers and neighbours
- BE28 Shopfront design
- BE35 Visual impact of proposals adjacent major road and rail connections
- BE36 High buildings and structures
- BE38 Landscaping details

Other Environmental Considerations

- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Mitigating noise impacts from buildings
- OE5 Siting of noise sensitive development
- OE8 Surface water attenuation
- OE10 Development phasing in areas of flooding or inadequate capacity
- OE11 Contamination and handling of dangerous substances

Housing

- H1 Sites safeguarded for residential development
- H4 Mix of housing units
- H5 Securing larger dwellings for families
- H8 Change from non-residential uses to residential use
- H10 Hostel and special needs accommodation requirements

Recreation, Leisure and Community Facilities

- R1 Provision of recreational open space and playspace
- R10 Support for community and health facilities
- R16 Provision for accessibility for shops, business uses, community and other facilities

R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities

Accessibility and movement

AM2 Development proposals – assessment of traffic generation, impact on congestion and public transport availability and capacity

AM3 Proposals for new road or widening – criteria for consideration

AM5 Safeguarding of roads

AM7 Criteria for considering the impact of development of existing and committed principal roads and wholly discounting potential for through traffic on distributor and access roads

AM8 Pedestrian priority in road construction and traffic management

AM9 Provision for cyclists in the network, highway improvements and developments

AM13 Consideration of the ease and spontaneity of movement by the elderly

AM14 Compliance with adopted parking standards

AM15 Provision of accessible spaces for people with a disability

AM16 Provision of accessible spaces for people with a disability

Local Economy

LE2 Industrial and Business Areas (IBAs)

Airports and Aviation

A6 Aviation Safety

LE4 Loss of industrial floorspace outside designated industrial areas

3. I1 Building to Approved Drawing

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

4. I2 Encroachment

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

5. I3 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building

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

6. I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

7. 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 (i.e. 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 0207556 2100).

8. I12 Notification to Building Contractors

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).

9. I15 Control of Environmental Nuisance from Construction Work

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

- A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank and Public Holidays.
- B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.
- C) The elimination of the release of dust or odours that could create a public health nuisance.
- D) No bonfires that create dark smoke or nuisance to local residents.

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

10. I19 Sewerage Connections, Water Pollution etc.

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

11. 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 - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

12. I28 Food Hygiene

The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

13. I34 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

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.

14. I46 Renewable Resources

To promote the development of sustainable building design and construction methods, you are encouraged to investigate the use of renewable energy resources which do not produce any extra carbon dioxide (CO₂) emissions, including solar, geothermal and fuel cell systems, and use of high quality insulation.

15. I47 Damage to Verge

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

16. Cranes

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

17. 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 the aviation interests. This is explained further in Advice Note 7 'Wind Turbines and Aviation' which is available at www.aoa.org.uk/publications/safeguarding.asp

18. Salvage of Control in Building L1

Prior to commencing on site EH should be consulted as to the continuing existence or otherwise of the fixtures and fitting of the Control Room in Building L1 to discuss a course of action for their salvage. This is with the intention salvaging any appropriate material to a museum or other long-term depository on a not-for-profit basis in the first instance. Please contact Kim Stabler, Archaeology Advisor, GLAAS, City and North Team, London Region, English Heritage, 1 Waterhouse Square, 138 – 142, Holborn, London EC1N 2ST or telephone 020 7973 3215

19. Fire hydrants

The fire hydrants as required by the London Fire Brigade should conform to BS750:1984 and the hydrant indicator plate should conform to BS325117/01/20101976

20. Consult EPU and EA

Prior to work commencing on site, you are recommended to consult the Councils EPU Team as well as the Environment Agency on matters including controlled waters conditions, waste management issues and site exemptions including mobile plant licences and remedial works.

21. Waste Grinders in Kitchens of Residential dwellings

All flats to have a food waste grinder

22.

In respect of the detailed design, the following matters not limited to an including should be addressed as per the advice of the Council's Access Officer:

- In respect of the landscaping, street furniture should be conducive to needs of older people and people with a disability and positioned to allow ease of movement by people with visual impairments.
- All publicly accessible buildings should be inclusively design especially with regard to legal obligations under DDA
- Apartment blocks are to incorporate refuge areas area will appropriate communication links, with sizing addressing wheelchair manoeuvrability (refer to BS 9999:2008)
- Recommend two lifts at opposite ends of the building should be incorporated into the scheme and should be designed and integrated to support horizontal evacuation - see officer comments for detailed criteria 'a' - 'j'
- Advice from a fire safety officer regarding accessible provisions should be sought at an early stage.
- A reminder of the duty to consider DDA 1995 regarding employment and service provision
- All facilities for people with disabilities must be shown on submitted drawings at reserved matters.

23. Waste Management Plan

In England, it is a legal requirement to have a site waste management plan (SWMP) for all new construction projects worth more than £300,000. The level of detail that your SWMP should contain depends on the estimated build cost, excluding VAT. You must still comply with the duty of care for waste. Because you will need to record all waste movements in one document, having a SWMP will help you to ensure you comply with the duty of care. Further information can be found at <http://www.netregs-swmp.co.uk>

24. Consult TFL

You are recommended to consult with TFL at an early stage to discuss the necessary information requirements to discharge the Delivery and Servicing Plan and Construction Logistics Plan conditions. It should be noted that any documents submitted in fulfilment of these conditions should clearly identify efficiency and sustainability measures to be undertaken including: booking systems; consolidated or re-timed trips avoiding peak times

on the road network; secure off-street loading and drop-off facilities; mode shift away from road where possible; using operators committed to best practice, demonstrated by membership of TfL's FORS scheme, or similar; swept path analysis demonstrating sufficient access for delivery vehicles.

25. Waste and Surface Water

With regard to surface water drainage, it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

26. Petrol/Oil Interceptors

Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

27. Trade Effluent Consent

A Trade Effluent Consent will be required for any effluent discharge other than domestic discharge. Any discharge without the consent is illegal and may result in prosecution. Note that domestic use includes for example, toilets, showers, washbasins baths and contains. Trade effluent processes include: laundrette/laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treating cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before Thames Water can give its consent. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London SE2 9AQ. Tel 0208 507 4321.

28. Water Supply

With regards to water supply, this site is within the area covered by the Veolia Water Company. It is recommended that Veolia Water company are contacted to establish the requirements for supply connection. The address to write to is Veolia Water Company, The Hub, Tamblin Way, Hartfield, Herts AL10 9EZ. Tel 0845 782 3333

29. Hedgerows

In respect of landscaping the Trust recommends that hedgerow planting comprise a good variety, with plentiful berry-bearing native species, appropriate to the local area.

30. Hedgerow Management

The Trust recommends that hedgerow management should ideally promote dense hedgerow growth, with trees at intervals. Cutting should be undertaken in cycles, such as half or one third annually between October and February to avoid the bird nesting season and preferably in the January – February period to allow berries to be consumed before cutting.

31. Bird boxes – Swallows

Erect swallow boxes (Wildlife Trust Suggestion E.g. Schwegler swallow nest boxes 10) which should be placed inside outbuildings (sheds, barns or stables). Ensure there is always access for the birds through an open window or sky-light. Swallows are sociable birds but multiple nests should not be placed at less than 1m intervals. For further advice see <http://www.nhbs.com/schwegler> swallow nest 10 tefno 158625

32. Bats

If bats are discovered Natural England will need to be consulted and a Department of Food and Rural Affairs (DEFRA) licence will need to be obtained prior to any recommencement of work and mitigation measures proposed.

33. Green Roofs and walls

Green Roofs should be considered in the construction of any flat roofed buildings which contribute greatly to on-site biodiversity by attracting a range of insects and birds. They also provide natural insulation, rainwater attenuation and cooling, and are visually attractive and innovative. Green walls provide many of the same benefits, and have been shown to provide considerable temperature regulation, as well as contributing to on-site biodiversity by providing habitat for insects and nesting birds.

Reason: To aim towards biodiversity enhancements in new developments in compliance with guidance in paragraphs 5.32 to 5.56 of PPS9, PPS1 and the NERC Biodiversity Duty.

34. Water Saving Measures

WT suggest including grey water recycling, external water butts etc in new building design.

See <http://www.environment-agency.gov.uk/subjects/waterres/286587/286911/548861/862159/?version=1&land=e>

And

<http://www.greenbuildingstore.co.uk/water-reedbeds.php>

Reason: To aim towards sustainable water usage in new developments, in compliance with sustainability guidance PPS1.

35. Code for Sustainable Homes

Maximising energy efficiency and conservation through use of renewable energy sources, solar a panels, wind turbines (where efficient), ground source heat pump, insulation creating buffer zones, weather-breaking planting, localised temperature controls, and use of condensing boilers.

Reason: To aim towards sustainable energy usage in new developments

36. SUDS

Sustainable Urban Drainage systems could be considered. The SUDS manual (c697) by Woods Ballard B, Kellager R et al is available at <http://www.circa.org/downloads.htm>

Reason: To aim towards sustainable drainage systems in developments

37. Local Site Systems

Local site systems have been developed through a partnership and are endorsed by local authorities will be more likely to attract a range of funding support available for nature conservation objectives. These include planning conditions and s106 agreements with developers for works to secure public benefit. These could include measures to improve

public access and interpretation. Section 106 agreements could also make payments under s39 of the Wildlife and Countryside Act for entering into management agreements in respect of any land in their area for the purpose of conserving or enhancing its natural beauty, or promoting its enjoyment to the public.

38. Biodiversity Benchmark

The Biodiversity Benchmark for Land Management of the Wildlife Trust is the first award for business designed to recognise and reward continual biodiversity improvement. It was set up to support businesses and other organisations in their work to enhance biodiversity. The biodiversity Benchmark is managed by the Wildlife Trust. It's strategic direction is overseen by a steering group comprising commercial and environmental organisations including Natural England and the Environment Agency. It provides a nationally recognised standard for commitment to biodiversity, demonstrating responsible land management. How to apply: Self-assessment packs and related documents can be downloaded from the Biodiversity Benchmark website www.biodiversitybenchmark.org or email bb@wildlifetrusts.org to obtain a copy

39. Nuisance

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

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

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

40. Air Quality Management

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

41. Environmental Statement

All matters submitted pursuant to the above conditions must be in accordance with the proposals tested within the Environmental Impact Assessment (EIA). If the Council considers that future submissions go beyond the scope of the EIA or introduce significant

effects not previously been assessed then further EIA maybe required or addendums to the current version. Section 73 applications to vary or not comply with conditions are also subject to EIA regulations and will be reviewed in the context of the existing environmental statement.

42. Birds

In respect of the requirement to submit and Ecological Management Plan, no demolition of buildings, or removal of trees, scrub or hedges, shall be carried out on site between the 01 March and 31 August inclusive in any year, unless searched beforehand by a suitably qualified ornithologist.

REASON

Nesting birds are protected from disturbance under the Wildlife and Countryside Act 1981.

43. Lighting

In respect of the requirement to submit and Ecological Management Plan, no external lighting shall be installed or affixed to any buildings on the site unless the Local Planning Authority has first approved in writing the details of its position, height, design and intensity. The hedgerows, tree lines and vicinity of any at boxes in particular should be protected from any direct lighting.

REASON

To ensure the site provides a suitable foraging habitat for bats which may be adversely affected y artificial light pollution in sensitive areas

44. Bats

In respect of the requirement to submit and Ecological Management Plan, no demolition of buildings is to take place unless carried out in the presence of a bat ecologist.

REASON

All bats ad their roosts are legally protected by the Wildlife and Countryside Act 1981 and the Conservation (Natural Habitats and c.) Regulations 1994. If bats are present it is illegal to intentionally kill, injure or catch them, damage destroy or obstruct their roosts, or to disturb the bats. Bat roosts are also legally protected, even when bats are not present all of the time.

45. Trees and bats

In respect of the requirement to submit and Ecological Management Plan, prior to commencement of each phase, no trees identified on site as bat roosts are to be felled until a bat mitigation scheme has been submitted for the approval in writing by the Local Planning Authority. This is to include the results of the survey to determine which trees contain or are likely to contain bat roosts (those with cracks, rot holes, splits, dense ivy cover, etc) and the proposed mitigation measures.

REASON

Some of the trees on the site have been identified as containing features which could be used by roosting bats. If any of these are due to be removed as part of the development, they need to be checked for evidence of the use by bats beforehand. Because bats are such mobile species, this should be carried out as close to the time of the felling as possible. Any that are found to contain bats will need to be left until the bats have gone or been excluded (which would require a licence), although it would be preferable to retain on site those

specimens considered likely to be used by them. Felling techniques on all trees with potential bat habitat must be felled following all guidelines in 'Trees and Bats' (Arboricultural Association Guidance Note 1, May 2003, 2nd edition), and in the presence of a bat ecologist. If bats are discovered Natural England will need to be consulted and a DEFRA licence will be needed prior to any recommencement of work, and mitigation measures proposed. All bats and their roosts are legally protected by the Wildlife and Countryside Act 1981 and the Conservation (Natural Habitats and c.) Regulations 1994. If bats are present it is illegal to intentionally kill, injure or catch them, damage destroy or obstruct their roosts, or to disturb the bats. Bat roosts are also legally protected, even when bats are not present all of the time.

46. Landscaping

In respect of the requirement to submit and Ecological Management Plan, no works of site clearance or demolition for each phase are to begin until a detailed landscaping plan has been submitted to the Local Planning Authority for approval in writing. This is to include details of the species of local provenance to be planted/sown and a structurally diverse habitat plan (preferably including a pond and dead wood habitats), consisting of a list and map of species to go in the tree plantings, scrub areas and hedgerow and a sample programme of management.

The plan shall be implemented in full and permanently maintained unless otherwise agreed in writing by the Local Planning Authority.

REASON

To increase opportunities for wildlife in new developments, in compliance with guidance in paragraphs 5.32 to 5.36 of PPS9, and the NERC Biodiversity Duty.

47. Badgers

In respect of the requirement to submit and Ecological Management Plan, no works of site clearance or demolition is to begin in each phase until a survey for badgers has been carried out and a report submitted to the LPA for approval in writing. Should an active badger set be found to be present on site, a licence would be required from Natural England in order to lawfully undertake works within close proximity of the sett(s) in question. Natural England will require a mitigation strategy to include the method and timing of the works. All works are to proceed in accordance with the approved scheme of mitigation. This is to include details of precautions to be taken before and during construction to avoid harm to badgers, such as caused by the potential sett building in fresh soil heaps. Construction activities must not approach closer than within 30m of any badger sett. A final check survey for badgers should be carried out before commencement of construction and a watching brief and general site safeguards should be put in place to protect the badgers present at the site and wider area.

REASON

To prevent the killing, injuring and cruelty of badgers and interfering with setts. Badgers are legally protected under the Wildlife and Countryside Act, 1981 and the Protection of Badger Act 1992. This makes it illegal to wilfully kill, injure or cruelly ill-treat a badger, interfere with a badger sett by damaging or destroying it, obstruct access to a sett or to disturb a badger whilst occupying a sett. Furthermore, the destruction by development of the badgers foraging territory, and the interruption of their paths to such territory or to water sources, may be classified as cruel ill-treatment.

48. Reptiles

In respect of the requirement to submit and Ecological Management Plan, any key features within the redevelopment area that could potentially be used by reptiles should be cleared sensitively, in particular habitats in the north-eastern corner of the site. Key features include log and brash piles, grass heaps, stone rubble piles, marrow burrows. Existing areas of amenity grassland should be maintained closely mown to prevent their colonisation by reptiles.

REASON

To prevent the killing or injuring to reptiles. Reptiles are protected under the Wildlife and Countryside Act 1981 which makes it an offence to intentionally kill or injure these species.

49. Stag Beetles

In respect of the requirement to submit and Ecological Management Plan, if any dead stumps on the site are to be removed, they should be dismantled sensitively and used to recreate loggeries and log piles elsewhere on site. These loggeries should be positioned upright in a shallow hole circa 0.5m deep by circa 1m square, and lined with tree bark mulch. Logs of circa 1.5m length should be used so that they protrude above ground level by circa 0.5m. The loggeries should be positioned in a damp and shady location.

REASON

Stag beetles are a UK and Hertfordshire BAP priority species, and their protection should be considered by local planning authorities in planning decisions in compliance with guidance in paragraphs 84 and 85 of PPS9, and the NERC biodiversity duty.

50. Good building Practice

Good building practices should be adopted during the construction phase to safeguard any individual animals which venture onto the site. Such practices would include covering of deep holes and trenches overnight and or the provision of planked escape routes for any trapped wildlife. In addition, any liquids held on-site should be stored in secure lock-up. Furthermore a precautionary approach should be adopted during clearance of dense scrub. Specifically, necessary scrub clearance at the north eastern corner of the site should be carried out sensitively (i.e. using hand held tools) such that any fox earths be identified, they can be excavated sensitively.

REASON

So that all matters relating to wildlife protection during construction are agreed with all construction workers, and implemented in full thereafter.

51. Bat Boxes

As part of reserved matters condition No. 3, bat boxes (Wildlife trust suggests E.g. Schwegler 1FQ) or bricks (Wildlife Trust suggests E.g. Schwegler N27 or 1FR) should be installed on buildings in positions at least 3m off the ground and which protected from the elements and facing in a south/westerly direction.

REASON

To increase opportunities for wildlife in new developments, in compliance with guidance in paragraphs 5.32 to 5.36 of PPS9, the NERC Duty and PPS1

52. Bird boxes - General

As part of reserved matters condition No. 3, swift, starling and house sparrow nest boxes and/or bricks (Wildlife Trust suggests E.g. Schwegler boxes/bricks) should be erected on/in

any tall buildings at least 5m above ground, and which are protected from the elements and north/east facing. For further advice see http://www.rspb.org.uk/advice/helpingbords/roofs/internal_boxes.asp

REASON

To increase opportunities for wildlife in new developments, in compliance with guidance in paragraphs 5.32 to 5.36 of PPS9, the NERC Duty and PPS1

53. Consulting EPU and EA regarding Contamination

The Environmental Protection Unit (EPU) and the Environment Agency (EA) should be consulted at each stage for their advice when discharging conditions and performing the works thereby approved.

54 Landscaping

The detailed landscape plan for each phase approved in compliance with Condition 3 shall comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping and Building Design (www.aoa.org.uk/publications/safeguarding.asp).

55. Fire Fighting Hydrants

Twelve (12) additional fire hydrants are required for fire fighting needs distributed throughout the development as guided by the London Fire Brigade as marked by hand on drawing PA1007-200-215 to suitable respond to the potential risk of the development.

3. CONSIDERATIONS

3.1 Site and Locality

3.1.1 The Site

The application site is 12.59 ha in area, It is bound by Porters Way to the south, Mulberry Parade and Rutters Close to the east, Network Rail land to the north, and Holly Gardens and the recently approved Park West development to the west. The site is relatively level.

The application sites was previously occupied by the National Air Traffic Services (NATS) as the main air traffic control centre for southern England and London airports. Since 2008, the NATS operation has relocated to the new London Area Control Centre at Swanwick, near Fareham in Hampshire. The application site is now unoccupied.

The site previously comprised of 21 buildings which served a variety of uses as part of the NATS operation including office, industrial/mechanical and power generation. They are of varying architectural styles, none of which are listed. They are of sizes ranging from small single storey construction through to substantial 7-storey office building with large floor plates. Beneath one of the larger buildings is a substantial basement that previously housed computing and cooling equipment associated with the NATS navigation system. This equipment has been removed.

A substantial amount of the site is laid out as hard stand parking for approximately 1500 parking spaces. There are two vehicular access points via Porters Way and further access through to Porters Way.

Areas not otherwise developed are grassed. A group of mature trees is situated along Porters Way and a tree/hedgerow is situated along the boundary shared with the Mulberry Parade properties and part of the Rutters Close boundary.

Given the previous NATS operation, the whole site is publicly inaccessible with security fencing to all boundaries.

3.1.2 The Locality and Transport Infrastructure

The immediate area is predominantly residential. Most of the properties are terraces and semi-detached houses in a suburban setting with the exception of the 'Park West' flat development. 'Park West' is adjacent the application site and was allowed by the Secretary of State [Appeal Ref. APP/R5510/A/04/1168236]. Note that the development is nearing completion and is up to 6 storeys in height.

Stockley Road to the east is served by the U5 bus route which provides services between Uxbridge Underground Station (served by the Metropolitan and Piccadilly lines) and Hayes and Harlington overground station. There are five buses per hour in either direction. Stockley Road, also provides a vehicular link to the junction of the M4 and access to the motorway network, including M25, M40 and M23.

To the east is Mulberry Parade, a Council-owned building with 12 retail premises, some of which are vacant. The upper levels comprise residential flats. Opposite the Parade is Stockley Recreational Ground.

To the north, the site is boarded by Network Rail land which rises up from the application site to the railway tracks. Beyond is the Grand Union Canal with canal towpath and walkway along its northern bank.

Further afield, to the southwest on Harmondsworth Road is the West Drayton youth/community centre.

West Drayton Town Centre lies to approximately 1,200m to the west of the site as measured from the nearest Porters Way entrance. It offers various facilities and services including a health centre, swimming pool, libraries and citizens advice bureau. The West Drayton railway station provides services between London Paddington and Reading via Slough. Services entail typical journey times of 22 minutes to Paddington and 11 Minutes to Slough with circa 4 trains each way every hour. West Drayton station is identified as one of the stops for the Crossrail link, which will provide high speed connections to central London, with 6 trains every hour.

Also to the west at the Junction of Station Road and Church Road is the No. 222 bus stop providing 8 services each hour between Uxbridge and Hounslow. The No. 350 bus stop provides services between Claredon Road and Heathrow Terminal 5. During weekdays along Station Road is the No. 698 service which runs between West Drayton and Ruislip.

Chapter 8 of the Environmental Statement indicates that there are at least 10 churches and two associations within less than 2miles of the application site. West Drayton Primary School is within 800 metres whilst further afield are Cheery Lane Primary school, Longmead Primary School, St Catherine Primary School, St Matthew's Primary School, Stockley Academy, Harlington Secondary School, and Hayes Manor Secondary School.

3.2 Form of Application

The application has been submitted in outline form, with the following matters for consideration, namely:

- **Layout:** “the way in which buildings, routes and open spaces are provided within the development and their relationships to buildings and spaces outside the development.”
- **Scale:** “the height, width and length of each building proposed in relation to its surroundings.”
- **Access:** “this covers accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.”

The following matters are reserved, namely:

- **Appearance:** “the aspects of a building or place which determine the visual impression it makes, excluding the external built form of the development.”
- **Landscaping:** “this is the treatment of private and public space to enhance or protect the site’s amenity through hard and soft measures, for example, through planting of trees or hedges or screening by fences or walls.”

As such, in addition to discharging conditions, if the Council resolves to grant planning permission, reserved matters applications for appearance and landscaping will also need to be submitted to and approved by the Local Planning Authority prior to the commencement of works on site. Reflecting the phasing of the development, the applicant is seeking an extended period of 6 years in which to submit future reserved matters applications, pursuant to Section 92(4) of the Town and Country Planning Act 1990.

3.3 Proposed Scheme

3.3.1. Land uses summary

The outline application proposes a mixed-use, residential-led redevelopment. The table below summarises the quantum of uses proposed along with further detailed description of the proposal.

Use	Floorspace (in square metres)	Number of units
Existing - Total	40,197	-
Proposed - Total	63,483	-
• Residential (Class C3)	58,178	773 (2569 habitable rooms)
• Nursing Home (Class C2)	3,630	80 rooms
• Health Facility and community facility (Class D1)	1,085	-
• Offices (Class B1)	185	-
• Shops (Classes A1/A2/A3)	185	2
• Energy Centre	200	
• Residential car parking	-	1034
• Non-residential car parking	-	51

The following sections outline the key components of the scheme in more detail, including the residential and non-residential land uses proposed, amenity space provision, site connectivity and off-site works.

3.3.2 Residential component – Summary

The residential component comprises of flat blocks and individual dwellings, linked by a series of interconnected public open spaces and streets. Generally, the flat blocks frame the south western third of the site. The blocks provide a transition between the 'Park West' development, immediately adjacent to the west, with the lower scale residential dwellings of the proposed site which then occupy the north eastern two thirds of the site.

Dwelling Mix		
Dwelling type (Hab rooms)	Units	Hab rms
Studio flat (1)	12	12
1 bed flat (2)	118	236
1 bed flat wheelchair adaptable (2)	34	68
2 bed flat (3)	285	855
2 bed flat wheelchair adaptable (3)	31	93
2 bed house (3)	21	63
3 bed flat (4)	23	92
3 bed house (4)	168	672
3 bed house wheelchair adaptable (4)	13	52
4 bed house (6)	56	336
4 bed house wheelchair adaptable (6)	3	18
5 bed house (8)	9	72
Total	773	2569

A detailed breakdown of tenure mix, family housing, and private amenity space provision is provided in Section 7 of this report.

3.3.3 Residential component – Flat blocks

Blocks A1, A2/3/4, B, C, G1, G2, G3, G4/5, G6/8, G7, comprising a total of 503 flats, frame the western boundary shared with the 'Park West' development.

Block A1 is four storeys and fronts Porters Way. Pedestrian access is provided direct to Porters Way whilst car parking is located at the rear. Private amenity terraces are provided at ground floor with balconies at upper levels.

Block A2/3/4 has a frontage to Porters Way, although, its principle elevation extends along the proposed boulevard, the main vehicular access into the site. It is a part 4/5 storey block with a first-floor, podium-level communal amenity space at the rear. Below is car parking and refuse/bicycle storage.

Block C is midway into the site along the proposed boulevard and adjacent to the western boundary to the Park West development. The part 4/6 storey development proposes a first floor podium level communal open space at the rear. Below is car parking, bicycle and refuse storage. A further communal amenity space is located at ground level to the rear.

Blocks G7 and G6/8 are liner blocks of 3/4 and 4/5 storeys respectively. They are arranged to create a central communal courtyard space at ground level. Additional amenity space is located to the rear of block G7 whilst car parking is located to the south and west around Block G7. Refuse and bicycle storage will form part of the reserved matters application,

although illustrative plans suggest they will be located within the building footprint and adjacent to the entrances at ground floor.

Blocks G1 (height 3 storeys), G2 (height 3 storeys), G3 (height 4 storeys) and G4/5 (height 3/5 storeys) frame the northern boundary of the adjacent Park West development. Private and communal amenity space is located at ground floor with car parking at the rear, adjacent to the Park West boundary. Refuse and bicycle storage will form part of reserved matters applications, although illustrative plans indicate they will be adjacent to the entrances at ground floor.

Block E is a courtyard block of 3/4 storeys. A first floor podium communal amenity space is proposed with car parking, bicycle and refuse storage located below at ground floor. Private amenity space is provided in the front setback for ground floor flats. It is anticipated that upper level flats are likely to benefit from balconies as part of future reserved matters applications.

Block D is centrally located within the site adjacent to the proposed 'village green', the boulevard and the promenade. The courtyard block is 3/4/5 storeys in height with a first floor podium communal open space. Below is car parking, bicycle and refuse storage. Private amenity space is provided in the front setback for ground floor flats. It is anticipated that upper level flats are likely to benefit from balconies as part of future reserved matters applications.

Block K is located at the bottom of the boulevard and adjacent to the proposed 'autumn green'. The 3/5 storey block proposes car parking at the rear. Illustrative drawings include refuse and bicycle storage within the building footprint at ground floor. Upper level flats are likely to benefit from balconies as part of future reserved matters applications.

Block F comprises 1 and 2 bedroom flats above the medical centre in the south eastern corner of the site adjacent to Porters Way. Future provision of refuse and cycle storage is shown within the building footprint to the rear of the building and accessible by the internal streets of the development, whilst car parking is in the surrounding curtilage of the building.

3.3.4 Residential component - Dwelling houses

The proposed 270 dwelling houses are situated in the north-eastern two-thirds of the site. They are predominantly terraced properties of 2 storeys with larger dwellings of 3 storey terraces framing the 'Autumn Green', 'Village Green' and the 'Promenade'. There are also 3 fully-detached, family-sized dwellings. All dwelling houses benefit from private gardens. Dwellings will have individual bicycle and refuse storage. Car parking is located in close proximity within the network of internal streets or is in secured access courts behind the rear gardens.

3.3.5 Non-residential components

The non-residential components of the scheme include a primary health care facility, community room, retail units, business units, including a site management office as well as an energy centre with a combined heat and power (CHP) unit and separate foul water pumping station.

The Primary Care Trust (PCT) facility is located on the ground floor of Block F in the south east corner of the site, adjacent to Porters Way, the Mulberry Parade shopping area and the proposed promenade. The floor area of the PCT facility along with the community room is 1,085sqm. Car parking for 19 cars will be located in the surrounding curtilage. Subject to

separate and further negotiations with the Hillingdon PCT, the applicant's Health Impact assessment suggests that the facility could accommodate up to 7/8 doctors as well as all the requisite health and administrative support services to meet the needs of the future residents of the site and surrounding West Drayton Area.

Also within block F are the Class A1/A2/A3 retail elements situated at ground floor adjacent to the Mulberry Parade shops. The proposed floor area is 185sqm. The Planning Statement suggests that this would provide 1 to 2 retail units, the detail of which would come forward as part of reserved matters applications. Approximately 5 to 10 jobs would be created. Car parking for 4 cars is proposed to be located to the rear of the building. Future refuse storage is within the building footprint to the rear of the shops whilst 2 car spaces and bicycle parking is externally located at the top of the promenade.

The Class B1 business units are also in the same building in the south east corner. The business units will be located at the first floor, and along with the site management office at the ground floor, will have a total maximum floor area of 185sqm. Approximately 11 jobs would be created. Car parking for 4 cars is proposed to be located to the rear of the building.

Across the promenade and fronting Porters Way is the nursing home. The facility will be 3 storeys, up to 3,630sqm and accommodate 80 beds. Car parking for 23 cars and bicycle storage for 43 bicycles (to address employee needs) is located to the rear, along with communal outdoor amenity space. Illustrative plans indicate refuse storage provision will be within the building footprint adjacent to the internal street rather than directly off Porter's Way.

The proposed energy centre is located in the parking area to the rear of the PCT/retail/office/residential flat building in the south east corner of the site. It is 2 storeys and covers up to 200sqm. It sits adjacent to the eastern boundary, which backs onto gardens of the adjoining Mulberry Parade. The Planning Statement advises that the energy centre is proposed to form a district heating network that will provide electricity, heating and hot water to all the buildings on the site. This is along with a biomass boiler and/or photovoltaic panels (PVs) to achieve energy savings and carbon reductions. Note that the final range of renewable options and the final location of PVs is proposed to be conditioned for determination and subject to approval in writing by the Local Planning Authority.

The agent advises that the foul water pumping station is located adjacent to the northern boundary of the site. There is an existing pumping station in this location already which will be upgraded as required. All the equipment is underground and will remain so. Further details are provided in the Flood Risk Assessment accompanying the application.

3.3.6 Public amenity spaces

Integrated into the layout of the application site is a network of publicly accessible open spaces. Two principle spaces are proposed. 'Spring Green' is 3412sqm in area and is located midway into the site and is directly accessible along the 'Boulevard' and 'Promenade'. 'Autumn Green' is 3790sqm in area and is situated further north at the top of the 'promenade'. Both spaces are intended to be focal points and offer a multi-functional space.

Play areas are identified in both greens. 'Spring Green' includes a neighbourhood play area of 800sqm as well as a local play area of 230 sqm. 'Autumn Green' contains a neighbourhood play area of 1125sqm and a local play area of 186sqm. Note that there are further play areas scattered within the site.

A further 'wilderness' corridor of over 3000sqm is identified along the northern boundary of the site, adjacent to Network Rail land. It is intended to offer screening between the development and Network Rail land as well as an opportunity for enhancement of biodiversity on the site. A play area of 100sqm is included within the space.

3.3.7 Connectivity

In addition to achieving connections within the site, the layout has considered the wider area and proposes connectivity improvements.

The principle vehicular link onto the site is via the 'Boulevard' which runs north from Porters Way. The point of access onto Porters Way closely reflects the existing principle access point on the site. The route of the boulevard takes in the principle open spaces, 'Spring Green' and 'Autumn Green' as well as the smaller 'Summer Green'. It serves the majority of the flat blocks whilst the dwellings are served by home zone roads which feed off the boulevard. Tree planting and landscaped and pedestrian verges are integral to creating the character of this principle access point.

The 'Promenade' is a diagonal connection linking Porters Way with 'Spring Green, 'Autumn Green' and the east-west link. At the Porters Way frontage, the 'Promenade' provides vehicular access and a parking forecourt area to the non residential elements of the scheme, which are clustered in this area and integrates with the existing Mulberry Parade shopping area immediately adjacent to the east. Further into the site, the 'Promenade' is a pedestrian thoroughfare, linking the principle public amenity spaces. The seasonal landscaping theme to open spaces is also picked up with a 'Winter Walk', along the promenade which includes extensive tree planting.

In addition, an east-west link for pedestrians and cyclist is provided between Rutters Close to the east and Holly Gardens to the west. This links 'Autumn Green' open space and the terminus of the 'Boulevard'/'Promenade' connections with Porters Way. The east-west connection will offer improved connectivity to West Drayton railway station as well as the Mulberry Parade and Stockley Recreation ground.

Home zone roads serve the dwelling houses and facilitate provision of on-street car parking spaces and parking courts to the rear. The home zone design creates a distinctive and intimate character in the layout, building setbacks, as well as illustrative landscaping and material treatments.

3.3.8 Off-Site Highways Work

Separate and in addition to any s106 planning contributions the council's highways engineers and TFL are in negotiations with the applicant to secure highway improvements between the Stockley/Lavender junction and the Station/Porter junction. Also, any connectivity improvements between West Drayton Mainline Station and the site as identified in the review Pedestrian Environment Review Software (PERS) report.

3.4 Relevant Planning History

The application history is for relatively minor alterations, additions and works associated with the former MOD and NATS operations.

4. PLANNING POLICIES AND STANDARDS

The following Saved Policies and standards are considered relevant to the application:-

Part 1 Policies:

- Pt1.7 To promote the conservation, protection and enhancement of the archaeological heritage of the Borough.
- Pt1.9 To seek to preserve statutory Listed Buildings and buildings on the Local List.
- Pt1.10 To seek to ensure that new development will not adversely affect the amenity and character of the Borough's residential areas.
- Pt1.12 To avoid any unacceptable risk of flooding to new development in areas already liable to flood, or increased severity of flooding elsewhere.
- Pt1.13 To seek to ensure the provision of 8,000 additional dwellings in the Borough between 1 January 1987 and 31 December 2001.
- Pt1.15 To enable the conversion of residential properties to create more units, provided the additional units are suitable to live in and the character of the area and amenities of adjoining occupiers are not harmed.
- Pt1.16 To seek to ensure enough of new residential units are designed to wheelchair and mobility standards.
- Pt1.17 To seek to ensure the highest acceptable number of new dwellings are provided in the form of affordable housing.
- Pt1.19 To maintain a hierarchy of shopping centres which maximises accessibility to shops and to encourage retail development in existing centres or local parades which is appropriate to their scale and function and not likely to harm the viability and vitality of town or local centres.
- Pt1.21 To seek publicly accessible recreational open space in association with proposals for development where appropriate to help reduce deficiencies in recreation open space or to ensure that provision does not fall below accepted standards.
- Pt1.25 To encourage the provision of small industrial, warehousing and business units within designated Industrial and Business Areas.
- Pt1.30 To promote and improve opportunities for everyone in Hillingdon, including in particular women, elderly people, people with disabilities and ethnic minorities.
- Pt1.31 To encourage the development and support the retention of a wide range of local services, including shops and community facilities, which are easily accessible to all, including people with disabilities or other mobility handicaps.
- Pt1.33 To promote the construction of new roads or the widening of existing roads only where they would: improve safety; promote pedestrian movement, cycling or public transport, or the improvement of the environment; reduce local congestion in a cost effective way; or are required to accommodate traffic likely to be generated by new development.
- Pt1.34 To maintain the road hierarchy set out in this Plan and accordingly seek to segregate different types of traffic by the function of the various tiers of the

hierarchy through traffic management schemes, road signing and planning control over development and redevelopment schemes.

Pt1.35 To accord priority to pedestrians in the design and implementation of road construction and traffic management schemes, and to seek to provide a network of cycle routes through the Borough to promote safer cycling and better conditions for cyclists.

Pt1.36 In consultation with public transport operators to improve facilities at bus and rail interchanges, and in consultation with LT and bus operators to promote traffic management measures which give priority to buses.

Pt1.38 To seek a reduction in road accident casualties through highway improvements including traffic calming and the design of new highway schemes.

Pt1.39 To seek, where appropriate, planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

Open Land and Countryside

OL26 Tree and woodland protection

Ecology and Nature Conservation

EC1 Protection of sites of special scientific interest, nature conservation importance and nature reserves

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

EC6 Habitat maintenance on former derelict, damaged or temporarily vacant land

Built Environment

BE3 Investigation and recording of sites of archaeological interest prior to development

BE13 Layout and appearance of new development

BE14 Safeguarding neighbouring development potential

BE18 Design considerations - pedestrian security and safety

BE19 Complimenting or improving residential amenity and character

BE20 Building layout to consider daylight and sunlight in and between buildings

BE21 Amenity impact due to bulk, scale and proximity

BE22 Building setback criteria

- BE23 Providing and maintaining amenity space
- BE24 Privacy protection for occupiers and neighbours
- BE28 Shopfront design
- BE35 Visual impact of proposals adjacent major road and rail connections
- BE36 High buildings and structures
- BE38 Landscaping details

Other Environmental Considerations

- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Mitigating noise impacts from buildings
- OE5 Siting of noise sensitive development
- OE8 Surface water attenuation
- OE10 Development phasing in areas of flooding or inadequate capacity
- OE11 Contamination and handling of dangerous substances

Housing

- H1 Sites safeguarded for residential development
- H4 Mix of housing units
- H5 Securing larger dwellings for families
- H8 Change from non-residential uses to residential use
- H10 Hostel and special needs accommodation requirements

Recreation, Leisure and Community Facilities

- R1 Provision of recreational open space and playspace
- R10 Support for community and health facilities
- R16 Provision for accessibility for shops, business uses, community and other facilities
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities

Accessibility and movement

- AM2 Development proposals – assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM3 Proposals for new road or widening – criteria for consideration
- AM5 Safeguarding of roads
- AM7 Criteria for considering the impact of development of existing and committed principal roads and wholly discounting potential for through traffic on distributor and access roads
- AM8 Pedestrian priority in road construction and traffic management
- AM9 Provision for cyclists in the network, highway improvements and developments
- AM13 Consideration of the ease and spontaneity of movement by the elderly
- AM14 Compliance with adopted parking standards
- AM15 Provision of accessible spaces for people with a disability
- AM16 Provision of accessible spaces for people with a disability
- LE2 Industrial and Business Areas (IBAs)
- LE4 Loss of industrial floorspace outside designated industrial areas

Airports and Aviation

- A6 Aviation Safety

Also considered relevant are:

- Council's SPD – Former NATS Site, Porters Way, West Drayton
- Council's SPD – Hillingdon Design and Accessibility Statement
- Council's SPD – Hillingdon Design and Accessibility Statement – Residential Layouts
- Council's SPG - Planning Obligations
- Council's SPG - Community Safety by Design
- Planning Policy Statement 1 (Delivering Sustainable Development)
- Planning Policy Statement 1 Supplement (Planning and climate Change)
- Planning Policy Statement 3 (Housing)
- Planning Policy Statement 4 (Planning and Economic Development)
- Planning Policy Statement 9 (Biodiversity and Geological Conservation)
- Planning Policy Statement 10 (Planning for Sustainable Waste Management)
- Planning Policy Guidance 13 (Transport)
- Planning Policy Guidance 15 (Planning and the Historic Environment)
- Planning Policy Guidance 16 (Archaeology and Planning)
- Planning Policy Guidance 17 (Planning for Open Space, Sport and Recreation)
- Planning Policy Guidance
- PPS 22 (Renewable Energy)
- PPS23 (Planning and Pollution Control)
- PPS25 (Development and Flood Risk)
- The London Plan (Consolidated with Alterations Since 2004) 2008

5. ADVERTISEMENT AND SITE NOTICE

Advertisement Expiry Date: 23 December 2009

Site Notice Expiry Date: 11 December 2009

6. CONSULTATIONS

6.1 External Consultees

6.1.1 Local residents/groups

A total of **1521** surrounding occupiers were notified. Site notices were erected in the surrounding area. A public notice was placed in a local paper on 2nd December 2009, and the application was published on the Council's web site. 45 submissions and 1 petition were received in response to the consultation of the original application as submitted.

Of the total submissions, 13 letters of objection as well as 1 petition with 38 signatures have been received from residents raising the following concerns:

Principle

- (1) Question the need for a nursing home and instead, provide sheltered housing
- (2) Question why there should be affordable housing in the development given there is already sufficient in the borough

Density

- (3) The proposal would lead to overpopulation in the area

Impact to the Character and Appearance of the Area

- (4) The flats blocks give the appearance of overcrowding, claustrophobia and will be unsightly

Impact to Neighbours

- (5) Impact from dirt
- (6) Request for hours of construction to be reduced to no later than 5pm
- (7) Impact to light on Lexington House and Kensington House

Transport

- (8) Traffic impacts, accidents and safety (location and nature of the issues was unspecified)
- (9) Increased traffic congestion
- (10) Parking impacts in Porter's Way, North Road and cumulative effect in addition to the neighbouring St Georges Development
- (11) The effect of traffic volume on the ability of pedestrians to cross roads
- (12) Roads are too narrow (roads unspecified)
- (13) Construction traffic impacts in addition to the Park West development
- (14) Concern that car parking may be sold separately when it should be allocated to houses
- (15) Concern that the traffic flow map is inaccurate including no vehicle count on South Road
- (16) The proposal will create a rat-run along Bell Road
- (17) Objects to the first phase having access via Rutters Close. The impact this will have on traffic safety as well as children's play in the street. Also, what guarantees there are that this access is only temporary.

Urban Design, Access and Security

- (18) Car parking will lead to crime and damage to vehicles
- (19) A reduction in dwelling numbers and height (storeys) requested
- (20) Opposed to the east-west cycle route as undermining security

Noise and Air Quality

- (21) Noise impacts (source of noise pollution and what it would effect was unspecified)

Planning Obligations

- (22) Insufficient services (unspecified), schools and hospitals to support the additional homes
- (23) A lack of educational facilities and provision of school places
- (24) Request for s106 monies for open space e.g. Drayton Hall and The Closes and town centre improvements
- (25) Absence of sporting facilities in the development

Other

- (26) Impact on services (The nature of the impact and the services it would affect was unspecified);

In addition, a submission was submitted on behalf of the Yewsley and West Drayton Town Centre Action Group raising the following concerns:

- (27) The medical facility is welcomed although there is concern if this would mean the closure of other medical facilities in West Drayton and Yiewsley
- (28) On-site car parking should be part of planning obligations such that no car parking spaces are sold separately from houses/flat
- (29) Increased traffic movements
- (30) The provision of school places
- (31) Question the need for the nursing home and suggest sheltered housing as an alternative
- (32) Adequate s106 provision should be make for open spaces such as Drayton Hall and The Closes along with improvements to the town centre
- (33) Notes that comments were previously submitted during the SPD consultation process

Of the total number of submissions, 31 letters in support of the scheme were received from residents raising the following:

Principle

- (34) A residential led scheme for this site is preferred as in this proposal
- (35) The proposal reflects the desire of local people i.e. houses with gardens, medical centre and old persons home
- (36) Welcomes new housing, medical centre, nursing home
- (37) The proposal will generate income for local businesses
- (38) The proposal will create jobs including jobs from the older peoples home and medical centre
- (39) Increased population will help the struggling Mulberry Parade and shops in Station Road

Impact to the Character and Appearance of the Area

- (40) New buildings will improve the area which they feel has otherwise been neglected

Impact to Neighbours

- (41) Consider the scheme would help rather than hurt existing residents (unspecified)

Transport

- (42) On site car parking will address potential parking impact upon the area

- (43) Suggestion that highway parking controls in the area should be maintained to alleviate parking stress
- (44) The level of car parking proposed is appropriate

Urban Design, Access and Security

- (45) Landscaping and playspace proposals are welcomed
- (46) Walkways and cycleways proposals are welcomed
- (47) Family housing with gardens is welcomed rather than a scheme comprising just big flat blocks and parking
- (48) The scheme is considered attractive and thoughtfully put together
- (49) The pedestrian link to the overland station is welcomed
- (50) The garden village design concept is in keeping with the area

Housing

- (51) Suggestion that a balance should be struck between housing tenures noting there is a lot of social housing in the area already and another suggestion that social housing would cause more social problems whereas private housing will improve an area
- (52) Welcome the approach of the scheme being a majority of residential dwellings rather than flats

Planning Obligations

- (53) The scheme is giving something back in terms of facilities e.g. medical centre and elderly persons home
- (54) Welcomes any associated opportunity to improve shops along Porters Way
- (55) Request that the Council ensures public facilities and infrastructure (parks, car parking, shops, health centre) are given priority equal to the residential component of the scheme and not have less priority if viability is an issue which might mean there is less facility/infrastructure provision "like so many other projects around the country".

Other

- (56) Request that aspects like the retail, health facility and shared road scheme are conditioned
- (57) Request for the Council to monitor the development to ensure facilities are provided

All residents were renotified of the amendments to the scheme. In response to the reconsultation of the amended application, 63 submissions were received.

Of the total number of submissions, 64 letters of objection (includes 43 proforma letters as well as comments from Mr John McDonnell MP, Cllr Geoff Courtney and the Yiewlsey and West Drayton Town Centre Action Group) as well as 1 petition with 66 signatures were received raising the following concerns in addition to concerns raised previously:

Principle

- (58) Recommends that the land be developed as green space rather than more housing
- (59) Recommends the site be for health facilities and older people only and not housing
- (60) The impact of the proposed shops on the existing Mulberry Parade, noting the vacancies therein

Impact to the Character and Appearance of the Area

- (61) The scheme does not reflect the character of the area which is mostly houses with gardens

Impact to Neighbours

- (62) Nuisance in Rutters Close caused by pedestrian and cycle traffic

Living Conditions for Future Occupiers

- (63) The green space does not include places for children to play
(64) More play facilities recommended on site

Transport

- (65) Concern about parking in Rutters Close and walking through to the NATS development which could impede emergency vehicle access

Urban Design, Access and Security

- (66) Concern about crime with the east west link. Suggestion that the link is not needed as there is a separate connection to Mulberry Parade shops provided
(67) Queries about boundary treatment along Rutters Close with suggestion that landscaping would be a maintenance problem and preference for a solid fence.
(68) The boundary wall to Rutters Close should be high (2m suggested) to minimise people's ability to access the dwellings and thereby prevent indiscriminate parking in Rutters Close
(69) The need to consider the environmental effects of increased traffic (impacts unspecified)
(70) Recommend a redesign such that proposed dwellings do not face Rutters Close

Planning obligations

- (71) The community room needs to be a large hall/community centre
(72) The PCT needs to be considered and should be a larger facility and not just a few rooms
(73) Request for recreational and community facilities be considered (facilities unspecified) and concern that facilities on site and in the area are inadequate
(74) Suggestion that s106 planning obligations should be secured for Drayton Hall, The West Drayton and Young People's Centre.

Other

- (75) Concern that residents were not properly consulted on the Rutters Close bicycle link
(76) Impact upon water pressure
(77) Construction impacts (construction vehicle and machinery noise, dust/dirt and the health impacts of this particularly to people with asthma)

Of the total number of submissions, 1 letter in support of the scheme was received from residents raising the following matters additional to those raised previously:

- (78) Pleased that the Rutters Close vehicular access has now been omitted and all vehicles now required to access the site via Porters Way

In the course of the original consultation and reconsultation exercises, the following issues were raised in submissions which are not relevant to the consideration of the planning merits of this application

- The scheme would contribute additional residents that are not local people
- Querying who are the recipients of social housing

- Concerns are raised on top of existing concerns about Heathrow Third Runway and that this area *“is a hole to have to live in”* whilst paying a *“fortune in rates”*
- Problems encountered with other schemes including the St Georges development including parking impacts, damage to boundary walls, deriving no benefit from facilities including the gymnasium, construction impacts and privacy impacts
- Queries about future street naming
- Suggestion of no-through-road signage
- Request that the decision on the application is made by the Council and not a higher level of government
- Opinion that there has been little or no investment in the local community for years
- Suggests creation of a road to the A408 to ease congestion on Lavender Rise
- Suggests creation of a flyover to Stockley Road to reduce congestion in Porters Way
- Queries the demand for housing given other developments in the area
- Questions the necessity of another big development in West Drayton and suggesting that the Park West development has had difficulty filling apartments
- Opinions previously given as part of the SPD consultation exercise
- Nursery was never provided at the old admiralty site (location unspecified)
- Existing healthcare in the area is stretched and unemployment is high
- The Drayton Garden Village name is confusing
- References to the former illegal parking operation on site
- Comments in respect of the pre-application consultation process about agreement to install a trim (fitness) trail in the scheme and possible financial support to sports clubs in the area
- Comments made by the applicants community consultation representative to residents in pre-application discussion and following submission
- Opinion that there is a lack of school places at the Cherry Lane school
- Works previously and currently on site that have been the subject of separate enforcement investigation and comment
- Issue of burglaries on the NATS site in the time it has been vacant
- General, non-specific reference to comments previously submitted during the SPD consultation exercise
- Meetings and comments in respect of resident association meetings about the strategy for healthcare in the borough by the Hillingdon PCT including discussion and comments about ‘The Green’ Medical Centre
- Suggestion that developers should pay for weekly cleaning of windows and cars of neighbours during construction
- The effect of car parking and vehicular access on emergency access from railway line through Rutters Close
- Loss of medical facilities in the area as a result of providing a facility on this site
- Work by the Council and developer on the scheme and resident involvement welcomed with one resident stating the developer and council *“have done a good job in going out to the local people and taking on the opinions of the people”*. From another resident: *“it’s good to have input into something as it is going through the process and to see developers are providing something for the community rather than just dropping a block of flats in”*.
- Opinion that the area needs improvement and the NATS redevelopment proposal is a *“big step in the right direction”*
- Resident pleased with the information received about the development and *“relieved it is not another St George”* and *“unlike the St George’s development we have been consulted on this site and am assured that it will be an investment within the community, instead of just an investment for large companies”*
- The proposal is seen as good for the local community
- Opinion that the proposal is better than the St Georges development

- Demolition of the “ugly” NATS building welcomed
- Opinion that people in the area consider the scheme is good because they have been involved from the start and that it is “a local development which will benefit local people”.
- Concern that Lavender Rise was not built for use by buses
- Suggestion that houses should be more affordable in general rather than building more social housing

6.1.2 Submissions from Organisations

Veolia Water Company

Extensive discussions have taken place with the company noting resident comments about water pressure. Both the Developer Services and Planning Team of Veolia Water were consulted. Both teams verbally advised that Veolia Water have no specific requirements or input to make as part of the Council’s assessment of the planning application. It was agreed that an informative be included that Veolia Water be contacted by the applicant to agree the detailed design and construction of water supply connection for the development.

6.1.3 Statutory Consultees

Greater London Authority: Stage 1 Report Conclusion of Stage 1 Report (22 Dec 2009)

133 *London Plan policies on land use, housing, mixed-use development, urban design, inclusive access, energy, climate change adaptation and transport are relevant to this application. Whilst the application is broadly acceptable in strategic planning terms, it complies with some of these policies but not with others, for the following reasons:*

- **Housing:** *Exact details of the proportion and tenure split of affordable housing have not been finalised but the indicative contribution of 10.9% appears unduly low. The applicant’s financial viability appraisal is undergoing independent assessment to ensure that the affordable housing offer is the maximum amount feasible for this development*
- **Energy:** *Some details of the energy strategy require clarification as specified in the energy section of this report.*
- **Transport:** *TFL requires a reduction in car parking provision, electric vehicle charging points, further work on the pedestrian environment and contributions towards improvements to bus services, priority and stops. In its existing form, the proposal does not fully comply with London Plan policy 3C.2 Integrating Transport and Development, and policy 6.1 Strategic Approach of the consultation draft replacement London Plan.*

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

- **Housing:** *The proportion and tenure split of affordable housing would need to be finalised following completion of an independent assessment and subsequent negotiations between the applicant, Hillingdon Council and the applicant.*
- **Energy:** *The applicant should provide full clarification of the details required in the energy section of this report.*
- **Transport:** *The applicant should continue negotiations with TFL to ensure satisfactory resolution of all issues raised in the transport section of this report and full compliance with the relevant policies of the London Plan.”*

Further comments by the Greater London Authority

Housing

- The GLA will have consideration for the independent viability assessment given 10.9% affordable housing is lower than the London Plan target

Energy

- Clarification is sought in respect of the on-site energy centre heat load and overheating
- Conditions are recommended for the sizing of the energy centre (200sqm) and the photo-voltaic cells (700sqm)

Transport for London (TFL)

Car parking

- Reduce car parking
- Secure a car club on site
- Accessible parking supported
- TFL welcomes a parking management plan which should be conditioned
- Parking controls for Porters Way are recommended
- Electric charging points plus passive provision should be provided

Trip Generation

- TFL accepts the data used
- There is no adverse impact on highway network

Cycle parking

- Recommend CCTV for added security

Walking, cycling and public realm

- New east-west route welcomed
- Request that the PTAL assessment considers the new link
- PERS ('Pedestrian Environment Review System') assessment is needed

Buses

- There are 4 routes to be considered: U5, A10, 222, 350 – The scheme necessitates 1 additional bus per hour (76 passengers in peak and 760 per day)
- TFL seeks a planning contribution
- Alternatively, implementing bus priority networks
- Bus stop contribution also requested

Rail

- Crossrail may increase PTAL (public transport accessibility level) value

Construction, Delivery and Services

- Condition or include in s106 agreement a Delivery and Servicing Plan (DSP), Construction Management Plan (CMP), and Construction Logistics Plan (CLP)

Travel Plan

- Submitted plan excellent and passed the ATTrBuTE assessment although, more attention to promotion and awareness of national campaigns in support of what is already committed to e.g. European Mobility Week

Further informal comments from TFL

The following updated informal advice was provided in respect of planning contributions for buses:

- Scheme would generate need for 2 additional services in the morning peak to mitigate the effect of the development
- Route U5 is closest to the development and most likely to be used and the scheme would add additional 76 trips, although some passengers may walk to Station Road to access route 222

Further comments in writing from TFL

Car Parking

- The reduction in commercial parking is welcomed and on balance, the Authority accepts the level of residential parking
- The 10% accessible parking for people with disabilities is welcomed
- The Car parking management plan is welcomed
- Consideration of a Controlled Parking Zone (CPZ) by the Council is recommended

Car Club: 2 car club parking spaces are welcomed and scope for additional spaces in the future is recommended

Electric Vehicle Charging Points: 5% provision should be specified by condition in each phase given this percentage is lower than the 20% recommended in the draft replacement London Plan

Trip Generation and Highways Issues: Assessment acceptable

Cycle Parking Provision: Acceptable

Walking, Cycling and Public Realm: The west-west link is a positive benefit for the area although, this would be lost if the route is not considered to be safe for residents wishing to use it.

Buses: The Authority welcomes the phased contribution of £420k although, the Authority is concerned that the developer is not willing to make other contributions including bus stop improvements (£34k) as well as bus route priority improvements (s106 and s278 agreement)

Rail: Welcomes further revised PTAL information which accounts for Crossrail and shows the site would be Level 2

Construction, Delivery and Servicing: Conditions are recommended

Environment Agency (EA)

The following conditions of approval are recommended:

- Development in accordance with the Flood Risk Assessment (FRA)
- Approval of a scheme for disposal of foul and surface water
- Approval of a contamination verification report
- Written approval prior to any amendment to the remediation strategy if previously unidentified contamination is found during the development
- Approval of monitoring, maintenance and contingency plans and final report on long term remediation criteria
- Prior approval for any deep foundation works using penetrative methods
- A planning informative noting the separate legal requirement for a site waste management plan (SWMP)

Department for Environment, Food and Rural Affairs (DEFRA)

No comments received

BAA Aerodrome Safeguarding

The Authority has no safeguarding objection and recommends the following condition:

- Future potential conflict with safeguarding criteria to be addressed by landscaping condition

The following observations were also made:

- British Standards apply for construction cranes
- Where applicable to wind turbine impacts, refer to Advice Note 7
- The Authority requests consultation on Reserved Matters

BAA Compass

No comments received

Government Office for London (GOL)

No comments received

English Heritage (EH)

The Authority provided the following advice:

- It is recommend that building L1 and relevant elements connected to it and any associated structures be recorded prior to demolition - EH can give further advice on the recording brief
- It is unlikely that archaeological remains exist on the site and therefore fieldwork or evaluation is not needed.

Hillingdon Primary Care Trust (PCT)

Formal correspondence (18th February 2010)

The Hillingdon PCT offered the following advice:

- The expectation is that contributions would cover mitigation for the first three years of the GP surgery being circa £1.5m
- The PCT are happy to consider a fully equipped GP surgery as well as capacity for additional services in part or full settlement of the above financial contribution subject to detailed design concluding the scale of the facility, timescales, facilities, fit out and cost in terms of rent.
- In the event that agreement on the above cannot be reached, the alternative is for a financial contribution to mitigate the impacts of the development.
- Notes that the nursing home impacts need to be included in a HUDU-based (Healthy Urban Development Unit) contribution.

Further email clarification (25th March 2010, 12th April 2010)

In addition to the above advice, the Hillingdon PCT confirmed for clarity that the PCT is prepared to enter into an agreement with Inland Homes to enable the abovementioned approaches to be progressed i.e. a facility on site or a HUDU financial contribution, amounting to £2,226,468 (Comprising £1,617,410 for the 773 dwellings and £609,058 for the

80 bed nursing home) for healthcare requirements including hospitals bed spaces and GP surgery places as calculated in the HUDU model.

British Waterways (BW)

The Authority provided the following comments:

The potential impact on Grand Union Canal was considered to be limited in terms of visual impact. However there would be an impact on the canal towpath through additional residents using it as a transport link and public open space.

The Authority supports the utilisation of the canal as well as improvements to cycleways, encouraging walking and pedestrian environment improvements around the site and general accessibility improvements. These should also encompass the canal towpath and opportunities in the waterspace strategy.

Further email advice (08th March 2010)

The Authority recommends seeking a contribution to improvements and maintenance to the canal with the likely increased population from over 700 units. Any enhancements to the canal towpath would be guided by the water space strategy.

Network Rail

The Authority advises it has no objection in principle and offers the following advice:

- The Authority recommends that Crossrail is consulted on the application
- It is considered that the proposal will lead to increased patronage of West Drayton Station and therefore a s106 contribution is requested to improve/upgrade existing facilities [unspecified]
- Regarding site layout, a minimum 2m building separation to boundaries is recommended
- Regarding fencing: recommend 1.8m high fence parallel but separated from the railway fence
- Regarding drainage, surface water should not be discharged onto railway land and soak ways are not to be sited within 10m of the Network Rail boundary
- Regarding safety, there should be no impact to safety and stability of the railway network from site work. Demolition should be to an agreed method statement and Network Rail consulted
- Regarding ground levels, the developer is advised to consult with Network Rail regarding changes to site levels and no excavations near railway embankments, retaining walls or bridges
- Regarding environmental issues, siting and design of buildings should take account of noise, vibration and dust from network rail land operations
- Regarding plant, scaffolding, and cranes, there should be no over sailing or potential to fall onto Network Rail land
- Regarding landscaping, all new trees planted should be located at a distance not less than their mature height from the boundary fence to Network Rail land. See lists of permitted and not permitted species detailed by Network Rail

Crossrail

The Authority has considered the implications of this development and advises that it has no comment to make on the application

London Bus Services

No comments received

Transco

No comments received

Metropolitan Police

Advise that the developer is committed to Secure by Design principles. An appropriately worded standard condition of approval is recommended to ensure Safer by Design compliance.

A condition for CCTV is also recommended.

Further email advice (01 February 2010)

In response to concerns raised by residents about the east-west pedestrian and bicycle link, the Crime Prevention Design Advisor has been in discussions with the Metropolitan Police Safer Neighbourhoods Team (SNT), West Drayton. It was agreed that a properly controlled link using CCTV could be a positive improvement for the area with regard to crime control.

Sport England

Sport England noted that their previous advice referred to the need to consider the impact of new community on existing sports facilities. Otherwise an objection from Sport England was likely. The capacity of local facilities stand to be affected by this proposal. Therefore, additional capacity or planning contributions are required.

Further email advice (10 February 2010)

Following informal discussion and advice from Hillingdon planning officers, Sport England offered the following comment:

- It is considered that Stockley Recreation Ground is the optimum place to seek investment to mitigate impacts of the development having reviewed the Active Places Database
- The Authority acknowledges that the financial contribution will depend on the overall scheme viability but nevertheless that an independent review is essential.
- Sport England withdraws its objection subject to the s106 being signed that ensures local sport and recreation resources are given a reasonable share of the overall contribution.

Thames Water

The Authority provided the following comments:

- Waste comments: a grampian condition is recommended for a drainage strategy for on/off site drainage prior to commencement
- Surface Water Drainage: surface water attenuation on or off site is required; no removal of ground water is permitted; prior approval is required from Thames Water to discharge in public sewer
- Petrol and oil interceptors for car parking/washing/repair facilities

- Trade effluent consent is required for any non-residential discharge
- Water comments: Water supply in this area is covered by the Veolia Water Company rather than Thames Water

The Highways Agency

The Authority advises that it raises no objection.

National Air Traffic Services (NATS)

The Authority advises that it has considered the application from technical safeguarding aspects and that it does not conflict with relevant criteria. Therefore, there is no safeguarding objection.

Natural England (NE)

The Authority provided the following comment:

- NE welcomes the tree trail, village greens and ecology areas
- Ecology areas should ensure a continuous wildlife corridors
- NE notes phase 1 Habitat Survey to consider tree removal and bats
- NE supports the proposal and expects all mitigation/enhancement measures in sections 9 and 10 of the Habitat Survey to be in the detailed design
- A condition is recommended requiring an Ecological Mitigation and Management Plan for monitoring, management and funding

Further comments were received by email 26.03.10 confirming a review of the badger survey, that there was no evidence of the presence of badgers and supporting an appropriately worded condition for a pre-commencement survey.

The Wildlife Trusts – Herts and Middlesex

The Trust provided the following comment:

- The Extended Phase 1 Habitat Survey report makes recommendations to mitigate ecological disturbance
- It is requested that the recommendations of the Extended Phase 1 Habitat Survey be followed and appropriately worded conditions are recommended to address the following matters: birds, lighting, bats, trees and bats, landscaping, badgers, reptiles, stag beetles, good building practices
- Further matters to be considered for conditions or informatives include the following: bat boxes, bird boxes, green (ecological) roofs, water saving measures, sustainable urban drainage systems (suds), biodiversity benchmark.

London Fire Brigade

The following comment was made:

- Twelve additional fire hydrants are required for fire fighting to be distributed throughout the development as guided by the Brigade
- A planning informative indicates that hydrants should conform to BS750:1984 and the hydrant indicator plate should conform to BS325117/01/20101976

Further comment was received from the Brigade following reconsultation raising no objection to omitting vehicular access, including emergency access, via Rutters Close.

Inland Waterways

Inland Waterways has no comment to make on the application which, despite its size, is considered to have little or no impact on the nearby Grand Union Canal.

6.2 Internal Consultees

Urban Design and Conservation

The Urban Design and Conservation officer provided the following comment:

“A Design and Access Statement has been produced, containing a part one, which includes the urban design analysis and the masterplan strategy, and a part two which describes the content of the masterplan in detail, and also establishes a design code for the future progress of the design. To ensure high quality design, the design code will be followed up by conditions, for which further details will have to be submitted and approved.

The design code includes information for the approval of layout, scale, access and landscaping. Only ‘appearance’ which refers to detailed building design, has been reserved for future approval.

The design code is considered to be a key document in ensuring that the overall vision for the site is carried through into a well-coordinated and high quality design throughout the forthcoming design process.

The Design Code explains the rationale behind the proposal, which has the roots in the classical English garden suburb tradition, paired with the scheme’s aspirations towards a new, suburban renaissance, as a response to the locality of the site in suburban Greater London.

The Design Code establishes the general layout principles as well as design aspirations for the key places within the scheme, as well as the two different key development areas, in the form of design codes. The design codes take a holistic approach, and include strategies for routes and movement as well as for built form and open spaces, including hard and soft landscaping. The general concept for the site is the Garden Village. As a result, the scheme is characterised by a strong framework of tree planted avenues and connecting greens, the latter a reminiscence of the traditional, much valued English common. The scheme benefits from a diversified provision of high quality open spaces, hard landscaped, urban places as well as smaller and larger green, open spaces.

The ambitious Design and Access Statement is considered to deliver a high quality, comprehensive as well as thorough guidance with high attention to detail, and covers open spaces as well as built elements. The scheme is based on the masterplan which has been worked up in detail to the scale of 1:500, which ensures a robust knowledge base.

The guidance is characterised by the high integration of building and landscape design, which has been carried out to a high level of detail. Consequently the proposal establishes not only building characters, but also identifies typical street sections and provides key visions for open spaces in terms of character, appearance, interface with surroundings, building character and height, key functions as well as type of vegetation and street furniture. A high quality end result is dependent on the implementation of these parameters, each one of which should be in accordance with the vision that the Design Code sets out.

The application site is situated in an area where the traditional suburban low rise residential buildings meets large scale, high density developments, as manifested in the adjacent Park West development. The proposed scheme is considered to relate well in terms of scale to the diverse built context, and varies accordingly with regards to scale, height, massing and built form. Consequently the western part of the site is characterised by a higher density, flatted development in a modern interpretation, whilst the eastern part of the site consists of a more traditional garden suburb low-rise housing development.

The masterplan identifies the underlying principles of the classic garden suburb, which has then been worked up in a contemporary way throughout the design process. The background analysis identifies the existing setting as a valuable and diverse landscape, to which a simple, elegant and functional building concept has been chosen to create an understated contrast between built and green elements. The building concept has then been further developed in response to the existing built context, which varies in terms of scale, height and character. Consequently the Design Code proposes larger apartment blocks, in the form of mansion blocks, in the western part of the site. The mansion blocks have private courtyards to the rear of the buildings which forms part of their setting.

In the eastern part of the site, the Design Code proposes low rise village housing, with a variation in height, massing and density to achieve a sense of a gradually evolving English townscape. The Design Code stipulates a maximum height of 3-4 storey buildings for this part, whilst the location within the development will have to be reflected with regards to height, scale and massing. The indicative elevational drawings are characterised by slender, elegant buildings with generous, elongated fenestration, which creates a strong vertical appearance and a sense of lightness.

The layout of the site benefits generally from being design driven, and provides attractive, functional spaces with social values as well as educational goals in the form of a tree trail.

The design code identifies the following key places within the scheme:

- The Wilderness Corridor
- The Northern Green (Autumn Green)
- The Southern Green (Summer Garden)
- Spring Green
- The winterwalks (3)
- The Local Centre
- Porters Way
- Urban spaces within the 'Garden village'
- Urban spaces within the flatted development ('Village apartments')
- The Promenade

The Promenade provides a diagonal main route leading from the existing shopping parade at Mulberry Parade, via the proposed new Local Centre and diagonally throughout the site and connects to West Drayton Station north west of the site. Two major greens are situated along this diagonal axis. The northern green forms a nave with connections to the existing residential areas to the east of the site and the Station. The green open spaces and the connecting routes have been designed along different season themes, which with an ambitious landscape proposal including vegetation, external materials and different types of street furniture will create a strong identity of contrasting characters throughout the year.

The design code identifies the following general design principles for the different key spaces:

- Definition of area
- Role and functions of the site

- Green key elements
- Design principles such as general character, interface with surroundings, permeability, visual and physical connections with surroundings, key boundaries, social aspects, safety issues
- Built form including scale, height and layout

The Design Code also includes the extent and key content of the two built areas, the village apartments and the village housing for which the code defines:

- Boundaries of areas
- Massing and height
- Key characteristics such as functional form, economic delivery and standardisation
- Active frontages
- Simple form, classic detailing
- Standard detail components
- Roof form; pitched roof
- Bay windows
- Front garden and hedge boundary
- Rear garden
- Provision of allotments
- Shared surfaces of informal character

External lighting forms part of the street furniture, and as such is equally important as benches, signage and litter bins for the overall functionality and character of the site. Although the Design Code does not include external lighting, from an urban design point of view lighting would be required to be submitted in conjunction with the outstanding appearance condition, and is expected to be of high design quality and to further reinforce the defined different characters within the site.

In summary, from an urban design point of view the design code is considered to provide the guidance required to deliver a sustainable, high quality environment in terms of scope, vision, content as well as level of detail. The ambitious proposal is considered to have the potential to improve the functionality, character and appearance for the application area, and to enhance the quality generally of the West Drayton townscape. The RAF West Drayton Garden Village scheme is also considered to be a realistic and thorough proposal, based on well established urban design principles and good landscape architecture.”

Green Spaces

The Green Spaces Team offered the following comments in response to the applicant's Open Space Assessment:

- 72k sqm identified on site comprising of 31,850sqm private amenity space; 16,147sqm public accessible space, of which 6,450sqm for ecology area and 9,967sqm is useable.
- It is recommended for the scheme to provide funding for Stockley Recreation Ground to meets the needs of its future residents and thereby mitigate demand in addition to amenity spaces provision included within the development

Estates and Evaluation

No comments received

Leisure

Informal advice from Leisure Services indicates indoor sport and recreation planning contributions could be considered to mitigate the impacts of the scheme in accordance with the Planning Obligations SPG.

Environmental Protection Unit (EPU)

The team provided the following comment:

Noise

- Mitigation measures are recommended to reduce demolition and construction impacts
- It is recommended that construction noise should be controlled
- An appropriately worded condition for an Environmental Management Plan is recommended to address the above matters
- A scheme of noise protection is to be conditioned

Vibration

- An appropriately worded condition is recommended for vibration protection measures
- A condition is recommended for a scheme of plant noise mitigation measures to be agreed prior to commencement
- Noise assessment for commercial, medical and nursing home floor areas will be necessary at the reserved matters stage, therefore, an appropriately worded condition is recommended for noise mitigation measures to be approved prior to commencement

Air quality

- The general approach to the air quality methodology appears satisfactory
- A management plan will be required for the demolition/construction phase
- In respect of the energy centre emissions, there is little information regarding location and any stack height calculation
- In relation to impacts from road vehicles, it is recommended that a condition be imposed requiring an air quality assessment of traffic management schemes to establish effectiveness in reducing pollution
- Regarding the requirement for a Travel Plan, this should include amongst other items, the details of the incorporation of cleaner technologies into the scheme; and a contribution to air quality monitoring

Contamination

- In relation to remediation options, what is generally proposed is acceptable in principle, although further site remediation details will be required in the future.
- A Remediation Implementation Plan and Remediation Verification Plan and Materials Management Plan need to be agreed prior to commencement of remediation works on site
- *Planning conditions:*
 - The Council's standard contamination land condition
 - A condition to minimise risk of contamination from imported materials
 - A condition to minimise impact on surrounding residential amenities: dust, odour, wheel washing, loads covered
 - The Council's standard asbestos condition
 - An informative to consult the EPU and EA on matters including controlled waters conditions, waste management issues and site exemptions including mobile plant licences and remedial works.

Education

- The assessment of planning contributions to mitigate the impact of the scheme takes account of the Council's interim population forecast

- The assessment discounts impact on studio and 1-beds in accordance with the council's policy
- A contribution towards education facilities is sought

Housing

Supports the affordable housing offer.

Social Services

No comments received

Waste

The team provided the following comment:

- Houses: 2 recycling bags and 2 refuse bags per week plus 3 garden bags per 2 weeks
- Roads should be designed to support standard refuse collection vehicles
- All flats to have a food waste grinder

Highways Management and Public Lighting

Off-site highways works are suggested between Shockley Road/Lavender Rise, Lavender Rise,/Porters Way and Porters Rise,/Station Road junctions to be given further consideration as part of s278 Highways Act with Hillingdon and discussions with TFL.

Highways (Transport and Traffic)

Trip Generation

The Transport Assessment (TA) treats the site as fully vacant with all generated trips classed as new trips.

The total car trips generated by the development during the AM peak are 328 (2 way) and during the PM peak 292 (2 way).

Nearby committed developments have been considered in the assessment:

The net impact of the development proposals, including committed developments, have been assessed in terms of impact on surrounding roads.

Traffic levels are within the TA are shown to be within capacity.

Conditions/obligations are required to secure the following:

1. Irrespective of whether any works are required as a result of the TA, before development commences, the developer is to submit to and have approved in writing by the Council, a detailed scheme comprising localised carriageway widening at and along the north side of Lavender Rise, at its junction with Stockley Road. The approved scheme shall then be completed by the developer/applicant under a Section 278 agreement prior to occupation of the development, and at no cost to the Council.

2. With regard to Porters Way/ Mulberry Parade/ Lavender Rise – A new road is required linking Porters Way directly to Lavender Rise, bypassing the Mulberry Parade 'dog leg'.

A planning obligation/condition is required for the developer to submit a detailed design of the road link, with footways on both sides, for the LPA's approval prior to the commencement of the development and following approval by the LPA to implement these works under a Section 278 agreement at no cost to the Council.

3. Condition required to provide a phasing programme.
4. Condition required to provide relating to on site parking management.
5. Condition required prohibiting new residents from acquiring parking permits for any Parking Management scheme on the public highway.
6. Condition required for submission of a Construction Management Plan.
7. Section 106: A contribution towards a Parking Management Scheme.

Car Parking

Parking provision should be provided as follows:

House Type	Units	Car parking spaces
Studio flat	12	12
1 bed flat	118	118
1 bed flat(wheel chair)	34	34
2 bed flat	285	285
2 bed flat(wheel chair)	31	31
2 bed house	21	21
3 bed flat	23	35
3 bed house	168	336
3 bed house (wheel chair)	13	26
4 bed house	56	112
4 bed house (wheel chair)	3	6
5 bed house	9	18
Total Residential	773	1034
Total Non-residential		51
Grand total		1085

Therefore the proposed overall provision of 1085 car parking spaces on site is acceptable.

Refuse Collection

Waste tracking diagrams are required to show how the site will be serviced.

A condition/obligation is recommended to secure access via Porters Way.

It is recommended that roads be offered for adoption to the council as the highway authority.

Access Officer/Access Panel

Access Officer:

No concerns at this outline stage and further consideration of the detailed design will be given at reserved matters.

Preliminary access panel discussion comments:

- Housing provision should be for 10% wheelchair accessible housing, not 'adaptable'
- Housing provision to Lifetime Homes Standards is required
- Room dimensions are needed
- There is no key provided on plans
- Recommended stand alone access statement to consider issues in more detail

Sustainability Officer

The following comments have been provided:

- Energy: GLA stage 1 comments should be addressed prior to determination
- Ecology: Natural England to be consulted
- EIA: A request for clarification and further detail regarding chapters 1-3 (Cumulative impacts, site description, methodology), 8 (Socio-economic), 9 (Transport), 10 (Geology), 11 (Water), 12 (Noise), and 13 (Air Quality) was made by correspondence dated 24 November 2009:

Trees/Landscape

The officer provided the following comments:

- Recommends standard conditions TL2, TL3, TL4, TL6, TL7 noting the observations:
 - There are no TPOs on or close to the site
 - The section of the ES in respect of trees is to be clarified
 - A habitat survey is recommended
 - The tree report identifies that an arboricultural method statement and tree protection plan should be submitted before commencement
 - The management of the hedge group on the eastern boundary should be considered
 - Note that any tree surgery requires approval from the Council
 - Tree planting to be included in the rear gardens

Further informal advice 23 March 2010 following negotiations with the ecology consultants:

- Further discussion with regard to the ecological surveys for bats and existing trees confirmed that, the existing trees are to be retained as part of the scheme and protected during the development phase. As such bats should be unaffected by the development.
- Further discussion with regard to the possible presence of badgers on the site confirmed that both Phase 1 and 2 surveys had been undertaken and that a pre-commencement badger survey will be necessary in the future to allow for the potential lapse of time between outline approval and the mobilisation of work on site.

Policy

Policy provided the following comment:

- There are no specific UDP policy designations relating to the application site, apart from the Warwick Road IBA designation in the north west corner.
- The recent Employment Land Study (ELS) recommends the removal of this designation from the entire Warwick Road site.
- Suggestion that the applicant could be more specific about the type of B1 uses that are proposed.
- Other relevant London Plan and Saved UDP policies will need to be considered in relation to detailed matters such as design, transport, planning obligations etc

7. MAIN PLANNING ISSUES

7.1 The Principle of the Development

7.1.1 Residential-led redevelopment

As stated in the Council's adopted SPD (September 2009), the previous use of the site was predominantly a single employment use. However, redevelopment provides an excellent opportunity to create a mixed, balanced and sustainable community as embodied in the Sustainable Community Strategy 2008-2011, the Unitary Development Plan and the emerging Local Development Framework, along with regional and national government policies.

A small parcel of IBA land is identified on the former NATS site, adjoining the railway line in the north-west corner of the site. In respect of the loss of existing employment floorspace and landuse potential, it is noted that the Hillingdon Employment Land Study (2009) recommends that the site should be de-designated as an IBA, but employment uses are nevertheless encouraged as part of a mixed use scheme through a site allocations policy.

Pursuant to the Council's UDP Saved Policies, H8 states that the change of use from non-residential to residential will be permitted in situations whereby:

- A satisfactory residential environment can be achieved;
- The existing use is unlikely to meet demand in the foreseeable future; and
- The proposal is consistent with other objectives of this plan, particularly having regard to the contribution of the existing use to those objectives.

The NATS SPD states that the de-designation will be considered separately through the formal planning process of updating the LDF. At present the IBA designation is applicable through the Hillingdon UDP and the site is a Strategic Employment Location (SEL) under the London Plan. In updating the LDF the Council will consider removing this designation.

Nevertheless, consideration of the industrial nature and employment opportunities of this area has been considered as part of this scheme taking account of the London Plan Policies 3B.4 Industrial Locations, 3B.8 Creative Industries, 3B.10 Environmental Industries and Hillingdon UDP Saved Policies H8, LE1, LE2 and LE3.

It is noted that the Mayor raised no objection to the loss of Industrial Business land, citing the following relevant considerations:

- The former NATS use has since relocated to Swanwick in Hampshire with the result that the application site is surplus to requirements;

- The site is no longer considered suitable for industrial business or other high trip-generating purposes due to its poor accessibility to public transport and close proximity to noise-sensitive residential development both existing and nearing completion;
- The application proposes the re-use of a brownfield site;
- The proposal will contribute new housing towards meeting the borough target set by the Mayor; and
- The scheme will create a sustainable home zone with its own complimentary range of facilities including retail and medical services.

In addition, it is noted that the proposal is predicted to generate 113 jobs.

For the reasons set out above, the loss of industrial and business land is considered justified and a residential-led redevelopment appropriate and acceptable in accordance with the NATS SPD and UDP Saved Policies LE2 and LE4 which enable consideration of a change of use of industrial/employment uses.

7.1.2 Mix of uses

The Council's adopted NATS SPD identifies the range of uses that would be considered acceptable:

- Development primarily for residential purposes (Use Class C3);
- Local facilities in the form of a local centre - including and adjacent to the existing Mulberry Parade shops, incorporating a range of small-scale facilities (Use Class A1 – shops, A2 – financial and professional services, A3 – restaurants and cafes, A5 - takeaways) and community uses, health services and education;
- Small-scale workshops/starter units/ light industry appropriate within a residential area (Use Class B1) to be developed along the northern boundary as a buffer to housing within the site, whilst removing any on-site IBA designations.
- Small scale non-residential institutions (Use Class D1) such as crèche, day nursery, or consulting room compatible with a residential area.
- Small scale residential institutions (Use Class C2) such as residential, education and training centres.

Subject to the considerations set out in this report, the proposal is for an acceptable range of uses in accordance with the adopted NATS SPD as follows:

- 773 residential dwellings (Use Class C3)
- Shop units (Use Classes A1-A3) comprising up to 2 units and total floorspace of 185sqm
- Business units including site management office (Use Class B1) of total floorspace 185sqm
- Primary Health Care facility and separate community use (Use Class D1) of floorspace of 1085sqm
- Nursing Home (Use Class C2) comprising 80 beds

7.2 Density of the Proposed Development

Residential density can be used as an indicator of the overall character and acceptability of a proposal. Applicable guidance for residential development density is provided in Policy 3A.3 'Maximising the Potential of Sites' and Table 3A.2 'Density Matrix' of the London Plan (Consolidated 2008). Additionally, Policy 4.B.1 'Design Principles for a Compact City' seeks development to maximise the potential of sites as one of its criteria.

The density guidance ranges specified in this table are related to the site location, the existing building form and massing, the indicative average dwelling size, and the Public Transport Accessibility Level (PTAL) of the site. Table 3A.2 states that, in suburban locations with a PTAL of less than 2, densities between 150-200 habitable rooms per hectare or 40-65 units per hectare is acceptable.

The provision of 773 residential units (2585 habitable rooms) on the 12.59 ha site gives a density of 61 units per hectare or 205 habitable rooms per hectare.

Whilst slightly over the nominated range, it should be noted that the Mayor's Stage 1 responses considered that the density accords with London Plan Policy 3A.3 and 4.B.1. for the following reasons:

- The scheme is considered to maximise the use of the site
- The illustrative masterplan is considered to be a high quality and inclusively designed proposal including the publicly accessible spaces proposed
- The scheme will contribute to the limitation of climate change proposing energy efficient measures in building design as well as proposing on site energy production which may reduce carbon dioxide emissions by 33%
- The built form and massing is reflective and respectful of the character of the area
- The design is accessible, useable and permeable for all users
- The design will be durable in terms of the building materials and adaptable in terms of the standards of residential and non-residential accommodation, all of which are to be secured by appropriately worded conditions of approval
- The development is considered to be a basis for a safe and secure neighbourhood
- For the above reasons the scheme is considered sustainable
- The scheme will be high quality and attractive to look at given the illustrative material in respect of appearance and landscaping, which are secured by appropriately worded conditions for full details to be supplied at the reserved matters stage.

In addition:

- The scheme is considered to be an appropriate and efficient use of the site, with no symptoms of overdevelopment
- The scheme is significantly less than the density of the adjacent St Georges scheme (340 habitable rooms per hectare in the case of the 574 unit scheme (Ref: 5107/APP/2005/290) which was allowed at appeal on 30th May 2006 (Ref.APP/R5510/A/04/1168236); and
- The subject scheme is also considered a more desirable design response to the site and locality context.

The density of the scheme is considered acceptable for the reasons set out above, and it is considered to comply with London Plan policies 3A.2, 3A.3 and 4B.1 which seek to maximise the use of the site with a design that is appropriate and sustainable.

7.3 Impact on Archaeology

English Heritage has considered the findings of Chapter 15 of the Environmental Statement which was submitted in support of the application. English Heritage is satisfied that it is

unlikely that any archaeological remains exist on the site. Therefore, no fieldwork or evaluation is necessary.

English Heritage has separately recommended an appropriately worded condition that building L1 and associated elements be recorded prior to demolition. Also, that in the event that the original control room and other related fixtures and fittings of L1 are in tact, that an appropriately worded informative is recommended for salvage in consultation with English Heritage prior to commencement on site.

7.4 Airport Safeguarding

BAA Safeguarding and Compass departments and the National Air Traffic Services (NATS) have responded with no objection to the proposal subject to an appropriately worded condition for landscape details to be agreed.

7.5 Impact on the Green Belt and Grand Union Canal

There is no impact to Green Belt land associated with this application.

In relation to the implications for the Grand Union Canal, the application site is in proximity to, albeit separated by network railtrack. The nearest access to the Grand Union Canal towpath is via a pedestrian bridge over the network railtrack from Holy Gardens. Access to the canal for existing and future residents will be significantly enhanced by the east-west pedestrian and cycle link proposed as part of the application.

In respect of regional policy and the Mayor's London Plan Policies for the Blue Ribbon Network, Policy 4C.1 requires boroughs to have regard to the strategic importance of the Blue Ribbon Network, when considering planning applications. Policy 4C.3 requires the Mayor and boroughs to protect and enhance the biodiversity of the Blue Ribbon Network. Policy 4C.4 obliges the Mayor and boroughs to recognise the Blue Ribbon Network as contributing to open spaces, with natural landscapes to be protected and enhanced as well as the creation and enhancement of open spaces in general. For schemes not specifically reliant on the Blue Ribbon Network for transport, leisure and recreation, Policy 4C.6 nevertheless states that schemes should capitalise on the water as an asset and enhance the Blue Ribbon Network in order to improve the quality of life for Londoners as a whole.

In respect of local policy and the Council's UDP Saved Polices, BE31 encourages facilities for recreational use of canals in general, whilst BE32 requires the consideration of the visual impact of schemes on the Grand Union Canal in particular.

Along with consulting the Mayor, the Council consulted Inland Waterways and British Waterways as part of the assessment.

Inland Waterways considered that the scheme would have little or no impact on the canal despite the size of the application.

Although, British Waterways considered there would be limited visual impact from the scheme, it considered there would be an additional impact posed by future residents using it as a transport link and public open space. As such, this impact should be mitigated by a planning obligation in support of improvements to the canal towpath. This could be either a financial contribution or for works in-kind, the latter being subject to a separate agreement for the works to be undertaken by the developer on behalf of British Waterways. The proposal is considered acceptable on this basis.

7.6 Impact on the Character and Appearance of the Area

The requirement to consider the proposal's potential future impact on the character and appearance of the surrounding area is contained in PPS1, PPS3, London Plan Policies 4B.1, 4B.10 and Hillingdon's UDP Saved Policies Pt1.10, BE13, BE19. In addition UDP Saved Policy BE35 requires a high standard of design and providing for an attractive view for sites adjacent to major rail connections into Central London.

In respect of the NATS SPD, the objectives of the site include, amongst other things, the promotion of a high quality scheme reflective of the area's general character as well as reinforcing local distinctiveness.

Along with the Design and Access Statement, Design Coding and 3D perspective drawings, the application is supported by Environmental Statement chapter 16 Townscape and Visual Analysis. The supporting documents provide an analysis of the scheme from vantage points around and within the development. Particular consideration is given to the primary frontage on Porters Way and how to reconcile the bulk and scale of the St Georges scheme adjacent to the site to the west. In addition, the proposal seeks to compliment and support the existing Mulberry Parade shopping frontage to the east of the site.

The GLA stage 1 report was supportive of how the built form is integrated into the surrounding development.

Following extensive pre-application negotiations and review of the abovementioned documents in support of the formal application, the Council's Urban Design officer considered the scheme to be wholly appropriate within the context of the locality.

As such the scheme is considered to suitably integrate with and pose no harmful impact to the character and appearance of the area.

7.7 Impact on neighbours

There is a requirement to consider the impact of a proposal on the amenity of its surroundings and neighbours under PPS1, PPS3, London Plan Policy 4B.10 and Hillingdon's UDP Saved Policies Pt 1. 10, BE19, BE20, BE21, BE22, BE23, and BE24.

7.7.1 During construction

A range of consultees have commented on the Environmental Statement including its potential impacts and their mitigation in the construction phase. Overall, mitigation will be secured with an appropriately worded condition for a Construction Management Plan to be approved prior to commencement of works. Thereafter, the Council's Environmental Protection Unit and Enforcement Teams will consider any complaints should they arise.

7.7.2 Traffic and Parking

The Council's Highways Engineer and TFL have considered the traffic and parking impacts of the scheme on the surrounding area. See section 7.9 for details.

7.7.3 Noise and General Disturbance

In addition to the abovementioned policies for protection of neighbouring amenity, PPG24 specifically requires noise impacts to be evaluated and mitigated.

The predominantly residential nature of the scheme is unlikely to pose any significant impact on the surrounding area, given that all dwellings and flats are set away from property

boundaries and adjacent neighbours. Any likely noise or general disturbance associated with the non-residential uses is considered to be acceptable due to their low scale and complimentary nature. Nevertheless, any effect will be limited to the south-east location adjacent to the Mulberry Parade shops which is considered reasonable and satisfactory.

7.7.4 Privacy, Overlooking and Outlook

The Hillingdon Design and Accessibility Statement (HDAS) SPD Residential Layouts, amongst other amenity criteria, sets a minimum 21m habitable room window to habitable room window separation distance to address potential privacy, overlooking and outlook impacts to neighbours.

The minimum window-to-window separation is achieved in compliance with the HDAS with all neighbours other than in the following exceptions:

- 14m separation between the Block A of the application site and the St George development which fronts Porters Way. A total of 6 windows are affected; although each window is a secondary flank wall window for an open-plan kitchen/living room which otherwise benefits from a considerably larger, unobstructed French doorway/window combination facing another direction.
- 15m separation between dwelling No.263 on the application site and Nos. 52 and 53 Holly Gardens, being maisonette flats which face the application site. However the outlook for these maisonettes will be improved for the following reasons:
 - The existing outlook for Nos. 52 and 53 Holly Gardens is marred by a warehouse building which is 13m away;
 - Proposed dwelling no. 263 would be further away (17m) compared to the existing warehouse, thereby representing an improvement in outlook;
 - No windows are proposed in the flank wall of dwelling nos. 253
 - Dwelling No. 263 is considerably less bulky in size and scale in comparison to the warehouse it replaces and thereby represents an improvement in outlook and openness for Nos. 52 and 53 Holly Gardens
- 14m separation between Block F on the application site and the Mulberry Parade shops that have flats above. A total of 2 windows are affected although, they are small in size and serve non-habitable rooms i.e. storeroom, and hall/stairs. Block F will be a flank wall with no windows. Therefore, the proposal will not pose any significant privacy, overlooking, outlook impact in this situation.
- 18m separation proposed between Block G1 of the application site and Block E of the St Georges scheme which is under construction. Block G1 on the application site is 3 storeys with a blank wall facing Block E of the St Georges scheme. Approved plans for Block E of the St Georges scheme show a 3 storey building with 6 flats (3 x single-aspect and 3 x dual-aspect) flats at this point. Consideration of the loss of outlook particularly for the 3 single aspect units is considered to be balanced by the overall context of the redevelopment of this scale where the majority of neighbour relationships exceed HDAS requirements. Furthermore, it should be noted that extensive negotiations were undertaken to require the reconfiguration of this block to more sensitively consider the impacts to the St Georges scheme. The revised layout is considered to be a significant improvement and acceptable compromise.

Whilst in some situations the separation distances are below the Council's guidelines, this impact is considered marginal or represents an improvement on the current situation as is

the case in the Holly Gardens relationship. As such, there are no significant privacy, overlooking or outlook impacts to warrant refusal of or further amendment to the application.

7.7.5 Overshadowing

The Council's UDP Saved Policies BE20 and BE21 require residential amenity to be protected and in particular, adequate daylight and sunlight to be achieved within properties and for their amenity spaces. To this end the HDAS SPD Residential Layouts also sets a minimum 15m separation distance and 45 degree rule to address potential overshadowing impacts. Provided this criteria is met, the UDP suggests in paragraph 5.23 that ensuring adequate daylight for habitable rooms and amenity space is possible. In addition, the Building Research Establishment (BRE) also publishes the guidance 'Site Layout Planning for Daylight and Sunlight - a Guide to Good Practice' 1998.

A Daylight and Sunlight Assessment is appended to the Design and Access Statement Part 1, providing a transient overshadowing assessment as well as building cross sections to consider any potential impacts to neighbouring properties.

The scheme complies with the requirement to maintain satisfactory levels of light inside neighbouring properties as there are no built form relationships to sole light-source, habitable-room windows in neighbouring properties that are less than 15m. Also, there is no significant overshadowing of amenity space of neighbouring properties. As such the scheme poses no significant overshadowing of neighbours and is therefore considered to be in accordance with UDP Saved Policies BE20 and BE21 which seek to protect neighbour amenity, including daylight and sunlight.

7.8 Living Conditions for Future Occupiers

The consideration of amenity for future occupiers is required by PPS1, PPS3, London Plan Policy 4B.1 and Hillingdon's UDP Saved Policies BE20, BE21, BE23, and BE24.

7.8.1 Floorspace Standards

In addition to the abovementioned policies, the Council's HDAS SPD Residential Layouts specifically sets minimum floorspace criteria for residential development. These standards are also reproduced in the NATS SPD. It is noted that the Mayor has separately introduced minimum floorspace standards in the draft Replacement London Plan 2009 and the consultation draft London Housing Design Guide July 2009.

In addition to the illustrative minimum floorspace figures provided in tables on drawings PA1007-111-227A and 228A, floor area schedules for all 773 residential properties have been submitted. They demonstrate that the minimum HDAS floorspace criteria have been met and exceeded regularly for dwellings, especially family-sized housing. The Stage 1 advice from the GLA states that their minimum criteria would also be met by the proposal. Therefore the scheme has addressed Council and GLA requirements in exceeding minimum floorspace criteria, which will achieve a suitable level of amenity for future occupiers. The scheme is therefore considered acceptable in this regard.

7.8.2 Code for Sustainable Homes

The Code for Sustainable Homes - Technical Guide was published by the Department for Communities and Local Government in April 2008. The accompanying Code for Sustainable Homes: Setting the Sustainability Standards for New Homes, details the assessment process and the performance standards required to meet the different Code levels.

The NATS SPD states that, consistent with the aspiration for low carbon development, all new housing developments on the site should achieve, as a minimum, the requirements of Level 4. However, the achievement of levels 5 or 6 of the Code is strongly encouraged for any site proposals, wherever these are feasible. Note separately that any commercial development should endeavour to achieve a BREEAM 'excellent' rating, unless it can be justified why this cannot be achieved.

Although the application supporting documentation makes reference to targeting Level 3, the developer's financial viability appraisal has been prepared on the basis of achieving Code Level 4. An appropriately worded condition is recommended requiring compliance with Level 4 prior to commencement (and any commercial development to achieve a BREEAM 'excellent' rating).

7.8.3 Accessibility and Lifetime Homes

In accordance with London Plan policies and HDAS requirements, at least 10% of all new housing should be provided to full wheelchair accessibility standards. All homes not being built to full wheelchair accessibility standard should be built to lifetime homes standards. It is noted that some specialist housing may need to be exempt from the requirements to achieve Lifetime Homes as these will need to be designed to meet the specific needs of the potential resident, for example elderly housing.

Although the application is submitted in outline, illustrative plans and annotations make reference to the standards to be achieved including Lifetime Homes. An appropriately worded condition is recommended for full details of compliance with Lifetime Homes Standards to be provided at the reserved matters stage. This requirement is particularly necessary given that the scheme is only being designed to wheelchair adaptable, not accessible standards.

In respect of the wheelchair adaptable housing being provided, 10% of all new housing will be wheelchair adaptable and is distributed throughout the site and unit sizes. The Council's Access Panel wished to see more detailed information pertaining to accessibility. However, the level of information supplied at this outline stage is considered sufficiently detailed to provide enough comfort to the Council's Access Officer that these matters can be suitably addressed at the detailed design stage and secured by condition.

7.8.4 Amenity Space

The NATS SPD and Policy BE23 of the UDP states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of the occupants, which is usable in terms of its shape and siting. It should be of an appropriate size, having regard to the size of the dwelling and character of the area. Any unusable or inconveniently located amenity space should be excluded from the calculations.

The table below is a summary of the amenity space across the site and shows that the proposed scheme exceeds the minimum requirements.

HDAS Private/Communal Amenity Space Requirement				
Dwelling type	No. dwellings	Space required	Total required	Total provided
Studio flat	12	20	240	<i>Taken from individual unit breakdowns in Supplementary Planning Statement (March 2010)</i>
1 bed flat	118	20	2,360	
1 bed flat wheelchair adaptable	34	20	680	
2 bed flat	285	25	7,125	
2 bed flat wheelchair adaptable	31	25	775	
2 bed house	21	60	1,260	
3 bed flat	23	30	690	
3 bed house	168	60	10,080	
3 bed house wheelchair adaptable	13	60	780	
4 bed house	56	100	5,600	
4 bed house wheelchair adaptable	3	100	300	
5 bed house	9	100	900	
Total	773	-	30,790	

On a plot-by-plot basis and in the majority of cases, dwellings have a private garden in excess of the minimum HDAS requirement and flats have a combination of a private balcony/terrace and semi-private communal space.

Overall, it is considered that the scheme is likely to provide for sufficient and satisfactory quality amenity space. As such the provision of amenity space is considered to accord with the intent of NATS SPD, UDP Saved Policy BE23 and the HDAS, which require sufficient provision of amenity space for future occupiers in the interest of residential amenity.

In addition to private and communal spaces, the provision of well-connected and integrated publicly accessible open space is a central feature of the design. A total of 10,202sqm of publicly accessible open space is proposed as follows:

- 3790sqm - Autumn green (Phase 5)
- 3412sqm - Spring green (Phase 4)
- 3000sqm - The wilderness corridor framing the northern border of the site which also serves an open space function along with its ecological value

Overall, the scheme is provided with a desirable range of open space sufficient for the needs of future residents as summarised in the table above.

7.8.5 Children's Playspace

Policies 3A.17 and 3D.13 of the London Plan (Consolidated 2008) as well as the Mayor's SPG 'Providing for Children and Young People's Play and Informal Recreation', seek a sufficient quantum (10sqm per child), quality and amenity of children's playspace in

developments. Saved Policy R1 of the Hillingdon UDP also seeks the suitable provision of playspace in developments. In considering this requirement, the child yield estimated for this scheme is 230. Therefore the scheme should provide a total of **1,991sqm** in accordance with the Council Policy or **2,300sqm** based on GLA Policy.

In the course of negotiations, additional drawing PA1007-2000-212A was supplied confirming the integration of playspace into the design of the public realm and amenity spaces of the development. A total of **3,606sqm** of dedicated child playspace is distributed across the site, thereby exceeding the minimum requirements of the Council and GLA. The spaces proposed are as follows:

Phase 1: 59 dwellings

- 180sqm doorstep play area (Opposite plots 53, 54, 55)

Phase 2: 188 dwellings

- 55sqm doorstep play area (Opposite the nursing home)
- 90sqm doorstep play area (Adjacent block F)

Phase 3: 163 dwellings

- 90sqm doorstep play area (Opposite plots 142, 143)
- 150sqm doorstep play area (Opposite plot 149)

Phase 4: 157 dwellings

- 115sqm doorstep play area (Opposite plots 82, 83)
- 110sqm doorstep play area (Opposite plots 110, 111, 112, 113)
- 230sqm local area of play (Within Spring Green)
- 800sqm neighbourhood area of play (Within Spring Green)

Phase 5: 206 dwellings

- 100sqm doorstep play area (Opposite plots 201, 202, 203, 204)
- 180sqm doorstep play area (Behind Block G)
- 90 sqm doorstep play area (Opposite Block G)
- 55sqm doorstep play area (Opposite plots 264, 265)
- 186 local area of play (Within Autumn Green)
- 1125sqm neighbourhood area of play (Within Autumn Green)

The GLA stage 1 response advises that the provision of child playspace would meet the immediate needs of younger children, whilst facilities to serve the needs of children over 12 years would be met by facilities in the local area. The Council's Green Spaces team is seeking financial contributions to mitigate the scheme through the enhancement of Stockley Recreation Ground. The onsite provision of playspace and contribution to Stockley Recreation Ground is considered to address the play space needs of the development.

The scheme is considered to comply with the abovementioned policies which seek to ensure the adequate provision of child playspace within developments.

7.8.6 Privacy, Overlooking and Outlook

Addressing potential privacy, overlooking and outlook aspects has been the subject of considerable review, negotiation and amendment to achieve suitable relationships on a block-by-block and unit-by-unit basis. This level of detailed assessment is a key aspect underlying the up-to-date illustrative masterplan under consideration namely, drawings Nos. 1533-11A and PA1007-2000-242A. The supporting Design and Access Statement Part 1a –

Amendments to Masterplan following consultation (March 2010) catalogues the design changes in this regard.

The scheme accords with the HDAS requirement:

- All habitable room window to habitable room window relationships between residential blocks achieve the 21m requirement
- All habitable room window to habitable room window relationships for dwellings across rear gardens achieve the 21m requirement

Overall, it is considered that there are no unacceptable privacy, overlooking and outlook impacts despite instances where there are separation distances less than 21m. Extensive negotiations with the Council's Urban Design and Conservation Officer have achieved a desirable design-driven layout with landscaping and plot-by-plot arrangement of terraces properties and larger flat blocks. Any unacceptable relationships have resulted in properties being completely redesigned or in fact, deleted, thereby, designing out these problem areas. The resultant proposal achieves suitable amenity for future residents and is therefore supported on this basis.

7.8.7 Noise and General Disturbance

As with noise and general disturbance to neighbours the scheme is not considered to pose any significant impacts upon itself. In addition, the Council's EPU have recommended measures to mitigate the impacts of the surrounding environment on the future residents particularly the impact of road and railway noise.

7.8.8 Overshadowing

The Council's UDP Saved Policies BE20 and BE21 require residential amenity to be protected and in particular, adequate daylight and sunlight to be achieved inside properties and for their amenity spaces. To this end the HDAS SPD Residential Layouts also sets a minimum 15m separation distance and 45 degree rule to address potential overshadowing impacts. Provided this criteria is met, the saved UDP suggests in paragraph 5.23 that ensuring adequate daylight for habitable rooms and amenity space is possible, even in instances where a substantial building and in particular when it is near a property boundary. In addition, the Building Research Establishment (BRE) also publishes the guidance 'Site Layout Planning for Daylight and Sunlight - a Guide to Good Practice' 1998.

A Daylight and Sunlight Assessment is appended to the Design and Access Statement Part 1, providing a transient overshadowing assessment. In summary, transient and permanent overshadowing of any amenity space is within a reasonable limit. In terms of internal light levels, the minimum 15m requirements is achieved across the site and where it is not, properties benefit from a dual aspect which offers sufficient relief. As such, the scheme poses no significant impact upon itself in respect of overshadowing and is acceptable on this basis.

7.9 Traffic Impact, Car/cycle Parking, Pedestrian Safety

PPG13 seeks to integrate planning and transport. Its objectives include:

- promoting more sustainable transport choices;
- promoting accessibility using public transport, walking and cycling;
- reducing the need for travel, especially by car.

Both PPS1 and PPS3 seek to create sustainable developments.

The London Plan (Consolidated 2008), Policies 2A.1 and 3A.7 state that developments should be located in areas of high public transport accessibility. In addition to this criteria Policy 3C.1 also seeks to promote patterns and forms of development that reduce the need for travel by car. Policy 3C.2 advises that, in addition to considering proposals for development having regard to existing transport capacity, boroughs should “...take a strategic lead in exploiting opportunities for development in areas where appropriate transport accessibility and capacity exists or is being introduced”. Policy 3C.19 indicates that boroughs as well as TFL should make better use of streets and secure transport, environmental and regeneration benefits, through a comprehensive approach of tackling adverse transport impacts in an area. In respect of Policy 3C.20, the Mayor, TFL and boroughs will work together to improve the quality of bus services, including consideration of the walkways en route to bus stops from homes and workplaces, to ensure they are direct, secure, pleasant and safe.

In respect of Hillingdon UDP Saved Policies AM1, AM2, AM6, AM7, AM8, AM9 and AM10 the following issues have been listed in the NATS SPD to help inform the master planning of the site, and need to be specifically addressed in a Transport Assessment (TA) and Travel Plan. These include, but are not limited to:

- Provision of a high quality pedestrian and cycle link connecting the site with West Drayton Town Centre, West Drayton Rail Station, and the surrounding areas, maximising key views and amenity for users along the way;
- Increased use of public transport, walking and cycling, with a realistic approach to car parking requirements in this Outer London location;
- Reduced traffic speeds, improved road safety and personal security;
- Consolidation of delivery and freight movements;
- The objectives of the air quality management plan;
- Reduced vehicle carbon emissions for the development as a whole through modal shift and reduction in on-site car parking and ownership where appropriate and achievable;
- Consistency with the Local Implementation Plan; and
- Consistency with advice from TFL and relevant local and London wide policies.

The NATS SPD also states the redevelopment of the site should have regard to the following:

- Homes Zones: The incorporation of “homezone” concepts across the site is supported. Any proposed home zone should include provisions such as shared pedestrian, cycle and vehicle space, restraint on car movement and restraints on car parking.
- Public Transport requirements: In accordance with Saved Policy AM2 along with PPG 13 and London Plan Policy 3C.9, a review of the impact on local public transport from the new development will be required. Planning obligations may be sought in accordance with the Council’s adopted Planning Obligations SPD toward public transport improvements, along with improvements to the pedestrian and cycling facilities on and around the site.
- Car Parking: Proposals for the site should aim to reduce reliance on the private motor vehicle. Car parking for all uses should comply with Council’s standards applicable at the time. The design and layout of car parking will need to comply with the Council’s adopted standards. The introduction of car clubs, facilities for electric cars and other initiatives will need to be investigated and will be expected to be delivered
- Walking and cycling: The site layout should provide legibility, distinctive identity and encourage opportunities for travel that are not reliant on the car. In particular pedestrian and cycle routes that provide direct access from the former NATS site to West Drayton Station, linking with Porters Way and Rutters Close need to be provided.

- Accessibility: The redevelopment of the site will need to demonstrate a commitment to making public transport and the pedestrian environment accessible to everyone, especially disabled people. Although a consideration in developing the site masterplan, full details will come forward at reserved matters stage.

With respect to transport, the application is supported by a transport assessment and travel plan along with drawings detailing access, turning (refuse vehicle swept paths) and parking (cars, bicycles, car club, motorcycle allowance, 10% accessible parking provision allowance). Transport has also been considered as part of the EIA, particularly in chapters 5 Construction and Phasing (which contains the framework Construction Management Plan) and 9 Transport Accessibility and Movement of the ES.

The car parking provision is summarised in the Highway Engineer's comments. Bicycle parking provision across the development is summarised below.

Bicycle Parking provision			
Use	Quantum	Required spaces	Proposed
Residential (Class C3)	773 dwellings	490*	775
Nursing Home (Class C2)	3,630sqm	43	43
Health Facility and community room (Class D1)	1,085sqm	14/16	24
Offices (Class B1)	185sqm	4	6
Shops (Classes A1/A2/A3)	185sqm	2/4	0
Energy Centre	200sqm	<i>n/a</i>	<i>Incl. in office</i>
Other		<i>n/a</i>	48 (<i>visitor</i>)
Total		553/557	896

*Requirement based on calculating spaces using the detailed mix of the 773 scheme using the UDP Saved Policies Standards

The transport requirements and implications of the scheme have been considered by the GLA, TFL and the Council's Highways (Transport and Traffic) and Highways (Management and public lighting) officers.

The following brief summary is provided in respect of the key transport considerations:

- All vehicular access is via Porters Way and reflects the existing points of entry onto the site;
- All vehicular access and movements even temporary arrangements for phase 1 as well as refuse and emergency vehicles is omitted from Rutters Close;
- The level of parking provision is balanced by the need to reduce car use in favour of alternative sustainable transport modes in recognition of the site's outer London location and the objective of ensuring suitable parking provision on site addresses the needs of future residents and not at the expense and further pressure of parking in surrounding streets;
- The local road system is considered capable of accommodating the increase in traffic associated with the scheme as advised by TFL and the Council's Highways Engineer;
- Planning contributions are secured in support of improved TFL buses services and bus stop upgrades to DDA standards to mitigate the increased demand posed by the development;
- The proposal is considered to achieve an appropriate and acceptable east-west linkage. This will improve connectivity to West Drayton station as well as the wider

pedestrian and cycle links in the area, and also links to the Grand Union Canal and Stockley Recreation Ground. Residents' concerns about safety, security and crime have been considered in detail by the Metropolitan Police Crime Prevention Officer and they are considered to be suitably resolved by CCTV monitoring.

- Specific details including the allocation of car parking spaces, minimum 10% accessible parking spaces, car club spaces, cycle parking, motorcycle parking, construction management plan, construction logistics plan, Delivery and Servicing Plan will be secured as part of planning conditions and/or through the s106 agreement; and

It is considered that the application has addressed the potential transport impacts of the scheme with details for on-site matters being secured as part of planning conditions. The scheme therefore accords with the abovementioned policies to seek to ensure that developments are suitably located and sufficiently cater for the transport needs of its occupiers without significant detrimental impacts to the surrounding area and road network.

7.10 Urban Design, Access and Security

Exemplar design quality is an aspiration of PPS1, PSS3 as well as London Plan Policies 4B.1 and 4B.10.

The NATS SPD states that the redevelopment of the former NATS is an opportunity to create an area that is exemplary in terms of sustainable and high quality design, contributing to the local distinctiveness and providing a community that people are proud to live and work in. The design should be underpinned by the following objectives as referred to in the SPD:

- A new physical framework that considers the site and adjoining land in a comprehensive manner, providing consistency across and within the site boundaries;
- A design and landscape strategy that incorporates a system of green open spaces and water features to create a robust green and blue framework for the site;
- A balance of land uses and level of development that contributes to economic, social and environmental objectives to improve the quality of life for people and respects the green and built context;
- A fully integrated layout with a high quality public realm designed in parallel with the built elements, to contribute to the local distinctiveness of the site and to create a strong sense of place;
- A sympathetic integrated approach towards the linkage of the site with neighbouring areas and any area within the site itself;
- A sustainability driven approach to layout, orientation of buildings, functionality, adaptability, the use of natural building materials, recycling of materials and resourcefulness with water; and
- Contemporary, high quality architecture which provides for variation throughout the site and a strong local distinctiveness.

Whilst subject to reserved matters and discharge of conditions, the outline scheme for consideration of layout, scale and access along with illustrative information pertaining to appearance and landscaping, is considered to have addressed these objectives. The scheme is based on a comprehensive masterplan which has been the subject of extensive pre-application negotiation as evidenced by the supporting drawings, Design and Access Statement, Design Coding and ES.

The Council's Urban Design officer recommends the scheme to be appropriate and acceptable, being the makings of a high quality scheme for the following reasons:

- The rationale of the design has its roots in the classical English garden suburb tradition, paired with the scheme's aspirations towards a new, suburban renaissance, as a response to the locality of the site in suburban Greater London.
- The general concept for the site is the Garden Village. As a result, the scheme is characterised by a strong framework of tree planted avenues and connecting greens, the latter a reminiscence of the traditional, much valued English common. The scheme benefits from a diversified provision of high quality open spaces, hard landscaped, urban places as well as smaller and larger green, open spaces.
- The supporting detailed information indicates the scheme will achieve a high integration of building and landscape design. This includes building characters, typical street sections and a key vision for open spaces and their interface with surroundings.
- The proposed scheme is considered to relate well in terms of scale to the diverse built context, and varies accordingly with regards to scale, height, massing and built form.
- The green open spaces and the connecting routes have been designed along different season themes. The illustrative landscape proposal information indicates the scheme will create a strong identity of contrasting characters throughout the year.
- In summary, the supporting information indicates the scheme has the realistic ability based on sound principles to realise a sustainable, high quality environment. In this way, it has the potential to improve the functionality, character and appearance for the application area and also, to enhance the quality generally of the West Drayton townscape.

Overall, the outline application and its illustrative masterplan are considered to be the makings of a high quality development, subject to the detailed design coming forward as part of the reserved matters, and the discharge of conditions approval. The scheme is therefore recommended to Committee as being a high quality design-driven development in line with the aspirations of the Council's SPD and the abovementioned policies which seek high quality design in development proposals.

7.11 Access for People with a Disability

See section 6.2 for comments by the Council's accessibility officer and panel. In respect of provision for access for people with a disability see section 7.8.3 in respect of housing and 7.9 in respect of transport and parking. It should be noted that further detail will come forward as part of reserved matters with requirements for residential and non-residential aspects of the scheme being secured by appropriately worded conditions if the committee was to approve the application.

7.12 Housing Mix, Affordable Housing and Special Needs Housing

Pursuant to the Mayor's Policy 3A.5, boroughs should identify housing needs within their area, including affordable housing and family housing.

7.12.1 Mix

Paragraph 20 of Planning Policy Statement 3 states that the *"key characteristics of a mixed community are a variety of housing, particularly in terms of tenure and price and a mix of different households such as families with children, single person households and older people"*.

Policy 3A.5 of the London Plan states that the development should *"...offer a range of housing choices, in terms of housing sizes and types, taking account of the housing*

requirements of different groups, such as students, older people, families with children and people willing to share accommodation”.

The Mayor’s Housing SPG also provides strategic level guidance on the unit mix for new residential development, to meet the needs of London’s future population.

In relation to the Council’s UDP Saved Policies, H4 states that wherever practical, that a mix of units of different sizes should be provided including and in particular units of 1 or 2 bedrooms. Policy H5 states that the Council will also encourage dwellings suitable for large families where appropriate.

The NATS SPD states that a mix of housing sizes will be required across the site, in accordance with the West London Housing Partnership Investment Guide 2008-11, published 2007, or its replacement. Particular reference is made in respect of the preferred mix of the affordable housing tenure as follows:

- 1 bedroom – 15%
- 2 bedroom – 35 %
- 3 bedroom – 25%
- 4 bedroom – 15%
- 5 bedroom – 10%

The application proposes 773 residential units. The mix of the affordable tenures is set out below having regard to the NATS SPD (and aspirations of the West London Housing Partnership Investment Guide 2008-11) as well as the GLA’s Housing SPG.

Total Scheme					Market Housing			
Unit size	Tot	Total Hab. rooms	%	GLA Target %	Tot	Habitable rooms	%	GLA Target %
Studio	12	12	0.5	0	12	12	0.5	0
1bed	152	304	11.8	20	152	304	13.3	20
2bed	337	1011	39.4		337	1011	44.2	
3bed	204	816	31.8	10	162	648	28.3	10
4bed	59	354	13.8		47	282	12.3	
5bed	9	72	2.7		4	32	1.4	
Total	773	2569	100	100	714	2289	100	100

Affordable Housing										
Social rented						Intermediate				
Unit size	Total	Hab rooms	%	LBH Tgt %	GLA Tgt %	Total	Hab rms	%	LBH Tgt %	GLA Tgt %
Studio		-	-	0	0	-	-	-	0	0
1bed		-	-	15	10	-	-	-	15	30
2bed		-	-	35	80	-0	-	-	35	60
3bed	24	96	47.5	25	10	18	72	92.3	25	10
4bed	11	66	32.7	15		1	6	7.7	15	
5bed	5	40	19.8	10		-	-	-	10	
Total	40	202	100	100	100	19	78	100	100	100

In addition, the NATS SPD refers to the aspiration of the West London Housing Partnership Investment Guide 2008-11 that boroughs should seek a target of at least 15% family sized housing (3+ bedrooms) which is also encouraged in the Mayor's draft Housing Strategy. The amount of family sized housing proposed is 35% based on unit numbers or 48% based on habitable rooms, thereby exceeding the minimum requirements.

The Council's Housing Team has undertaken extensive pre-application negotiations with the applicant and Homes and Communities Agency (HCA) in respect of the offer and it supports the scheme as suitably addressing housing need in the area. The scheme is considered acceptable on this basis.

7.12.2 Affordable Housing

PPS3 states that the Government is committed to providing high quality housing for people who are unable to access or afford market housing.

Policy 3A.9 of the London Plan sets the strategic target that 50% of all new housing provision should be affordable through all available mechanisms and not just planning gain. In addition, Policy 3A.10 encourages councils to have regard for the need to encourage rather than restrain residential development, as well as having regard to the individual circumstances of a site. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements.

In respect of Council's UDP Saved Policy Pt1.17 states that the Council will seek the maximum acceptable amount of affordable housing.

However, paragraph 3.52 of the London Plan states that in estimating affordable housing provision from private residential or mixed-use developments, boroughs should take into account economic viability. Boroughs should take into account the individual circumstances of the site as part of financial viability and the subsequent level of affordable when assessing the scheme.

Taking into account the viability of the scheme, and noting that the level of affordable housing was raised by the GLA in their Stage 1 advice, the Council has sought an independent financial viability appraisal of the scheme. The financial viability appraisal was assessed by an independent consultant. This assessment has confirmed that the Council is seeking the maximum affordable housing offer balanced with the need to provide for a full package of contributions. No further monies are available, noting that one of the significant costs of the scheme are the site decontamination and remediation costs which are essential to make the site suitable for residential occupation.

The scheme proposes 10.9% affordable housing based on habitable rooms, along with a package of planning contributions to mitigate the impacts of the scheme. Given the balance to be struck between providing affordable housing and other planning contributions to mitigate the impacts of the scheme, in accordance with Circular 05/05, it is considered that the maximum amount of affordable housing has been achieved. As noted previously, the Council's Housing Team has undertaken extensive pre-application negotiations with the applicant and Homes and Communities Agency (HCA) in respect of the offer and supports the scheme as suitably addressing housing need.

With respect to the affordable housing split and London Plan Policy 3A.9, 70% of the affordable housing should be social rent and 30% should be intermediate rent. Of the 10.9% affordable housing offer, 72% is social housing and 28% is intermediate rent. This is acceptable to Council's Housing Team, being reflective of the London Plan requirement. As

such the scheme accords with the abovementioned policies which seek to maximise the affordable housing provision to satisfy housing need.

7.12.3 Specialist Housing

PPS3 states that local planning authorities should plan for a mix of housing on the basis of different types of households that are likely to require housing. This specifically includes people with a disability and the elderly.

Policy H10 of the Council's UDP Saved Policies states that the provision of accommodation for people in need of care including nursing homes or shelter housing should be:

- Conveniently located for shops, services and public transport
- Comply with parking and amenity guidelines

The NATS SPD states that provision should be required for specialist housing for older people and for adults with learning disabilities.

The application proposes a nursing home of 80 rooms and up to 3,630m². It has suitably addressed the abovementioned policy in the following ways, namely:

- The nursing home is suitably located with respect to facilities and transport including the proposed commercial uses, medical facility, Mulberry Parade and bus stops in Porters Way; and
- The nursing home provides for car parking, bicycle parking and amenity space provision to facilitate its operation.

Note that no objection was raised by the Council's Housing Team or the GLA in respect to the provision of the nursing home on site or the non-provision of a shelter home.

As such the proposal is acceptable in this regard as having addressed the policy aspiration of providing specialist housing in an appropriate way thereby addressing this specialist need.

7.13 Trees, Landscaping and Ecology

The requirement for consideration of the range of natural features of a site and locality including tree protection, landscaping and ecology are identified in PPS1, PPS9, London Plan Policies 2A.1, 3D.8, 3D.14, 3D.15 and the Council's UDP Saved Policies BE38, EC2, EC3 and EC5.

The NATS SPD states that a high standard of landscape design should be provided as part of any development. Landscaping should be carefully considered at an early stage in the design process. The development should consider existing trees which can be retained. Re-development will also need to promote greening, create natural connections, provide opportunities for physical activity, relaxation and healthy living.

The NATS SPD also states that:

- Vegetation provides a visual screen and a buffer to help attenuate the effects of noise alongside the Great Western Railway line.
- It is also likely to act as a wildlife corridor providing a valuable habitat for many species.
- There are significant individual and groups of trees on the Porters Way frontage and within the site; and
- Any masterplan should ensure that as many as possible are retained.
- Landscaping can also be used to provide an important buffer between the new development and existing housing.

UDP Saved Policies EC2, EC3 and EC5 are of relevance to nature conservation and wildlife. The Trees and Landscape officer noted the recommendations for ecological mitigation are presented in section 9.0 of the Habitat Survey. Measures include the protective fencing of retained trees, and the retention and enhancement of the soft landscape buffers on the northern and eastern boundaries. Habitat protection techniques are suggested. These clauses address the interests of breeding bird habitats, bats, reptiles, wild mammals, stag beetles and surface water drain protection.

The Council's Trees and Landscape officer also advises that there are no Tree Preservation Orders or Conservation Area designations affecting trees on, or close to the site. The officer also noted the considerable array of supporting information with which to consider trees, landscaping and ecology including Plans, ES, Design and Access statement, Design coding and the landscape management/maintenance plan. Notwithstanding this, landscaping is a reserved matter.

The officer advised that habitat creation and enhancement opportunities are noted in the ES. These include:

- Landscaping proposals designed to maximise the site's ecological value
- Ecological enhancement will need to be developed in accordance with BAA safeguarding guidance against potential bird strike
- The creation of living roofs and /or walls is recommended.
- Planting should seek to include appropriate native species with reference to Natural England's database 'Gardening with Wildlife in Mind'.
- The provision of bird and bat boxes amongst other measures is listed.
- Volume 2 of the Environmental Statement recommends a pre-commencement badger survey.

In addition, it is noted that UDP Saved Policy BE38 seeks the protection and enhancement of the landscape:

- The Tree Report confirms that prior to the commencement of work on site, an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) should be submitted for approval by the local planning authority.
- The Arboricultural Implications Assessment (Appendix 14.3 of the ES) questions the future contribution (and useful life expectancy) of some of the Horse Chestnuts on the Porter's Way frontage. However their retention is proposed on plan.
- The hedge group on the eastern boundary includes conifers with an estimated height of 8-10 metres. These species have the potential to grow considerably taller and may cause nuisance / lead to a loss of light to the houses and rear gardens of Mulberry Crescent. This hedge should be reviewed with regard to its future management.
- Any required tree surgery should also be identified and submitted for approval by the local planning authority – other than urgent work to dead, dying or dangerous trees.
- Tree planting within the site should include planting within private gardens
- Detailed management / maintenance proposals will be required to ensure that the shared / communal landscape is managed and maintained in accordance with the design objectives for the site.

Overall, the Council's Trees and Landscape officer concluded there was no objection to the scheme subject to standard tree/landscape conditions TL2, TL3, TL4, TL6, TL7 being imposed if the Council was to consider approval of the application.

The application was also referred to Natural England and the Wildlife Trust. No objection was raised by these organisations subject to the appropriately worded conditions of approval.

7.14 Sustainable Waste Management

PPS10 Planning for Sustainable Waste Management requires a more sustainable approach to waste management, moving the management of waste up the 'waste hierarchy' of reduction; reuse; recycling and composting; using waste as a source of energy; and, only disposing as a last resort.

The application is supported by a Waste Strategy, Waste Management Plan as well as drawings describing waste vehicular access into the site.

The Highways and Waste teams confirmed that waste arrangements could be suitably accommodated on the site.

7.15 Renewable Energy/Sustainability

The NATS SPD refers to the London Plan, PPS 1 and supplement to PPS 1 which state that dealing with climate change is an integral and essential part of the development process. The London Plan specifically states that dealing with climate change cannot be considered as a set of add-ons and must be integral to the development process. The Government has recently announced very ambitious targets to limit greenhouse emissions through the Climate Change Act, 2008 and there is a wide range of planning policies and building control regulations that will assist in achieving the targets. Proposals need to demonstrate measures to mitigate against climate change, by limiting greenhouse gas emissions, and adapting to the already inevitable impacts of climate change, through layout, design and a range of other measures. Initiatives have other beneficial environmental, economic and social outcomes.

In respect of energy in particular, PPS 22 - Renewable Energy, outlines the government's preferred approach to planning for renewable energy, and encourages small-scale renewable energy projects in all new developments. The London Plan and the Mayor's Energy Strategy also outline the requirements for renewable energy. In accordance with the London Plan Policy 4A.4 (*Energy assessment*), an assessment of the energy demand and carbon dioxide emissions is required, including consideration of energy and carbon dioxide (CO₂) emissions. A scheme needs to demonstrate the expected energy and CO₂ emission savings (an overall 20% reduction is targeted) from the energy efficiency and renewable energy measures incorporated in the development, including the feasibility of combined cooling, heat, and power (CCHP), combined heat and power (CHP) and community heating systems. This assessment should form part of the sustainable design and construction statement in support of a planning application.

Proposals are also required to demonstrate compliance with London Plan Policy 4A.6 (*Decentralised Energy: Heating, Cooling and Power provision*) illustrating that their heating, cooling and power systems have been selected to minimise CO₂ emissions. The GLA sought clarification regarding the energy assessment.

In relation to energy, the application is supported by a Renewable Energy Strategy, Sustainable Design and Construction Statement as well as further advice from Metropolis Green (Correspondence dated 04 March 2010).

The scheme proposes the following features:

- Mayor's 'Be Lean' policies 4A.3 and 4A.4: demand reduction and energy efficiency measures to achieve 11% CO₂ emission reductions;

- Mayor's 'Be Clean' policies 4A.4 and 4A.6: A site-wide District Heating Network (DHN) involving a Combined Heat and Power (CHP) plant serving the whole site is predicted to achieve 33% CO2 emission reductions. This would be situated in the proposed energy centre in the south east of the site; and
- Mayor's 'Be Green' policy 4A.7: Either 700sqm of photo-voltaic (PV) panels or a 150kw biomass boiler which would achieve CO2 emission reductions of 3%/2% respectively. The photovoltaic panels would be cited on the roofs of blocks A and E

It is noted that Code 4 can be achieved although, it will require more than just energy performance and measures in the building fabric alone as stated in the Renewable Energy Strategy. An appropriately worded condition is recommended if the Council was to consider approval of the application.

In respect of BREEAM the Renewable Energy Strategy confirms that a pre-assessment has been completed indicating that an Excellent rating is possible although, this is subject to the detailed design coming forward. An appropriately worded condition is recommended in this regard if the Council was to consider approval of the application.

Subject to the further consideration by the Mayor at Stage II, the scheme is considered to have addressed the abovementioned policies and is supported in this aspect. If the Council is minded to support the application, appropriately worded conditions of approval are recommended in respect of securing the lean, efficient, sustainable and renewable energy measures proposed.

7.15.1. Environmental Impact Assessment (EIA)

In accordance with the Town and Country Planning statutory procedures set out in the Town and Country Planning (Environmental Impact Assessment)(England and Wales) Regulations 1999, the subsequent amendments of 2006 and 2008 and following the EIA scoping opinion issued by LBH 05 October 2009, the current application is supported by an Environmental Statement (ES).

The following considerations form part of the ES:

- Background information, overall approach, site and surroundings, development proposal
- Construction and phasing
- Consideration of alternatives
- Planning framework
- Socio-economic
- Transport, accessibility and movement
- Ground conditions and hydrogeology
- Flood risk and water resources
- Noise and vibration
- Air quality
- Biodiversity
- Archaeology and cultural heritage
- Townscape and visual analysis
- Residual impacts
- Cumulative impacts

In the course of the assessment issues and points of clarification were sought by the Council's Sustainability officer. Information was received and the application was renotified/reconsulted prior to bringing this report to Committee. There is no matter

outstanding in respect of the ES, the development being considered acceptable having regard to the full range of issues summarised in this report.

7.15.2 Sustainable Design and Construction

The London Plan Policy 4A.3 (*Sustainable design and construction*) encourages development to meet the highest standards of sustainable design and construction. In accordance with London Plan Policies 4B.1 and 4A.9 any proposals should contribute to the mitigation of the effects of climate change which includes minimising overheating and heat island effects, managing solar gain in summer, contributing to reducing flood risk, minimising water use and protecting and enhancing green infrastructure for example. The NATS SPD states that consistent with the aspiration for low carbon development, all new housing developments on the site should achieve, as a minimum, the requirements of Level 4. However, the achievement of levels 5 or 6 of the Code are strongly encouraged for any site proposals, wherever these are feasible. Any commercial development should endeavour to achieve a BREEAM “excellent” rating.

These issues have been considered throughout section 7 and where applicable, appropriately worded conditions of approval are recommended if the Council is minded to grant planning permission.

7.16 Flooding Issues

The national policy PPS25 seeks to avoid inappropriate development in areas of flooding risk as well as directing development away from areas of highest risk. London Plan Policies 4A.12, 4A.13 and the Council’s UDP Saved Policies Pt1.12, OE7, OE8 and OE9 require flood risk to be addressed in proposals.

Within the ES, a flood risk assessment has been supplied confirming that the site is situated in an area of low risk (Flood Zone 1). The assessment also demonstrates that the proposal would not have an adverse impact to neighbouring properties as it will not increase flood risk through increased surface runoff.

The application was considered by the Environment Agency who raised no objection subject to an appropriately worded condition for the development to be carried out in accordance with the flood risk assessment. The scheme is therefore considered to comply with the abovementioned policies.

7.17 Noise and Air Quality Issues

Pursuant to central government, Mayoral and borough policy and guidance and the borough’s environmental screening opinion, the Environmental Statement has considered the potential noise and air quality impacts associated with the development and appropriately worded conditions of approval are recommended if the Council is minded to grant planning permission.

7.18 Comments on Public Consultation

The Principle of the Development

Section 7.1 of this report covers issues 1-2, 31, 34-39, 58-60 raised by submissions

Density

Section 7.2 of this report covers issue 3 raised in submissions

Impact on the Character and Appearance of the Area

Section 7.6 of this report covers issues 4, 40, 61 raised in submissions

Impact to Neighbours

Section 7.7 of this report covers issues 5-7, 41, 62 raised in submissions

Living Conditions for Future Occupiers

Section 7.8 of this report covers issues 63, 64 raised in submissions

Transport

Section 7.9 of this report covers issues 8-17, 29, 42-44, 65, 78

Urban Design, Access and Security

Section 7.10 of this report covers issues 18-20, 45-50, 66-70 raised in submissions

Housing

Section 7.12 of this report covers issues 51-52 raised in submissions

Noise and Air Quality Issues

Section 7.17 of this report covers issue 21 raised in submissions

Planning Obligations

Section 7.21 of this report covers issues 22-25, 28, 30, 32, 53-55, 71-74 raised in submissions

Other Comments

- Issue 26 concerning impact to services was not explicit enough to address
- Issues 27, 33 and the bullet points at the end of section 6.1.1 are not relevant planning considerations
- Issue 56 concerning suggested conditions, these have been included in section 2
- In respect of Issue 75, consultation on the scheme including all supporting information is as per section 6 and has been carried out in line with the Council's normal procedures
- In respect of Issue 76 and water pressure, no objection was raised by Thames Water or the Veolia Water company as reported in sections 6.1.2 and 6.1.3
- In respect of Issue 77 and construction impacts, an appropriately worded condition for a management plan is recommended in section 2.

7.19 Phasing

The applicant has provided an indicative phasing programme notwithstanding the s106 planning agreement for the final phasing details to be agreed. The number of dwellings in each phase is as follows:

- Phase 1 - 59 dwellings
- Phase 2 - 188 dwellings
- Phase 3 - 163 dwellings
- Phase 4 - 157 dwellings
- Phase 5 - 206 dwellings

7.20 Contamination

Pursuant to PPS23 as well as the borough's environmental screening opinion, the ES has considered the potential contamination associated with the previous use. Both the Council's

EPU team and the Environment Agency raise no objection, subject to appropriately worded conditions of approval if the Council is minded to grant planning permission.

7.21 Planning Obligations

Planning obligations are normally entered into under Section 106 of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991). There are exceptions to this, namely s.278 agreements under the Highways Act 1980, which relate solely to highway works and s.299 agreements that apply to Crown and Duchy land.

As part of the proposal the applicant has submitted an open book financial viability appraisal in support of the scheme. The Council independently engaged consultants to evaluate the open book financial viability appraisal. Following extensive negotiation with the developer's consultant, the Council's consultant confirmed that, in their professional opinion that viability was an issue, largely due to the high costs of decommissioning the site. As such, the Council is not considered to be in a position to seek further contributions to those identified in section 2. They are considered to be the maximum.

The contributions requested are as follows:

- (i) The provision of affordable housing equivalent to a minimum of 10.9% of the total number of habitable rooms comprised within the residential units on the site and for which 72% are to be of the social rent tenure
- (ii) A financial contribution of £3,998,412 towards education facilities
- (iii) The provision of a Primary Care Trust facility in Block F and to include the fitout of the premises to a specification agreed with the Hillingdon PCT as well as a peppercorn rent for minimum 3 years. In the event that a PCT facility is not secured on site, the payment of a financial contribution of £337,574 towards healthcare facilities
- (iv) A financial contribution of £392,220 towards indoor/outdoor sport and recreation facilities
- (v) A financial contribution of £420,000 towards TFL bus services
- (vi) A financial contribution of £34,000 towards bus stop improvements
- (vii) A financial contribution of £25,000 towards a parking management study
- (viii) The provision of a 10 year Sustainable Travel Plan
- (ix) The provision of a minimum of two car club spaces on site
- (x) An undertaking to enter into a s278 agreement for highway works between the junction of Station Road and Porters Way and the junction of Stockley Road and Lavender Rise, subject to a detailed design to be agreed between TFL, the Council's Highways Engineer and the applicants highways Engineer, and which is not limited to and includes possible widening of Lavender Rise and straightening of the Porters Way and Lavender Rise connection
- (xi) An undertaking to enter into a s278 agreement for highway works between the junction of Station Road and Porters Way and the junction of Stockley Road and Lavender Rise, subject to a detailed design to be agreed between TFL, the Council's Highways Engineer and the applicants highways Engineer, and which is not limited to

and includes possible widening of Lavender Rise and straightening of the Porters Way and Lavender Rise connection

- (xii) An undertaking to enter into a s278 agreement for pedestrian connectivity works to Porters Way and the link between the application site and West Drayton Station having regard to the PERS audit and subject to a detailed design to be finally agreed between TFL, the Council's Highways Engineer and the applicant's Highways Engineer
- (xiii) The provision of a community facility on site of not less than 204sqm, fitted out to a standard to be agreed with the Council and available for use by the community at large on a not-for-profit basis
- (xiii) A financial contribution of £34,000 towards library facilities
- (xiv) A financial contribution of £250,000 towards improvements to the Mulberry Parade public realm
- (xv) A financial contribution or works in kind with the agreement of British Waterways of £200,000 towards the Grand Union Canal
- (xvi) The provision of a satisfactory training and employment opportunities as well as a coordinator on site to be agreed with the Council
- (xvii) An undertaking to provide a heat distribution network on site with the final detailed design to be agreed with the Council and the GLA
- (xviii) A financial contribution of £80,304 or equivalent to 1.5% of total value of the contributions sought, whichever is the greater, for the monitoring of the s106 and Travel Plan
- (xix) An undertaking to establish and maintain a management company with responsibilities set out in Section 5 'Estate Management Arrangements' of the Planning Statement including a parking management plan and to be finally agreed with the Council

It should be noted that these heads of terms do not include all obligations requested by consultees as they were not sufficiently explicit nor justified in accordance with the Circular, namely:

- Network Rail: A planning contribution was requested for the upgrade to West Drayton Station. However, no explicit information was provided when requested by Council officers as to the amount of money; the works it would be spent on; any indication of the actual impact posed; or justification against the Circular for seeking the contribution.
- The HUDU-based healthcare contribution requested by the Hillingdon PCT (£2,226,468), given that the Council's SPD is the borough's adopted approach to securing planning contributions. Furthermore, there was insufficient justification provided as to how the contribution sought related to the development and how the contributions would be spent. Finally, given that the viability of the scheme could not afford to deliver any further s106 contributions, there was a requirement to balance healthcare provision with the other necessary contributions sought.

For avoidance of doubt and as per advice from the Council's Highway Engineer and TFL, a s278 agreement pursuant to the Highway Act 1980 is a matter with financial obligations which is in addition to the s106 planning agreement set out in this report.

Overall, it is considered that the maximum contributions have been sought in light of the financial viability of the scheme and that the package appropriately mitigates and compensates for the impacts of the scheme. Subject to the signing of the section 106, the scheme is considered to be acceptable for the reasons set out in this report. The scheme is therefore recommended for approval on this basis.

8. OBSERVATIONS OF BOROUGH SOLICITOR

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. CONCLUSION

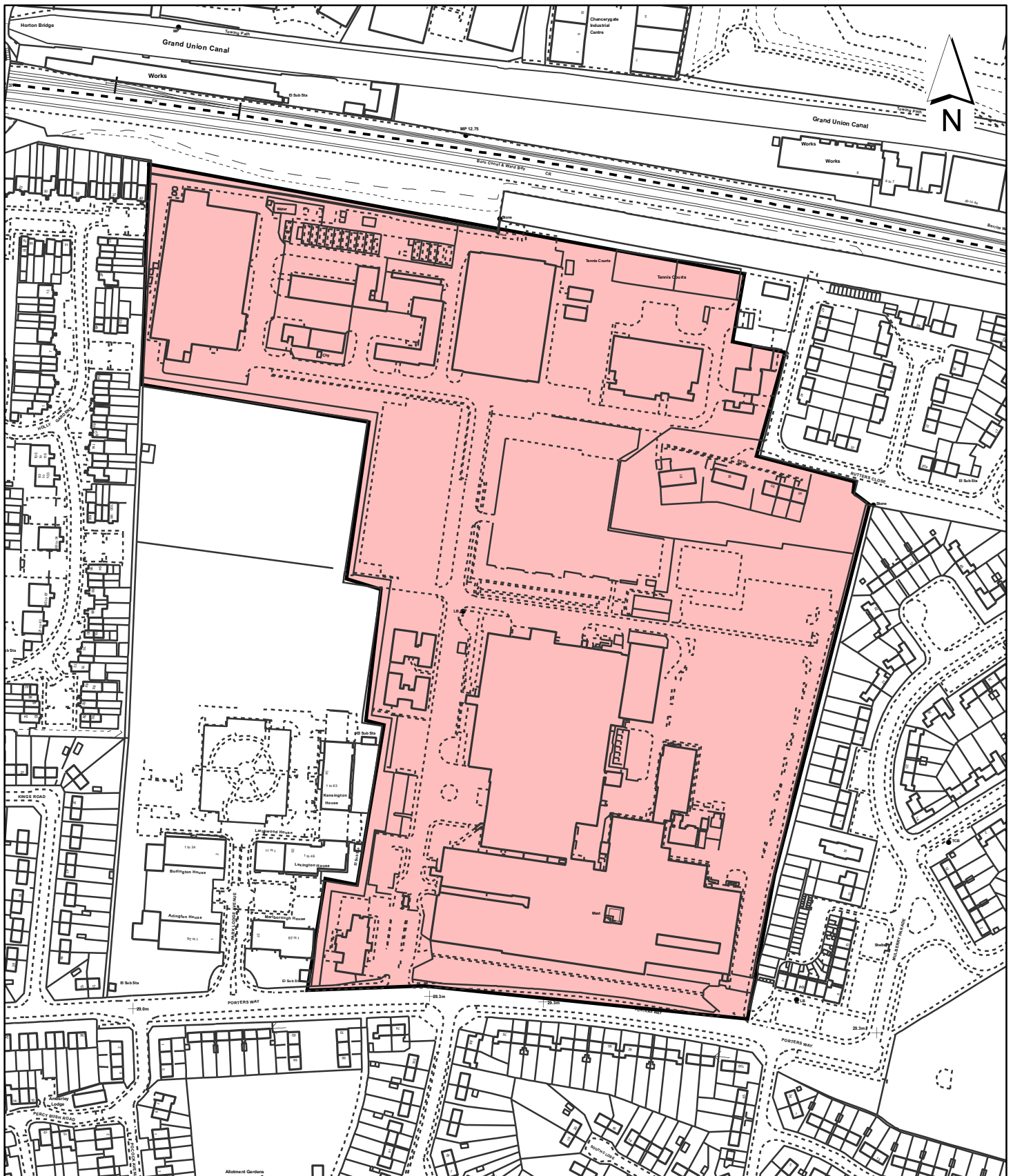
For the reasons provided throughout this report, the scheme is considered to be appropriate and acceptable and to comply with the relevant policies and planning guidance for the site. Subject to the conditions of approval and heads of terms in section 2, the application is recommended for approval.

10. REFERENCE DOCUMENTS:

Council's SPD – Former NATS Site, Porters Way, West Drayton
Council's SPD – Hillingdon Design and Accessibility Statement
Council's SPD – Hillingdon Design and Accessibility Statement – Residential Layouts
Council's SPG - Planning Obligations
Council's SPG - Community Safety by Design
Planning Policy Statement 1 (Delivering Sustainable Development)
Planning Policy Statement 1 Supplement (Planning and climate Change)

Planning Policy Statement 3 (Housing)
Planning Policy Statement 4 (Planning and Economic Development)
Planning Policy Statement 9 (Biodiversity and Geological Conservation)
Planning Policy Statement 10 (Planning for Sustainable Waste Management)
Planning Policy Guidance 13 (Transport)
Planning Policy Guidance 15 (Planning and the Historic Environment)
Planning Policy Guidance 16 (Archaeology and Planning)
Planning Policy Guidance 17 (Planning for Open Space, Sport and Recreation)
Planning Policy Guidance
PPS 22 (Renewable Energy)
PPS23 (Planning and Pollution Control)
PPS25 (Development and Flood Risk)
The London Plan (Consolidated with Alterations Since 2004) 2008

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Notes

 Site boundary

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**Former National Air Traffic Services (NATS) Headquarters
Porters Way, West Drayton**

Planning Application Ref:

5107/APP/2009/2348

Planning Committee

Central and South

Scale

1:3,000

Date

May 2010

LONDON BOROUGH OF HILLINGDON

Planning & Community Services

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