



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

Eddie Lavery (Chairman)
John Hensley (Vice-Chairman)
Janet Duncan (Labour Lead)
David Allam
Wayne Bridges
Michael Markham
John Morgan
Brian Stead

Date: TUESDAY, 25 MARCH 2014

Time: 6.00 PM

Venue: COMMITTEE ROOM 5
CIVIC CENTRE
HIGH STREET
UXBRIDGE
UB8 1UW

Meeting Details: Members of the Public and Press are welcome to attend this meeting

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INVESTOR IN PEOPLE

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A useful guide for those attending Planning Committee meetings

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Petitions and Councillors

Petitions - Those who have organised a petition of 20 or more borough residents can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes.

Ward Councillors - There is a right for local councillors to speak at Planning Committees about applications in their Ward.

Committee Members - The planning committee is made up of the experienced Councillors who meet in public every three weeks to make decisions on applications.

How the Committee meeting works

The Planning Committees consider the most complex and controversial proposals for development or enforcement action.

Applications for smaller developments such as householder extensions are generally dealt with by the Council's planning officers under delegated powers.

An agenda is prepared for each meeting, which comprises reports on each application

Reports with petitions will normally be taken at the beginning of the meeting.

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;
3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant

followed by any Ward Councillors;

4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee debate the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

About the Committee's decision

The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority - under 'The London Plan' and Hillingdon's own planning policies as contained in the 'Unitary Development Plan 1998' and supporting guidance. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

Guidance on how Members of the Committee must conduct themselves when dealing with planning matters and when making their decisions is contained in the 'Planning Code of Conduct', which is part of the Council's Constitution.

When making their decision, the Committee cannot take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.

If a decision is made to refuse an application, the applicant has the right of appeal against the decision. A Planning Inspector appointed by the Government will then consider the appeal. There is no third party right of appeal, although a third party can apply to the High Court for Judicial Review, which must be done within 3 months of the date of the decision.

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of 11 February 2014 1 - 10
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

Reports - Part 1 - Members, Public and Press

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Garage Block Site, Culvert Lane, Uxbridge 69659/APP/2013/3796	Uxbridge South	Demolition of existing garage block and construction of bungalow with associated parking and external works. Recommendation: Approval	11 - 26

Major Applications without Petitions

	Address	Ward	Description & Recommendation	Page
7	The Old Vinyl Factory Site, Blyth Road, Hayes 59872/APP/2013/3628	Botwell	Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for the first phase: The Boiler House (54 residential units, and 469sqm of A1/A2/A3/A4/A5/B1 floor space), of planning permission ref: 59872/APP/2012/1838 dated 19/04/2013: Outline planning application for a mixed use development of the Old Vinyl Factory site including the demolition of up to 12,643sqm of buildings and construction of up to 112,953sqm (112,953sqm includes the retention and re-use of 784sqm of the Power House and 901sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000sqm GEA), up to 7,886sqm of new B1 floorspace, up to 4,000sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700sqm of D1 and D2 uses, an energy centre (up to 950sqm), car parking, works to access and creation of new accesses and landscaping. Recommendation: Approval	27 - 48
8	T5 Business and N2 Car Parks, Northern Perimeter Road, Heathrow Airport 69671/APP/2013/3871	Heathrow Villages	Erection of a car park deck within the T5 Business Car Park to provide an additional 350 parking spaces and the conversion of the N2 Car Park from contractor parking to an additional T5 Long Stay Car Park with 790 spaces. (Consultation under Schedule 2, Part 18 of The Town and Country Planning (General Permitted Development) Order 1995). Recommendation: Consultation:- No Objections	49 - 76

9	Former RAF Uxbridge, Hillingdon Road. Uxbridge 585/APP/2014/17	Uxbridge North	Reserved matters (appearance, layout, scale and landscaping) in compliance with conditions 2 and 3 for the construction of a Flood Compensation Scheme within the eastern side of the District Park of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 for the proposed mixed-use redevelopment of St Andrews Park (Former RAF Uxbridge site). Recommendation: Approval	77 - 86
10	Aldi, 141 High Street, Yiewsley 50096/APP/2013/3820	Yiewsley	External alterations to existing retail premises and amalgamation of the two existing Class A1 retail units. Recommendation: Approval	87 - 98



Minutes

MAJOR APPLICATIONS PLANNING COMMITTEE

11 February 2014

**Meeting held at Committee Room 5 - Civic Centre,
High Street, Uxbridge UB8 1UW**

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman) John Hensley (Vice-Chairman) Janet Duncan (Labour Lead) David Allam Wayne Bridges John Morgan Carol Melvin Raymond Graham</p> <p>Also Present: Councillor Judy Kelly</p> <p>LBH Officers Present: James Rodger, Head of Planning, Green Spaces and Culture Adrien Waite, Major Applications Planning Manager Syed Shah, Principal Highway Engineer Nicole Cameron, Legal Advisor Nadia Williams, Democratic Services Officer</p>
40.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies had been received from Councillors Michael Markham and Brian Stead. Councillors Carol Melvin and Raymond Graham attended in their place.</p>
41.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor John Hensley declared a non-pecuniary interest in Item 8 (Chadwick Building, Brunel University, Cleveland Road, Uxbridge), as he was an Academic Advisor at Brunel University. He left the room and did not take part in the decision of this item.</p> <p>Councillor John Morgan declared a non-pecuniary interest in Item 10 (St Helen's School, Eastbury Road, Northwood), by virtue of his child attending the school. He left the room and did not take part in the decision of this item.</p>
42.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE MEETINGS HELD ON 2 AND 10 DECEMBER 2013, 7 AND 22 JANUARY 2014 (<i>Agenda Item 3</i>)</p> <p>The minutes of the meetings held on 2 & 10 December 2013 and 7 & 22 January 2014 were agreed as correct records.</p>

43.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>The Chairman agreed that item 16 on the Supplementary Agenda could be taken as an urgent item.</p>
44.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items would be considered in Part 1, public.</p>
45.	<p>LAND ADJACENT TO 18 HIGHFIELD CRESCENT, NORTHWOOD 69582/APP/2013/3351 (<i>Agenda Item 6</i>)</p> <p>This application was withdrawn by the applicant.</p>
46.	<p>FORMER ARLA FOOD DEPOT, VICTORIA ROAD, RUISLIP - 66819/APP/2013/1467 (<i>Agenda Item 7</i>)</p> <p>Demolition of existing buildings and redevelopment of site to provide a food store with ancillary cafe (total floor area of 8,539sqm) (Class A1) and ancillary petrol filling station, cinema (floor area of 5,937sqm) (Class D2), 5 x restaurant units (total floor area of 2,405sqm) (Class A3), 4 x shop units (total floor area of 382sqm) (Class A1 and/or A2), and residential development consisting of 104 units (21 x 1-bed flats, 67 x 2-bed flats, 12 x 3-bed houses, 4 x 4-bed houses), together with new vehicle and pedestrian accesses, car parking, servicing areas, landscaping arrangements, and other associated works.</p> <p>Officers introduced the report and directed Members to note the changes in the addendum circulated at the meeting. Officers also asked for recommendation refusal 3 to be amended by deleting reference to Victoria Road and Long Drive junction, to take account of any further validation works undertaken, which might affect further issues that may be raised.</p> <p>In accordance with the Council's constitution, representatives of the petitioners and agent were invited to address the meeting. The representative of the petitioners objecting to the application was unable to attend the meeting and asked for their submission to be read out. The following points were raised:</p> <ul style="list-style-type: none"> • Concerns relating to the proposed development had already been made known to the Planning Department • The scheme would result in unacceptable levels of additional traffic, as well as air pollution in South Ruislip, which already suffered from heavy traffic congestion and air pollution • Fully endorsed and welcomed Officer's recommendation for refusal • Accepted that the site would have to be re-developed and suggested that for national interest and for residents living in South Ruislip, it would be more appropriate to build affordable housing and a 24/7 walk-in medical centre similar to that in Pinner on the site. <p>The Following points were raised in support of the application:</p>

- Spoke as Vice-Chairman of South Ruislip Residents' Association with approximately 2,000 household membership
- Notice/publicity regarding the development of the site had been on-going for over 3 years where initial proposals had included a bowling alley, public house and a hotel, which were removed on request
- Developers were also invited to present their proposal for the development of the site at the Association's quarterly meetings where presentations were well received by those that had been present
- Updates on the scheme had subsequently been placed on the associations agenda over the 3 year period
- The South Ruislip Residents' Association members had agreed that the proposed development would be a great asset to the area
- People of different opinions had had the opportunity to make their views known
- Acknowledged that it would be naïve to assume that the proposed development would not impact on existing traffic problems
- The proposed development would give local residents the opportunity to recreational enjoyment.

In response to a point raised about there being a suggestion that the scheme should consist of housing and a medical centre, the petitioner responded that this suggestion was put to the vote and dismissed by a majority at Association meetings. Residents believed that Sainsbury's needed some competition but were mainly concerned about the issue of traffic, which they indicated would inevitably be affected, even if the proposal had been for a housing scheme with over 1,000 houses.

A Member commented that some residents would like a cinema and a choice of leisure facilities. The petitioner stated that residents wanted shopping facilities and the proposed development had been shaped by developers from this requirement. Residents were looking for amenities on their doorstep which had been lacking in South Ruislip for the past 30 years.

The applicant raised the following points:

- Outstanding issues could be addressed by condition
- The proposal would provide 650 new jobs as well as homes for families
- With regard to the statement in the report that a comprehensive survey of the findings of the retail impact assessment on retail centres in Hillingdon and Harrow had not been completed, advised that this had been undertaken by the applicant
- It had been demonstrated that South Ruislip Town Centre would not be affected
- Sainsbury's had been granted planning permission since 2006 and had not commenced work but then submitted an even larger application for scheme and only just started discussions for a temporary store
- This proposal would cause no harm to Uxbridge Centre
- Had approached local businesses and 24 had signed the petition supporting this application, as they felt that it would support South Ruislip
- Did not accept points of issue relating to adverse effect, as these could be overcome
- This was a family orientated scheme and did not accept the issues raised regarding Block D
- The restaurant units would be separated from residential units by 18metres and security ramp would be at ground level, not significantly raised, and separated by a retained boundary fence. Planting would be provided to add additional

screening

- If necessary, hours of delivery could be conditioned and suggested that the trees and landscaping comments were pre-dated
- There were no trees at the moment, due to surface water and attenuation but these could be provided.

Comments had been received from a Ward Councillor in support of the proposal.

A second Ward Councillor addressed the meeting and made the following points:

- Supported the points raised by the Vice-Chairman of the South Ruislip Residents Association
- The scheme was extremely popular with South Ruislip residents
- South Ruislip was a very run down area at present and would benefit from such a development
- Subject to a number of conditions, would support this proposal.

Officers clarified that no objection had been raised against the proposed mix of cinema, housing, restaurants and retail; rather, the main concern was with the scale of the commercial development, which was centred on refusal reasons 1 and 2. Reduction of the scale would allow officers to move forward and be proactive towards moving the recommendation for approval.

Officers confirmed that the measured distance between existing restaurants and the proposed buildings was greater than that stated at 14.5 metres in the report.

In response to concerns raised about the location of parking spaces, including disable parking; officers advised that parking would be scattered around the residential units served and the requirement for disabled parking would be covered by a condition.

A Member added that they would support the development had it been smaller and included more housing and amenity spaces instead of the currently proposed huge cinema and supermarket. Supermarket of this size would impact on other supermarkets around the Borough and suggested the scheme should be more local rather than major as currently proposed.

A Member stated that a local centred development would be welcomed in the area, however, the proposed commercial development definitely needed to be reduced, as it this would inevitably impact on other supermarkets.

The Committee indicated that whilst the development of the site was welcomed, the commercial aspect of the current proposal was unacceptable within this area and a scheme in line with that required by local residents would be more beneficial.

In response to a query raised about the size of tracking for delivery vehicles to the area, officers advised that in terms of vehicle size, these were acceptable.

The Head of Planning, Green Spaces and Culture advised that once the Committee had made its decision, this would be referred to the Mayor of London. Should any of the refusal reasons give rise for further information/details, requested the Committee to give delegated authority to the Head of Planning, Green Spaces and Culture to take a view if further documents were submitted.

Members requested that the wording of Refusal reason 2 be strengthened in relation to

the impact on the position of South Ruislip in the Hierarchy of Town Centres and that the amended reason be agreed by the Chairman and the Labour Lead.

Members asked that the wording '(in particular the Victoria Road/Long Drive junction)' be removed from Refusal reason 3.

The recommendation for refusal, additional informative, amended wording and changes in the refusal reasons was moved, seconded, and on being put to the vote, was agreed.

Resolved:

1. That the application be refused for the reasons set out in the officer's report, subject to the above changes and that delegated powers be granted to the Head of Planning, Green Spaces and Culture to remove Refusal reasons 4, 5, 6, 7 and 8 should he feel these were overcome by amended plans or additional information prior to the issue of a decision notice.

2. That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, delegated powers be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the reasons set out in the officer's report (or as amended under 1 above) and subject to the addendum and the following amended wording for refusal reason 2 and additional informative:

Revised refusal reason 2

The scale of the development would result in the existing local centre increasing in scale to that of a centre with more retail floorspace than other Major Town Centres within the borough, which would result in a local centre out of scale with its position in the borough's retail hierarchy. This would result in impacts on other centres within, and outside the borough (Harrow) in terms of trade draw. The proposal is therefore contrary to policies E4 and E5 of the Hillingdon Local Plan Part 1, Policies 2.15, 4.7, 4.8 and 4.9 of the London Plan (July 2011), Policy PR23 of the Hillingdon Local Plan Part 2 and the provisions set out in the National Planning Policy Framework..

Additional Informative

'You are advised that the Local Planning Authority expects all development proposals to accord with guidance contained within the Hillingdon Design and Accessibility Statement - Residential Layouts. Should you be minded to lodge a new or amended application you should ensure that the development fully accords with this guidance including with respect to separation distances.'

47. **CHADWICK BUILDING, BRUNEL UNIVERSITY, CLEVELAND ROAD, UXBRIDGE 532/APP/2013/3688 (Agenda Item 8)**

Retention of two storey pre-fabricated building for a period of three years.

Councillor Hensley withdrew from the room for this item.

The recommendation was moved, seconded and on being put to the vote was agreed.

Resolved

That subject to:

- **No additional material planning considerations above those addressed within this report being raised before the end of the consultation period;**
- **Referral to the Greater London Authority and 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, Green Spaces and Culture to grant planning permission; and**
- **Referral to the National Planning Casework Unit for the Secretary of State as a departure from the provisions of the Development Plan and the National Planning Casework Unit not directing the local planning authority to refuse the application.**

That delegated authority be granted to the Head of Planning, Green Spaces and Culture to approved the application subject to the conditions and informatives set out in the officer's report.

48. **NORTHERN RUNWAY, HEATHROW AIRPORT, HOUNSLOW**
41573/APP/2013/1288 (*Agenda Item 9*)

Enabling works to allow implementation of full runway alternation during easterly operations at Heathrow Airport including the creation of a new 'hold area' at the western end of the northern runway, the construction of new access and exit taxiways, and the construction of a 5 metre high acoustic noise barrier to the south of Longford Village.

In introducing the report, officers directed Members to note the changes in the addendum circulated at the meeting. It was explained that with respect to the issue of noise, the Local Planning Authority (LPA) fundamentally disagreed with the methodology used to assess noise impact. No adequate measures had been proposed to mitigate the adverse effect of the development with regard to noise or air quality and there were concerns that inadequate justification had been given for the harm to the green belt area.

Offices advised that very minor physical work was proposed but major changes were proposed in the aircraft taking off and landing at the airport. Some areas would be impacted upon more than other areas and officers having examined the very lengthy Environmental Impact Assessment (EIA) did not consider that the mitigation proposed would be adequate for those areas that would be affected by noise.

Member expressed concerns about the noise level and the detrimental effects it would have on residents, as well as on the concentration of children in Cranford school. The Committee therefore indicated that further work was needed to address this issue.

The recommendation for refusal was moved, seconded, and on being put to the vote, was agreed.

	<p>Resolved - That the application be refused for the reasons set out in the officer's report and subject to the changes in the addendum.</p>
<p>49.</p>	<p>ST HELEN'S SCHOOL, EASTBURY ROAD, NORTHWOOD 7402/APP/2013/3414 <i>(Agenda Item 10)</i></p> <p>The installation of a 3-court dome structure over existing tennis courts, external lighting, permanent storage shed and associated infrastructure.</p> <p>Councillor Morgan withdrew from the room for this item.</p> <p>The Committee asked officers to review Condition 5 to ensure it was consistent with similar applications in the Borough. Revised wording and additional informative to be agreed by the Chairman and the Labour Lead.</p> <p>The recommendation for approval and amendment to Condition 5 and additional informative was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer's report, changes outlined in the addendum and amendment to Condition 5 and additional informative to read as follows:</p> <p>Amended Condition 5</p> <p>The external lighting hereby approved shall not be illuminated except between:-</p> <p>[0800 to 2200] Mondays - Fridays [0800 to 2100] Saturdays [1000 to 1800] Sundays, Public or Bank Holidays.</p> <p>Reason To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).</p> <p>Additional Informative</p> <p><i>'You are encouraged to install measures to ensure that the lighting is automatically turned off when not in use'.</i></p>
<p>50.</p>	<p>SOLID WASTE TRANSFER STATION, CIVIC WAY, RUISLIP 18124/APP/2013/1723 <i>(Agenda Item 11)</i></p> <p>Proposed works to Victoria Road Waste Transfer Station to include a bulky materials reception area as an extension to the existing waste transfer station building, associated vehicle management measures including amendments to the existing internal site roundabout, a new HGV queuing area, new staff parking area and new containerised waste storage bay.</p> <p>Officers introduced the report and directed members to note the changes in the addendum circulated at the meeting.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p>

Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report and the changes outlined in the addendum.

51. **FORMER ANGLERS RETREAT PUBLIC HOUSE, CRICKETFIELD ROAD, WEST DRAYTON 11981/APP/2013/3307 (Agenda Item 12)**

Demolition of existing single and two storey extensions and outbuildings associated with the public house. Retention and conversion of the original public house building to form 2 no. residential units plus the erection of an additional 14 no. residential units on the site, provision of a wild flower meadow, car parking, landscaping, amenity space and other associated works.

Officers introduced the report and directed members to note the changes in the addendum circulated at the meeting. Members were advised that the main issue was related to the principle of the development on green belt. No part of the areas in the opposite site had been shown to be in the flood risk area and the existing public house would be retained in an acceptable manner. The new blocks would be set quite far back and very special circumstances existed in this particular case.

It was highlighted that there had been historical issues relating to dumping in the area and the proposed development would resolve this and furthermore, issues relating to the unkempt condition of the land at the rear would also be addressed.

The Head of Planning, Green Spaces and Culture added that existing buildings on proposed site were over 4 years old and therefore could not be subjected to any action.

A Member stated that they were sadly opposed to this proposal for the mere fact that it would be offering much needed affordable housing but felt very strongly that they could not approve this application, as it would set a precedent. The Member also felt strongly that green belt policy should be strictly adhered to and highlighted that in particular, that development in the green belt area had already been given as an exception for education and residential developing would altogether be an unacceptable step.

A Member added that they considered the proposal to be a good development in an area that was fast becoming an eye saw and a tip. This application would develop Anglers Retreat Public House to make it habitable and adapt the field into a meadow at the same time.

A Member suggested that if the Committee was minded to approve the application, a condition should be added to prevent the removal of landscaping.

Condition 10 was amended.

In answer to a query regarding floorspace, Officers advised that the current floor space was 830sq metres and the floorspace for the proposal would be 1260sq metres.

The Chairman added that the propose floorspace would be nearly 50% more and suggested that from single-storey to two-storey, this would inevitably have an impact on the openness of the area.

Officers added that Members would need to make a judgement as to whether the scheme would adversely affect the openness of the area. It was suggested that a site visit might be appropriate in assisting Members to make a decision. Officers would also provide further information relating to the design and access so that Members could

consideration whether the proposed scheme affected the openness or not.

The Legal Advisor advised that if Members had concerns over the issue of openness, it would be in order for the Committee to defer the application in order to make a site visit.

It was moved, seconded and agreed that the application be deferred for a site visit and for further details to be provided.

Resolved- That the application be deferred for a site visit and for further details to be provided as follows:

- **Feedback what effect the removal of bunding would have**
- **Clarify how amenity spaces would be protected**
- **Provide further clarification on flooding issues.**

52. **FORMER RAF WEST RUISLIP, HIGH ROAD, ICKENHAM 38402/APP/2013/2685**
(Agenda Item 13)

Erection of 55 tailored care living units (extra care accommodation) with communal facilities (variation of 38402/APP/2008/2733) and the erection of 25 retirement living (category II type) sheltered apartments with communal facilities including basement car parking.

In introducing the report, officers directed Members to note the changes in the addendum circulated at the meeting.

The recommendation was moved, seconded and on being put to the vote was agreed.

Resolved

That subject to no adverse issues being raised by English Heritage (Archaeology) that could not be dealt with by appropriate condition, delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission, subject to the following:

1. That the Council enter into a legal agreement with the applicants under Section 106/Unilateral Undertaking of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to secure:

- (i) An affordable housing review mechanism,**
- (ii) Health contribution: a financial contribution to the sum of £17,333.60**
- (iii) Construction training.**

2. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 31st March 2014, or any other period deemed appropriate that delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse the application for the following reason:

'The applicant has failed to provide a commensurate package of planning benefits to maximise the health and social benefits (in particular affordable housing) of the scheme to the community. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies

	<p>(November 2012).'</p> <p>3. That the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.</p> <p>4. That subject to the above, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.</p> <p>5. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.</p> <p>6. That on completion of the S106 Agreement, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers.</p> <p>7. That if the application is approved, the conditions and informatives in the officer's report and changes outlined in the addendum be attached.</p>
53.	<p>WHITE HEATH FARM, HILL END ROAD, HAREFIELD 21558/APP/2013/3806 <i>(Agenda Item 16)</i></p> <p>Refurbishment of building including repair and redecorating the main entrance double doors, replace all existing windows with double glazed timber alternatives with single glazed profile, replace the natural slate roof, repair works to internal spaces and works to fire protect doors (Listed Building Consent).</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved</p> <p>That subject to the application being referred to the National Planning Casework Unit (NPCU), the application not being called in and the Local Planning Authority not being directed to refuse the application, that the application be approved subject to the conditions and informatives outline in the addendum.</p>
	<p>The meeting, which commenced at 7.30 pm, closed at 10.00 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Nadia Williams on 01895 277655. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

Report of the Head of Planning, Sport and Green Spaces

Address GARAGE BLOCK SITE CULVERT LANE UXBRIDGE

Development: Demolition of existing garage block and construction of bungalow with associated parking and external works.

LBH Ref Nos: 69659/APP/2013/3796

Drawing Nos: 2013/D119/P/01 Site Location Plan
2013/D115/P/02 Existing Site Plan Topographical and Tree Survey
Arboricultural Impact Survey
Design & Access Statement
Flood Risk Assessment
2013/D115/P/03 Rev A Proposed Site Plan
2013/D115/P/04 Rev A Proposed Floor & Roof Plan
2013/D115/P/05 Rev A Proposed Elevations
2013/D115/P/06 Rev A Typical Section

Date Plans Received: 19/12/2013 **Date(s) of Amendment(s):** 24/01/2014
Date Application Valid: 19/12/2013 19/12/2013
23/12/2013

2. RECOMMENDATION

APPROVAL subject to the following:

1 RES3 Time Limit

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

REASON

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

2 RES4 Accordance with Approved Plans

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

2013/D119/P/01 Site Location Plan
2013/D115/P/02 Existing Site Plan Topographical and Tree Survey
2013/D115/P/03 Rev A Proposed Site Plan
2013/D115/P/04 Rev A Proposed Floor & Roof Plan
2013/D115/P/05 Rev A Proposed Elevations
2013/D115/P/06 Rev A Typical Section

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

REASON

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

3 RES7 Materials (Submission)

No development shall take place until details of the following have been submitted to and approved in writing by the Local Planning Authority:

- i) Bricks
- ii) Rooflight (conservation type)
- iii) Roof and hip tiles
- iv) Windows and doors
- v) Paving stones
- vi) Front boundary treatment (to include piers, gate and railings).

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

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments
 - 2.b Car Parking Layouts for two vehicles
 - 2.c Hard Surfacing Materials
 - 2.d External Lighting
3. Schedule for Implementation
4. Other
 - 4.a Existing and proposed functional services above and below ground
 - 4.b Proposed finishing levels or contours

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

REASON

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

5 RES10 Tree to be retained

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

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

REASON

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

6 RES15 Sustainable Water Management (changed from SUDS)

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

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

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

REASON

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

7 RES16 Code for Sustainable Homes

The dwelling(s) shall achieve Level 4 of the Code for Sustainable Homes. No development shall commence until a signed design stage certificate confirming this level has been received. The design stage certificate shall be retained and made available for inspection by the Local Planning Authority on request.

The development must be completed in accordance with the principles of the design stage certificate and the applicant shall ensure that completion stage certificate has been attained prior to occupancy of each dwelling.

REASON

To ensure that the objectives of sustainable development identified in London Plan (July 2011) Policies 5.1 and 5.3.

8 RES18 Lifetime Homes/Wheelchair Units

The development hereby approved shall be built in accordance with 'Lifetime Homes' Standards, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

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

9 NONSC Handrails

Prior to occupation of the development, details of handrails for the access footpath (gradient 1:15) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter they shall be installed and retained in accordance with the approved details.

REASON

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

10 RES24 Secured by Design

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

REASON

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

11 NONSC Access/Parking Layout

Prior to commencement of works, details of the access and parking layout shall be

submitted to and approved in writing by the Local Planning Authority.

REASON

In the interests of highway and pedestrian safety in accordance with policies AM7 and AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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

2 153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
LPP 3.5	(2011) Quality and design of housing developments
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
NPPF	

3

The Wildlife and Countryside Act 1981: Note that it is an offence under the Wildlife and Countryside Act 1981 to disturb roosting bats or nesting birds or other species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.

4

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require

further information please refer to the Council's Website, www.hillingdon.gov.uk/index.jsp?articleid=24738

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an existing garage block located at the rear of 31-35 Culvert Lane. The site is bordered to the east by the Grand Union Canal and to the south and south-west by the rear gardens of 19, 20 and 21 Church Close. Uxbridge Moor Conservation Area is located along the northern site boundary. The application site is located within Flood Zone 2.

3.2 Proposed Scheme

Planning permission is sought for the demolition of an existing garage block and construction of a bungalow with associated parking and external works. The dwelling would comprise of a kitchen, lounge/dining room, bathroom, two bedrooms and en-suite shower/WC. No additional floorspace is proposed within the roofspace. A gently sloping path with a 1:15 gradient would be provided to ensure level access into the dwelling. Two on-site parking spaces would be provided.

3.3 Relevant Planning History

Comment on Planning History

There is no previous planning history on this site.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE4 New development within or on the fringes of conservation areas

BE13 New development must harmonise with the existing street scene.

BE19 New development must improve or complement the character of the area.

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE23 Requires the provision of adequate amenity space.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

H4 Mix of housing units

LPP 3.5 (2011) Quality and design of housing developments
LPP 7.2 (2011) An inclusive environment
LPP 7.4 (2011) Local character
NPPF

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **5th February 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 47 local owners/occupiers. Six responses were received:

- i) concern over access to rear of 19 Church Close
- ii) insufficient access/turning space from Culvert Lane
- iii) impact on access to canal towpath and public footpath
- iv) building is not in keeping with existing houses
- v) access and deliveries during construction - no turning space for large vehicles
- vi) overcrowding of the site
- vii) the access report is flawed and makes no account of the area in front of the garages being the only turning point
- viii) the tree report is incorrect - trees to be removed are not dead or dying as stated in tree report
- ix) applicant needs to consider and address impact on ecology/local wildlife
- x) consultation letter was received late, so had less time to respond
- xi) impact on rights of access to privately owned road leading to garages at rear of 31-33 Culvert Lane
- xii) access for ambulances

One petition of objection has been received with 20 signatures.

Canal & River Trust:
No objection received.

Internal Consultees

Access Officer:

The Council's Access Officer provided detailed comments on the original submission. The applicant has submitted revised plans replacing the access ramp with a sloping path (gradient of 1:15) and the Access Officer's comments on the amended plans are set out below:

The design now is much better. To my mind, a gradient of 1:15 would require handrails for the construction to be signed off by a building inspector.

Provided the provision of handrails is acceptable from a planning perspective, and does not detract from the principles of good design, the application is acceptable from an accessibility position.

Conservation Officer:

This is a backland site that is adjacent the Uxbridge Moor Conservation Area, but it also faces the Grand Union Canal. The immediate surrounding area is characterised by inter-war suburban housing laid out in regular layouts and the odd Victorian building relating to the canal. The position

of the site means that any development will have an effect on the canalside location, but also the significance of the adjoining heritage asset. Therefore, it is important that any development sustains and enhances this significance. Currently, there are a number of single storey structures on the site of no special interest.

The construction of a single storey property on the site is acceptable in principle. The existing garages are obtrusive, and the proposed bungalow is on a smaller plan. This is a sensitive location, facing the Grand Union Canal, and I am therefore keen that it enhances and contributes positively to the appearance of the area. The proposed property aligns with the neighbouring garages/housing facing the canal and it will be constructed of traditional materials. It has good proportions and the positioning of the dwelling within the plot gives adequate (if limited) garden space. It provides a quality residential environment.

However, it could be let down by poor quality materials/detailed design. I would therefore suggest that the following are conditioned:

Bricks, rooflight (conservation type), roof tiles, hip tiles, a window and door schedule, paving stones and a detail of the front boundary treatment (to include piers, gate and railings).

CONCLUSION: Acceptable as proposed. The proposal will sustain the significance of the adjoining heritage asset

Highways:

Further to undertaking the assessment of the above planning application, I can confirm Highways has no objection to the proposal, on condition the applicant provides scaled detail drawings of the access and parking layout in compliance with Hillingdon's highway design standards for approval prior to commencement of works.

Trees/Landscape Officer:

The site is occupied by a garage court with 6No. garages situated immediately to the west of the Grand Union Canal, south of Culvert Lane and to the north of the rear gardens of 19-21 Church Close. The court lies immediately to the south of the Uxbridge Moor Conservation Area. Its northern boundary is defined by a low tree-lined embankment. The vehicle access from Culvert Lane enters the site along the east boundary, which also provides a right of way to the rear garden of 19 Church Lane.

The proposal is to demolish the existing garage block and construct a bungalow with associated parking and external works.

LANDSCAPE CONSIDERATIONS:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- The Design & Access Statement briefly describes the existing landscape and proposals for the site at 3.5.
- An Arboricultural Impact Survey has been carried out with reference to BS5837:2005. This BS was amended and re-published in 2012. However, in this case, the analysis of the trees and conclusions reached are relevant.
- The survey confirms that the 3No Leyland Cypress are very poor specimens, which are not worthy of retention. The (off-site) sycamore and on-site group of ash are rated 'B' (fair quality and value) whose retention can be justified.
- Hillingdon drawing No. 2013/D115/P/03, Proposed Site Plan, indicates the retention of the off-site sycamore on the northern boundary. All other trees within the site on this boundary are to be

removed to facilitate the development.

- By way of mitigation the soft landscape layout shows 2No. new/replacement trees. These will need to be carefully selected so that they do not become too large/dominant within the small space available.

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

RECOMMENDATIONS:

No objection subject to the above observations and conditions RES9 (parts 1, 2, 5 and 6).

INFORMATIVE:

The Wildlife and Countryside Act 1981: Note that it is an offence under the Wildlife and Countryside Act 1981 to disturb roosting bats or nesting birds or other species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.

Sustainability/Flood Risk Officer:

The applicant has submitted a Flood Risk Assessment as part of this application. The Flood Risk Assessment is robust and concludes that the site is actually located within flood zone 1 and at a lower risk of flooding (1 in 1000 years flood event). Accordingly, adequate mitigation of flood risk can be provided by the use of normal sustainable drainage techniques and adequate methods of surface water management would be provided at detailed design stage. This can be secured by way of a drainage condition attached to any consent granted.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposed site is located within the 'Developed Area' as identified in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the principle of new residential development can therefore be considered acceptable in the context of Policy H4 which encourages the provision of a mix of housing unit sizes, including one bedroom units. Both London Plan policies and the National Planning Policy Framework (NPPF) encourage the delivery of new homes and the use of previously developed land.

The proposed scheme would demolish an existing block of garages located at the end of Culvert Lanen which would be replaced with a two-bed bungalow. There is no objection in principle to the demolition of the existing garages and redevelopment of the site for residential purposes, subject to compliance with all other relevant policies and guidance. This would include the impact of the proposal upon the character and appearance of the street scene and the neighbouring Uxbridge Moor Conservation Area, the amenity of nearby residents and the future occupiers of the proposed dwelling as well as parking provision, access arrangements and the provision of adequate waste and recycle facilities. These issues will be discussed in the remaining sections of the report.

7.02 Density of the proposed development

Not applicable to this application.

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

Policy BE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to protect Conservation Areas from inappropriate developments. The Uxbridge Moor Conservation Area is located along the northern site boundary. The scale and design of the proposed bungalow is considered to be acceptable and would not have a detrimental impact on the character and appearance of the neighbouring Uxbridge Moor Conservation Area. The Council's Conservation Officer raises no objection to the proposed scheme.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene, whilst Policy BE19 seeks to ensure that new development within residential areas compliments or improves the amenity and character of the area. Policy 7.4 of the London Plan (July 2011) requires developments to contribute towards the character and appearance of the surrounding buildings.

The street scene comprises of two-storey detached and semi-detached dwellings to the north and south. The proposed dwelling would be single storey and so would not appear dominant in its scale. It is considered that the proposed dwelling would be of an acceptable design and would not be visually intrusive. As such, it is considered that the proposed dwelling would not have a detrimental impact on the character and appearance of the surrounding area.

The proposed scheme is therefore considered to comply with Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved Policies (November 2012) and Policy 7.4 of the London Plan (July 2011).

7.08 Impact on neighbours

Under Policy BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), planning permission would not be granted for new buildings which would result in a significant loss of residential amenity by reason of their siting, bulk and proximity, whilst Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to protect the privacy of occupiers and neighbours.

The proposed bungalow would not provide rooms in the roof and so would not result in overlooking of the rear gardens of adjacent properties. The existing 1.8m high brick wall along the southern boundary with 19, 20 and 21 Church Close shall be retained as part of the proposed scheme along with a 1.8m high closed boarded fence on the northern boundary. As such it is considered that adequate privacy would be provided to future occupiers and neighbouring properties, and would not result in a significant loss of amenity for residents.

The proposed scheme is therefore considered to comply with Policies BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved Policies (November 2012).

7.09 Living conditions for future occupiers

Policy 3.5 of the London Plan (July 2011) states that developments should reflect the internal floor space standards set out in Table 3.3; Single storey 2 bed, 4 persons dwellings should have a minimum floorspace of 70 sq.m. The proposal would provide 86.5 sq.m of internal floorspace and so would provide an acceptable amount of living space, in compliance with Policy 3.5 of the London Plan (July 2011).

In relation to external amenity space, Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires residential developments to provide or maintain sufficient external amenity space to protect the amenity of residents, and for the amenity space to be usable in terms of its shape and siting. The proposed scheme would provide 71 sq.m of external amenity space. This is considered to be an acceptable amount of external amenity space for the dwelling, thereby complying with Policy BE23 of

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

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposal involves the demolition of Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that developments do not result in unacceptable levels of traffic or detrimental impact on highway and pedestrian safety.

The application site comprises a council owned block of garages located at the end of Culvert Lane next to a public footpath to Church Close. The garages have been vacant for over 6 months and are no longer required by the Council. As such, there is no objection to the loss of the vacant garages.

Concerns were raised during the public consultation over the impact the proposal would have on vehicular access to and from Culvert Lane, particularly in regards to space for turning. The Council's Highways Engineer has assessed the proposed scheme and considers the application to be acceptable in terms of access and the amount of traffic generated by the proposed dwelling. It is considered that adequate turning space would be retained. The proposal is not considered to cause harm to users of the canal towpath and the public footpath to Church Close.

It is therefore considered that the proposed scheme complies with Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved Policies (November 2012).

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires developments to provide acceptable levels of parking. Two on-site parking spaces would be provided along the north elevation located behind a 1.8m high close boarded gate. Storage for one bicycle would be provided in a secure cycle store within the rear garden. As such, the proposal would provide an adequate level of parking in compliance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

The proposed development would not raise any urban design or access issues. A condition is recommended to ensure the scheme complies with the principles of Secure By Design.

7.12 Disabled access

The applicant's design and access statement confirms that the proposed development would comply with Lifetime Homes Standards and part M of the Building regulations. Relevant conditions would be attached should approval be granted to ensure the criteria are met.

Due to the varying levels of the site, level access into the building was provided by way of an access ramp, which was considered to visually unacceptable. The proposed access ramp has been removed and replaced with a gently sloping path (gradient 1:15) in order to reduce the visual impact. The Council's Access Officer considers the revised access into the building to be acceptable subject to the provision of handrails. Details of the proposed handrails can be provided by condition.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved Policies (November 2012) advises that new development should retain topographical and landscape features of merit and that new planting and landscaping should be provided when necessary.

The proposal would remove a number of trees to facilitate the development and would retain an existing tree on the other side of the northern site boundary. Two new trees would be provided in the front and rear gardens of the dwelling. Further details of landscaping would be provided through a landscaping condition attached to any consent granted. The Council's Trees/Landscape Officer raises no objection to the loss of the existing trees and is not considered that the proposal would have a detrimental impact on the local ecology.

7.15 Sustainable waste management

Refuse bins would be stored in the rear garden of the property and moved to the front of the property on waste collection days where they would be collected as part of the existing refuse collection service for Culvert Lane. Details of refuse storage can be provided by way of a condition on any consent granted.

7.16 Renewable energy / Sustainability

The applicant's Design and Access Statement indicates that the scheme has been designed to achieve Level 4 of the Code for Sustainable Homes. Given the modest scale of the scheme, the achievement of Code Level 4 is considered to demonstrate that sufficient consideration has been given to sustainability issues. Confirmation that the dwelling achieves Level 4 shall be provided by way of a condition on any consent granted.

7.17 Flooding or Drainage Issues

The application site is located next to the Grand Union Canal and the site lies partly within Flood Zone 2. The applicant has submitted a Flood Risk Assessment as part of this application. The Flood Risk Assessment concluded that the site is actually located within flood zone 1 and at a lower risk of flooding (1 in 1000 years flood event) and that adequate methods of surface water management would be provided at detailed design stage. This can be secured by way of a drainage condition attached to any consent granted.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

Six responses were received during the public consultation raising a number of concerns. Points ii), iii), iv), v), vi), vii), viii), ix) and xii) have been addressed elsewhere in this report

Points i) and xi) are in relation to rights of access. The issue of rights of way is a civil matter and not a material planning consideration.

Point x) refers to a consultation letter arriving late. The Council carried out the consultation in accordance with statutory guidelines and delays in external postal systems are out of the Council's control.

7.20 Planning obligations

The proposal is for one new residential dwelling and would not require a education contribution as it would not lead to an increase of more than 6 habitable rooms. As such no planning contributions have been sought in this instance.

The proposed scheme represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £185.99.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

Planning permission is sought for the demolition of an existing garage block and construction of a bungalow with associated parking and external works.

It is considered that the proposal would not have a detrimental effect on the street scene or on the residential amenities of nearby properties. The proposal would provide adequate levels of internal floor space and private amenity space for future occupiers.

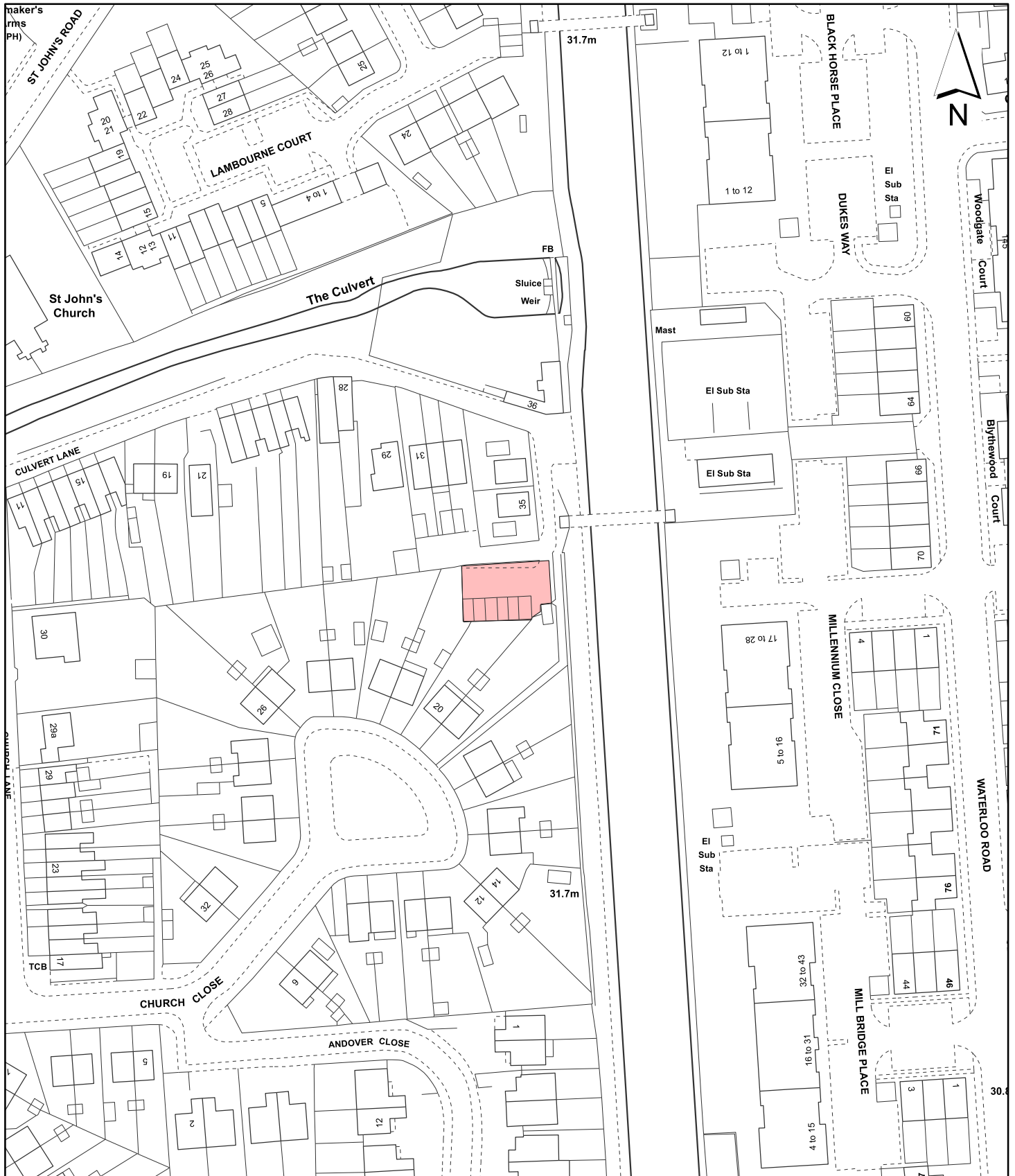
The proposal complies with Policies AM7, AM14, BE4, BE13, BE19, BE20, BE23, BE24 and H4 of the Hillingdon Local Plan: Part 2- Saved UDP Policies (November 2012) and the London Plan (July 2011). It is therefore recommended that the application is approved.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Hillingdon Design and Accessibility Statement: Residential Layouts
London Plan (July 2011)

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes



Site boundary

For identification purposes only.
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Site Address

**Garage Block Site
 Culvert Lane
 Uxbridge**

Planning Application Ref:
69659/APP/2013/3796

Planning Committee
Major Application

Scale
1:1,250

Date
March 2014

**LONDON BOROUGH
 OF HILLINGDON
 Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY SITE BLYTH ROAD HAYES

Development: Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for the first phase: The Boiler House (54 residential units, and 469sqm of A1/A2/A3/A4/A5/B1 floor space), of planning permission ref: 59872/APP/2012/1838 dated 19/04/2013: Outline planning application for a mixed use development of the Old Vinyl Factory site including the demolition of up to 12,643sqm of buildings and construction of up to 112,953sqm (112,953sqm includes the retention and re-use of 784sqm of the Power House and 901sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000sqm GEA), up to 7,886sqm of new B1 floorspace, up to 4,000sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700sqm of D1 and D2 uses, an energy centre (up to 950sqm), car parking, works to access and creation of new accesses and landscaping.

LBH Ref Nos: 59872/APP/2013/3628

Drawing Nos: 0177-P-0002
0177-P-0100 Rev 01
0177-P-0101 Rev 01
0177-P-0102 Rev 01
0177-P-0103 Rev 01
0177-P-0104 Rev 01
0177-P-0105 Rev 01
0177-P-0106 Rev 01
0177-P-0107 Rev 01
0177-P-0300 Rev 01
0177-P-0301 Rev 01
0177-P-0302 Rev 01
0177-P-0303 Rev 01
0177-P-8100 Rev 01
0177-P-8101 Rev 01
0177-P-8102 Rev 01
0177-P-8106 Rev 01
0177-P-8107 Rev 01
0177-P-8108 Rev 01
0177-P-8600 Rev 01
0177-P-8601 Rev 01
0177-P-8900
0177-P-9001
0177-P-9002
0177-P-9004
0177-P-9006
0177-P-9007
0177-P-1002
Design & Access Statement - December 2013
Design and Access Statement Addendum - Rev 1
Landscape Maintenance and Management Plan - Rev 00 29/11/13

Date Plans Received: 05/12/2013

Date(s) of Amendment(s): 06/12/2013

1. SUMMARY

The application seeks to discharge the reserved matters relating to Appearance and Landscaping for the first application within the site, Phase 1: The Boiler House, which includes 54 residential units, and 535sqm of A1/A2/A3/A4/A5/B1 floor space.

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 59872/APP/2013/3775, for the mixed-use redevelopment of the site.

The Reserved Matters application site is located towards the east end of the site, directly fronting Blyth Road. It is located within an area previously used for car parking, adjacent to the power house building. Small areas of land to the rear of the power house and to the west of the site are to be established as a temporary car park and play space respectively.

The dwellings would be built in accordance with the London Plan floor space standards and Lifetime Homes Standards, ensuring a good standard of residential accommodation is being provided. The new dwellings would comply with the distance separation standards of HDAS Residential Layouts, ensuring no significant harm would occur to the residential amenity of the neighbouring occupiers.

The proposed development has been designed in accordance with the parameter plan and design code, which were approved at outline stage. The design and appearance of the building is considered to have a positive impact on the visual amenities of the surrounding area and the urban form of the development has improved since the outline stage.

The overall development will provide a significant number of residential units in accordance with the outline consent, therefore, the application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete

accordance with the details shown on the submitted plans, numbers:

0177-P-0002
0177-P-0100 Rev 01
0177-P-0101 Rev 01
0177-P-0102 Rev 01
0177-P-0103 Rev 01
0177-P-0104 Rev 01
0177-P-0105 Rev 01
0177-P-0106 Rev 01
0177-P-0107 Rev 01
0177-P-0300 Rev 01
0177-P-0301 Rev 01
0177-P-0302 Rev 01
0177-P-0303 Rev 01
0177-P-1002
0177-P-8100 Rev 01
0177-P-8101 Rev 01
0177-P-8102 Rev 01
0177-P-8106 Rev 01
0177-P-8107 Rev 01
0177-P-8108 Rev 01
0177-P-8600 Rev 01
0177-P-8601 Rev 01
0177-P-8900
0177-P-9001
0177-P-9002
0177-P-9004
0177-P-9006
0177-P-9007
Design & Access Statement - December 2013
Design and Access Statement Addendum - Rev 1
Landscape Maintenance and Management Plan - Rev 00 29/11/13

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

REASON

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

INFORMATIVES

1 I52 **Compulsory Informative (1)**

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

2 I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the

policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE11	Development involving hazardous substances and contaminated

	land - requirement for ameliorative measures
R7	Provision of facilities which support arts, cultural and entertainment activities
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 2.13	(2011) Opportunity Areas and intensification areas
LPP 2.17	(2011) Strategic Industrial Locations
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.6	(2011) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 4.1	(2011) Developing London's economy
LPP 4.2	(2011) Offices
LPP 4.3	(2011) Mixed use development and offices
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.8	(2011) Innovative energy technologies
LPP 5.10	(2011) Urban Greening
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.15	(2011) Water use and supplies
LPP 5.21	(2011) Contaminated land
LPP 6.1	(2011) Strategic Approach
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2011) Better Streets and Surface Transport
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment

LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.7	(2011) Location and design of tall and large buildings
LPP 7.8	(2011) Heritage assets and archaeology
LPP 7.9	(2011) Heritage-led regeneration
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 8.1	(2011) Implementation
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

3. CONSIDERATIONS

3.1 Site and Locality

The whole of Old Vinyl Factory (TOVF) site consists of approximately 6.6 hectares of land set in an irregular quadrilateral shaped site. The multi-phase site was originally constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, producing the majority of vinyl records for distribution worldwide. Associated record production works had ceased by the 1980s after which time the site has been largely vacant with many buildings falling into disrepair.

The Reserved Matters application site is located towards the east end of the site, directly fronting Blyth Road. It is located within an area previously used for car parking, adjacent to the power house building. Small areas of land to the rear of the power house and to the west of the site are to be established as a temporary car park and play space respectively.

The wider site is bounded by Blyth Road to the north and by the Great Western Mainline railway to the South, with Hayes and Harlington rail station 420 metres to the east of the site. Opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey office building, together with a variety of industrial and office buildings. The wider area is a mixture of residential, industrial and office uses with Hayes Town Centre located to the northeast of the site.

Much of the application site, as well as The Record Store, The Cabinet Building and The Shipping Building, which lie immediately outside of the application boundary, is situated within a Developed Area, The Botwell: Thorn EMI Conservation Area and partly within a Industrial and Business Area, as identified in the Policies of the Hillingdon adopted UDP (Saved Policies September 2007) and a Strategic Industrial Location (SIL) as designated within the London Plan.

Contained within the wider site are seven main buildings which, from west to east are, The Marketing Suite, The Shipping Building, The Cabinet Building, The Record Store, The Powerhouse, Jubilee House and the Pressing Plant.

This application site comprises some 5ha and excludes the three largest employment buildings located to the south of the site, The Shipping Building, The Cabinet Building and The Record Store. This is because the refurbishment of these buildings has already been approved in earlier permissions. There is a separate application with the Council for alterations and extensions to the Cabinet Building.

Many of the existing building buildings are in a derelict condition arising from long term vacancy. They require a substantial investment to return them to a habitable and thus lettable state. The public realm is dominated by a large extent of tarmac surfacing providing for surface car parking.

3.2 Proposed Scheme

The application seeks to discharge the reserved matters relating to Appearance and Landscaping for the first application within the site, Phase 1: The Boiler House, which includes 54 residential units, and 469sqm of A1/A2/A3/A4/A5/B1 floor space.

The Boiler House would be a part six, part seven storey building. It is proposed to contain 54 flats, made up of 5 x studio units, 29 x 1-bed units, and 20 x 2-bed units. At ground floor level would be two commercial units, one of 347sqm, and one of 122sqm. These units have no defined user at present, and will be completed to shell and core. Also at ground floor level would be the residential lobby, cycle and refuse storage, plant rooms and back of house space.

The building has been designed to be unique in appearance. It has been designed in accordance with the identified parameters that were approved as part of the outline permission. All units have been designed to meet Lifetime Homes Standards, and the GLA space standards. All units would be provided with balconies.

The building is proposed to be clad in a steel shingle system, with a mixture of satin and polished finishes. Steelwork powder-coated in burnt orange will form the stair core and other features of the building. Landscaping is proposed at roof level, on levels 6 and 7, with some landscaping provided in 'The Groove' to the rear of the building at ground floor level. A temporary landscaped area is proposed to the northwest corner of the site to provide amenity space and children's play space, until such time as this is provided on the site as part of a later phase.

A temporary car park for the building is to be provided to the rear of the power house building until such time as permanent parking is provided elsewhere on site in later phases.

3.3 Relevant Planning History

59872/APP/2012/1838 The Old Vinyl Factory Site Blyth Road Hayes

Outline planning application for a mixed use development of the Old Vinyl Factory site including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping.

Decision: 19-04-2013 Approved

59872/APP/2013/3640 The Old Vinyl Factory Site Blyth Road Hayes

Non-Material amendment to planning permission 59872/APP/2012/1838, dated 19/04/2012, for revisions to site-wide drainage strategy, revisions to development specification, revisions to phasing of energy centre, and amendments to demolition and construction management plan.

Decision: 30-01-2014 Approved

59872/APP/2013/3775 The Old Vinyl Factory Site Blyth Road Hayes

Variation of Condition 4 (Phasing) of planning permission 59872/APP/2012/1838 dated 19/04/2013, to allow variations to phasing of approved development to allow the Boilerhouse and the Material Store to come forward as Phases 1 and 2, and to allow the Veneer Store and/or Record Stack car parks to come forward earlier than in the approved phasing.

Decision:

Comment on Relevant Planning History

The relevant history is listed above.

Application reference 59872/APP/2013/3640 granted permission for a non-material amendment to the scheme, due to the proposed revised phasing of the site, and some revisions to documents. This resulted in changes to the wording of conditions 6, 18, 27, and 32 of the original planning permission.

Application reference 59872/APP/2013/3775 was approved by the Planning Committee to grant a variation of the original outline permission to allow variations to phasing of approved development to allow the Boilerhouse and the Material Store to come forward as Phases 1 and 2, and to allow the Veneer Store and/or Record Stack car parks to come forward earlier than in the approved phasing.

This reserved matters application is therefore submitted as Phase 1 of the revised application.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Residential Layouts
Hillingdon Supplementary Planning Document - Residential Extensions
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations; and Revised Chapter 4, Education Facilities: September 2010.
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E6	(2012) Small and Medium-Sized Enterprises (SME)
PT1.E7	(2012) Raising Skills
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage
PT1.T1	(2012) Accessible Local Destinations

Part 2 Policies:

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE4	New development within or on the fringes of conservation areas

BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
R7	Provision of facilities which support arts, cultural and entertainment activities
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 2.13	(2011) Opportunity Areas and intensification areas
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LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.3	(2011) Increasing housing supply
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LPP 3.5	(2011) Quality and design of housing developments
LPP 3.6	(2011) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 3.10	(2011) Definition of affordable housing

- LPP 3.11 (2011) Affordable housing targets
- LPP 3.12 (2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
- LPP 4.1 (2011) Developing London's economy
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- LPP 4.4 (2011) Managing Industrial Land & Premises
- LPP 5.1 (2011) Climate Change Mitigation
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.6 (2011) Decentralised Energy in Development Proposals
- LPP 5.7 (2011) Renewable energy
- LPP 5.8 (2011) Innovative energy technologies
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- LPP 5.15 (2011) Water use and supplies
- LPP 5.21 (2011) Contaminated land
- LPP 6.1 (2011) Strategic Approach
- LPP 6.3 (2011) Assessing effects of development on transport capacity
- LPP 6.5 (2011) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.7 (2011) Better Streets and Surface Transport
- LPP 6.9 (2011) Cycling
- LPP 6.10 (2011) Walking
- LPP 6.13 (2011) Parking
- LPP 7.1 (2011) Building London's neighbourhoods and communities
- LPP 7.2 (2011) An inclusive environment
- LPP 7.3 (2011) Designing out crime
- LPP 7.4 (2011) Local character
- LPP 7.5 (2011) Public realm
- LPP 7.6 (2011) Architecture
- LPP 7.7 (2011) Location and design of tall and large buildings
- LPP 7.8 (2011) Heritage assets and archaeology
- LPP 7.9 (2011) Heritage-led regeneration
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 8.1 (2011) Implementation
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **10th January 2014**

5.2 Site Notice Expiry Date:- **10th January 2014**

6. Consultations

External Consultees

Consultation letters were sent to 114 local owner/occupiers on 18/12/2013. The application was also advertised by way of site and press notices. No responses were received.

ENGLISH HERITAGE:

This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

HEATHROW:

We have assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

NATS:

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

Internal Consultees

CONSERVATION AND URBAN DESIGN:

The site lies in the Hayes Botwell: Thorn EMI Conservation Area, and forms part of the old EMI factory site, which played an important part in the history of Hayes. It retains a number of large historic industrial buildings from the 19th and 20th centuries, a number of which are Locally Listed. Directly to the north is Enterprise House, an early concrete clad metal framed structure, which dates from the early 20th century and is grade II listed. This building has a very distinct appearance and is considered as a local landmark, it was also part of the original EMI site when first constructed.

The proposed new building has been subject to extensive discussion with the Conservation and Design Team. The design rationale for the project has been very much influenced by the history of the site; with the building's design and materials reflecting the pyramid shaped, metal clad chimneys that existed on and close to the site in its industrial heyday. The height and footprint of the building are in accordance with the outline planning permission.

The proposed building is of highly individual, possibly unique design. It has, however, been designed with great care and would certainly capture spirit of the history of the site and not be out of place with the existing large industrial buildings adjacent. This is probably one of the few places in the borough where this type of architecture could be successfully integrated with the existing townscape without being unduly prominent or visually disruptive. It would also bring a fresh and interesting form of architecture to the area, which has suffered from many years of neglect and numerous poor quality and often poorly maintained industrial buildings.

This proposed building would act as a flag ship for the regeneration of this particular site and make a strong and positive architectural statement about the future of the area.

Conclusion: No objection.

ACCESS OFFICER:

Having had numerous discussions and meetings with the Project Team, and having now reviewed drawings, I am satisfied that the design is commensurate with the principles and the finer points of accessibility and inclusion.

FLOODWATER MANAGEMENT:

No objection.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

As stated in the assessment of the original outline application, the existing site is largely vacant, with the exception of part of the Shipping Building which was refurbished following the granting of planning permission in 2001. The applicant has provided a detailed and confidential review of the measures taken to market the immediately available Shipping Building and the, still to be refurbished, Cabinet Building, with both offers struggling to attract tenants. The report concludes that including a mixed use residential, retail and leisure offerings alongside the employment land within the scheme would improve the attractiveness of the commercial offer to potential B1 occupiers.

The applicant has stated that the scheme will deliver up to 4000 jobs at the site and will also provide up to 510 dwellings, both of which accord with the objectives of the Heathrow Opportunity Area. In addition the proposal would result in a net increase of up to 10,800 square metres of B1 floor space (including 2,914 square metres in a separate application for the cabinet building) at TOVF site.

The erection of a 7/8 storey building with commercial units at ground floor with residential above was approved within this area of the site as part of the outline consent for the redevelopment of the site. Approved as part of the outline consent was a parameter plan, which included the parameters within which the buildings should be located. The proposed building is in accordance with the parameter plan in terms of height and footprint. The number of dwellings has been increased in this building since the outline approval, due to a change in the layout of the building. However, with this increase of 20 units, the proposed overall quantum of units on the site would remain within the approved limit of 510 for the site.

As such, the use of the building would be in accordance with the approved parameter plan and no objection is raised in this regard.

7.02 Density of the proposed development

Density was considered as part of the originally approved outline application, and was considered acceptable. The density of the site is not proposed to change as part of this application.

The outline application proposed a maximum of 510 residential units across the site. The current application proposes the erection of 54 flats, which is an increase of 20 flats in this building compared to the original masterplan. However, the proposed overall quantum of units on the site is not proposed to increase, and would remain within the approved limit of 510 for the site, retaining the acceptable density across the whole site.

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

The impact on the heritage of the borough was considered as part of the originally

approved outline application, and was considered acceptable, subject to conditions. The proposed building is not considered to impact on this previous assessment.

7.04 Airport safeguarding

The proposed development is within the height parameters approved at outline stage. BAA and NATS Safeguarding have reviewed the application and raise no objection to the application from an airport safeguarding perspective. As such, it is considered that the proposal would not impact on the safe operation of any airport.

7.05 Impact on the green belt

The site is not located within the Green Belt, so there are no Green Belt issues relating to this application.

7.07 Impact on the character & appearance of the area

The objectives for the wider site included in the master plan, include amongst other things, the promotion of a high quality scheme reflective of the area's general character as well as reinforcing local distinctiveness.

The site lies in the Hayes Botwell: Thorn EMI Conservation Area, and forms part of the old EMI factory site, which played an important part in the history of Hayes. It retains a number of large historic industrial buildings from the 19th and 20th centuries, a number of which are Locally Listed. Directly to the north is Enterprise House, an early concrete clad metal framed structure, which dates from the early 20th century and is grade II listed. This building has a very distinct appearance and is considered as a local landmark, it was also part of the original EMI site when first constructed.

The proposed new building has been subject to extensive discussion with the Council's Conservation and Design Team. The design rationale for the project has been very much influenced by the history of the site; with the building's design and materials reflecting the pyramid shaped, metal clad chimneys that existed on and close to the site in its industrial heyday. The height and footprint of the building are in accordance with the outline planning permission.

The proposed building is of highly individual, possibly unique design. It has been designed with great care and would certainly capture spirit of the history of the site and not be out of place with the existing large industrial buildings adjacent. This is probably one of the few places in the borough where this type of architecture could be successfully integrated with the existing townscape without being unduly prominent or visually disruptive. It would also bring a fresh and interesting form of architecture to the area, which has suffered from many years of neglect and numerous poor quality and often poorly maintained industrial buildings.

This proposed building would act as a flag ship for the regeneration of this particular site and make a strong and positive architectural statement about the future of the area. The overall development is considered to be a well designed building which will have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan.

7.08 Impact on neighbours

It should be noted that the consideration of potential impacts upon neighbours formed part of the assessment of the outline application. Matters considered include the construction impacts; traffic and car parking; noise and general disturbance; overlooking, outlook and overshadowing. The reserved matters are consistent with the details and principles considered at the outline stage which were considered acceptable on balance.

Phase 1 is located to the east of the site, opposite commercial/industrial properties, so there is unlikely to be any impacts generated from this development that would affect neighbouring properties. In addition, the scale and location of the building was approved at outline stage, and the proposed building corresponds with the information provided at that stage.

No additional or different issues have been identified as part of the consideration of this reserved matters application for Phase 1. As such, the scheme is considered to be acceptable. The scheme accords with the UDP policies and design guidance which seek to protect the amenity of neighbours.

7.09 Living conditions for future occupiers

INTERNAL FLOOR AREA

The proposed development is for the creation of 54 flats within the site. Each of the dwellings would be erected in accordance with the floor space standards contained within Policy 3.5 of the London Plan (July 2011). Therefore, each dwelling would be considered to create residential accommodation of an acceptable size for the number of bedrooms and inhabitants being proposed.

EXTERNAL AMENITY SPACE

The majority of the amenity space for the Boiler House is proposed as roof gardens at levels 6 and 7. This would equate to 622sqm of amenity space. In addition to this, balconies are provided to each individual flat, adding a further 336sqm of amenity space provision to the building. In addition to this, 298sqm of temporary amenity space is to be provided to the north-west corner of the site. This is shown on various plans, and would be secured through recommended condition 2. This space would include a temporary children's play area.

This amenity space provided on the site would be marginally below the requirement for this development alone. However, it should be noted that the provision of the temporary amenity space would result in amenity space provision in excess of the Council's requirements. The shortfall in the provision at this phase is made up by the temporary provision, which will then be re-provided as part of later phases of the development as they come forward across the site. As such, and on balance, whilst this particular phase of the development would have private amenity below the Council's requirements at this moment, the overall amenity space provision and the landscape masterplan for the site is considered to result in sufficient amenity provision for the future occupiers of the site.

The proposed shared amenity space for the flats will be a mixture of formal and informal space that will provide an attractive setting for the new apartment block, together with the further buildings to be constructed around the site. The high quality landscaping throughout the site and the creation of new spaces, will benefit both future residents and workers.

Therefore, the proposed development is considered to be provided with sufficient outdoor amenity space for the occupiers of the development, in accordance with Policy BE23 of the Hillingdon Local Plan.

LIGHT AND OUTLOOK

All of the habitable rooms within the dwellings would be provided with an acceptable

source of light and outlook in accordance with Policies BE20 of the Hillingdon Local Plan and 3.5 the London Plan (2011).

OVERLOOKING

In terms of outlook for future residents, Policy BE21 of the Local Plan seek to ensure that new development would not have a significant loss of residential amenity, by reason of the siting, bulk and proximity of new buildings.

In this regard, it is considered that the site layout would provide a high standard of amenity for future occupiers. The layout provides sufficient space within the block and ensures that there is adequate separation between the units. This will result in a satisfactory outlook from the proposed units in the block and reduces the potential for nuisance and disturbance to the future occupiers. As such, the development is considered to be consistent with relevant design guidance and policies BE21 and OE1 of the UDP.

All of the units would benefit from an acceptable level of privacy and light, in compliance with the Council's standards given in The Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts'.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Part of the consideration of the outline application included means of access for the entire site. The Council's Highways Engineer and TFL have considered the traffic and parking impacts of the scheme on the surrounding area. The outline application was specifically 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). In addition, appropriately worded conditions of approval in respect of traffic management, parking numbers and allocation for example were imposed on the outline consent.

It should be noted that matters relating to access and layout were approved under the outline consent. All potential transport impacts of the scheme were considered at the outline stage with details for on-site matters being secured as part of planning conditions, and no significant changes or differences posed in the current application, there are no further issues raised by this scheme.

The reserved matters application for landscaping and appearance for Phase 1 accords with the outline permission. The hard and soft landscaping, including car parking locations, road layout and widths, landscaping, as well as access, are consistent with the outline proposal.

Parking provision is to be staggered across the delivery of the site, as a large majority of the car parking for the site is to be provided in the multi-storey car parks being delivered at later phases of the scheme. As such, a temporary car park is proposed for this site to the rear of the power house building. Following the construction of the following phases, the car parking for this building will be provided within the Material Store and Assembly Building car parks.

7.11 Urban design, access and security

As part of the consideration of the outline scheme considered by the Planning Committee, the details of layout, scale and access along with illustrative information pertaining to appearance and landscaping, was considered to have addressed urban design, access and security issues. The scheme is based on a comprehensive masterplan which has been the subject of extensive pre-application negotiation as evidenced by the supporting

information.

The subject application for reserved matters 'landscaping' and 'appearance' is considered to accord with the principles established in the supporting documents and illustrative material of the outline application. In addition, pre-application negotiation was carried out with the Principal Urban Design officer, resulting in the scheme submitted. Appropriately worded conditions have already been imposed on the outline planning permission to cover detailed design specifics prior to commencement of work.

Overall, the illustrative information in support of the outline application has been carried through to the subject reserved matters application, reaffirming that the proposal has the makings of a high quality development, subject to the detailed design elements already covered by conditions approval under the outline. This specific application for phase 1 is considered acceptable and in line with the aspirations of the Council's SPD and the abovementioned policies which seek high quality design in development proposals.

7.12 Disabled access

The applicant has confirmed that Lifetime Home standards will be met for all the units. It is proposed that six of the flats (2 x 1-bed and 4 x 2-bed) would be wheelchair accessible. This equates to 10% of the units on the site. Of the temporary car parking spaces proposed on this portion of the site, 6 spaces would be wheelchair accessible, which equates to one per wheelchair accessible unit. It is proposed to locate wheelchair accessible car parking spaces closest to the entrance of the building.

Since the extensive pre-application negotiations and through the assessment of the outline scheme, access for people with a disability has been accounted for in the illustrative information pertaining to site and particularly in the consideration of important aspects such as individual dwelling layouts. Generally, access for people with a disability has been considered by the Council's Access Officer and is subject to appropriately worded conditions which are already imposed on the outline permission, the scheme is acceptable in this regard.

It is considered the building is to be in accordance with Policy AM13 of the Hillingdon Local Plan, Policy 3.8 of the London Plan and Hillingdon Design and Accessibility Statement Accessible Hillingdon.

7.13 Provision of affordable & special needs housing

As per the original outline approval, the applicant proposes to provide 5% social/affordable housing within Phase 3 of the development. The quantum of affordable housing has been dictated by the Viability Assessment and given that the Assessment has been independently assessed and found to be robust, this level of provision is considered acceptable in this context. It will continue to be secured through the accompanying S106 legal agreement.

7.14 Trees, landscaping and Ecology

Trees and landscaping have been implicit in the scheme from pre-application discussion through to the consideration of the outline scheme, and were considered as part of the outline application.

The landscaping proposals include the provision shared gardens at roof level, together with landscaping of 'The Groove' to the rear of the building. The Council's Tree and Landscape Officer has stated that the revised landscape proposals are broadly in accordance with the plans previously submitted in support of the Phase 1 layout, but there are some minor concerns with detailed matters. At the time of writing, discussions are ongoing to address these concerns.

Officers are confident these matters will be addressed before the application is heard by the committee, meaning the overall landscaping proposal is considered to have an acceptable impact on the character of the surrounding area in accordance with Policy BE38 of the Hillingdon Local Plan. The addendum will provide an update on this matter.

7.15 Sustainable waste management

The sustainable waste features of the proposed development were considered as part of the outline application. The application was supported by a Waste Strategy, Waste Management Plan as well as drawings describing waste vehicular access into the site. In the course of considering the outline scheme, the Highways and Waste teams confirmed that waste arrangements could be suitably accommodated on the site.

The proposed development would create a refuse storage point within the building for the storage of waste and recycling. These will be accessible for occupiers without requiring leaving the building. The servicing of the site would be carried out from 'The Groove' to the rear of the building.

7.16 Renewable energy / Sustainability

Given the proposed change in phasing, it has been agreed with Council Officers that the Boiler House development is, by itself, too small to justify the implementation of the Energy Centre. The previous non-material amendment application approved the revisions to the condition to ensure that the long term Energy Centre can alternatively be brought forward as a later phase. The earlier phases built before The Power House, will be built to connect to the site wide energy network following the construction of the Power House.

7.17 Flooding or Drainage Issues

Flood risk and the drainage of the site, including sustainable drainage was considered as part of the originally approved outline application, and was considered acceptable, subject to conditions. The proposed development does not impact on this previous assessment.

7.18 Noise or Air Quality Issues

Noise and air quality aspects were considered as part of the outline application. The Environmental Statement submitted as part of the outline application considered the potential noise and air quality impacts associated with the development and appropriately worded conditions of approval were imposed on the outline planning permission. The Council's Environmental Protection Unit confirmed they would continue to control these detailed design aspects through the discharge of conditions and as such, there are no issues to consider in the subject application for reserved matters.

7.19 Comments on Public Consultations

No public responses were received as a result of the consultation on this application.

7.20 Planning obligations

The planning obligations for the development of the site were secured as part of the Outline Planning Permission, and the subsequent application to vary the phasing.

7.21 Expediency of enforcement action

No enforcement action is required in this instance.

7.22 Other Issues

No other issues.

8. Observations of the Borough Solicitor

GENERAL

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including

regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

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

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

PLANNING CONDITIONS

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

PLANNING OBLIGATIONS

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

EQUALITIES AND HUMAN RIGHTS

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have "due regard" to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different "protected characteristics". The "protected characteristics" are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

The proposed development has been designed in accordance with the parameter plan and design code, which were approved at outline stage. The design and appearance of the building is considered to have a positive impact on the visual amenities of the surrounding area and the urban form of the development has improved since the outline stage.

The dwellings would be built in accordance with the London Plan floor space standards and Lifetime Homes Standards, ensuring a good standard of residential accommodation is being provided. The new dwellings would comply with the distance separation standards of HDAS Residential Layouts, ensuring no significant harm would occur to the residential amenity of the neighbouring occupiers.

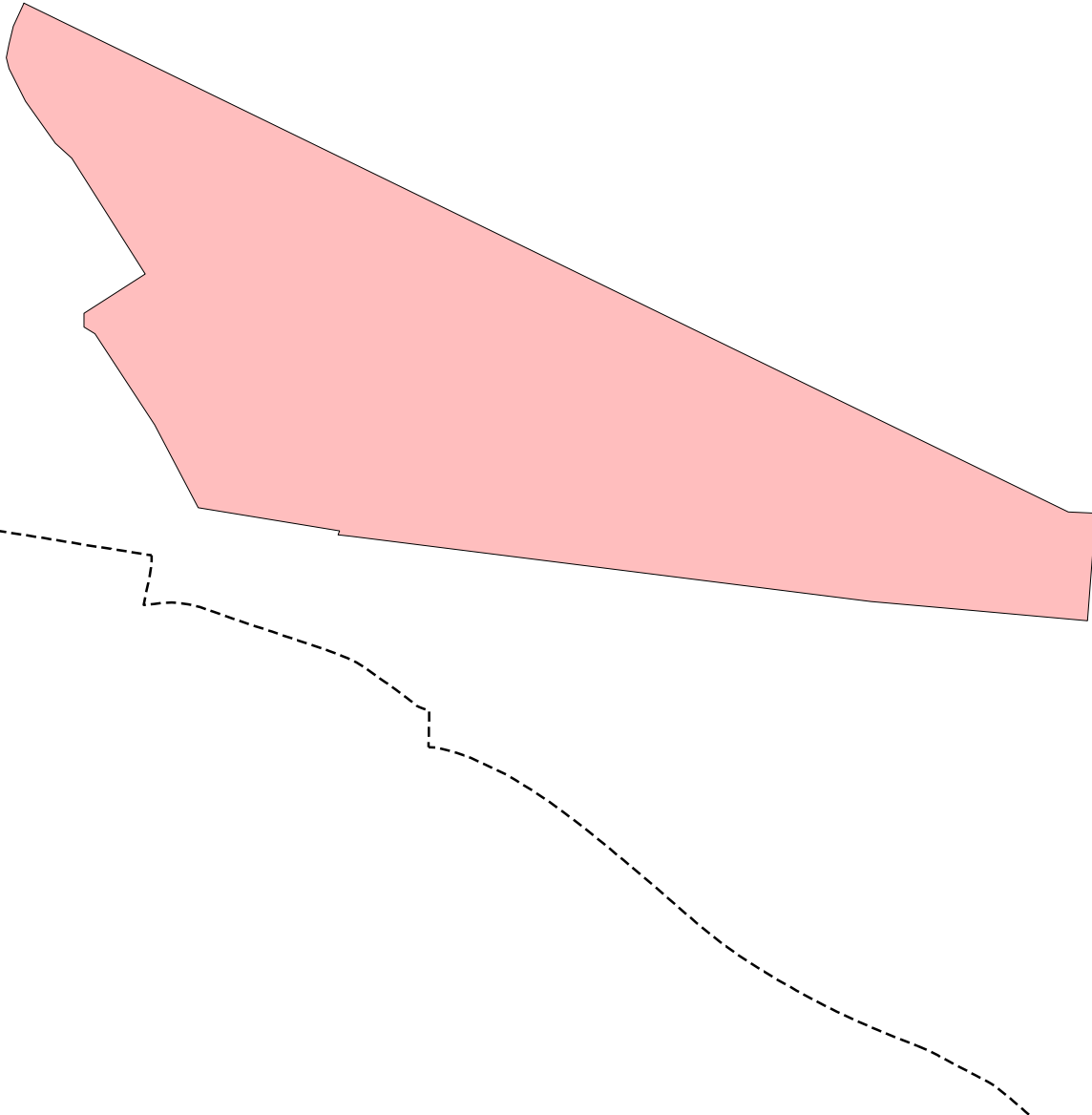
The overall development will provide a significant number of residential units in accordance with the outline consent, therefore, the application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Residential Layouts
Hillingdon Supplementary Planning Document - Residential Extensions
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations; and Revised Chapter 4, Education Facilities: September 2010.
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Adam Flynn

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.
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Site Address

**Old Vinyl Factory Site
Blyth Road
Hayes**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:
59872/APP/2013/3628

Scale
1:3,500

Planning Committee
Major Application

Date
March 2014



HILLINGDON
LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address T5 BUSINESS AND N2 CAR PARKS NORTHERN PERIMETER ROAD
HEATHROW AIRPORT

Development: Erection of a car park deck within the T5 Business Car Park to provide an additional 350 parking spaces and the conversion of the N2 Car Park from contractor parking to an additional T5 Long Stay Car Park with 790 spaces. (Consultation under Schedule 2, Part 18 of The Town and Country Planning (General Permitted Development) Order 1995)

LBH Ref Nos: 69671/APP/2013/3871

Drawing Nos: 19218-XX-GA-756-000010
19219-XX-GA-756-000006
SK-006
SK-007
SK-008
19218-XX-GA-756-000007
SK-010
19218-XX-GA-756-000005
SK-009
BH/200625/REV1/RTU03
N2 Car Park Lighting Layouts
T5 Business Car Park Lighting Layouts and Obtrusive Light Study
Heathrow Northern Perimeter Parking Photomontages
5 Business Car Park Representative Cladding Materials
Heathrow Northern Perimeter Vehicular Assessment
Air Quality Assessment
Noise Assessment

Date Plans Received: 27/12/2013 **Date(s) of Amendment(s):**

Date Application Valid: 15/01/2014

1. SUMMARY

Heathrow Airport Ltd has submitted this proposal for consultation under Schedule 2, Part 18 of the Town and Country Planning (General Permitted Development) Order 1995. It proposes an additional 350 spaces in the T5 Business Car Park by constructing a parking deck and an additional 790 T5 Long Stay spaces by converting the N2 car park from a contractor's car park to a long stay car park, resulting in a net gain of 216 spaces overall. The applicants submit that this additional parking is required as the current car parking capacity for both business and long stay for T5 is not forecast to meet demand from 2014 onwards.

Despite this increase in spaces, the overall car parking provision at Heathrow would still fall well within the 42,000 space cap defined by condition A85 of the Terminal 5 planning permission (ref: 47853/APP/2002/1882). This cap sets a strategic limit on the totality of car parking within Heathrow Airport's main car parks.

The proposed development, including the proposed car park deck is considered to be visually acceptable and would not have an adverse effect on the openness of the adjoining Green Belt land, or the character of the Longford Village Conservation Area to

the north. In addition, the proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring residential properties in Longford Village.

Subject to compliance with relevant considerations, it is considered that the scheme can satisfactorily address ecology, noise and air quality impacts, archaeology, drainage and flood related issues, the mitigation and adaptation to climate change and the minimising of carbon dioxide emissions.

The proposal complies with relevant London Plan and Local Plan policies and, accordingly, it is recommended that no objections be raised to this consultation.

2. RECOMMENDATION

NO OBJECTION

1 COM27 Traffic Arrangements - submission of details

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

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

2 COM29 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered.

REASON

(i) To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); and

(ii) To protect the ecological value of the area in accordance with Policy EC3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

3 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, , including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include

i) information relating to make, product/type, colour and photographs/images

ii) The parapet enclosure to the new car park deck

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

4 COM8 Tree Protection

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

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

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

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

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

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

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

REASON

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

5 COM9 Landscaping (car parking & refuse/cycle storage)

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

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are

served by electrical charging points)

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours

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

REASON

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

6 NONSC Non Standard Condition

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- details of cranes and other tall construction equipment (including the details of obstacle lighting) - Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'(available at www.aoa.org.uk/publications/safeguarding.asp). The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

REASON

To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment, in accordance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 NONSC Non Standard Condition

Before the development hereby permitted commences a scheme of directional signage and wayfinding, both within and outside the car park, to ensure that links to public transport are clearly identified, shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented before the car parks are brought back into use and retained as such thereafter.

REASON

To ensure that users of the airport car parks are fully aware of public transport options

and how to access them in accordance with policy 5.2 of the London Plan (2011).

8 NONSC Non Standard Condition

The Car Park shall be incorporated into the Heathrow Airport Wide Energy Strategy which has been adopted across the airport.

REASON

In order to reduce carbon emissions and improve air quality across the airport in compliance with policy 5.2 of the London Plan (2011).

9 AR3 Sites of Archaeological Interest - scheme of investigation

No development shall take place until the applicant, their agent or successor in title has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. Thereafter development shall only take place in accordance with the approved scheme. The archaeological works shall be carried out by a suitably qualified body acceptable to the Local Planning Authority.

REASON

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with Policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 COM4 Accordance with Approved Plans

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

- 19218-XX-GA-756-000010
- 19219-XX-GA-756-000006
- SK-006
- SK-007
- SK-008
- 19218-XX-GA-756-000007
- SK-010
- 19218-XX-GA-756-000005
- SK-009
- BH/200625/REV1/RTU03
- N2 Car Park Lighting Layouts

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

REASON

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

11 COM15 Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to

control surface water and size of features to control that volume.

b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;

d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.

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

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

REASON

(i) To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with Policy EM6 (Flood Risk Management) of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 (Flood Risk Management) of the London Plan (July 2011) and the Planning Practice Guidance

(ii) To ensure that surface water is handled as close to its source as possible in compliance with Policy 5.13 (Sustainable Drainage) of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 (Water use and supplies) of the London Plan (July 2011).

INFORMATIVES

1

The perimeter treatment to the upper deck T5 car park, particularly facing the Longford Village boundary, should take the form of a more solid edge, such as angled louvres, ideally finished in a neutral, mat colour, possibly a light grey or similar, in order to limit light spillage and additional noise from vehicles using the upper deck as much as possible.

2

The nature and scope of the archeological assessment and evaluation sought by condition 9 should be agreed with GLAAS and carried out by a developer appointed archaeological practice. The ensuing archaeological report will need to establish the significance of the site and the impact of the proposed development.

If archaeological safeguards do prove necessary, these could involve design measures to preserve remains in situ, or where that is not feasible, archaeological investigation prior to development.

Further information on archaeology and planning in Greater London is available at:
<http://www.english-heritage.org.uk/professional/advice/our-planning-role/greaterlondon-archaeology-advisory-service/about-glaas/>

3

Given the nature of the proposed development, it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement

within the British Standard Code of Practice for the safe use of Cranes, and for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at http://www.aoa.org.uk/policy_safeguarding.htm).

4 I52 Compulsory Informative (1)

The decision to raise no objection has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

5 I53 Compulsory Informative (2)

The decision to raise no objection has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

A4	New development directly related to Heathrow Airport
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
A7	Developments likely to increase helicopter activity
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 6.13	(2011) Parking
LPP 6.6	(2011) Aviation
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.16	(2011) Green Belt
NPPF	

3. CONSIDERATIONS

3.1 Site and Locality

Both of the car parks are situated to the north-west of Heathrow Airport, and are accessed from the Northern Perimeter Road. The development of the car parks relates to the operation of the airport and both sites are situated within the airport boundary on operational land.

The N2 is a long-stay surface level car park to the south of the Northern Perimeter Road and to the north of the northern runway. The northern boundary is defined by security fencing and a narrow grass verge along the Northern Perimeter Road. There is no planting or other soft landscape within the car park or along its airside boundaries. Some other airport car parks to the east of N2 are screened from the road by soft landscape.

The T5 Business car park is a surface level car park, located to the south of the Duke of Northumberland's River and the village of Longford and west of the N2 car park. It is accessed from the northern side of the Northern Perimeter Road. The roadside boundary is defined by security fencing and a wider road-side verge with spring bulb planting and a line of trees where space permits. The southern edge of the T5 car park also features the raised track and infrastructure associated with the Rapid Transport System.

The northern boundary between the site and the Duke of Northumberland's River and Longford is defined by a 3 metre high timber close board fence, beyond which is some light woodland planting.

The western edge of this site lies within the metropolitan Green Belt which also wraps around the western half of the north boundary.

3.2 Proposed Scheme

The proposal seeks to deliver an additional 350 spaces in the T5 Business Car Park by constructing a parking deck and an additional 790 T5 Long Stay spaces by converting the N2 car park from a contractor's car park to a long stay car park.

T5 Business Car Park:

The parking deck will be positioned over the existing car park with a total east/west length of 100 metres and a north/south width of 47.8 metres. A total of 379 parking spaces will be provided on the deck, but will result in the loss of 29 existing ground level spaces as room is needed for the supporting structure and vehicle ramps. Therefore, the deck provides an uplift of 350 car parking spaces from the existing ground level car park. Additionally, seven blue badge car park bays will be provided at ground level.

The height of the vehicle deck will be 3.32 metres above ground level. A 1.1 metre high safety railing will be positioned around the perimeter of the deck and six metre high lighting columns will provide lighting to the deck below, but will have full cut off protection to minimise any light spillage.

The deck itself will be clad in grey profiled steel to match the existing customer service kiosk.

A passenger lift will also be provided and will be suitable for mobility impaired persons.

The new total number of parking spaces within the T5 Business Car Park will be 1,598.

N2 Car Park:

As specific contractor parking is no longer required, the N2 Car Park will change to T5 Long Stay parking. This will be an addition to the existing T5 Long Stay parking provision which is located slightly further east, along the Northern Perimeter Road and which currently has capacity for 2,756 vehicles. At present, N2 car park has 926 car parking spaces. This will be reduced to 790 spaces when converted to long stay parking.

The N2 car park will undergo improvements including line marking improvements, defined pedestrian routes, two bus stops for the shuttle bus service and a customer service kiosk. The proposal also requires the removal of the existing security screening facility located at the western end of the car park. A total of 25 blue badge bays will be provided and located adjacent to each bus stop.

Access to the new long stay car park is via two 4.5m wide entry gates accessed from the Northern Perimeter Road. The car park exit will be via two 3.5m wide gates to the southern arm of a roundabout on the Northern Perimeter Road. A four metre bus only exit gate in the western corner of the car park is provided for T5 bound shuttle buses.

Dedicated pedestrian walkways are designed to provide north-south links to bus stops and are each 2.4m wide. Other walkways along the each of the east-west aisles are 1.2m in width. A new customer service kiosk is proposed to be located in the eastern side of the car park adjacent to the main exit. The building is to be flat roofed with grey panel walls and of a type used in other long stay car park around the airport.

All car parking spaces will comply with the relevant standards.

3.3 Relevant Planning History

Comment on Relevant Planning History

T5 Business Car Park

The T5 Business Car Park is located to the south east of Longford Village where an existing 430 space car park has existed since the 1990's. The diversion of the Duke of Northumberland River to the west of T5 meant that an extension of this car park became possible and in July 2005 a planning application for a 1000 space car park extension was submitted (LBH ref 47853/APP/2005/1984). A package of enhancements for Longford Village was provided including an area of parkland, highway enhancements, a payment towards the air quality strategy and the restoration of a compound on the eastern side of the airport back to grassland.

The application was approved in December 2005 subject to the signing of a Section 106 agreement to secure the above enhancements. The car park was completed in September 2006 and since then has been operated as the T5 Business Car Park. The car park currently provides 1285 car parking spaces.

N2 Car Park

The N2 Car Park is currently used as a car park for contractors working on the T2 site. Contractors park at the N2 Car Park and go through a security screening process at a building on the car park site. They then enter security screened buses which takes them to the air side construction site. However, as the construction of T2 is nearing completion, demand for contractor car parking has reduced so that a dedicated car park is no longer necessary.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.T4	(2012) Heathrow Airport

Part 2 Policies:

A4	New development directly related to Heathrow Airport
A5	New development at airports - incorporation of ancillary retail and leisure facilities and other services
A7	Developments likely to increase helicopter activity
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
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LPP 5.13	(2011) Sustainable drainage
LPP 6.13	(2011) Parking
LPP 6.6	(2011) Aviation
LPP 7.15	(2011) Reducing noise and enhancing soundscapes

LPP 7.16 (2011) Green Belt
NPPF

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **7th February 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

This application was advertised by way of site and press notices. One response has been received, the contents of which are summarised below:

- i) The proposal is out of keeping with this section of the airfield where the scene is of largely single level car parking and countryside.
- ii) The layout, size, scale, appearance, and lack of additional landscaping is inappropriate.
- iii) Concerned about how the extra vehicle movements this proposal will generate will affect access and congestion on local roads.
- iv) Disruption caused during the construction and operational phases
- v) Negative impact on already poor air and noise quality.

GREATER LONDON AUTHORITY

We have taken the view in the past that free-standing car park applications are not referable under category 3F, as there has to be a development associated with the car parking, not just a car park application on its own. The GLA does not consider this to be referable and so will not be responding.

ENGLISH HERITAGE ARCHAEOLOGY (GLASS)

The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should be required to submit appropriate desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. Appraisal of this planning application using the Greater London Historic Environment Record and information submitted with the application indicates a need for further information to reach an informed judgment of its impact on heritage assets of archaeological interest.

This application lies within the proposed Heathrow Archaeological Priority Zone and partly within the proposed Stanwell Cursus Archaeological Priority Area. The Heathrow area is known to contain extensive and important remains of prehistoric, Roman and medieval landscape and settlement. The Stanwell Cursus is an early prehistoric ritual monument of national significance. Despite this known interest the application is not supported by any archaeological information and therefore fails to address the requirement of NPPF paragraphs 128 and 129 to assess the significance of heritage assets which may be affected and the impact of the proposed development upon that significance.

It is noted that this application is described as a consultation on permitted development under the

GPDO 1995. Advice is nevertheless provided in relation to best practice in assessing and mitigating archaeological impact which it is hoped that the applicants will respect.

Environment Record and information submitted with the application indicates a need for further information to reach an informed judgment of its impact on heritage assets of archaeological interest. It is therefore recommended that the following further studies should be undertaken to inform the preparation of proposals and accompany a planning application:

Desk Based Assessment

Desk-based assessment produces a report to inform planning decisions. It uses existing information to identify the likely effects of the development on the significance of heritage assets, including considering the potential for new discoveries and effects on the setting of nearby assets. An assessment may lead on to further evaluation and/or mitigation measures.

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

The nature and scope of assessment and evaluation should be agreed with GLAAS and carried out by a developer appointed archaeological practice before any decision on the planning application is taken. The ensuing archaeological report will need to establish the significance of the site and the impact of the proposed development. Once the archaeological impact of the proposal has been defined a recommendation will be made by GLAAS.

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation. If archaeological safeguards do prove necessary, these could involve design measures to preserve remains in situ or where that is not feasible archaeological investigation prior to development. If a planning decision is to be taken without the provision of sufficient archaeological information then we recommend that the failure of the applicant to provide adequate archaeological information be cited as a reason for refusal.

Further information on archaeology and planning in Greater London is available at:
<http://www.english-heritage.org.uk/professional/advice/our-planning-role/greaterlondon-archaeology-advisory-service/about-glaas/>

Please note that this advice relates solely to archaeological considerations. If necessary, English Heritage's Development Management or Historic Places teams should be consulted separately regarding statutory matters.

HEATHROW AIRPORT SAFEGUARDING

We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development. However, we would like to make the following observation :

Cranes

Given the nature of the proposed development, it is possible that a crane may be required during its construction. We would therefore draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, or crane operators to consult the

aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy/safeguarding.htm>).

NATS (En Route)

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NERL that is responsible for the management of en route air traffic, based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NERL in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

Noise

The noise reports suggest there could be a 2-3dBA increase in the noise levels from the car park resulting from this development and that it could be up to 2dBA above background. Although it looks like the actual impact is likely to be less, as they have assumed that the peak period for car park use instead of being a 9am as it is now it would be between 6 and 7 am when background noise levels are lower. The height of the car park barrier is actually 1m high, which would be acceptable from a noise point of view and therefore should not require further conditioning.

Air Quality

Comments below with regard to air quality. Further clarification is sought regarding approach to the air quality assessment on why 'baseline' air quality is worse than 'with development' air quality at receptor locations (see comments below). The application will result in a net increase of 216 car parking spaces, or 350 car parking spaces at the current T5 business car park.

The following information was submitted with regard to air quality:

- Heathrow Airport Ltd, Northern Perimeter Parking Studies Air Quality Assessment, by AMEC UK Ltd. and Ricardo-AEA Ltd for HAL dated September 2013.

The proposed development is within the declared AQMA and in an area that is probably exceeding the European Union limit value for annual mean nitrogen dioxide (NO₂-40.0 mg/m³). The air quality assessment has used FEA NO₂ baseline data (FEA - assessment to allow full runway alteration during easterly operations) for 2015, which is also when the car parks are indicated to be operational. The FEA baseline planning application has been refused.

Comments with regard to air quality provided below primarily relates to the emission contribution from the proposed development only. Emissions considered include car park emissions calculated

using a speed of 16 km/hr over a distance equal to half the perimeter of the car park. The impact from the car park developments, which would result in 350 additional car parking spaces close to residents in Longford at the T5 business car park are described as imperceptible and negligible at relevant receptor locations. Increases in concentrations are indicated to be confined to locations of no relevant exposure, with an increase of 0.1 mg/m³ indicated adjacent to the Duke of Northumberland.

The operational road traffic results in chapter 6 states the following: 'Everywhere except close to the Terminal 5 Business car park, the concentration of each pollutant is lower under the Development scenario than the Baseline. The Terminal 5 Business car park has a very small increase in activity which causes a small increase in concentration. However, there is a decrease in activity in N2 car park and on the Perimeter Road, that causes a net decrease in concentration at all of the receptors modelled outside the airport boundary.'

On the basis of the approach outlined above, the changes in concentration are small, and indicated to be less than 0.05 mg/m³ of NO₂ outside the airport boundary. At properties in Longford, NO₂ concentrations are between 0.01 mg/m³ and 0.04 mg/m³ lower in the development case than the baseline, with the main increase in NO₂ confined to the vicinity of the car park.

HIGHWAY ENGINEER

The proposal involves the erection of a car park deck in the T5 Business Car Park to provide an additional 350 parking spaces and the conversion of the N2 Car Park from contractor parking with 924 spaces to an additional T5 Long Stay Car Park with 790 spaces, resulting in a net loss of 134 spaces.

The applicant has not provided information explaining the need for the above proposals, which will result in a significant increase in car parking. Also the car park survey data and the assumptions regarding the barriers' capacity referred to in the D&A statement have not been provided. In the absence of information, the proposals cannot be fully assessed from the highways/traffic point of view.

Notwithstanding the above, the proposals are considered to have a main traffic impact on the Northern Perimeter Road and other nearby airport roads, which are not part of the Council's adopted highway network.

Consequently, no objection is raised from the highways point of view.

TREE AND LANDSCAPE OFFICER

Saved policies OL1-OL5 seek to protect the visual amenity of the Green Belt, expect comprehensive landscape improvements and prevent conspicuous development which might injure the visual amenity of the Green Belt by reason of siting, materials or design. (The National Planning Policy Framework advises that the essential characteristics of the Green Belt is its openness.)

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- The proposed deck for the T5 Business Car Park measures 100 metres x 47.8 metres above existing car park spaces and is situated within the north-east section of the main site.

- The western extremity of the proposed deck lies very close the edge of the Green Belt boundary.

- The proposed deck is 3.2 metres above ground level, above which there will be 6.0 metre high lighting columns (total 9.2 metres above ground level) at 16.0 metre intervals. There will also be a protective parapet around the edge of the deck at 4.2 metres above ground level.

- The Q6 Early Design document includes verified photomontages of the T5 Car Park, by Arup, including a methodology in accordance with the Landscape Institute's 'Guidelines for Landscape &

Visual Impact Assessment'. The five selected viewpoints from the southern edge of Longford Village are indicated on a Location Plan.

- The daytime photomontages indicate that the T5 deck and lighting columns will not have a great impact from the viewpoints. However, the photomontages are based on summer views when the visual impact will be modified by the intervening vegetation while in leaf. These views will be more open for six months (+/-) when the trees are not in leaf.
- The series of Nightview Parameters confirms that there will be a glow of light over the car park, which will effectively have an urbanising influence on the views towards the airport from Longford Village.
- The conversion of the 924 space N2 Car Park involves the re-arrangement of circulation and spaces within the existing ground level car park and the provision of a single-storey (2.9 metre high) Welfare Facility close to the eastern site exit. This should have no significant visual impact.
- The Design & Access Statement confirms that no new landscaping has been proposed as part of the development.
- Opportunities will be taken, wherever feasible, to plant climbing plants at the base of the fence and (where space permits) trees will be planted to reduce the visual impact of the structure and to reduce the risk of birds colliding with the glazed panels.

OBSERVATIONS / RECOMMENDATIONS: It is noted that a very small section of the raised decking and ancillary structures for the T5 Car Park, site lie just within the Green Belt - and inevitably has some impact on the openness of the space.

Views from Longford Village, to the north, will be part screened (particularly in the summer months) by the intervening vegetation around the Duke of Northumberland's River. Light pollution, at night, from the lamp columns and car headlights is likely to be visible (particularly in winter months). - There may be an opportunity to secure additional tree planting to the north of the T5 car park.

Views of the T5 car park from the Northern Perimeter Road will be relatively uninterrupted, although set well back from this boundary and part-mitigated by existing roadside planting.

The impact of the N2 Car Park will be no worse than at present. However, it would help to have a hedge planted in the verge against the security fence.

It is also noted that if there are no landscape enhancements proposed, this would be contrary to saved policy BE38.

URBAN DESIGN AND CONSERVATION OFFICER

If this is permitted development then there's nothing the Local Planning Authority can do other than pass on English Heritage comments. If it's not permitted development, we could insist on what English Heritage requires under the current Local Plan Part 2 archaeological policies, even though the Council has not actually designated the Heathrow APZ or the Stanwell Cursus APA as yet.

Given the proximity of the car park to the Longford Village Conservation Area we should seek appropriate tree planting to screen the boundary of the car park and filter views of the additional floor. We should also request the enclosure of the new floor, particularly adjacent to the village boundary, to limit light spillage and additional noise as far as is possible. This should take the form of a more solid edge at first floor level, such as angled louvres, ideally finished in a neutral, matt colour, possibly a light grey or similar.

FLOOD AND DRAINAGE OFFICER

The principles of maintaining the status quo as Heathrow has put forward previously in managing surface water is not acceptable. Developments should reduce flood risk in accordance with the NPPF and London Plan supplementary planning guidance (which requires as a minimum a 50%

reduction in run off) as well as Hillingdon Local Plan Part 1. As advised previously developments at Heathrow should be informed by a site wide strategy to manage water, as there is considerable flood risk caused by Heathrow which should be reduced by future development.

Therefore the following Suds condition will be requested and provision of details showing how it complies with the above standards should be provided.

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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

REASON

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

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposed development is directly related to the provision of services and facilities at Heathrow Airport on operational land. It is therefore Permitted Development in accordance with Class A of Part 18 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 and does not require planning permission. However, in accordance with the Order, the airport operator must consult with the Local Planning Authority before commencing any development.

The approval of T5 was subject to a range of conditions, one of which being a cap on the number of car parking spaces allowed on airport. Specifically, this was condition A85 and imposes a 42,000 space car parking cap on land on specifically allocated sites within the airport boundary that were identified at the Inquiry.

The last car park count pursuant to condition A85 was submitted in August 2013. This confirmed that there are currently 36,849 car parking spaces available for staff and the

public.

The proposals are located within existing car parks and do not involve any change of land use. In addition, the net gain of 216 spaces overall would result in the total number of car parking spaces airport wide increasing from 36,849 to 37,065, which would be 4,935 spaces less than the Heathrow wide car park cap of 42,000. No objections are therefore raised to the principle of the proposed development.

7.02 Density of the proposed development

Not applicable to this type of development.

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

ARCHAEOLOGY

Saved Part 2 Policy BE3 of the Local Plan states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted. The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process.

Paragraph 141 of the NPPF says that applicants should be required to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence publicly available.

The application site is within the proposed Heathrow and the Stanwell Cursus Archaeological Priority Areas. English Heritage have accordingly been consulted on the proposals. English Heritage has indicated a need for further information to reach an informed judgment of its impact on heritage assets of archaeological interest.

English Heritage notes that the application site lies within the proposed Heathrow Archaeological Priority Zone and partly within the proposed Stanwell Cursus Archaeological Priority Area. The Heathrow area is known to contain extensive and important remains of prehistoric, Roman and medieval landscape and settlement. The Stanwell Cursus is an early prehistoric ritual monument of national significance. However, the application is not supported by any archaeological information and therefore fails to address the requirement of NPPF paragraphs 128 and 129 to assess the significance of heritage assets which may be affected and the impact of the proposed development upon that significance.

Notwithstanding the above observations, both English Heritage and the Council's Urban Design and Conservation officer acknowledge that this is not a planning application, but a consultation on permitted development under the GPDO 1995. Furthermore the Council has not actually designated the Heathrow APZ or the Stanwell Cursus APA as yet.

In light of the above mentioned considerations, it is recommended that the request by English Heritage for further studies to be undertaken, in the form of a desk based assessment and/or an archaeological field evaluation, be passed on to the applicant.

OTHER HERITAGE CONSIDERATIONS

Saved Policy BE4 requires any new development within or on the fringes of a Conservation Area to preserve or enhance those features that contribute to its special architectural and visual qualities, and to make a positive contribution to the character or appearance of the conservation area. Saved Policy BE10 states that development

proposals should not be detrimental to the setting of a listed building.

The application site is not in a designated area. The nearest conservation area is the Longford village Conservation Area to the north, on the other side of the Duke of Northumberland River. This is located some distance from the application site and it is not considered that this area will be directly affected by the proposed development. The nearest listed buildings are in Longford Village and are also some distance from the site. It is considered that the new decked car park would have little direct impact on the setting of these listed structures. The Conservation Officer considers that there would be no adverse impact on their setting, subject to appropriate tree planting to screen the boundary of the car park and filter views of the additional deck. In addition, the parapet enclosure to the new deck, particularly adjacent to the village boundary, could take the form of a more solid edge at first floor level, to limit light spillage and additional noise as far as is possible.

Subject to the above mentioned considerations It is therefore considered that the scheme could be implemented without detriment to the character of the Longford village Conservation Area or the setting of nearby listed buildings, in accordance with Saved Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.04 Airport safeguarding

Heathrow Airport Safeguarding and National Air Traffic Services (NATS) have been consulted on this consultation. No objections have been received subject to appropriate considerations and informatives.

7.05 Impact on the green belt

Saved policies OL1-OL5 seek to protect the visual amenity of the Green Belt, expect comprehensive landscape improvements and prevent conspicuous development which might injure the visual amenity of the Green Belt by reason of siting, materials or design. Saved Policy OL5 states that development adjacent or conspicuous from the Green Belt will only be permitted if it would not injure the visual amenities of the Green Belt, by reason of siting, materials, design, traffic or activities generated. This is reflected in the NPPF, which advises that the visual amenities of the Green Belt should not be injured by development conspicuous from it of a kind that might be visually detrimental by reason of siting, materials or design.

The proposed deck for the T5 Business Car Park would be situated within the north-east section of the main site measuring 100 metres x 47.8 metres, at 3.2 metres above ground level, above which there will be 6.0 metre high lighting columns. The western extremity of the proposed deck lies very close the edge of the Green Belt boundary. There will also be a protective parapet around the edge of the deck at 4.2 metres above ground level, and inevitably the proposed deck would have somehas some impact on the openness of the space.

Photomontages of the T5 Car Park have been submitted showing views from five selected viewpoints from the southern edge of Longford Village. Views from Longford Village, to the north, will be part screened by the intervening vegetation around the Duke of Northumberland's River. The daytime photomontages indicate that the T5 deck and lighting columns will be not have a great impact from the viewpoints, although it is noted that these photomontages are based on summer views when the visual impact will be filtered by the intervening vegetation while in leaf. These views will be more open during the winter months. It is therefore recommended that additional tree planting be sought on land to the north of the T5 Business car park to further screen views from the adjoining Green Belt and Longford Village beyond.

The series of Nightview Parameters confirms that there will be a glow of light over the car park, which will inevitably have an urbanising influence on the views towards the airport from the adjoining Green Belt. Light pollution, at night, from the lamp columns and car headlights is likely to be visible, particularly in winter months. This could be partially addressed by the use of a solid parapet along the northern edge of the proposed deck and additional tree planting, as suggested above.

The conversion of the 924 space N2 Car Park involves the re-arrangement of circulation and spaces within the existing ground level car park and the provision of a single-storey (2.9 metre high) Welfare Facility, close to the eastern site exit. It is considered that this should have no significant visual impact.

In conclusion, the proposed parking deck in the T5 Business Car Park is unlikely to be seen beyond the existing vegetation and infrastructure and as such, would not be readily visible from the Green Belt to the north of the site. Additional tree planting on land to the north of the T5 Business car park would further screen views from the adjoining Green Belt. As such, the scheme is considered to be in compliance with Saved Policies OL5 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan 7.21.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest.

The impact of the proposed development on the Green belt land to the north of the T5 business car park and Longford village Conservation Area have been deal with in relevant sections of this report.

Views of the T5 car park from the Northern Perimeter Road will be relatively uninterrupted by the proposed deck, which would be set well back from this boundary and part-mitigated by existing roadside planting. It is considered that impact of the N2 Car Park will be no worse than at present, although additional hedge planting in the verge against the security fence would be an advantage.

As stated elsewhere in this report, the T5 Business Car Park is at a location that could be be susceptible to negative impacts of light spill, particularly the Green Belt land to the north of the site and the hotel to the east. The series of Nightview Parameters confirms that there will be a glow of light over the car park, which will effectively have an urbanising influence on the views towards the airport from Longford Village.

The submission includes an Obtrusive Light Survey, which provides details of the light fittings and anticipated light spill for both car parks, but with particular emphasis on T5 Business Car Park. It has been found that the increase of luminance from the T5 Business Car Park to nearby hotel windows, Northern Perimeter Road and the nearest fence to the north of the site is less than 2 lux in all circumstances, and the additional shielding effect of the trees surrounding the east and north side of the T5 car park will limit the lighting spillage further into the ecological zone to the north of the site, to levels below 1 lux.

The conversion of the 924 space N2 Car Park involves the re-arrangement of circulation and spaces within the existing ground level car park and the provision of a single-storey (2.9 metre high) Welfare Facility, close to the eastern site exit. It is considered that this should have no significant visual impact. In addition, the N2 Car Park is not considered to be in a location that would be considered sensitive to light pollution.

7.08 Impact on neighbours

Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to prevent developments which would be detrimental to the amenity of nearby occupiers by way of their siting, bulk, proximity or loss of light.

There are no residential properties that directly abut the site. The development would be separated from residential properties by the Duke of Northumberland River and open land to the north and west.

The nearest residential properties are located over 100m way from the proposed decked car park, to the northwest. Accordingly, it is not considered that the proposed development would have any detrimental impact on the amenity of the nearest residential occupants. Accordingly, the proposal would comply with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Issues relating to air quality and noise are dealt with elsewhere in this report.

7.09 Living conditions for future occupiers

Not applicable to this type of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states:

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

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

TfL is the highway authority for A4 Bath Road, BAA is responsible for roads within the airport boundary, while Hillingdon Council is responsible for the rest of the road network in this area.

CAR PARKING

The proposal would result in the gain of 350 spaces at the T5 Business Car Park coupled with the loss of 134 spaces at the N2 Car Park, resulting in a net gain of 216 spaces overall. The applicants submit that this additional parking is required as the current car parking capacity for both business and long stay for T5 is not forecast to meet demand from 2014 onwards. If this demand is not provided, then the applicants point out that the

most likely alternative for these types of passengers is to use mini-cabs or to be dropped off and picked up by a private vehicle, such as by a friend or relative. Both alternate options would have negative highway capacity implications, as they both result in two, two-way movements, rather than one two-way movement, when a car is parked at the airport.

The total number of car parking spaces airport wide as a result of the proposal increases from 36,849 to 37,065. Despite this increase in spaces, the overall car parking provision at Heathrow would still fall well within the 42,000 space cap defined by condition A85 of the Terminal 5 planning permission (ref: 47853/APP/2002/1882). This cap sets a strategic limit on the totality of car parking within Heathrow Airport's main car parks and additionally limits staff parking spaces to 17,500 within the cap. The applicant submits that one of the reasons the cap has not been met is because BAA has implemented much less parking than originally proposed for Terminal 5. However, it is important to note that the cap is airport wide and not specific to Terminal 5.

In terms of total car parking provision at Heathrow Airport, it is considered that the 42,000 space car park cap condition is the appropriate control. This level was set by the Secretary of State, taking into account all relevant issues (such as the cap on air traffic movements and projected passenger numbers), when Terminal 5 was granted planning permission in November 2001. This approach has consistently been taken to other applications for car parking at the airport.

Traffic Generation:

A vehicular assessment has been undertaken to examine the potential impact of the proposal on the Northern Perimeter Road. In terms of the current traffic volumes, the assessments shows that there are currently three daily two way peaks between 0600-0900, 1200-1400 and 1600-1800.

T5 Business Car Park:

In terms of T5 Business Car Park, demand during the week far exceeds weekend demand. The weekday daily peaks show that the peak entry time is between 0600 and 0700 with on average 107 vehicle entries. The existing exit peaks are spread over a three hour period from 1900 to 2200 with around 65-70 vehicles exiting per hour. The total number of two way movements per weekday has been calculated at around 1000 (i.e. 500 daily entries and exits).

The introduction of 350 additional spaces to the T5 Business Car Park is not predicted to change the profile of the peak times for entry and exit. It will however increase the total journeys by a total of 630 daily entries and exits, equating to an additional 136 entries between 0600 and 0700 and 90 vehicles per hour (270 total) between 2100 and 2200. This equates to an additional 280 two way vehicle movements per weekday.

N2 Car Park:

Unlike the T5 Business Car Park, the N2 Car Park will change in entry and exit profile, due to the change from contractor parking to long stay parking. The vehicular assessment shows there to be a current peak of 324 entry movements from 0600 to 0700 and 240 exit movements from 1700-1800. This corresponds to the times when contractors arrive and depart at either end of the working shift. This profile will change with the introduction of long stay parking. Based on figures taken from the existing T5 Long Stay Car Park on the Northern Perimeter Road, it is anticipated that the entry peak will shift earlier in the morning between 0500 and 0600 and will be 19 vehicles per hour while the exit peak will

be between 2100 and 2200 and will also be 19 vehicles per hour.

The assessment shows that not only will the peak profile for the N2 Car Park change to be outside of the peak traffic times on the Northern Perimeter Road, but will also result in a large decrease in traffic flow, namely 324 entry vehicles down to 19 in the morning peak hour and 240 exit vehicles down to 19 in the evening peak hour.

Impact upon the Northern Perimeter Road:

The result of 350 additional bays in the T5 Business Car Park is a slight increase in the amount of traffic on the Northern Perimeter Road. However, the vehicular assessment has also shown a large reduction in the traffic flow into and out of the N2 Car Park along with a redistribution of the peak vehicle movements. The combined effect of both car parks is an overall reduction in traffic on the Northern Perimeter Road.

It is not considered that the proposals would lead to a significant impact on roads outside the airport. Roads within the airport boundary are owned and operated by BAA and, as such, the implications of any developments on the airport road system are for BAA to assess. Notably the Council's Highway Engineer has raised no objections with regard to the impact of the development on the local road network. As such, it is considered that the application has satisfactorily addresses traffic generation, parking and access issues, in compliance with Policies AM2, AM7, AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Issues of urban design and access have been dealt with in relevant sections of this report.

7.12 Disabled access

A passenger lift will be provided to access the decked T5 car park and will be suitable for mobility impaired persons. The lift capacity will be up to eight persons and will have a door clearance of 900mm. 350 spaces at T5 Business Car Park. seven blue badge car park bays will be provided at ground level. For the N2 car park, a total of 25 blue badge bays will be provided and located adjacent to each bus stop. Accordingly, the scheme is considered to comply with Policy AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'

7.13 Provision of affordable & special needs housing

Not applicable to this type of development.

7.14 Trees, landscaping and Ecology

TREES/LANDSCAPING

Saved Policy BE38 of the Unitary Development Plan Saved Policies states, amongst other things that development proposals will be expected to retain and utilise topographical and landscape features of merit. Saved policies OL1-OL5 seek to protect the visual amenity of the Green Belt, expect comprehensive landscape improvements and prevent conspicuous development which might injure the visual amenity of the Green Belt by reason of siting, materials or design.

The Design & Access Statement states that no new landscaping has been proposed as part of the development. However, officers consider that there are opportunities where feasible, to plant climbing plants at the base of the perimeter fence and in the case of the T5 business car park, to plant trees, particularly on the northern boundary in order to reduce the visual impact of the structure from the Green Belt and Longford Village.

A condition is therefore recommended requiring a detailed landscaping scheme incorporating the planning outlined above. Subject to this condition, it is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

Saved Policy EC1 states that the local planning authority will not permit development which would be unacceptably detrimental to designated local nature reserves and other nature reserves. If development is proposed on or in the near vicinity of such sites, applicants must submit an ecological assessment where considered appropriate by the local planning authority to demonstrate that the proposed development will not have unacceptable ecological effects. Saved Policy EC3 requires proposals for development in the vicinity of sites of nature conservation importance to have regard to the potential effects on such sites on changes in the water table and of air, water, soil and other effects, which may arise from the development. Regarding the creation of new habitats..

The T5 Business Car Park is located to the south of the Duke of Northumberland's River and an ecological corridor that separates the car park from residential properties in Longford. The impact of the parking deck on this ecological corridor has been considered, particularly in terms of light spill. The assessment indicates that the new parking deck will not lead to significant environmental effects.

It is noted that the current use and management regime of the site as car parks reduces the likely harm on protected species, as the existing environment is unlikely to provide suitable shelter or habitat for hibernating animals. However, the additional tree planting sought could contribute towards the promotion of nature conservation interests in the area, in compliance with relevant policies.

It is considered that the proposal could be completed without detriment to the recognised ecological value of this area, in accordance with Policy EC1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), Policy EM7 of the Local Plan Part 1, Policy 7.18 of the London Plan and the NPPF.

7.15 Sustainable waste management

As the consultation is for commercial development the airport operator ultimately has discretion over which waste management methods are used.

7.16 Renewable energy / Sustainability

The proposal represents permitted development and, as such, there is no requirement for the development to comply with policies relating to renewable energy and sustainability.

7.17 Flooding or Drainage Issues

Policy EM6 (Flood Risk Management) of the Local Plan Part 1 Strategic Policies (Adopted November 2012) states that applicants must demonstrate that Flood Risk can be suitably mitigated. Saved Policies OE7 and OE8 of the Local Plan Part 2 seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding.

The site is within Flood Zone 1 and is less than 1 hectare. In addition, this application is a consultation on permitted development under the GPDO 1995. As such a flood risk assessment is not required.

The site is located in the airport's Western Catchment Area. Although the site is not located within a zone at risk of flooding, it would still be necessary for the proposal to

demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding, in accordance with the requirements of relevant local plan policies, Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

A Drainage Strategy has been submitted as part of the application. The existing T5 Business car park incorporates a storm water drainage system. The proposed car park deck will incorporate a storm water drainage system to prevent any water dripping between deck plates and affecting the car parking space directly below. In order to ensure that storm water effectively drains to discharge points from the car park deck, the deck is to be laid at a minimum gradient of 1:60 with a positive outward fall being provided on all perimeter areas. Drain paths will be intercepted to avoid water discharging onto entrance/egress ramps.

As the new parking deck is located directly above the existing surface car park, there will be no net increase in storm water captured and discharged from the site. It is therefore currently anticipated that there will be no additional petrol interceptor requirements or any requirements for incorporation of storm water attenuation.

Nevertheless, the Flood and Drainage Officer considers that the principles of maintaining the status quo at Heathrow, in managing surface water is not acceptable. Developments should reduce flood risk in accordance with Hillingdon's Local Plan Part 1, the NPPF and London Plan supplementary planning guidance. Developments at Heathrow should be informed by a site wide strategy to manage water, as there is considerable flood risk caused by Heathrow, which should be reduced by future development. The Flood and Drainage Officer has therefore recommended a Suds condition requiring the development to show how it complies with the above standards.

Subject to appropriate drainage strategy, the proposal would comply with Policy EM6 (Flood Risk Management) of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policies OE7 and OE8 of the Local Plan Part 2 Saved UDP Policies (Nov 2012), Policies 5.12 and 5.13 of the London Plan (July 2011) and the NPPF.

7.18 Noise or Air Quality Issues

Air Quality:

An Air Quality Assessment has been undertaken that assumes full runway alternation on easterly operations. The assessment assumes that aircraft departures will occur from the northern runway to the east and incorporates the pollutants associated with taxiing and start of roll conditions near the site of both car parks, which would be a worse case scenario.

The baseline year adopted is 2015, which is both the year for the potential start of easterly runway alternation and the start of the new car park arrangements. Although a range of pollutants have been assessed, the critical pollutant measured in the assessment is NO₂. The assessment demonstrates that the proposal will result in NO₂ level increases at the T5 Business Car Park but these increases are confined to airport land and do not result in increases at nearby receptor points. NO₂ at the N2 car park are shown to decrease due to the change in traffic profile from contractors parking to long stay parking.

The Council's Environmental Protection Unit notes that the proposed development is within the declared AQMA and in an area that is probably exceeding the European Union limit value for annual mean nitrogen dioxide (NO₂-40.0 mg/m³).

Whilst the proposed increase in parking spaces would be likely to have some impact on air quality, it is noted that the overall parking provision would fall well within the 42,000 space cap set by the Terminal 5 Planning Inspector. The goals of BAA's Heathrow Wide Energy Strategy, which aim to reduce carbon dioxide emissions across the airport are acknowledged. Accordingly, it is not considered that the proposal would have such a significant impact on air quality so as to raise an objection to the scheme.

Noise:

A noise assessment has been undertaken that examines the noise impact of the increase in car parking at the T5 Business Car Park. The N2 Car Park has not been assessed due to the distance from noise sensitive receptors. The assessment has shown that if a worst case scenario were to be applied where all traffic movements occurred on the new elevated parking deck, hourly ambient noise levels may increase by 2-3dB. However, when considering the extent of other noise sources surrounding the site such as the existing road network and airport operations, the proposal is unlikely to be discernable beyond what is currently experienced.

It is considered that the application sites are located a sufficient distance away from receptors sensitive to noise, such as residential properties. In addition, it the proposal largely replaces existing car parks. Accordingly, it is not considered that the proposal would have any significant noise impacts.

7.19 Comments on Public Consultations

One response has been received to the public consultation. the issues raised have been dealt with in the main body of the report.

7.20 Planning obligations

Planning obligations are not applicable to this type of application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

Assessment of the need for Environmental Impact Assessment

The applicaant has provided an explanation of why the proposal is not EIA Development.

- The proposals are not considered to be of a significantly greater scale than the current car park and not of a markedly different nature, as the use of the land does not change.
- The proposals are to be provided on previously developed sites and do not meet any of the reevant criteria.
- The potential for impact from the proposed development is low.
- In the highly unlikely event of an impact occurring, the effects are likely to be localised within the site boundaries, would not be complex in nature and would easily be reversible.

For the reasons set out above, it is not considered that an EIA is required.

8. Observations of the Borough Solicitor

General

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

accordance with all relevant primary and secondary legislation.

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have "due regard" to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different "protected characteristics". The "protected characteristics" are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

9. Observations of the Director of Finance

Not Applicable.

10. CONCLUSION

The proposals for an additional deck of parking at the T5 Business Car Park along with a new T5 Long Stay Car Park at the N2 car park reflect the demand for car parking spaces

for passengers using T5. The level of car parking provision would fall well within the airport's 42,000 space cap and it is not considered that the proposal would have any adverse impacts on the surrounding road network.

The proposed parking deck is set within the boundaries of the existing T5 Business Car Park and set back from the boundary edges. The Views Assessment demonstrates that the new structure will not be clearly visible from any sensitive receptor points, such as the adjoining Green Belt and Longford Village Conservation Area.

The supporting information to this Part 18 GPDO submission indicates that any negative impacts of the proposal will be localised to airport land and that overall, conditions will improve as a result of the development.

The cumulative impact of the development with existing car park facilities has also been assessed through noise nuisance and air quality, light spill and traffic generation. The proposal is not considered to give rise to significant environmental effects.

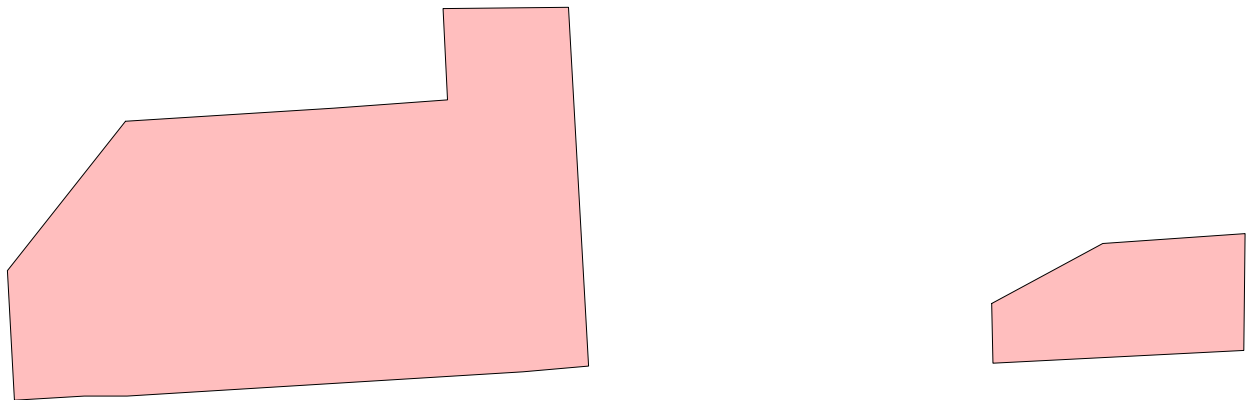
The proposal complies with relevant London Plan, Local Plan policies and the NPPF. Accordingly, it is recommended that no objections be raised subject to appropriate considerations.

11. Reference Documents

- (b) The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)
- (c) London Plan (2011)
- (d) Hillingdon Local Plan Part 2 Saved UDP Saved Policies (November 2012)
- (e) Supplementary Planning Document Accessible Hillingdon
- (f) Supplementary Planning Guidance Community Safety by Design
- (g) NPPF
- (h) Planning Practice Guidance

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.
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Site Address

**T5 Business and N2 Car Parks
Northern Perimeter Road
Heathrow Airport**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:

69671/APP/2013/3871

Scale

1:3,500

Planning Committee

Major Application

Date

March 2014



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address FORMER RAF UXBRIDGE HILLINGDON ROAD UXBRIDGE

Development: Reserved matters (appearance, layout, scale and landscaping) in compliance with conditions 2 and 3 for the construction of a Flood Compensation Scheme within the eastern side of the District Park of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 for the proposed mixed-use redevelopment of St Andrews Park (Former RAF Uxbridge site).

LBH Ref Nos: 585/APP/2014/17

Drawing Nos: 5124127/UXB/EA/3000 Rev A02
5124127/UXB/EA/3001 Rev A02
5124127/UXB/EA/3002 Rev A02
PDFMRU301
Letter from Environment Agency - 05/12/2013
Technical Note, Flood Compensation - Revision A 28/11/2013

Date Plans Received: 03/01/2014 **Date(s) of Amendment(s):**

Date Application Valid: 07/01/2014

1. SUMMARY

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for a portion of the eastern park within Phase 1 for the creation of a flood compensation scheme.

The application site forms part of St Andrews Park (the former RAF Uxbridge Site), for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development.

The Reserved Matters application relates to a small area, located with the eastern park of the St Andrews Park Site. The application site is bordered by the River Pinn to the west, and Phases 1A and B to the east.

Due to the constraints such as dense woodland imposed on the southern area, it is proposed to combine the two compensatory flood storage areas into one by relocating the southern area to the northern area. This would not impact on any proposed landscaping within this area of the park, and would not impact on the provision of the park, whilst allowing for satisfactory flood protection measures on the site. As such, it is recommended the application be approved.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 5124127/UXB/EA/3000 Rev A02; 5124127/UXB/EA/3001 Rev A02; 5124127/UXB/EA/3002 Rev A02; PDFMRU301, and shall thereafter be

retained/maintained for as long as the development remains in existence.

REASON

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

2 COM5 General compliance with supporting documentation

The development hereby permitted shall not be completed except in full accordance with the following documents:

Approved Flood Risk Assessment - Issue F dated 15/9/10

Technical Note, Flood Compensation - Revision A 28/11/2013

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

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

BE23	Requires the provision of adequate amenity space.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 7.13	(2011) Safety, security and resilience to emergency

3. CONSIDERATIONS

3.1 Site and Locality

The application site forms part of St Andrews Park (the former RAF Uxbridge Site), for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development.

The Reserved Matters application relates to a small area, located with the eastern park of the St Andrews Park Site. The application site is bordered by the River Pinn to the west, and Phases 1A and B to the east. The District Park is an existing area of open parkland and woodland, bisected by the River Pinn, and will provide 14 hectares of public open space for residents and visitors.

The area surrounding the site is predominately residential, both existing and proposed, and comprises a combination of 3 - 4 storey apartment blocks and two and three storey terraced and semi-detached housing.

The site is situated within the Green Belt.

3.2 Proposed Scheme

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for a portion of the eastern park within Phase 1 for the creation of a flood compensation scheme.

The Reserved Matters application relates to a small area, located with the eastern park of the St Andrews Park Site. The application site is bordered by the River Pinn to the west, and Phases 1A and B to the east.

Due to the constraints such as dense woodland imposed on the southern area, it is proposed to combine the two originally proposed compensatory flood storage areas into one by relocating the southern area to the northern area.

3.3 Relevant Planning History

Comment on Relevant Planning History

Planning permission was approved on 18th January 2012 under application reference 585/APP/2009/2752 for the following:

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:

- a. Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
- b. Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;
- c. Creation of a three-form entry primary school of 2 storeys;
- d. Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
- e. Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860 sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
- f. Creation of a local centre to provide up to 150 sq m of retail (Class A1 and A2) and 225 sq m GP surgery (Class D1); means of access and improvements to pedestrian linkages to the Uxbridge Town Centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.

2. In addition to the above, full planning permission for:

- a. Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
- b. Change of use of Lawrence House (Building no. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;

- c. Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);
- d. Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;
- e. Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking;
- f. Change of use of the Grade II listed former cinema building to provide 600sq m Class D1/2 use (no building works proposed);
- g. Change of use and alterations to the Grade II listed Hillingdon House to provide 600 sq m for a restaurant (Class A3) on the ground floor and 1,500 sq m of office (Class B1) on the ground, first and second floors.

Since the approval the applicant has discharged a number of the pre-commencement and other conditions attached to the permission relating to the application site.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
 Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
 London Plan (July 2011)
 National Planning Policy Framework

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI2 (2012) Leisure and Recreation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation

Part 2 Policies:

- BE23 Requires the provision of adequate amenity space.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- LPP 5.12 (2011) Flood risk management
- LPP 5.13 (2011) Sustainable drainage
- LPP 7.13 (2011) Safety, security and resilience to emergency

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- **5th February 2014**

5.2 Site Notice Expiry Date:- **5th February 2014**

6. Consultations

External Consultees

The application was advertised by way of site and press notices. No responses have been received.

ENVIRONMENT AGENCY:

We are satisfied that the information submitted now demonstrate that level for level floodplain compensation can be provided in the single northern area.

Internal Consultees

FLOOD AND WATER MANAGEMENT OFFICER:

Following confirmation that the Environment Agency are happy with the amendment to combine the two separate areas of floodplain compensation into one, and that the proposals demonstrate that the applicant is providing more compensation than that is lost, there are no objections to the application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The development of a flood compensation scheme was approved as part of the outline consent for the redevelopment of St Andrews Park. The proposal would result in improved compensation, whilst ensuring that the park is will remain in accordance with the approved parameter plan and landscape strategy. As such, no objection is raised to the principle of the development.

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Only minor structures are proposed as part of this development. As such, no safeguarding issues would arise.

7.05 Impact on the green belt

This portion of the site is located within the Green Belt. The fundamental aim of the NPPF in relation to Green Belt is to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belts is their openness. Policy OL1 of the Hillingdon UDP specifies that there is a presumption against inappropriate development. The proposed development is not considered inappropriate as it maintains the openness of the Green Belt and proposes open recreational space.

The application is for works to create a flood compensation area on the location of a current area of open space. As such, no buildings are involved, and the development would therefore not impact on the openness of the Green Belt. The works will improve the flood protection on the site. As the proposal does not involve any buildings, the development is considered to comply with Green Belt policies.

7.07 Impact on the character & appearance of the area

The proposed works are within the District Park, which is the major component of the green infrastructure of the St Andrews Park development. The proposal does not impact on the landscaping provision or the visual appearance of the park land. It is, therefore, considered that the works would not impact on the visual amenities of the surrounding area, in accordance with Policies BE13, BE15 & BE19 of the Hillingdon Local Plan.

7.08 Impact on neighbours

As the application is for the development of a flood compensation area, the proposed development would cause no significant harm to residential amenity of the future occupiers of the neighbouring residential dwellings in terms of loss of light, loss of outlook or sense of dominance. Therefore, the development is in accordance with Policy BE20 & BE21 of the Hillingdon Local Plan.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Not applicable to this application.

7.11 Urban design, access and security

The design and layout of the park will remain in accordance with the Design Code approved at Outline Stage and the scheme is considered acceptable in terms of Urban Design.

7.12 Disabled access

No buildings are proposed as part of this application. As such there are not considered to be any access issues relating to the proposal.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

The proposed works would not impact on any trees or landscaping within the park.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Comprehensive flooding and drainage issues were dealt with and overcome as part of the Outline Planning Permission for the development. Overall flooding management plan and drainage schemes were established for the entire site as part of this outline permission. This was based on compensation areas being established across the site to allow for floodwater retention.

Further investigation has shown that one of these areas would not be efficient due to constraints, such as dense woodland, imposed on the southern area. As such, it is proposed to combine the two originally proposed compensatory flood storage areas into one by relocating the southern area to the northern area.

The proposed area would provide greater compensation than that which is lost, and the Environment Agency and the Council's Floodwater Management Officer support the scheme on this basis.

As such, the scheme is considered acceptable in terms of flood risk management.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

No comments received.

7.20 Planning obligations

The planning obligations for the development of the site were secured as part of the Outline Planning Permission.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No further issues for consideration.

8. Observations of the Borough Solicitor

GENERAL

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

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

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

PLANNING CONDITIONS

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

PLANNING OBLIGATIONS

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

EQUALITIES AND HUMAN RIGHTS

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have "due regard" to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different "protected characteristics". The "protected characteristics" are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have "due regard" to the above goals means that members should

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for a portion of the eastern park within Phase 1 for the creation of a flood compensation scheme.

The Reserved Matters application relates to a small area, located with the eastern park of the St Andrews Park Site. The application site is bordered by the River Pinn to the west, and Phases 1A and B to the east.

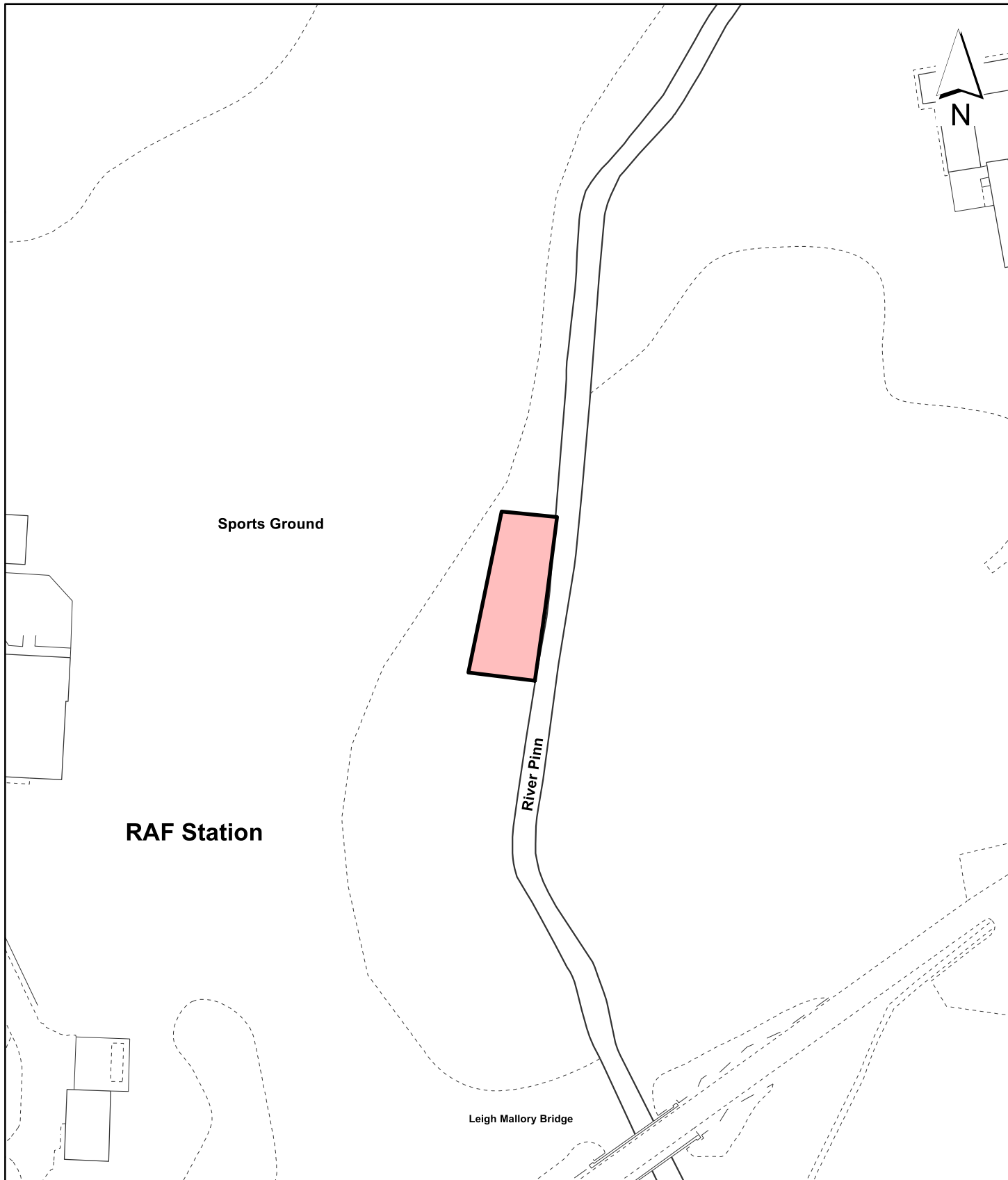
Due to the constraints such as dense woodland imposed on the southern area, it is proposed to combine the two compensatory flood storage areas into one by relocating the southern area to the northern area. This would not impact on any proposed landscaping within this area of the park, and would not impact on the provision of the park, whilst allowing for satisfactory flood protection measures on the site. As such, it is recommended the application be approved.



11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework

Contact Officer: Adam Flynn

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act).</p> <p>Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">Former RAF Uxbridge</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;">585/APP/2014/17</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	
	<p>Planning Committee</p> <p style="text-align: center;">Major Application</p>	<p>Date</p> <p style="text-align: center;">March 2014</p>	 <p style="text-align: center;">HILLINGDON</p> <p style="text-align: center;">LONDON</p>

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Report of the Head of Planning, Sport and Green Spaces

Address ALDI, 141 HIGH STREET YIEWSLEY

Development: External alterations to existing retail premises and amalgamation of the two existing Class A1 retail units.

LBH Ref Nos: 50096/APP/2013/3820

Drawing Nos: 110849 P(1)09 Site Location Plan
110849 P(1)01 Existing Site Plan
110849 P(1)05 Existing Elevations NE & NW
Planning Statement
Design & Access Statement
110849 P(1)06 Existing Elevations SE & SW
RAL 9006 Swatch
110849 P(1)04 Rev A Proposed Store Plan
110849 P(1)08 Rev A Proposed Elevations SE & SW
110849 P(1)07 Rev B Proposed Elevations NE & NW

Date Plans Received: 20/12/2013 **Date(s) of Amendment(s):** 06/03/2014
Date Application Valid: 20/12/2013 24/02/2014
20/12/2013

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

110849 P(1)09 Site Location Plan
110849 P(1)01 Existing Site Plan
110849 P(1)05 Existing Elevations NE & NW
110849 P(1)06 Existing Elevations SE & SW
110849 P(1)04 Rev A Proposed Store Plan
110849 P(1)08 Rev A Proposed Elevations SE & SW
110849 P(1)07 Rev B Proposed Elevations NE & NW

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

REASON

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

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

2 153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE26	Town centres - design, layout and landscaping of new buildings
BE28	Shop fronts - design and materials
LPP 4.7	(2011) Retail and town centre development
LPP 4.8	(2011) Supporting a Successful and Diverse Retail Sector
NPPF	

3 115 **Control of Environmental Nuisance from Construction Work**

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

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

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

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

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

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

3. **CONSIDERATIONS**

3.1 **Site and Locality**

The application relates to an existing Aldi Store in the Yiewsley & West Drayton, Major

Town Centre within the London Borough of Hillingdon. The High Street bounds the site to the south, to the west is the main retail centre of the town centre, to the north is the Kirby Estate trading area and to the east are the rear of buildings fronting Trout Street.

The store is a single storey brick warehouse-like building with a forward facing gable, comprising both an Aldi store and an Iceland store fronting the High Street. The Aldi store occupies a 24m frontage to the western side of the building whilst the Iceland store occupies the 18m frontage to the east.

The building occupies the western half of the site with a car park on the eastern side. The vehicular entrance is located between the two and directly accesses the High Street. The service yard, delivery bays and 6 staff car parking spaces are located behind the store in what is a stepped elevation of approximately 10m in depth to a splayed rear boundary. The car park occupies 76 parking spaces along with an additional 5 disabled and 9 parent and child spaces.

3.2 Proposed Scheme

Planning permission is sought for external alterations to the existing retail premises and the amalgamation of the two existing Class A1 retail units (Aldi and Iceland foodstores) to one retail unit (Aldi).

At present, the Aldi store has a net retail area of 786sq.m. The proposal would increase the net retail area by 502sq.m, thereby resulting in a total retail area of 1,288sq.m within the Aldi store. However, as the proposal is all contained within the existing building the amount of retail floorspace on the site actually remains unchanged. The internal dividing wall between the two units would be removed as part of the scheme. The warehouse/storage area will be retained in its current position whilst the office/staff welfare area would be relocated to the rear of the store and a meeting room would be added.

The external alterations include the relocation of the store entrance, new shopfront glazing, relocation of windows, removal of existing doors and the installation of a new fire escape.

There would be no change to the access and layout of the customer car park or to the delivery and services access.

3.3 Relevant Planning History

50096/APP/2009/1783 Aldi, 141 High Street Yiewsley

Single storey rear extension for use as warehouse, involving demolition of existing rear elements and associated alterations to parking.

Decision: 09-10-2009 Approved

50096/B/96/1125 Aldi High Street Yiewsley

Installation of a compactor

Decision: 12-09-1996 Approved

Comment on Planning History

4. **Planning Policies and Standards**

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.E5 (2012) Town and Local Centres

Part 2 Policies:

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

BE26 Town centres - design, layout and landscaping of new buildings

BE28 Shop fronts - design and materials

LPP 4.7 (2011) Retail and town centre development

LPP 4.8 (2011) Supporting a Successful and Diverse Retail Sector

NPPF

5. **Advertisement and Site Notice**

5.1 Advertisement Expiry Date:- **5th February 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. **Consultations**

External Consultees

EXTERNAL

Consultation letters were sent to 20 local owners/occupiers. Two responses were received:

i) object to use of render on the existing brickwork

ii) loss of Iceland store - impact on retail choice on the High Street and on viability and vitality of the town centre

iii) Iceland provided home delivery but Aldi does not

iv) the district centre would be dominated by a small number of large providers

v) net loss of employment at the site in an area of high unemployment

vi) the proposed plant and condensers are larger than the existing and should have an acoustic assessment

Points i), ii), iv), v) and vi) are discussed elsewhere in the report

Point iii) regarding the provision of home deliveries is not a material planning consideration.

Yiewsley & West Drayton Town Centre Action Group:

No response received.

Yiewsley Community Involvement Group:

No response received.

One response was received objecting to the revised plans:

- a) the proposed elevational changes are detrimental to the street scene
- b) loss of active frontage facing the High Street

Internal Consultees

INTERNAL

Access Officer:

The existing building accommodates both Aldi and Iceland food stores. The proposal is to increase the area of the Aldi Store. The proposed office/staff welfare area is to be relocated to the rear of the store, with the addition of a meeting room. The plan is to retain the warehouse/storage in its current position, and to extend it to occupy the vacated area of the former Iceland store.

In addition, a new Aldi customer entrance is proposed on the corner of the North East elevation, along with a new stand alone canopy. The existing Aldi entrance will be infilled with a rendered wall, and the current Iceland entrance and glazed screens replaced with new shopfront glazing. The proposal encompasses additional alterations including infilling the loading bay and adjacent door to increase the internal merchandising space.

Access into the building is via a flush threshold from the external environment. It is further stated that the aisles would be 1800 mm wide to provide unhindered access for all customers.

Conclusion: no objection is raised from an accessibility perspective.

Environmental Protection Unit:

No objection to the planning application subject to 'Control of environmental nuisance from construction work' informative.

Urban Design Officer:

This proposal is for external alterations to a major public building in the middle of Yiewsley High Street and is acceptable in design terms. However, given the prominence of the building within the street scene, I would suggest the following amendments/conditions.

- The existing grey panels are to be re-sprayed (labelled 2 on plans). I would condition the precise colour.
- The building is constructed of Yellow London Stock Bricks with Engineering Blue Brick dressings. It is proposed to render all the brickwork and paint. The brickwork enhances the quality of the area - painted render should therefore be avoided - which would also require greater maintenance.
- A new entrance canopy is proposed. Further detail is required, as it is not clear from the plans.

CONCLUSION: Acceptable, subject to the above conditions/amendments.

Officer comments:

Amended plans have been received and are considered acceptable.

The Council's Urban Design Officer has commented on these revised plans that he would still prefer to see a second entrance to the front of the store and one of the end wall panels in brick rather than render. These are not matters that can be conditioned. Although the scheme is not perfect from an urban design perspective it is not refusible.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site comprises of two A1 retail units, Iceland and Aldi. At present, the Aldi store has a net retail area of 786sq.m. The proposed scheme would remove internal dividing walls to create one large A1 retail store. The net retail area would be increased by 502sq.m, thereby resulting in a total net retail area of 1288sq.m. There would be no change to the total retail area on the site and the scale of the existing building would not be materially altered by the proposal.

Concerns were raised during the public consultation over the loss of employment resulting from the closure of the Iceland store and the impact on the vitality of the Yiewsley & West Drayton Town Centre. Under Policy 4.8 of the London Plan (July 2011), the loss of retail space should be prevented in order to ensure adequate facilities for the local community are maintained. Although the scheme would result in the loss of one retail provider, it is considered that sufficient retail space would be retained and that the proposal would not cause detrimental harm to the vitality of the Yiewsley & West Drayton Town Centre. Although it is noted that the proposal would result in the loss of jobs to those employed in the Iceland store, there would be an increase of 5 equivalent full-time employees in the proposed Aldi store. As such, the proposal would provide adequate levels of employment.

There is no objection in principle to the proposed amalgamation of the two A1 retail units into one larger A1 retail unit.

In relation to the impact of the proposal on the vitality and viability of the Town Centre, in this particular case these matters are more linked to the design and layout of the proposal rather than the principle of the development. As such, this matter is discussed in the Urban Design Section of the report.

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policies BE13 and BE15 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) seek to protect the character and appearance of the street scene from inappropriate development. Policy BE28 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) will not allow shopfronts where the design and materials would result in detrimental harm to the building and the character of the area.

The application site is located at the end of Yiewsley High Street and comprises of two retail units with separate entrances. The existing entrances to the stores would be removed as part of the proposal and a new entrance and exit would be located at the western end of the shopfront, near the car park. The design of the entrance and exit is considered to be acceptable.

The external alterations would include the installation of a new fire escape, removal of existing doors on the side and rear elevations, relocation of windows, the installation of new shopfront glazing and re-spraying of the cladding panels.

Initially, concern was raised regarding the proposed use of render on the existing brickwork as it would result in a significant stretch of blank facade on the shop frontage facing onto the High Street. The applicant submitted amended plans retaining the existing brick piers and a section of brickwork on the eastern end of the shopfront along with additional glazing. The revised elevations are an improvement on the initial appearance and provide some visual activity on the shop frontage.

The proposal is now considered to provide an adequate external appearance and as such, no objection is raised in terms of design. The proposal is therefore considered to comply with Policies BE13, BE15 and BE28 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policy OE1 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties. This application seeks to combine the two units to create one large retail unit, which would remain in A1 retail use. The proposal is not considered to result in any additional noise and disturbance, over and above the current authorised use of the site. As such, the proposal is considered to accord with Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposal would not result in an increase in traffic to and from the site. There would be no change to the existing vehicular access to the site. The proposal would not result in any changes to the existing parking provision or layout of the car park.

7.11 Urban design, access and security

Urban Design

Due to the distance from the main town centre, the proposed location of the store entrance and exit is not ideal in terms of permeability between the retail unit and the town centre. However, the use of the site for an Aldi foodstore has been well established and customers are likely to link trips to the foodstore with other facilities and services within the town centre. As such, it is unlikely that the proposal would reduce the experience of the journey between the store entrance and the rest of the town centre to such an extent that it would cause significant harm to the vitality of the centre overall. The proposal would certainly not represent best practice having regard to town centre and design policies, however, on balance it is considered that there would be insufficient grounds to refuse the application based on the location of the entrance and exit, and it is unlikely that a refusal on these grounds this would be upheld at appeal.

- Access

There would be no change to the accessibility of the site.

-Security

There would be no change to the existing external lighting.

7.12 Disabled access

The proposed scheme would result in a larger retail area and would have minimum aisle widths of 1800mm which would provide unhindered access for all customers. The proposal would provide level access into the building. The Council's Access Officer raises no objection to the proposal.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

There would be no change to the existing landscaping in and around the site and existing trees would be retained.

7.15 Sustainable waste management

Refuse would be dealt with as part of the existing store's waste management.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

The proposal includes the installation of new external condensing units to replace those existing. It is not considered that these units would result in noise levels in excess of those already experienced on site.

7.19 Comments on Public Consultations

Three responses raising a number of concerns were received during the public consultation. In relation to Point iii), this is not a material planning consideration. Points i), ii), iv), v) and vi), along with Points a) and b) are discussed elsewhere in the report.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

9. Observations of the Director of Finance

None

10. CONCLUSION

Planning permission is sought for external alterations to the existing retail premises and the amalgamation of the two existing Class A1 retail units (Aldi and Iceland foodstores) to one retail unit (Aldi).

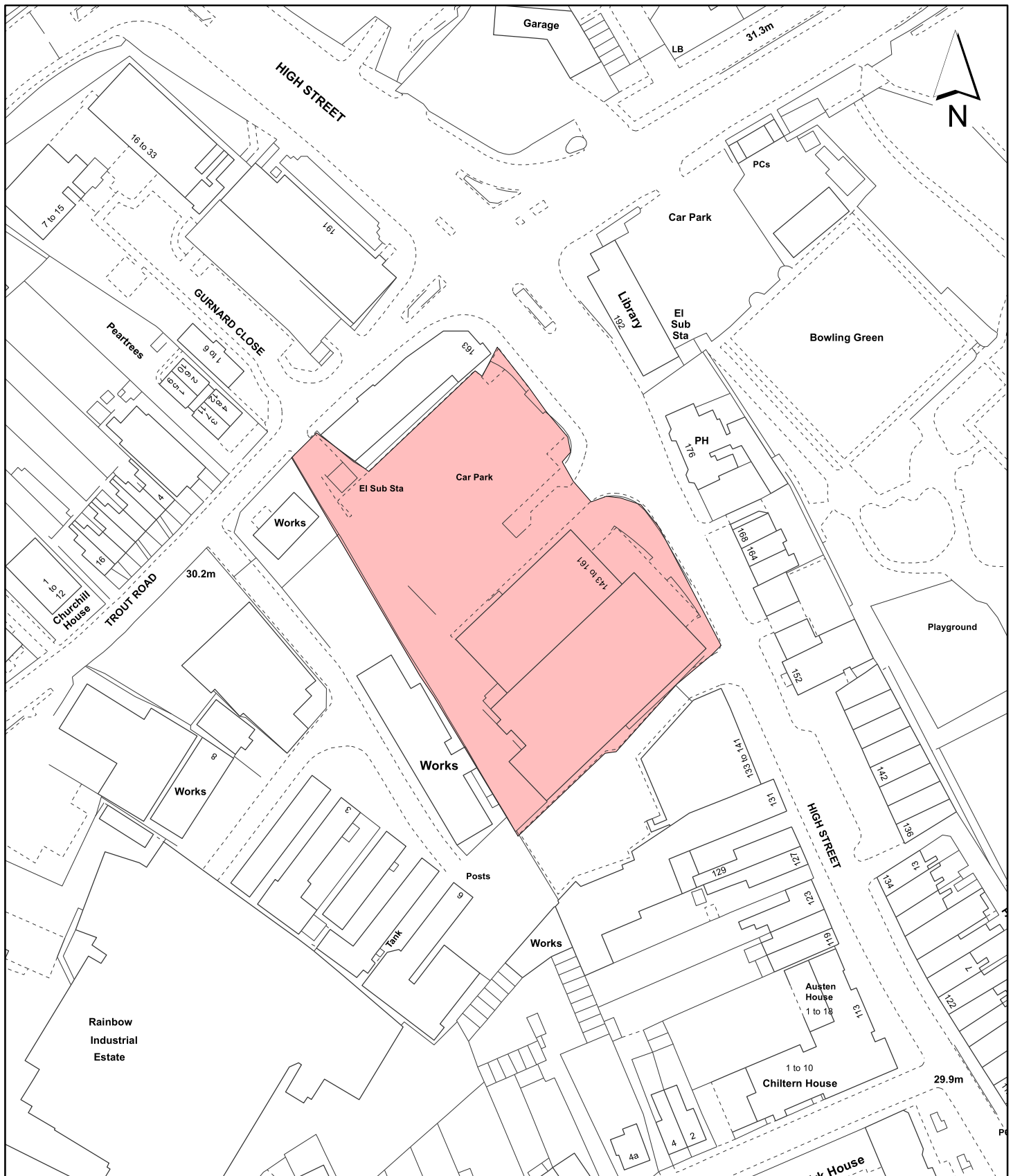
The proposed amalgamation of the two retail units is considered to be acceptable in terms of sales area and would provide adequate levels of employment. The external alterations are considered to be acceptable in design terms. The proposal is therefore considered to comply with Policies BE13, BE15, BE26 and BE28 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). The application is thereby recommended for approval.

11. Reference Documents


Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
National Planning Policy Framework (March 2012)
National Planning Practice Guidance (March 2014)
London Plan (July 2011)

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address

**ALDI, 141 High Street
 Yiewsley**

Planning Application Ref:
50096/APP/2013/3820

Planning Committee
Major Application

Scale
1:1,250

Date
March 2014

**LONDON BOROUGH
 OF HILLINGDON
 Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111



HILLINGDON
 LONDON

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Plans for Major Applications Planning Committee 25th March 2014



HILLINGDON
LONDON



INVESTOR IN PEOPLE

Report of the Head of Planning, Sport and Green Spaces

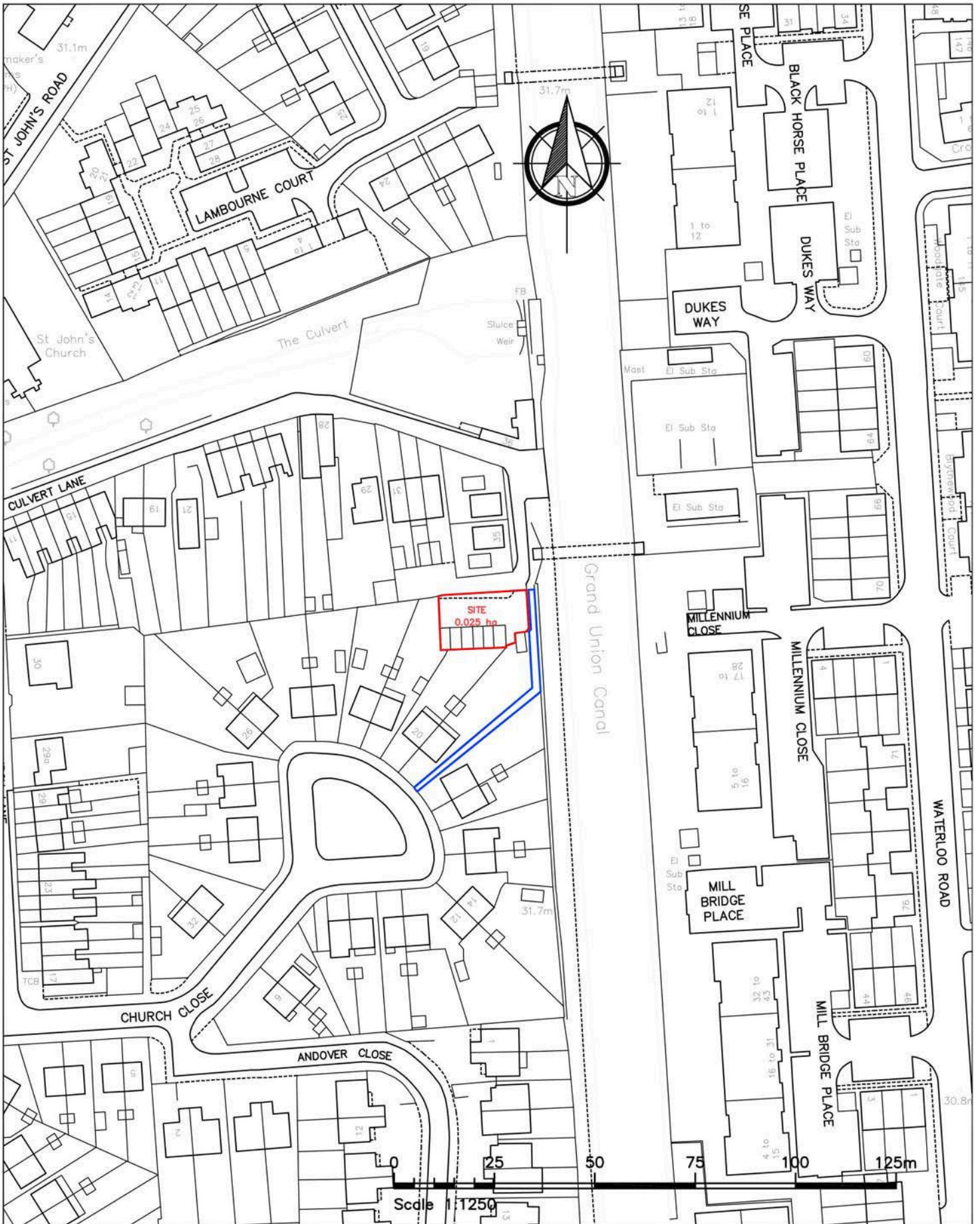
Address GARAGE BLOCK SITE CULVERT LANE UXBRIDGE

Development: Demolition of existing garage block and construction of bungalow with associated parking and external works.

LBH Ref Nos: 69659/APP/2013/3796

Date Plans Received: 19/12/2013 **Date(s) of Amendment(s):** 24/01/2014

Date Application Valid: 19/12/2013 19/12/2013



CORPORATE LANDLORD GROUP
 40/41, EVC CENTRE, LAMBING LANE, URBAN 1500
 TEL: 01895 320111
 FAX: 01895 377224

NOTES: - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

Rev	Revision notes	Initials	Date
-	-	-	-
Project LAND AT END OF CULVERT LANE, COWLEY, UXBRIDGE, UB8 2XB		Scale 1:1250 @ A4	Drawn by ST
Description SITE LOCATION PLAN		Date 10/12/13	Checked by SV
		Drawing No. 2013/D119/P/01	Rev.



NOTES
 The Contractor must verify all dimensions at the site before commencing work. Any discrepancy between the drawings and the actual site conditions must be reported to the Client immediately. The Contractor is responsible for obtaining all necessary permissions and consents from the relevant authorities. DO NOT SCALE FROM THIS DRAWING.

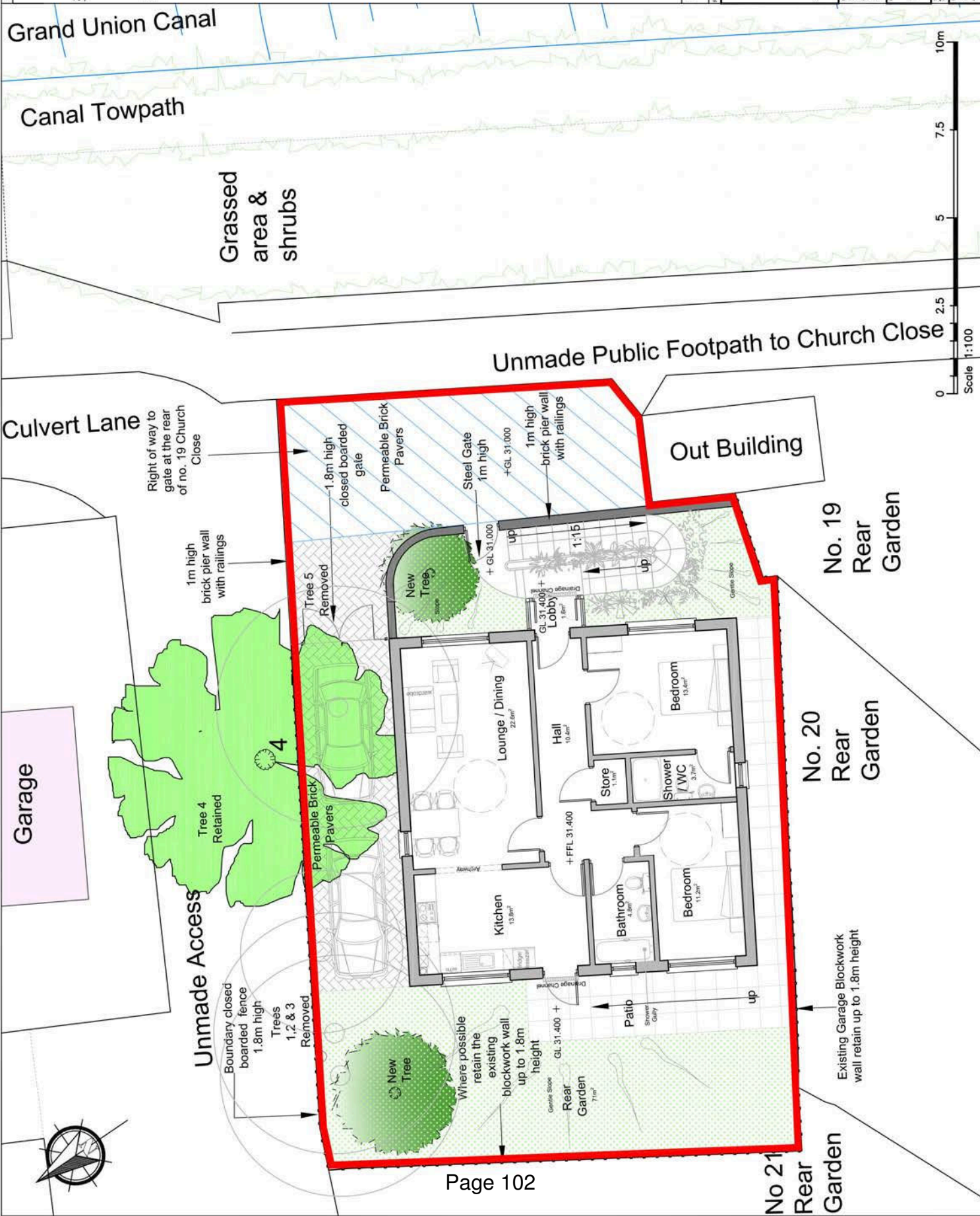
Schedule of Accommodation
 1 No 2 Bed 3P bungalow
 Parking: - 2 spaces
 Private Garden 71m²

Rev	Revision notes	Issue	Date
A	Revised ground and finished floor levels. Drainage proposed to be 1m high back porch with railings to front elevation. Scale increased to 1:100.	1	22/01/14

HILLINGDON
 LONDON

CORPORATE PROPERTY & CONSTRUCTION GROUP
 25/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 3UW
 Tel: 01895 250 111
 Fax: 01895 277 224

PROJECT LAND AT END OF CULVERT LANE COWLEY, UXBRIDGE UB8 2XB			
PROPOSED SITE PLAN			
Scale	1:100 @ A3	Client	SV
Drawn by	11/00/A3	Checked by	SV
Issue No.	17/01/13	Issue Date	SV
Project No.	2013/D115/P/03	Project Name	A



NOTES

The Contractor must verify all dimensions at the site before starting work. All dimensions are given in millimetres unless otherwise stated. Any dimensions that do not conform to the Contract Documents shall be subject to the Contractor's verification. DO NOT SCALE FROM THIS DRAWING.

Rev	Revision notes	Issue	Date
A	Change Channel added to level threshold doors	ST	22/01/14



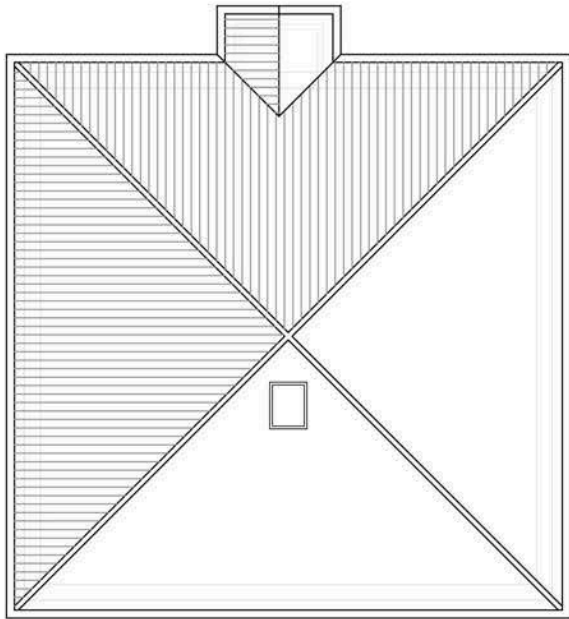
HILLINGDON
LONDON

CORPORATE PROPERTY & CONSTRUCTION GROUP
40/11, GINC CENTRE, UXBRIDGE, MIDDLESEX, URB 10W
Tel: 01895 250 111
Fax: 01895 277 224

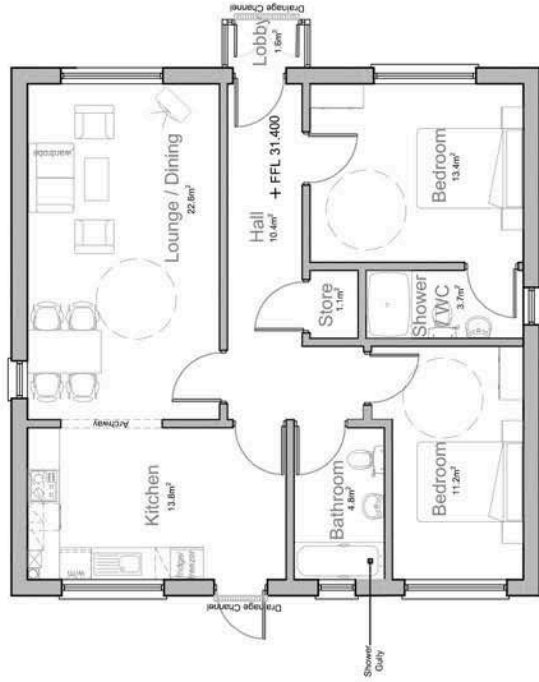
PROJECT
LAND AT END OF CULVERT LANE, COWLEY
UXBRIDGE, URB2 2XB

PROPOSED FLOOR & ROOF PLAN

Scale	1:100 @ A3	Drawn by	SV	Check by	SV	Date	21/08/13
Project No.	2013/D115/P/04						
Sheet No.	A						



ROOF PLAN



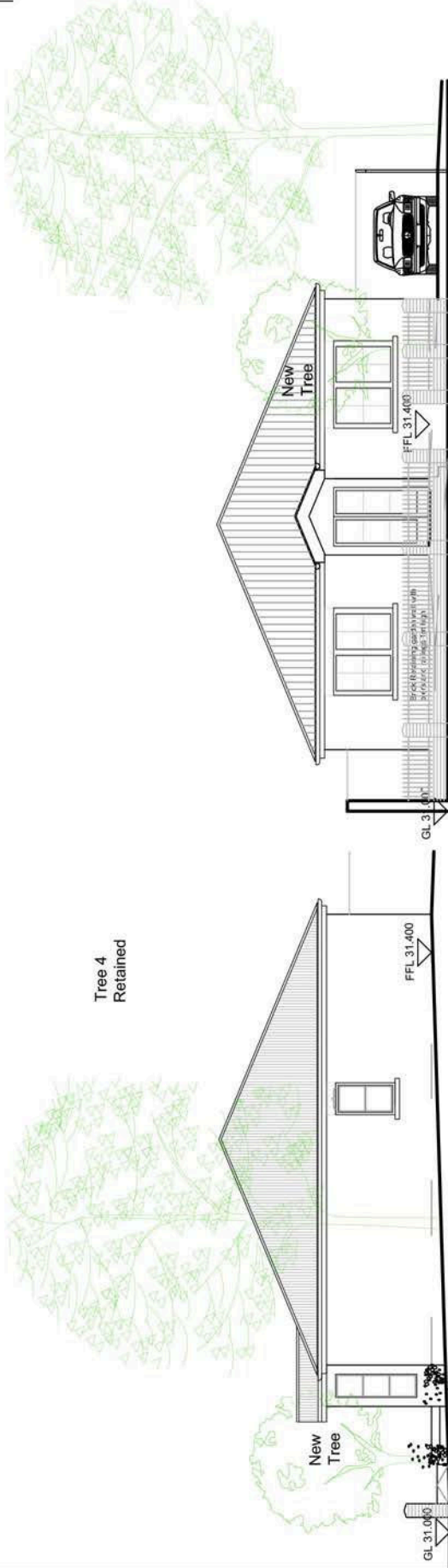
GROUND FLOOR

GIA for bungalow = 86.5m²
NIA for bungalow = 82.6m²
+ GL 31.000



NOTES

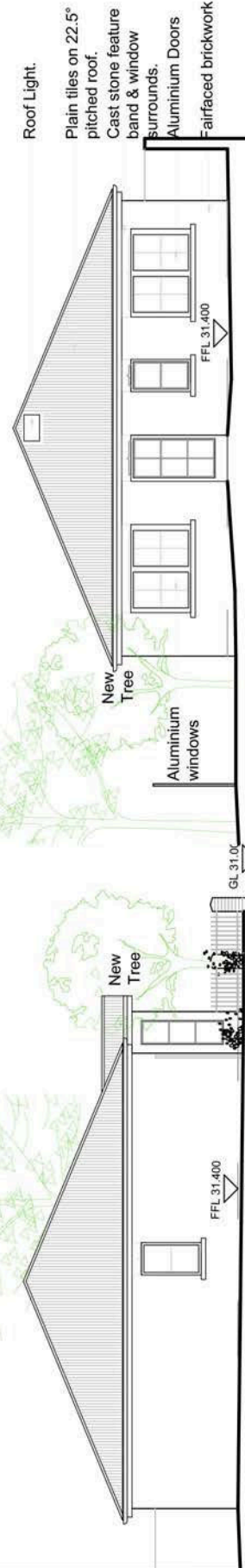
The Contractor must verify all dimensions at the site before starting work. All dimensions are given in millimetres unless otherwise stated. Any discrepancy must be reported to the Client immediately. The Contractor is responsible for ensuring that the drawings are used in accordance with the intended purpose. DO NOT SCALE FROM THIS DRAWING.



EAST ELEVATION

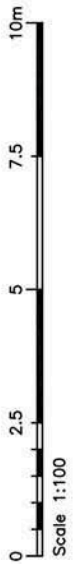
NORTH ELEVATION

- UPVC rainwater gutters & downpipes
- Timber fascia & Soffit boards
- Concrete tiles on 22.5° pitched roof
- Fairface brick walls
- Aluminium windows & doors




WEST ELEVATION

SOUTH ELEVATION



Rev	Revision notes	Issue	Date
A	Issue method and hatched area added. In high zone per wall with railing added to east elevation	ST	22/01/14



HILLINGDON
LONDON

CORPORATE PROPERTY & CONSTRUCTION GROUP
40/11, GINC CENTRE, UXBRIDGE, MIDDLESEX, URB 81W
Tel: 01895 250 111
Fax: 01895 277 224

PROJECT: LAND AT END OF CULVERT LANE, COWLEY, UXBRIDGE, URB8 2XB

PROPOSED ELEVATIONS

Scale	1:100 @ A3	Drawn by	ST	Checked by	SV	Date	20/08/13
Project No.	2013/D115/P/05			Rev	A		

NOTES

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Rev	Revision notes	Issue	Date
A	Temp omitted and replaced with solid.	ST	22/01/14



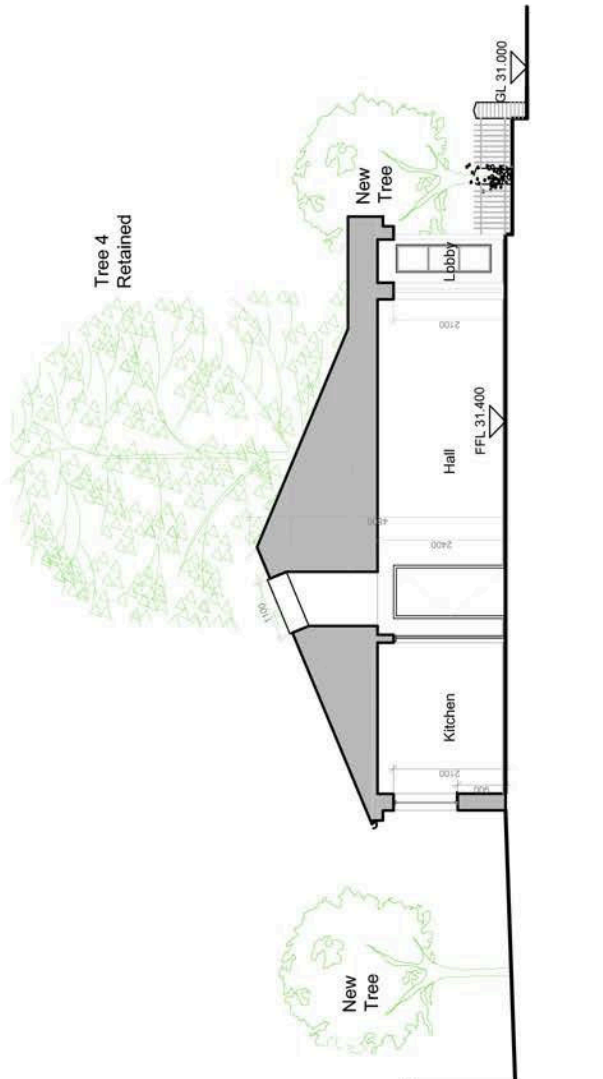
HILLINGDON
LONDON

CORPORATE PROPERTY & CONSTRUCTION GROUP
4th/11, ONE CENTRE, URBOSIDE, MIDDELSEX, UB8 3JW
Tel: 01895 250 111
Fax: 01895 277 224

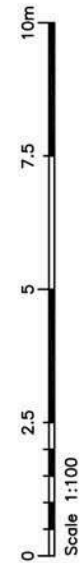
PROJECT: LAND AT END OF CULVERT LANE
COWLEY, UB8 2XB

TYPICAL SECTION

Drawn by	Checked by	Scale
AS SHOWN @A3	SV	21/08/13
Project No.	Date	
2013/D115/P/06		A



TYPICAL SECTION A-A
Scale 1:100



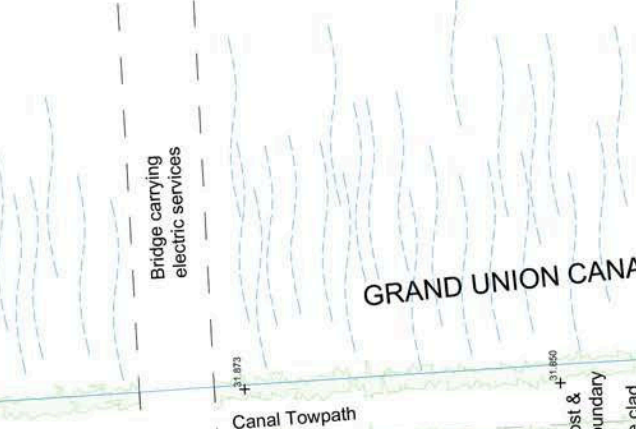
GROUND FLOOR PLAN
Scale 1:200



NOTES
 The Contractor must verify all dimensions at the site before starting work.
 No responsibility is accepted for errors or omissions on this plan.
 DO NOT SCALE FROM THIS DRAWING

SURVEY KEY

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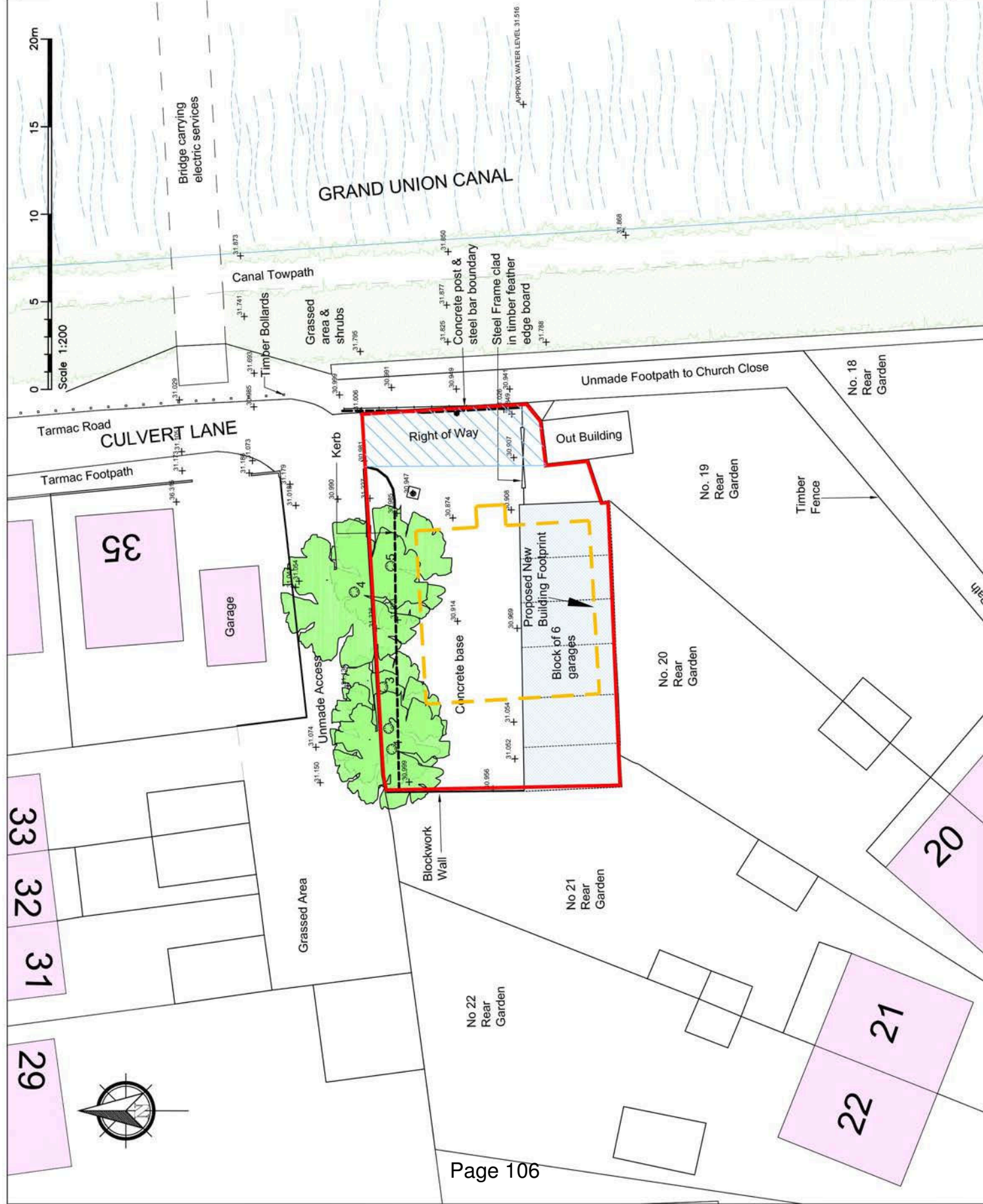
HILLINGDON
 LONDON

CORPORATE PROPERTY & CONSTRUCTION GROUP
 2E/10, CMC CENTRE, UXBIDGE, MIDDLESEX, UB8 1UW
 Tel: 01895 250 111
 Fax: 01895 277 224

PROJECT: LAND AT END OF CULVERT LANE, COWLEY
 UXBIDGE
 UB8 2XB


EXISTING SITE PLAN
 TOPOGRAPHICAL & TREE SURVEY

Scale	1:200 @ A3
Drawn by	ST
Checked by	SV
Date	13/08/13





Notes

 Site boundary

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Site Address	
Garage Block Site Culvert Lane Uxbridge	
Planning Application Ref:	Scale
69659/APP/2013/3796	1:1,250
Planning Committee	Date
Major Application	March 2014

**LONDON BOROUGH
OF HILLINGDON**

Residents Services

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111



HILLINGDON

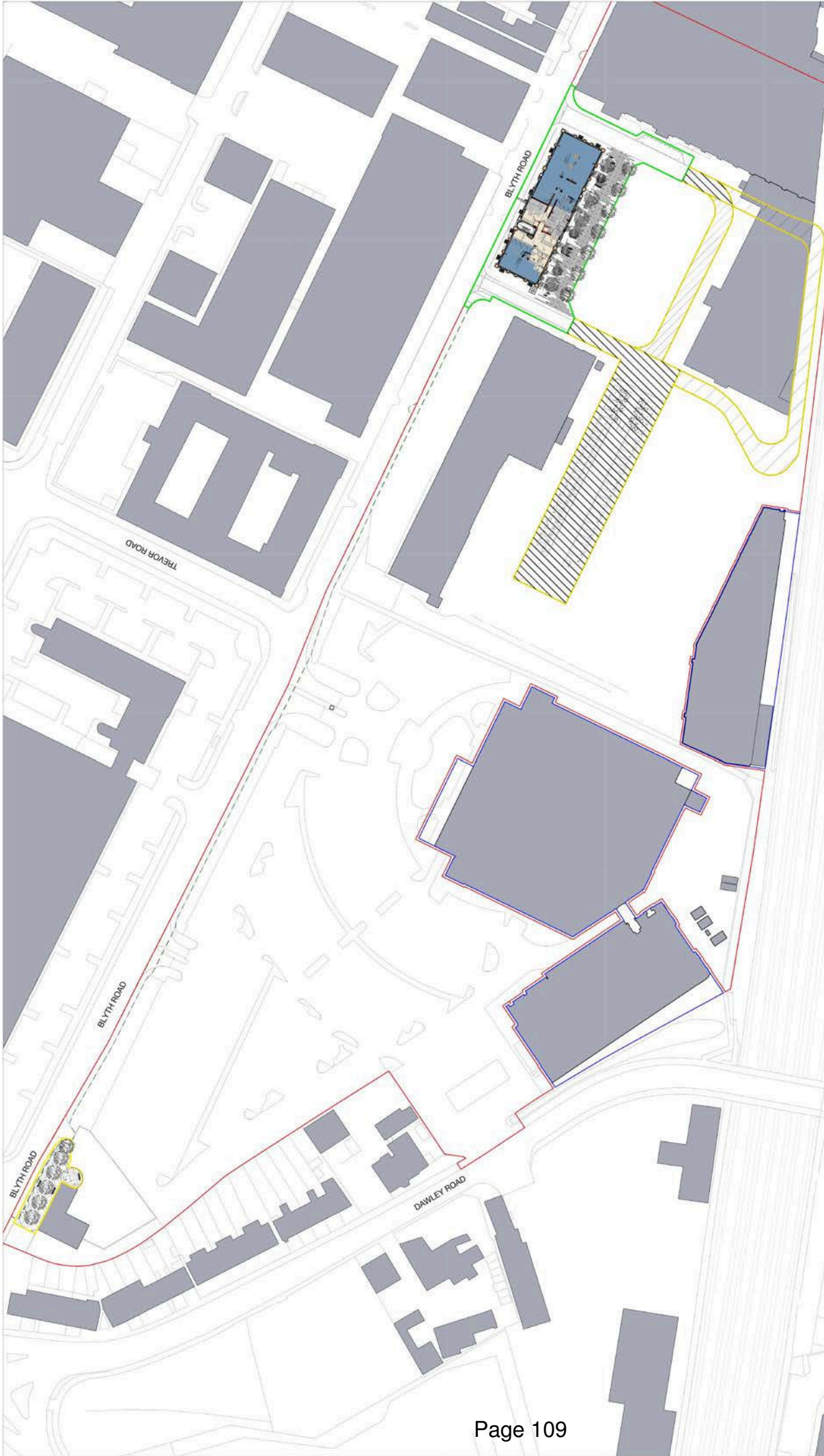
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY SITE BLYTH ROAD HAYES

Development: Reserved matters (appearance and landscaping) in compliance with condition 2 and 3 for the first phase: The Boiler House (54 residential units, and 535sqm of A1/A2/A3/A4/A5/B1 floor space), of planning permission ref: 59872/APP/2012/1838 dated 19/04/2013: Outline planning application for a mixed use development of the Old Vinyl Factory site including the demolition of up to 12,643sqm of buildings and construction of up to 112,953sqm (112,953sqm includes the retention and re-use of 784sqm of the Power House and 901sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000sqm GEA), up to 7,886sqm of new floorspace, up to 4,000sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700sqm of D1 and D2 uses, an energy centre (up to 950sqm), car parking, works to access and creation of new accesses and landscaping.

LBH Ref Nos: 59872/APP/2013/3628



Notes

Area and Use Legend

- Outline Planning Application Boundary
- Outline boundary of other land in the Applicant's control
- Area of Reserved Matters for Phase 1
- Area of Temporary Works for Phase 1
- Link via existing footpath
- Temporary Car Park
- Temporary Car Park Access before Material Store Construction begins
- Car Park Access after Material Store Construction begins

Keyplan

No scaled fence walls. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be taken from the centre of the road. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the project.

Rev	Date	Description	By	Chk

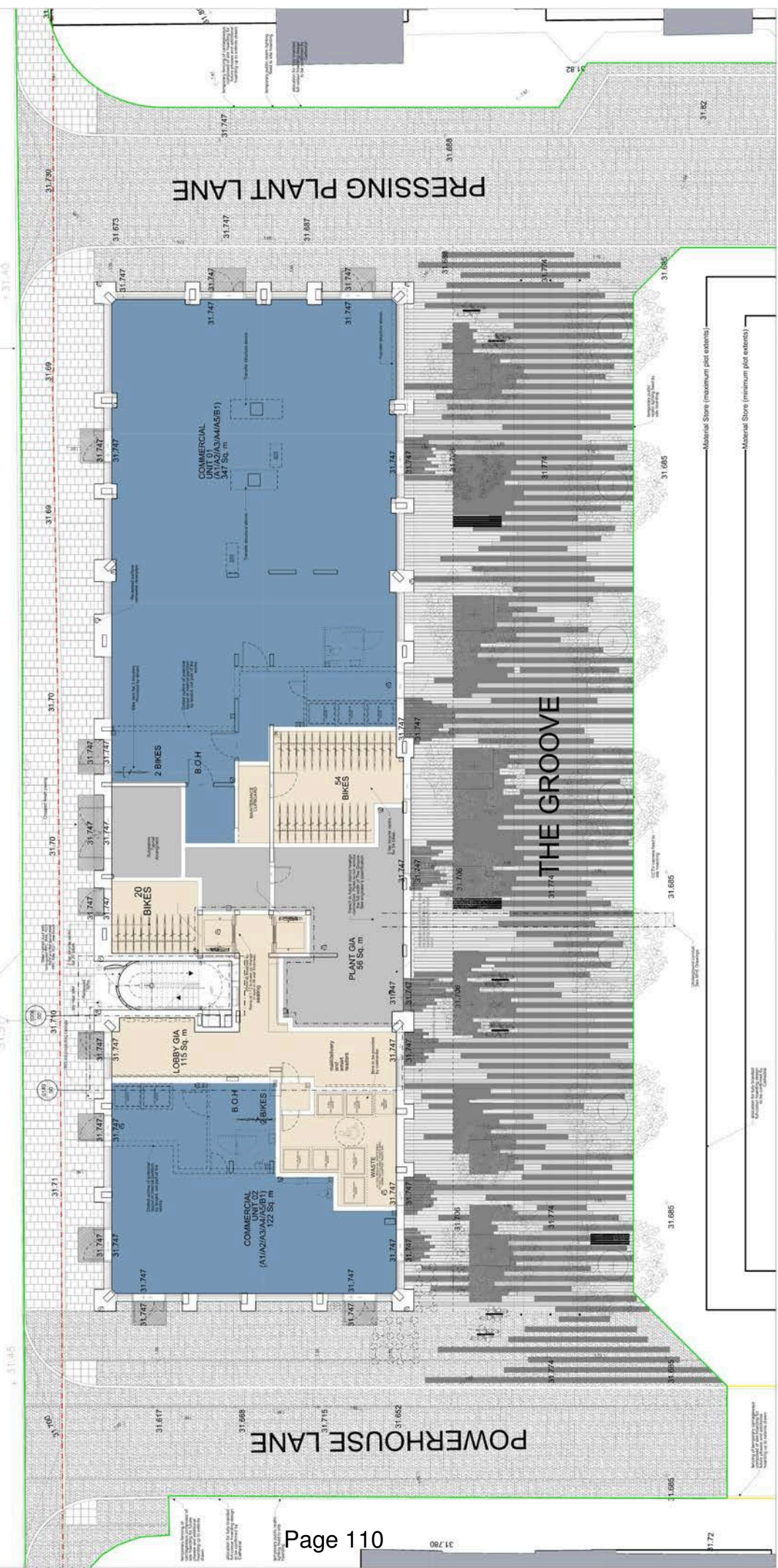
Project		Drawing	
Boiler House	Proposed Site Plan	Drawing No.	Rev
0177	P_0002	RMA	00
Scale at A3	Status	Drawn by	Checked by
1:1250	RMA	AP	SEW
Date	29.11.13	Scale Bar	
		0 50m	

Client: **SEW**

No. 1 Compton Court helio@sewrest.com
 100 Garsington Road
 Oxford OX4 1DB
 0207 148 1730 © 2008 SEW Ltd

cathedral

BLYTH ROAD



POWERHOUSE LANE

sew | **cathedral**

Boiler House
 Drawing No: 0177 | Title: 01
 Drawing Date: 12.06.00 | Drawing By: AP/LB
 Issue No: 100 (200) | Issue Date: 07.02.14
 Drawing For: SEW

NOT FOR CONSTRUCTION

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 2. All dimensions are in millimeters unless otherwise stated.
 3. All dimensions are to face unless otherwise stated.
 4. All dimensions are to be checked against the relevant drawings.

Legend:

- Color Key:
 - Green: Studio Apartment
 - Light Green: 1 Bed Apartment
 - Yellow: 2 Bed Apartment
 - Dark Green: (M) Wheelchair Accessible Apartment
 - Blue: Commercial Space
 - Light Blue: Residential Commercial Space
 - Grey: Plant Space
 - White: Private Amenity Space
 - Light Yellow: Commercial Heritage
- SYSP/SPW (refer to M-E Drawings)
- Private Amenity Space
- Commercial Heritage
- Studio Apartment
- 1 Bed Apartment
- 2 Bed Apartment
- (M) Wheelchair Accessible Apartment
- Commercial Space
- Residential Commercial Space
- Plant Space
- Private Amenity Space
- Commercial Heritage

BLYTH ROAD

PRESSING PLANT LANE

THE GROOVE

POWERHOUSE LANE



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3. All dimensions are to face unless otherwise stated.

4. All dimensions are to centerline unless otherwise stated.

5. All dimensions are to the centerline of the road unless otherwise stated.

sew

cathedral

Project: **Boiler House**

Drawn by: **0177**

Checked by: **100 (200)**

Date: **07/02/14**

Scale: **APL/B**

Client: **SEW**

BLYTH ROAD

PRESSING PLANT LANE

THE GROOVE

POWERHOUSE LANE



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- Line work legend:
- Color: Boundary
 - Color: Boundary
 - Color: Boundary
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- Area legend:
- Commercial Space
 - Residential Communal Space
 - Parti Spazio
 - Studio Apartment
 - 1 Bed Apartment
 - 2 Bed Apartment
 - (W) Wheelchair Accessible Apartment

- Private Amenity Space
- Private Amenity Space
 - Commercial Heritage

No.	Date	Description	By	Chk
1	2017/08/23	Issue for RFP	AWM	
2	2017/09/01	Issue for RFP	AWM	
3	2017/09/01	Issue for RFP	AWM	
4	2017/09/01	Issue for RFP	AWM	
5	2017/09/01	Issue for RFP	AWM	
6	2017/09/01	Issue for RFP	AWM	
7	2017/09/01	Issue for RFP	AWM	
8	2017/09/01	Issue for RFP	AWM	
9	2017/09/01	Issue for RFP	AWM	
10	2017/09/01	Issue for RFP	AWM	
11	2017/09/01	Issue for RFP	AWM	
12	2017/09/01	Issue for RFP	AWM	
13	2017/09/01	Issue for RFP	AWM	
14	2017/09/01	Issue for RFP	AWM	
15	2017/09/01	Issue for RFP	AWM	
16	2017/09/01	Issue for RFP	AWM	
17	2017/09/01	Issue for RFP	AWM	
18	2017/09/01	Issue for RFP	AWM	
19	2017/09/01	Issue for RFP	AWM	
20	2017/09/01	Issue for RFP	AWM	

Project: Boiler House
Project No.: 17012
Drawn By: AWM
Date: 07/02/18
Checked By: SEW

Scale: 1:500

Revision:

No.	Date	Description

BLYTH ROAD

PRESSING PLANT LANE

THE GROOVE

POWERHOUSE LANE



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Legend:

- Client Boundary
- Construction Boundary
- Site Boundary
- Area of Interest
- Area of Opportunity
- Area of Potential
- Agency Boundary
- Commercial Space
- Residential Communal Space
- Plant Space
- Private Amenity Space
- Commercial Heritage
- Studio Apartment
- 1 Bed Apartment
- 2 Bed Apartment
- (MCO) Wheelchair Accessible Apartment

Project Information:

Project: **Boiler House**
 Planning No: **23/010**
 Title: **01**
 Issue No: **0177**
 Date: **10/02/14**
 Drawn By: **AP/LB**
 Checked By: **SEW**
 Scale: **100 (200)**
 Date: **07/02/14**

SEW
 Strategic Environmental & Planning
 100, Victoria Road, London, W12 0JF
 Tel: 020 8996 9000
 Fax: 020 8996 9001
 Email: info@sew.co.uk
 www.sew.co.uk

cathedral
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 Tel: 020 8996 9000
 Fax: 020 8996 9001
 Email: info@cathedralarchitects.co.uk
 www.cathedralarchitects.co.uk

BLYTH ROAD

PRESSING PLANT LANE

POWERHOUSE LANE

THE GROOVE



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3. All dimensions are to the centerline of walls unless otherwise stated.

4. All dimensions are to the face of walls unless otherwise stated.

5. All dimensions are to the centerline of columns unless otherwise stated.

6. All dimensions are to the face of columns unless otherwise stated.

7. All dimensions are to the centerline of beams unless otherwise stated.

8. All dimensions are to the face of beams unless otherwise stated.

9. All dimensions are to the centerline of slabs unless otherwise stated.

10. All dimensions are to the face of slabs unless otherwise stated.

Legend

- Access to Roof
- Access to Terrace
- Access to Balcony
- Access to Parking
- Access to Lift
- Access to Staircase
- Access to Entrance
- Access to Utility
- Access to Storage
- Access to Plant
- Access to Services
- Access to Other

Legend

- Studio Apartment
- 1 Bed Apartment
- 2 Bed Apartment
- (M) Wheelchair Accessible Apartment
- Commercial Space
- Residential Communal Space
- Plant Space
- Private Amenity Space
- Commercial Heritage

Project Information

Project Name: **Boiler House**

Client: **0177**

Site No: **100 (200)**

Phase: **01**

Scale: **1:100**

Date: **07/02/14**

Drawn by: **AP/LB**

Checked by: **SEW**

sew

cathedral

BLYTH ROAD

PRESSING PLANT LANE

THE GROOVE

POWERHOUSE LANE



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Legend:

- Communal Boundary
- Unit Boundary
- Area of Interest
- Area of Opportunity
- Area of Potential
- Area of Priority
- Area of Risk
- Area of Concern
- Area of Investigation
- Area of Study
- Area of Review
- Area of Assessment
- Area of Analysis
- Area of Evaluation
- Area of Interpretation
- Area of Understanding
- Area of Knowledge
- Area of Awareness
- Area of Sensitivity
- Area of Vulnerability
- Area of Resilience
- Area of Adaptability
- Area of Flexibility
- Area of Innovation
- Area of Creativity
- Area of Imagination
- Area of Inspiration
- Area of Motivation
- Area of Commitment
- Area of Dedication
- Area of Passion
- Area of Enthusiasm
- Area of Energy
- Area of Focus
- Area of Attention
- Area of Concentration
- Area of Intensity
- Area of Power
- Area of Strength
- Area of Influence
- Area of Impact
- Area of Significance
- Area of Importance
- Area of Value
- Area of Worth
- Area of Quality
- Area of Excellence
- Area of Achievement
- Area of Success
- Area of Progress
- Area of Growth
- Area of Development
- Area of Improvement
- Area of Enhancement
- Area of Optimization
- Area of Maximization
- Area of Utilization
- Area of Efficiency
- Area of Effectiveness
- Area of Productivity
- Area of Performance
- Area of Reliability
- Area of Consistency
- Area of Stability
- Area of Security
- Area of Safety
- Area of Health
- Area of Well-being
- Area of Happiness
- Area of Joy
- Area of Love
- Area of Compassion
- Area of Kindness
- Area of Generosity
- Area of Openness
- Area of Honesty
- Area of Integrity
- Area of Trustworthiness
- Area of Credibility
- Area of Respectability
- Area of Reputability
- Area of Prestige
- Area of Status
- Area of Honor
- Area of Dignity
- Area of Grace
- Area of Elegance
- Area of Sophistication
- Area of Refinement
- Area of Refined
- Area of Polished
- Area of Glossy
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- Area of Sparkling
- Area of Brilliant
- Area of Radiant
- Area of Glorious
- Area of Magnificent
- Area of Stunning
- Area of Breathtaking
- Area of Mind-blowing
- Area of Jaw-dropping
- Area of Mouth-watering
- Area of Mouth-agog
- Area of Mouth-hanging
- Area of Mouth-drooping
- Area of Mouth-drooling
- Area of Mouth-watering
- Area of Mouth-agog
- Area of Mouth-hanging
- Area of Mouth-drooping
- Area of Mouth-drooling

Project Information:

Project Name: Boiler House
 Address: 0177
 Date: 100 (200)
 Drawn by: AP/LB
 Checked by: SEW
 Scale: 1:100

Log:

No.	Date	Description	By
01	10/10/20	Issue for Construction	AP/LB

Logos: sew, cathedral

BLYTH ROAD

PRESSING PLANT LANE

THE GROOVE

POWERHOUSE LANE



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Legend:

- Construction Boundary
- Boundary of Existing Structure
- Area of Proposed Structure
- Area of Existing Structure
- Area of Proposed Accessible Apartment
- Area of Proposed Wheelchair Accessible Apartment
- Area of Proposed 1 Bed Apartment
- Area of Proposed 2 Bed Apartment
- Area of Proposed Wheelchair Accessible Apartment
- Commercial Space
- Residential Communal Space
- Plant Space
- Private Amenity Space
- Commercial Heritage

Project Information:

Project: Boiler House
Project No.: 0177
Issue No.: 100 (200)
Date: 07/02/14
Client: APULB
Design By: SEW
Scale: 1:500

SEW
 SEW Engineering & Architecture
 100 Blyth Road, Glasgow G1 1LH
 Tel: 0141 248 1000
 Fax: 0141 248 1001
 Email: info@sew.co.uk
 www.sew.co.uk

cathedral
 Cathedral Architecture
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 Tel: 0141 248 1000
 Fax: 0141 248 1001
 Email: info@cathedral.co.uk
 www.cathedral.co.uk

BLYTH ROAD

PRESSING PLANT LANE



THE GROOVE

POWERHOUSE LANE

NOT FOR CONSTRUCTION

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Legend

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Commercial Space

- Commercial Space
- Residential Commercial Space
- Part Space

Private Amenity Space

- Studio Apartment
- 1 Bed Apartment
- 2 Bed Apartment
- (MCI) Wheelchair Accessible Apartment

Commercial Heritage

- Private Amenity Space
- Commercial Heritage

Project Information

Project Name: **Boiler House**

Project No: **0177**

Issue No: **100 (200)**

Date: **07/02/14**

Drawn by: **AP/LB**

Checked by: **SEW**

Scale: **1:100**

Sheet No: **117**

Sheet Total: **117**

Revision:

No.	Description	By	Date

Approved: **SEW**

Authorised Signatory: **SEW**

Project Manager: **SEW**



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sew

cathedral

Boiler House

Project No: 0177

Client: 100 (200)

Drawn by: AP/LB

Checked by: SEW

Date: 07/02/14

Scale: 1:100

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01 North East Elevation
Proposed



sew
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 Fax: 416-593-9334
 www.sew.ca

cathedral
 1000 University Ave. Suite 1000
 Toronto, ON M5G 1R7
 Tel: 416-593-9333
 Fax: 416-593-9334
 www.cathedral.ca

Project: Boiler House
Client: 0177
Scale: 100 (200)
Date: 07/22/14
Drawn by: AP/LB
Checked by: SEW

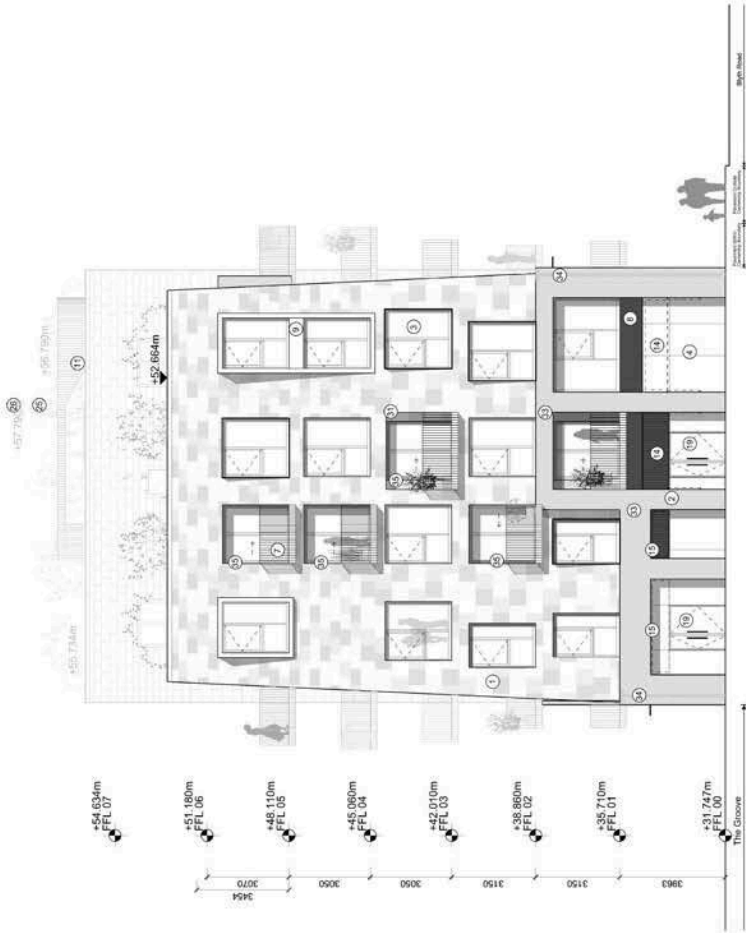
Approved: [Signature]
Project No.: [Blank]
Revision No.: [Blank]

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Legend:

- 1 VERTICAL GLAZING SYSTEMS STEEL
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01 South West Elevation
 Proposed



02 North West Elevation
Proposed

01 South East Elevation
Proposed

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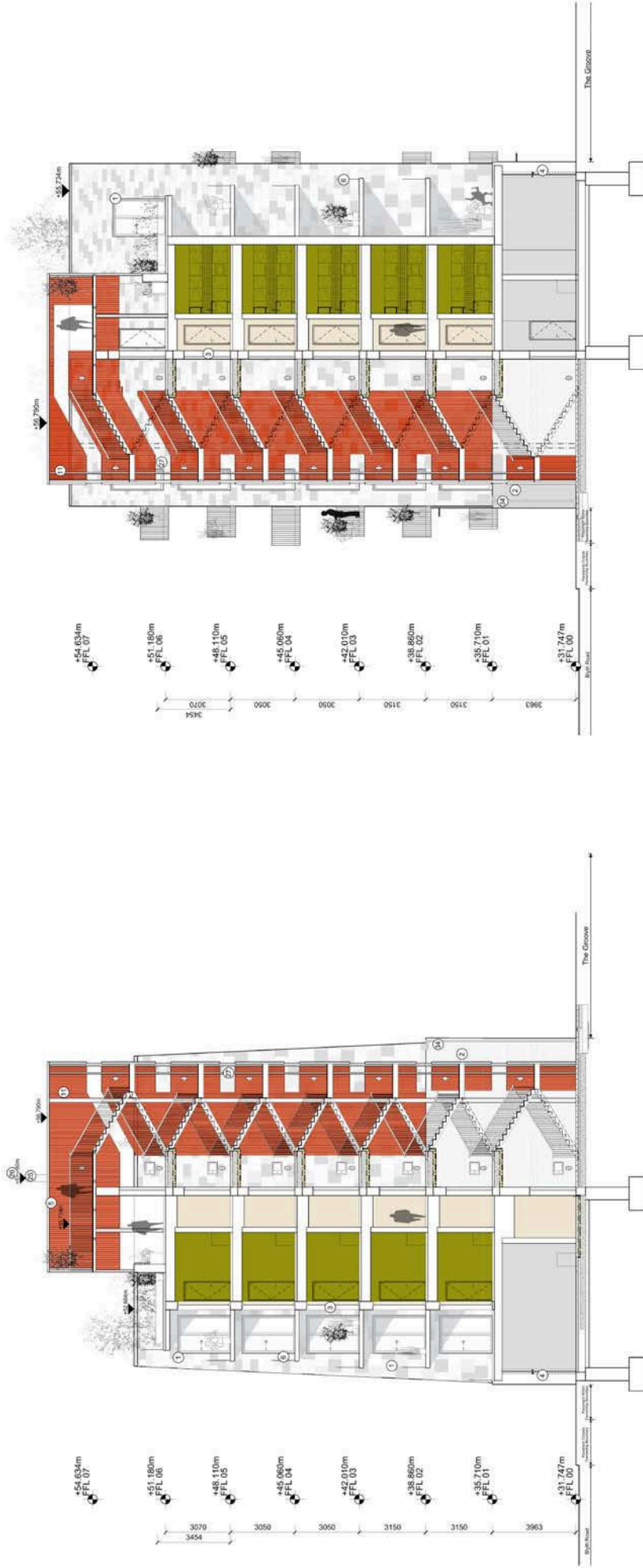
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Project: Boiler House
Client: 0177
Scale: 100 (200)
Date: 07/02/14
Drawn by: AP/LB
Checked by: SEW

sew
 100% Sustainable
 100% Green
 100% Healthy

cathedral
 100% Sustainable
 100% Green
 100% Healthy



01 South East Elevation Proposed

02 North West Elevation Proposed

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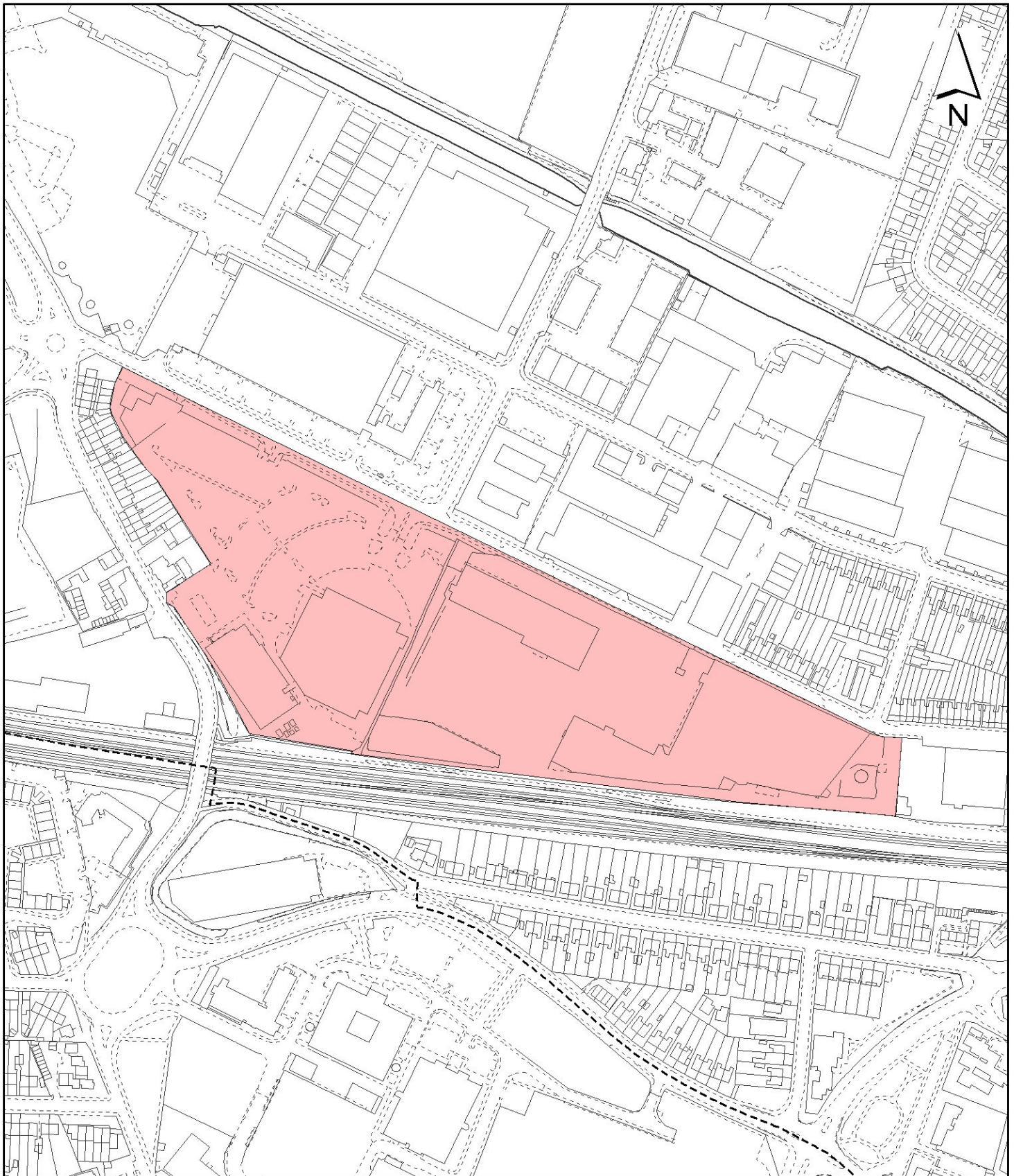
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Project		Boiler House	
Project Name	Boiler House	Project No.	0177
Client	SEW	Scale	1:100 (200)
Drawn By	APL/B	Checked By	SEW
Date	07/02/14	Drawn No.	100 (200)



Notes

 Site boundary

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Site Address

**Old Vinyl Factory Site
Blyth Road
Hayes**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:

59872/APP/2013/3628

Scale

1:3,500

Planning Committee

Major Application

Date

March 2014



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address T5 BUSINESS AND N2 CAR PARKS NORTHERN PERIMETER ROAD
HEATHROW AIRPORT

Development: Erection of a car park deck within the T5 Business Car Park to provide an additional 350 parking spaces and the conversion of the N2 Car Park from contractor parking to an additional T5 Long Stay Car Park with 790 spaces. (Consultation under Schedule 2, Part 18 of The Town and Country Planning (General Permitted Development) Order 1995)

LBH Ref Nos: 69671/APP/2013/3871

Date Plans Received: 27/12/2013

Date(s) of Amendment(s):

Date Application Valid: 15/01/2014

02	12/2013	DG	JCT	DW
For Planning				
01	30/10/13	DG	DW	DW
Draft				
Issue	Date	By	Check	App'd

ARUP

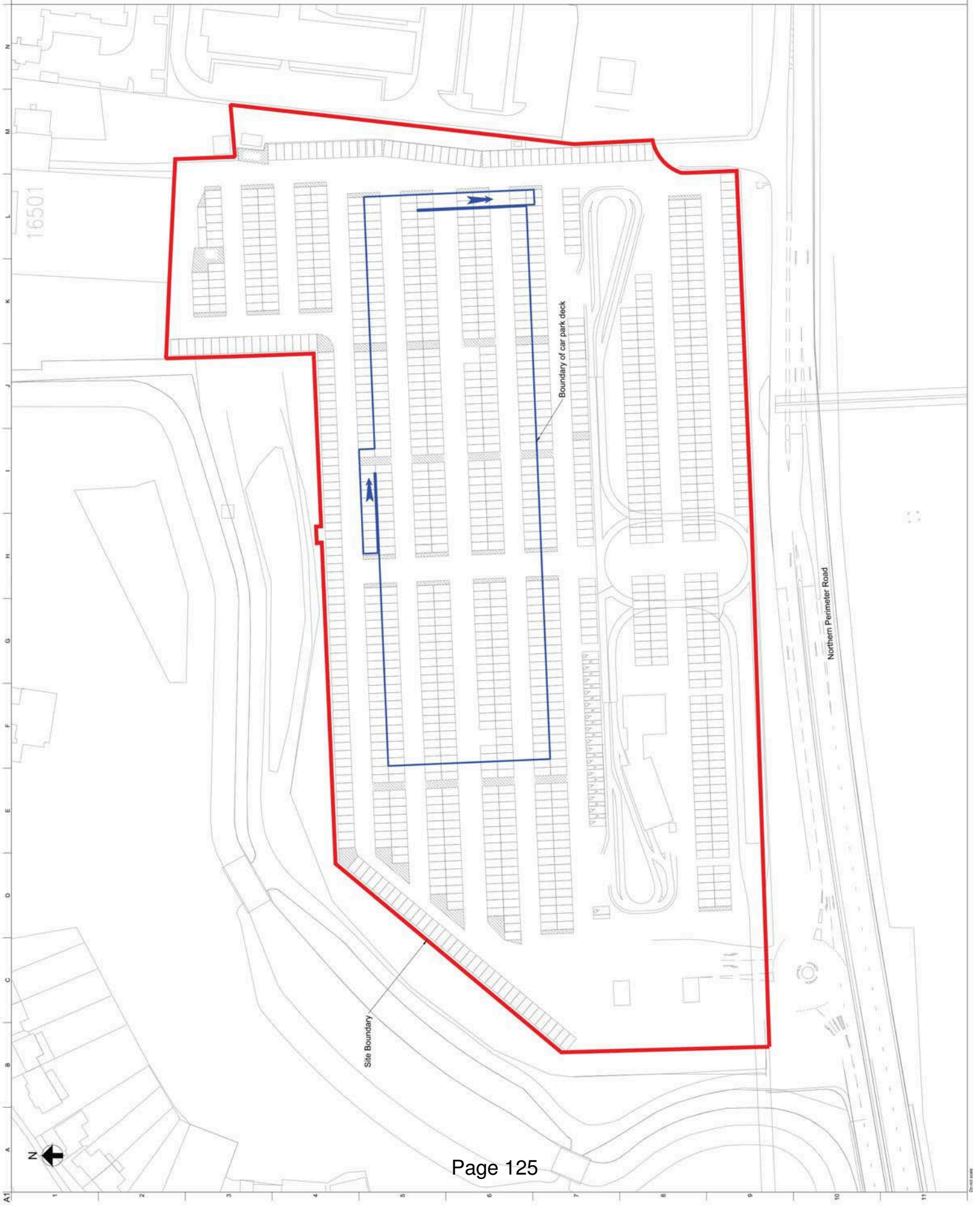
45 St Thomas Street
London EC4A 3DF
Tel: +44 (0) 20 7654 5457 Fax: +44 (0) 20 7654 5453
www.arup.com

Client: Heathrow Airport Limited

Site Title: Northern Perimeter Parking

T5 Business Car Parking
360 Deck
Existing Site Plan

Scale: A1: 1:500	Discipline: Civil Engineering
Job No: 228349-00	Survey Date:
Drawing No: SK-006	Information
Issue: 02	



16501

Site Boundary

Boundary of car park deck

Northern Perimeter Road



Top Deck - Deck Level
 370 Spaces on Deck
 7 Additional Disabled Spaces at Grade
 Net Gain 350 Spaces including
 7 Additional Disabled Spaces

Top Deck - At Grade
 370 Spaces on Deck
 7 Additional Disabled Spaces at Grade
 Net Gain 350 Spaces including
 7 Additional Disabled Spaces

7 additional disabled spaces

7 additional disabled spaces

Boundary of deck above

N

N

02	12/12/13	DO	ACT	DW
For Planning				
01	30/10/13	DO	DW	DW
Draft				
Issue	Date	By	Check	Approved

ARUP

43 St Thomas Street
 London EC4A 3DF
 Tel: +44(0)20 7461 4547 Fax: +44(0)20 7461 4533
 www.arup.com

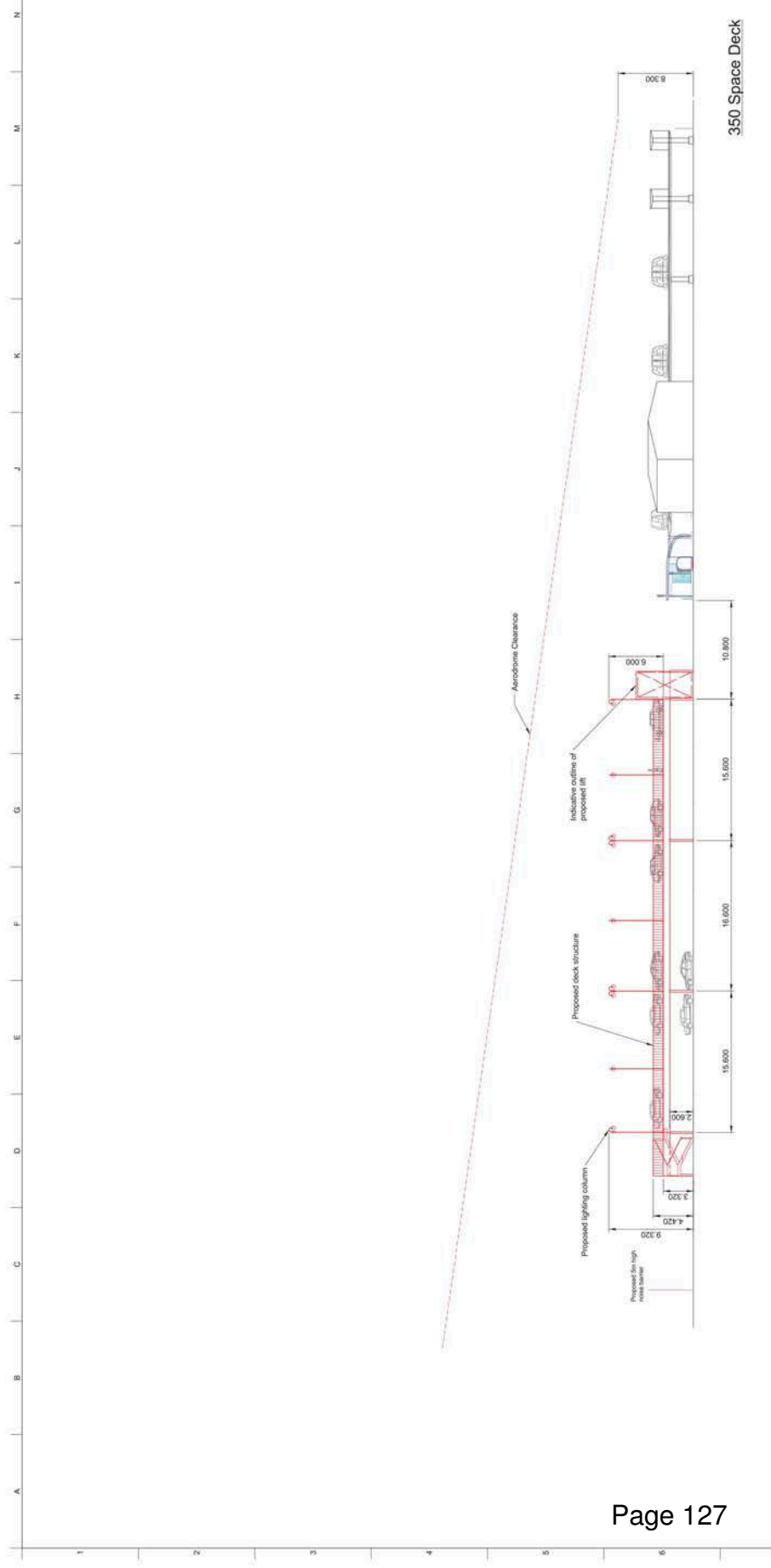
Client: Heathrow Airport Limited

Site Title: Northern Perimeter Parking

T5 Business Car Parking
 350 Deck
 Options at Deck level

Scale 1:1	1:500
Discipline	Civil Engineering
Job No.	228349-00
Drawn No.	SK-007
Issue	02
Information	

Client: Heathrow Airport Limited, Project: T5 Business Car Parking Proposed Elevation, Drawing: SK-008



350 Space Deck

01	12/12/13	DC	JCT	DW
For Planning				
Issue	Date	By	Check	App'd

ARUP

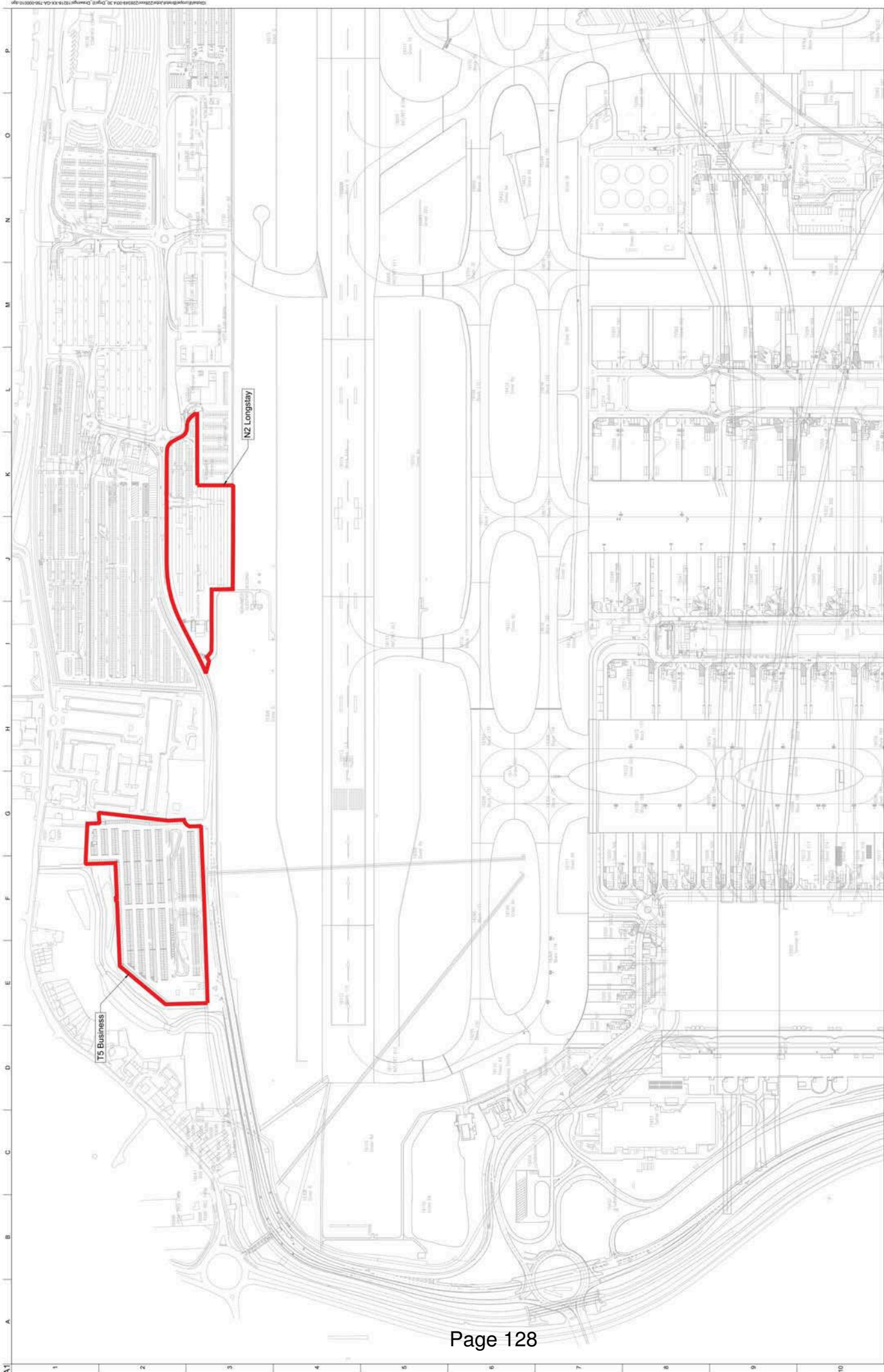
85 St Thomas Street
London EC3A 3DW
Tel: +44 (0) 20 7843 4557 Fax: +44 (0) 20 7843 4558
www.arup.com

Client: Heathrow Airport Limited

Job Title: Northern Perimeter Parking

T5 Business Car Parking
Proposed Elevation

Scale: A1: 1:500	Discipline: Lighting Design
Job No: 228349-00	Issued Date:
Drawing No: SK-008	Information
	Sheet: 01



T5 Business

N2 Longstay

Scale 1:1 1:2500
 Discipline Civil Engineering
 Job No. 228349-00
 Drawing No. 19218-XX-GA-756-00010
 Date 01

**N2 and T5 Parking
 Site Location Plan**

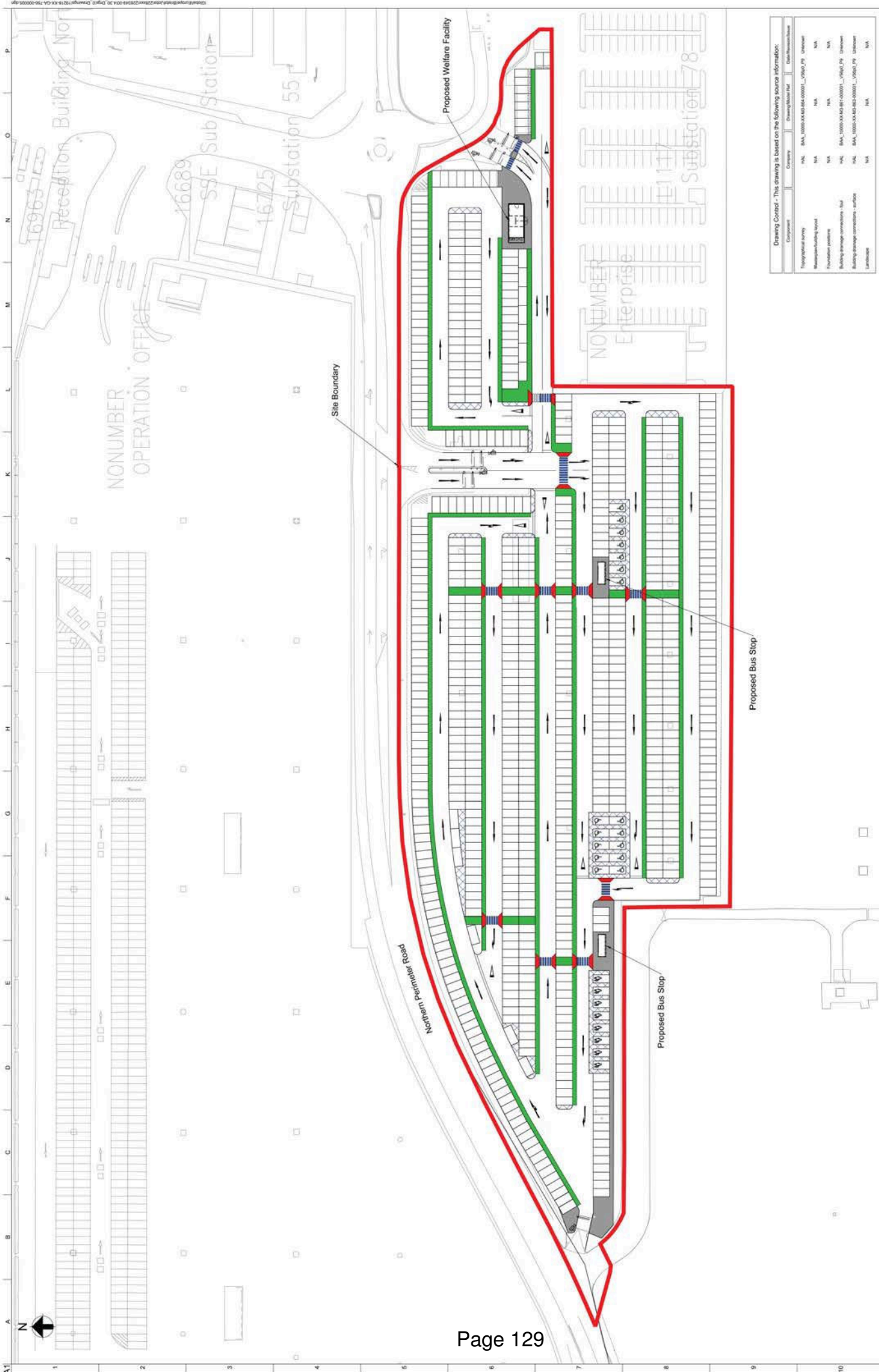
Job Title
Northern Perimeter Parking

Client
Heathrow Airport Limited

ARUP
 11th Floor, One Canada Square
 Canary Wharf, London E14 3GL
 Tel: +44 (0)20 7461 4000
 Fax: +44 (0)20 7461 4001
 www.arup.com

Rev	Date	By	CHKD	APPD
01	08/12/13	DG	DW	DW
		Draft		

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Drawing Control - This drawing is based on the following source information:

Component	Company	Drawing/Author Ref	Date/Revision/Issue
Topographical Survey	NAL	10000-NA-01-00-00001..._V0602.PN	Unknown
Masterplanning layout	NA	NA	NA
Foundation positions	NA	NA	NA
Building drainage connections Ref	NAL	10000-NA-01-00-00001..._V0602.PN	Unknown
Building drainage connections - surface	NAL	10000-NA-01-00-00001..._V0602.PN	Unknown
Landscape	NA	NA	NA

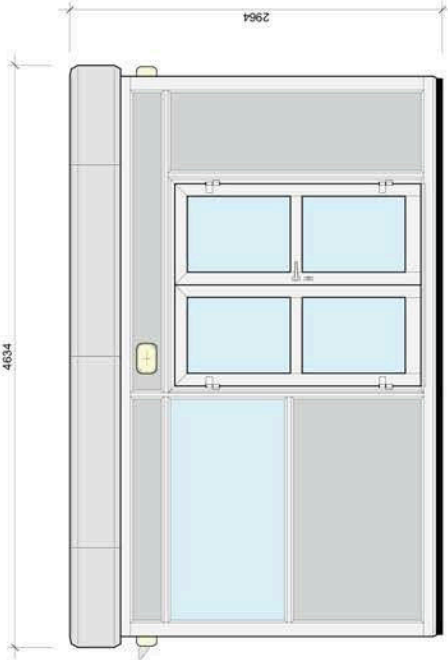
Scale 1:1 1:500
 Discipline: Civil Engineering
 Job No: 228349-00
 Drawing Name: Information
 Drawing No: 19218-XX-GA-756-00005
 Issue: 02

Client: Heathrow Airport Limited
 Job Title: Northern Perimeter Parking
 N2 Car Parking
 Proposed Layout
 White Lining

ARUP
 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
 12/13/13 DG JCT IM
 For Planning
 01/15/13 LR JT IM
 Draft
 Issue Date By CHD RSD

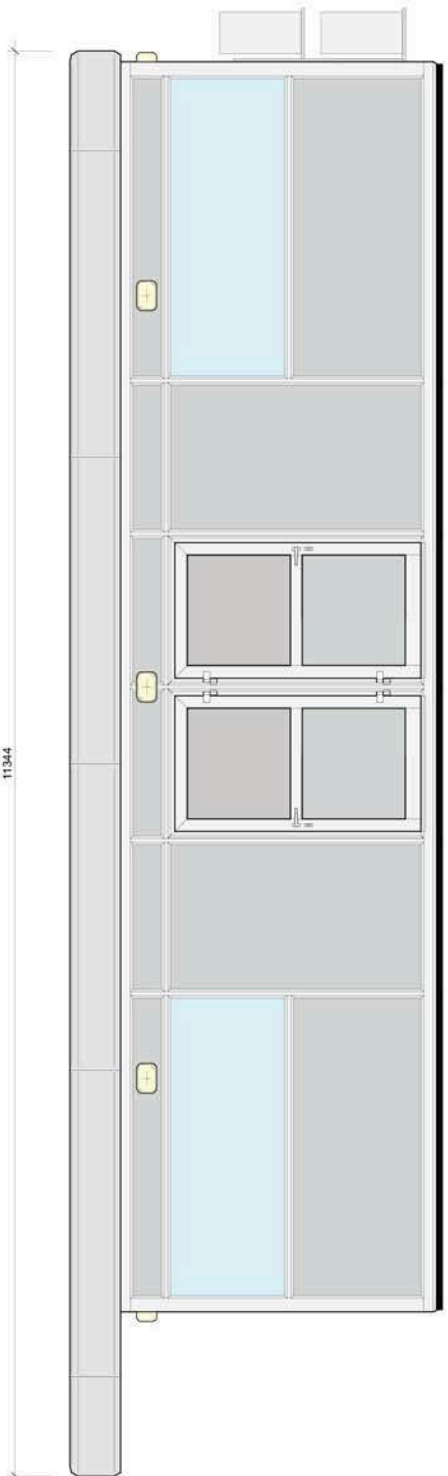
A1 A B C D E F G H I J K L M N O P
 1 2 3 4 5 6 7 8 9 10

4634



ELEVATION 'B'

11344



ELEVATION 'A'

NOTES

COLOUR :
 Profiles - Standard T Light Grey BS 4800 (00-A 05)
 Roof Fins - Standard Light Grey BS 4800 (00-A 05)
 Framework - Natural anodised aluminium.

Colours shown on this drawing are for illustrative purposes only.

UNIT TO INCLUDE :

- Ref.4A Standard electrical installation.
- Ref.4LF Additional fluorescent light fitting.
- Ref.4PP Additional double plug fitting.
- Ref.6 Electrically-operated ventilator.
- Ref.8 Anisun solar control glass.
- Ref.9 Double glazing.
- Ref.10 Electrically-operated heater.
- Ref.13 Floor trap (200 x 200mm aperture).
- Ref.15 Internal partitioning.
- Ref.20 Heavy duty horizontal sliding window.

Base fixing bolts supplied as standard (base fix and seal by others).

Base to be a minimum of 125mm thick concrete onto well consolidated hardcore, size and details to be confirmed.



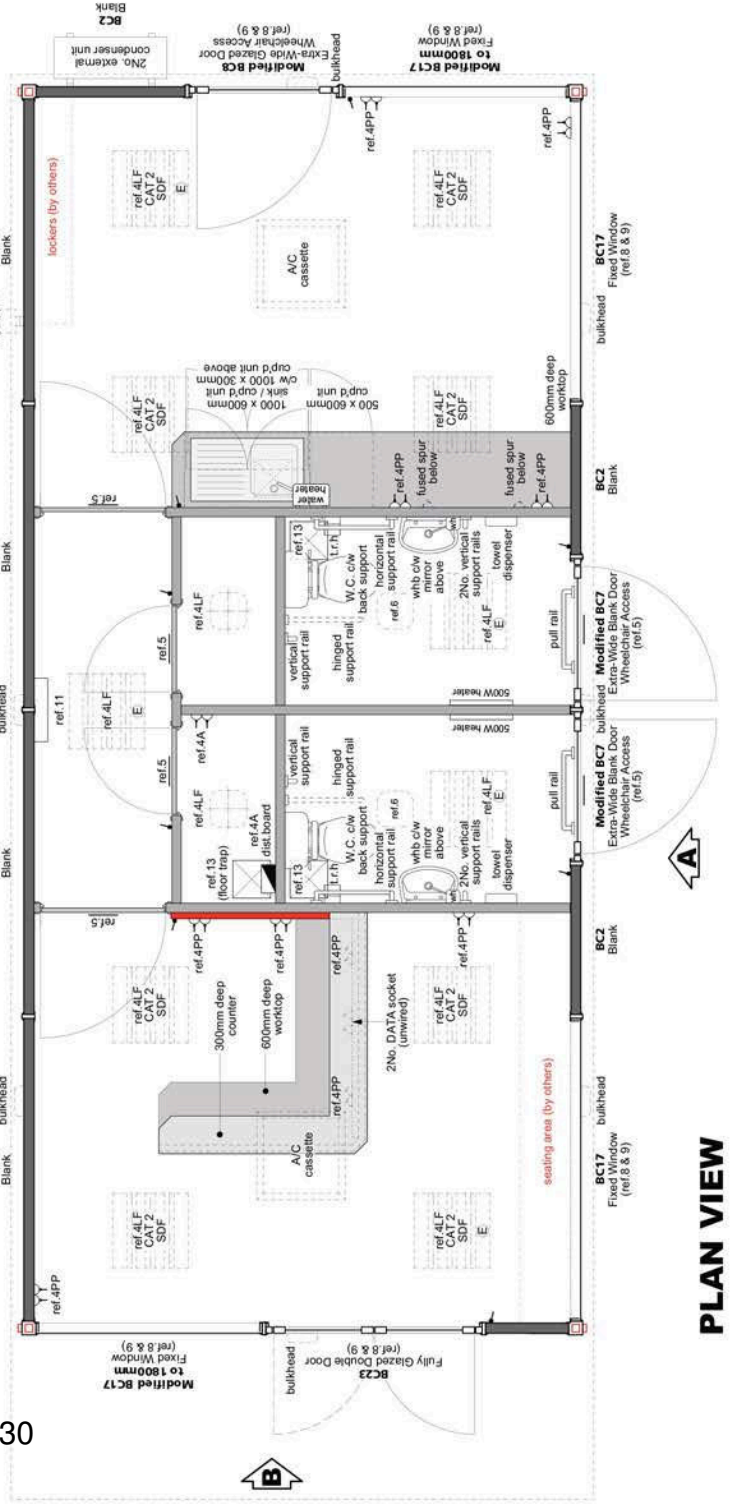
Glasdon U.K. Limited
 Preston New Road
 Blackburn
 Lancashire
 BB1 4JL
 Tel: (01534) 696469
 Fax: (01534) 792558
 e-mail: sales@glasdon.co.uk
 website: www.glasdon.com

ARUP

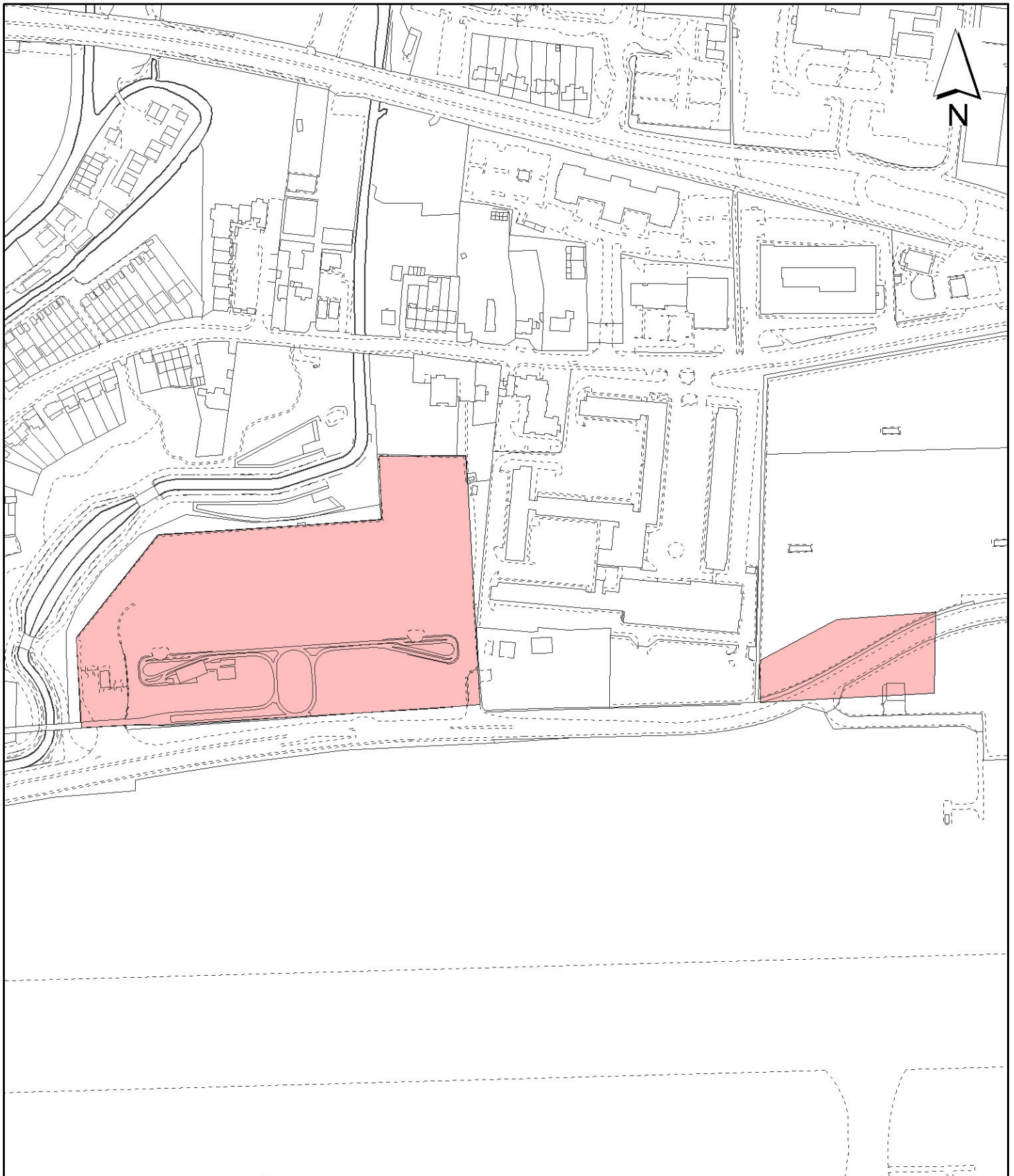
Drawn By: JEH Scale: 1:30
 Date: 15/11/13 Original Drawing Size: A2

Drawing No: **BH/200625/REV1/RTU03**

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PLAN VIEW



Notes

 Site boundary

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Site Address

**T5 Business and N2 Car Parks
Northern Perimeter Road
Heathrow Airport**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:

69671/APP/2013/3871

Scale

1:3,500

Planning Committee

Major Application

Date

March 2014



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address FORMER RAF UXBRIDGE HILLINGDON ROAD UXBRIDGE

Development: Reserved matters (appearance, layout, scale and landscaping) in compliance with conditions 2 and 3 for the construction of a Flood Compensation Scheme within the eastern side of the District Park of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 for the proposed mixed-use redevelopment of St Andrews Park (Former RAF Uxbridge site).

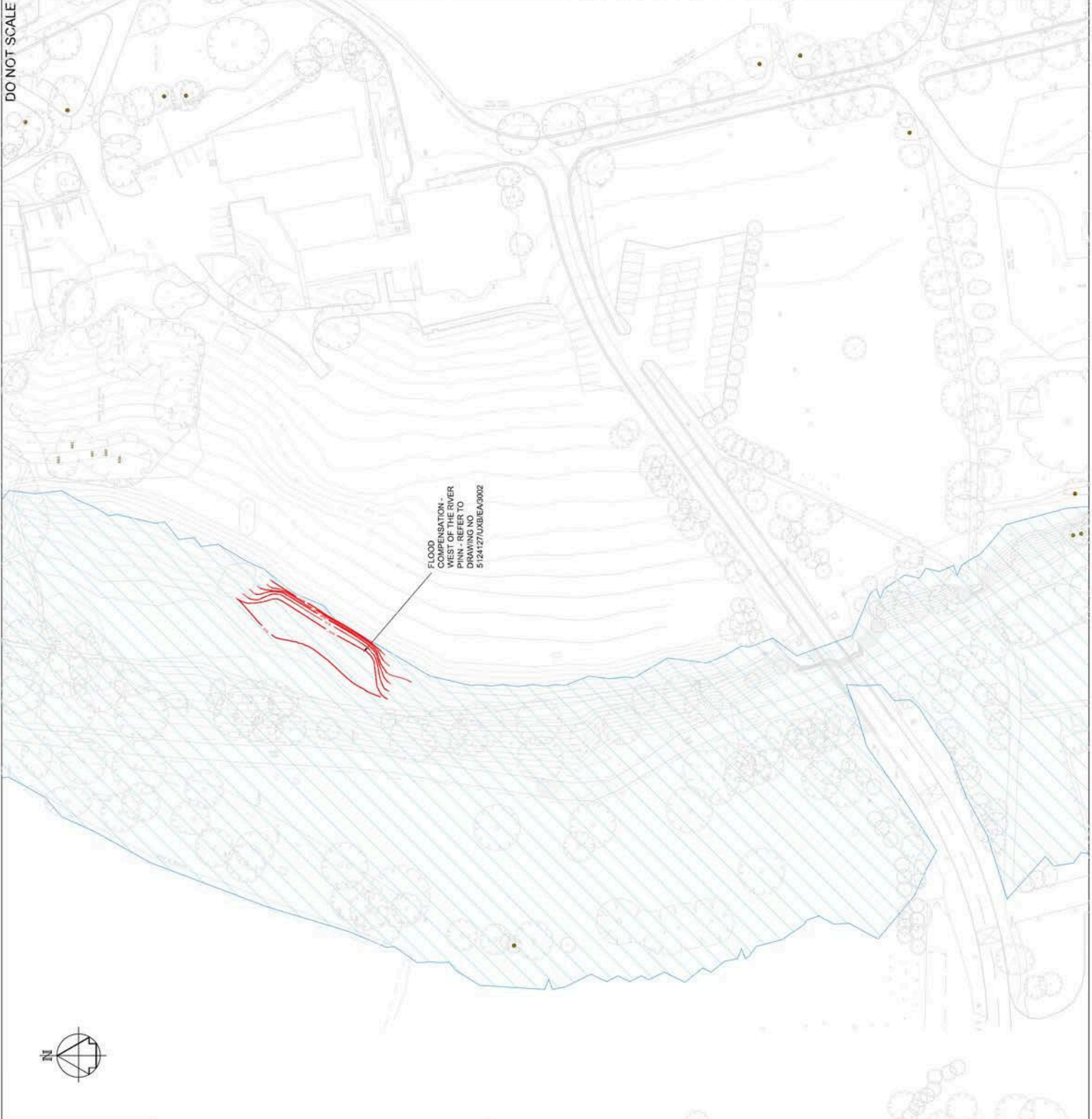
LBH Ref Nos: 585/APP/2014/17

Date Plans Received: 03/01/2014

Date(s) of Amendment(s):

Date Application Valid: 07/01/2014

DO NOT SCALE



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 In addition to the information normally provided with the types of work detailed on this drawing, note the following:

CONSTRUCTION

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

NOTES

- FLOOD COMPENSATION MODELLING UNDERTAKEN ON HALLETT 201 REVE ANG - RAF UXBRIDGE, MIDDLESEX UB10 9BZ - TOPOGRAPHICAL SURVEY 2D BY MET SURVEYS LTD.
- FLOOD BOUNDARY TAKEN FROM - HALCROW FRA - POFMRU - REV G
- DURING CONSTRUCTION IF ANY INVASIVE PLANTS ARE ENCOUNTERED PLEASE INFORM ENGINEERS.
- POND BASIN TAKEN FROM S105977/UXB-EA-0510 CIVIL DRAINAGE LAYOUT SH4 OF 4

KEY

EXISTING CONTOURS
 PROPOSED CONTOURS
 FLOOD PLAIN

Rev.	Date	Description	By	Check	Author	Submitter
001	25/10/13	ISSUE FOR APPROVAL	SM	TL	SM	TL
002	25/10/13	FOR APPROVAL	SM	TL	SM	TL
003	25/10/13	FOR APPROVAL	SM	TL	SM	TL
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VSM ESTATES LIMITED

Project Title: **RAF Uxbridge**

Drawing Title: **EASTERN ACCESS LEVEL FOR LEVEL FLOOD PLAN COMPENSATION STORAGE - LOCATION PLAN**

Scale	Drawn	TL	Checked	Subscribed
1:500	SM	TL	SM	TL
Original Date	25/10/13	25/10/13	25/10/13	25/10/13
Drawing Number	5124127/UXB/EA/3000			A02

DO NOT SCALE

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NOTES

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2. FLOOD BOUNDARY TAKEN FROM - HALDROW FRA - POPPURU - REV 1/5
3. DURING CONSTRUCTION IF ANY INVASIVE PLANTS ARE ENCOUNTERED PLEASE INFORM ENGINEERS.
4. POND BASIN TAKEN FROM 5105977/UXB/EA/05/001 DRAINAGE LAYOUT SH4 OF 4.

KEY

EXISTING CONTOURS
 PROPOSED CONTOURS
 FLOOD PLAIN

Rev.	Date	Description	By	Check	Author	Submitter
001	27/11/13	VOLUMES ADDED	DNK	JMR	UK	
001	11/11/13	ADJUSTMENTS AS REQUESTED BY CLIENT	TL	JMR	UK	
001	30/07/13	FIRST ISSUE	TL	JMR	UK	

FOR APPROVAL

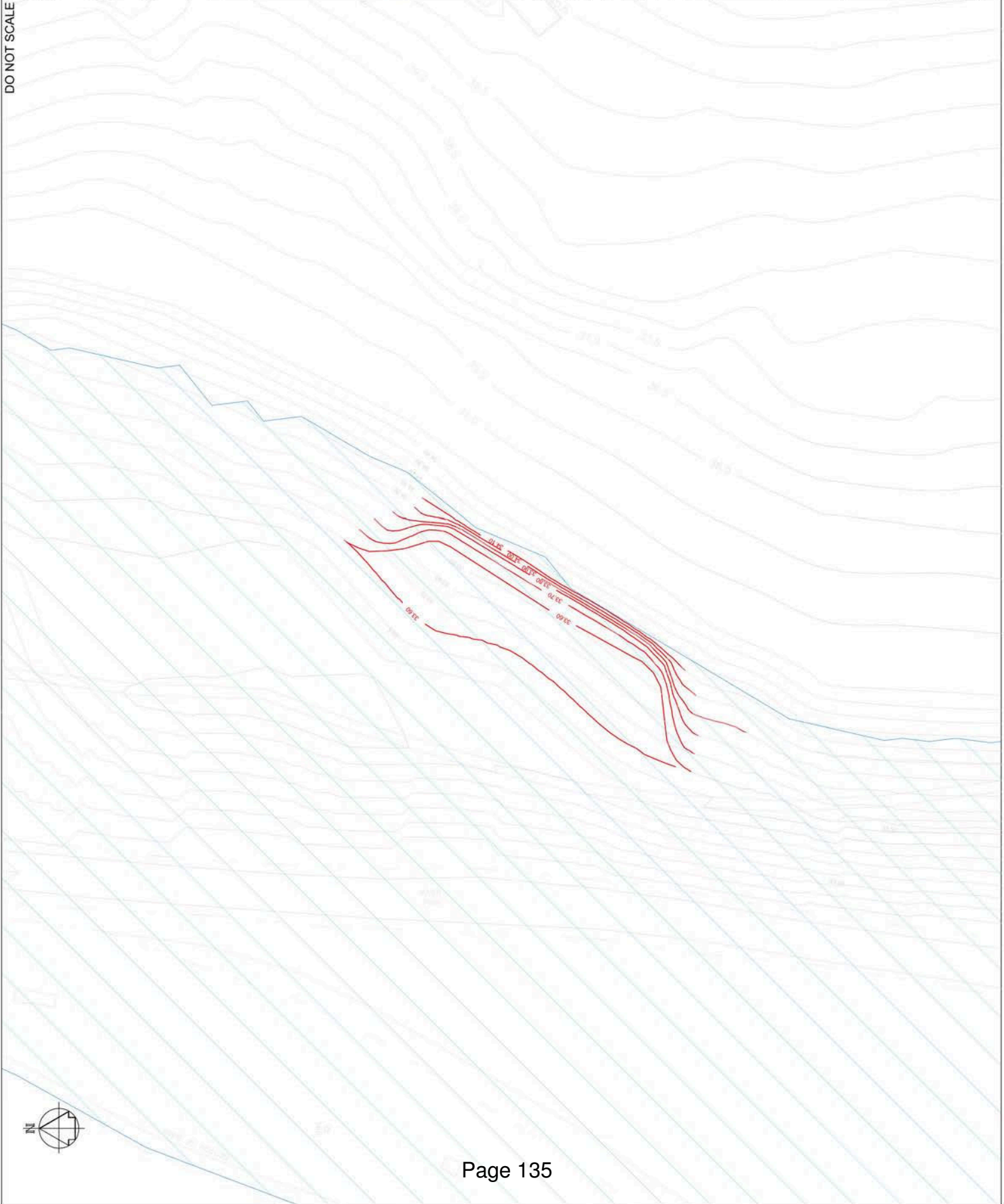
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 Fax: +44 (0)121 483 5092
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VSM ESTATES LIMITED

Project Title: RAF Uxbridge

Drawing Title: EASTERN ACCESS LEVEL FOR LEVEL FLOOD PLAIN COMPENSATORY FLOOD AREA NORTH-PROPOSED LEVELS

Scale	Drawn	Checked	Submittal
1:200	TL	TL	CN
Original Date	Date	Date	Date
A1	25/10/13	25/10/13	29/10/13
Drawing Number	5124127/UXB/EA/3002		Revision
			A02



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- DURING CONSTRUCTION IF ANY INVASIVE PLANTS ARE ENCOUNTERED PLEASE INFORM ENGINEERS.
- POND BASIN TAKEN FROM 5105977/UXB/EA/0510001 DRAINAGE LAYOUT SH4 OF 4

KEY

EXISTING CONTOURS
 PROPOSED CONTOURS

Drawn	Date	Description	By	Check	Author	Scale
ASD	25/10/13	VOLUME MARKED	SLR	TL	MR	1:250
AM	11/11/13	MARKED AS REQUESTED BY CLIENT	TL	MR	MR	
-	30/10/13	FIRST ISSUE	TL	MR	MR	

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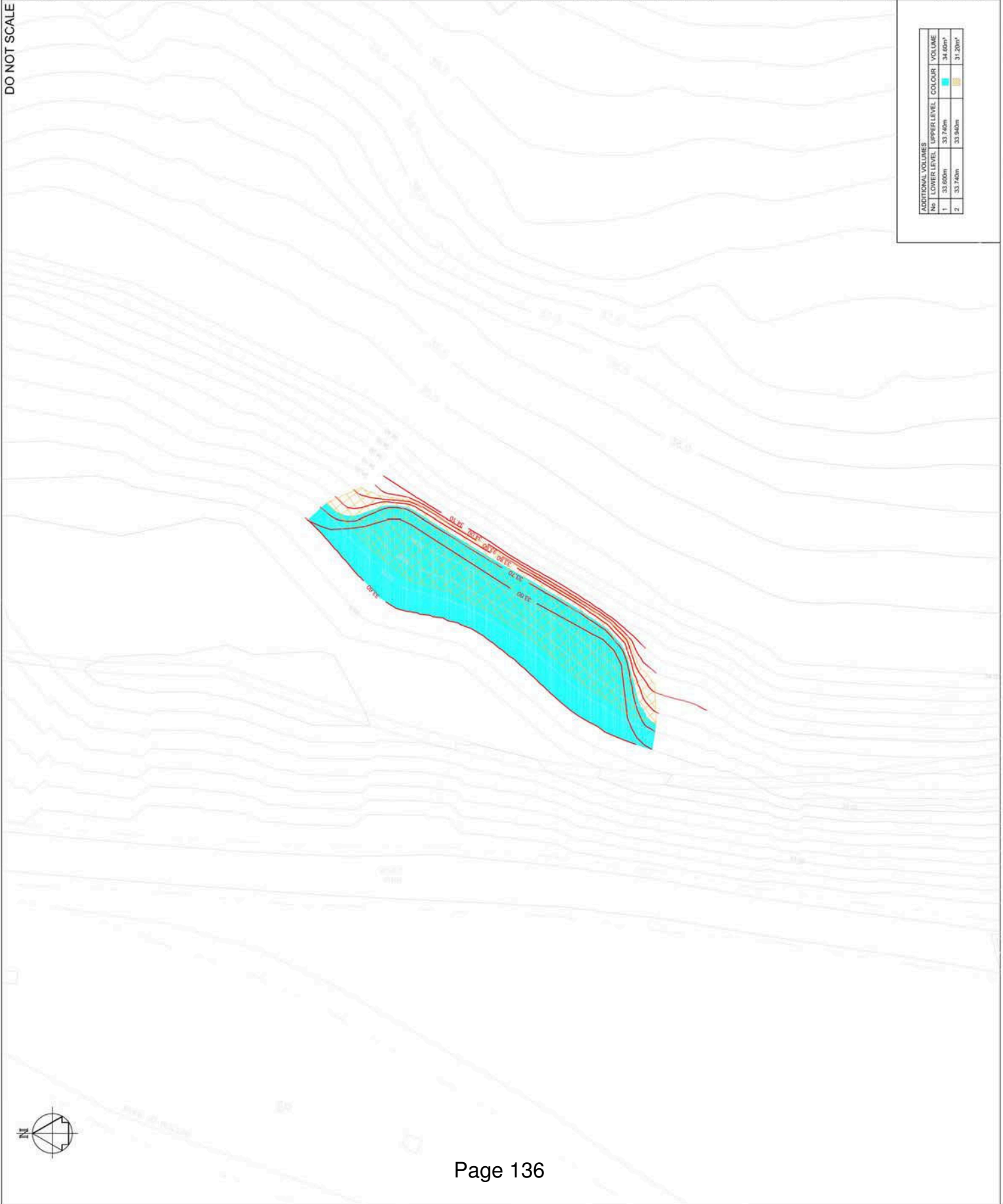
Project Title: RAF Uxbridge

Drawing Title: EASTERN ACCESS LEVEL FOR LEVEL FLOOD PLAIN COMPENSATORY STORAGE - COMPENSATORY FLOOD AREA NORTH

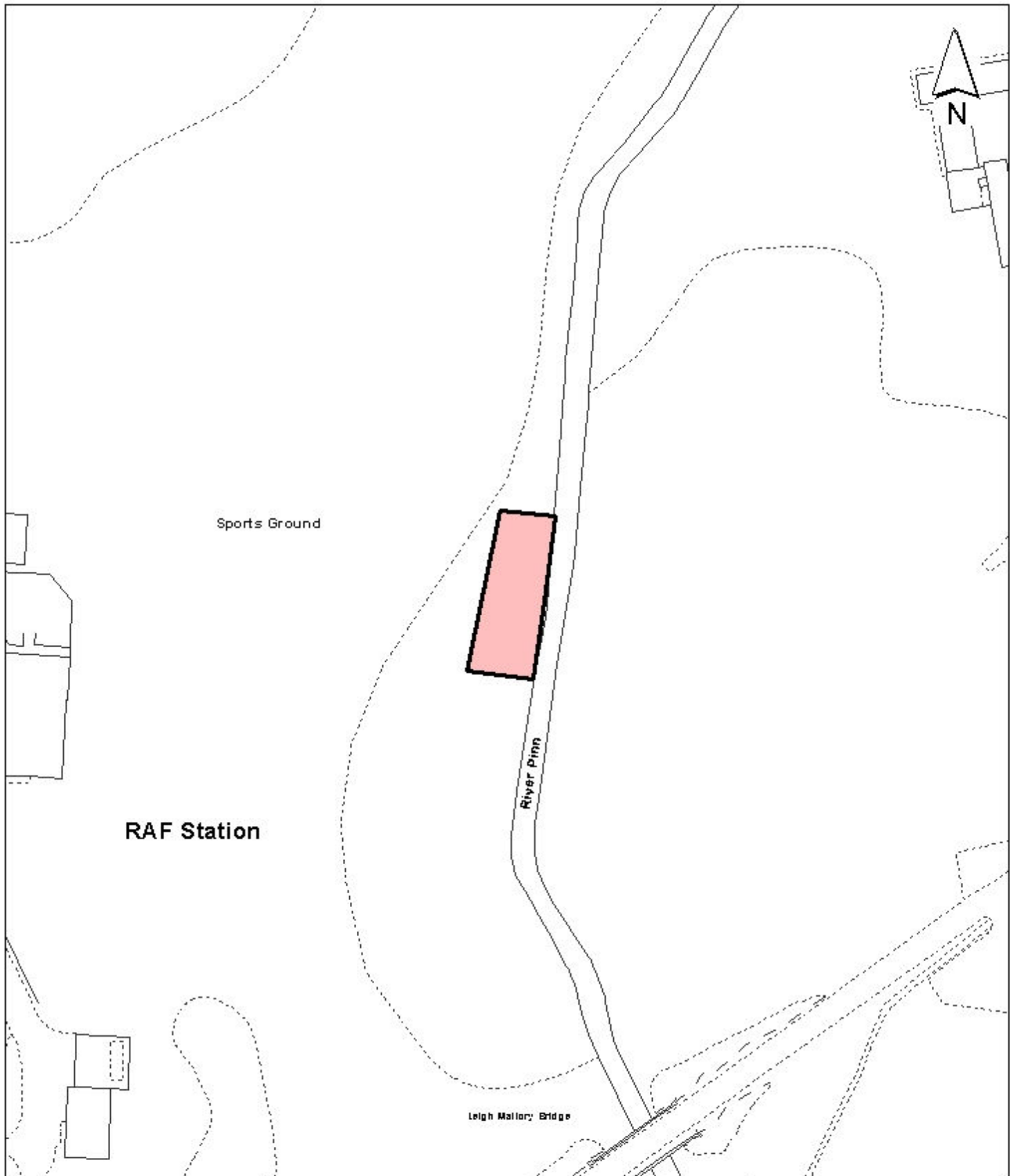
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5105977/UXB/EA/3001/01	ASD	TL	MR	ASD	TL	MR	ASD	TL	MR

Drawing Number: 5124127/UXB/EA/3001


Revision: A02



ADDITIONAL VOLUMES			
No	LOWER LEVEL	UPPER LEVEL	VOLUME
1	33.000m	33.760m	34.60m³
2	33.760m	33.840m	31.20m³



Notes

 Site boundary

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Site Address

Former RAF Uxbridge

LONDON BOROUGH OF HILLINGDON
Residents Services

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:

585/APP/2014/17

Scale

1:1,250

Planning Committee

Major Application

Date

March 2014



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address ALDI, 141 HIGH STREET YIEWSLEY

Development: External alterations to existing retail premises and amalgamation of the two existing Class A1 retail units.

LBH Ref Nos: 50096/APP/2013/3820

Date Plans Received: 20/12/2013 **Date(s) of Amendment(s):** 06/03/2014

Date Application Valid: 20/12/2013 24/02/2014

20/12/2013

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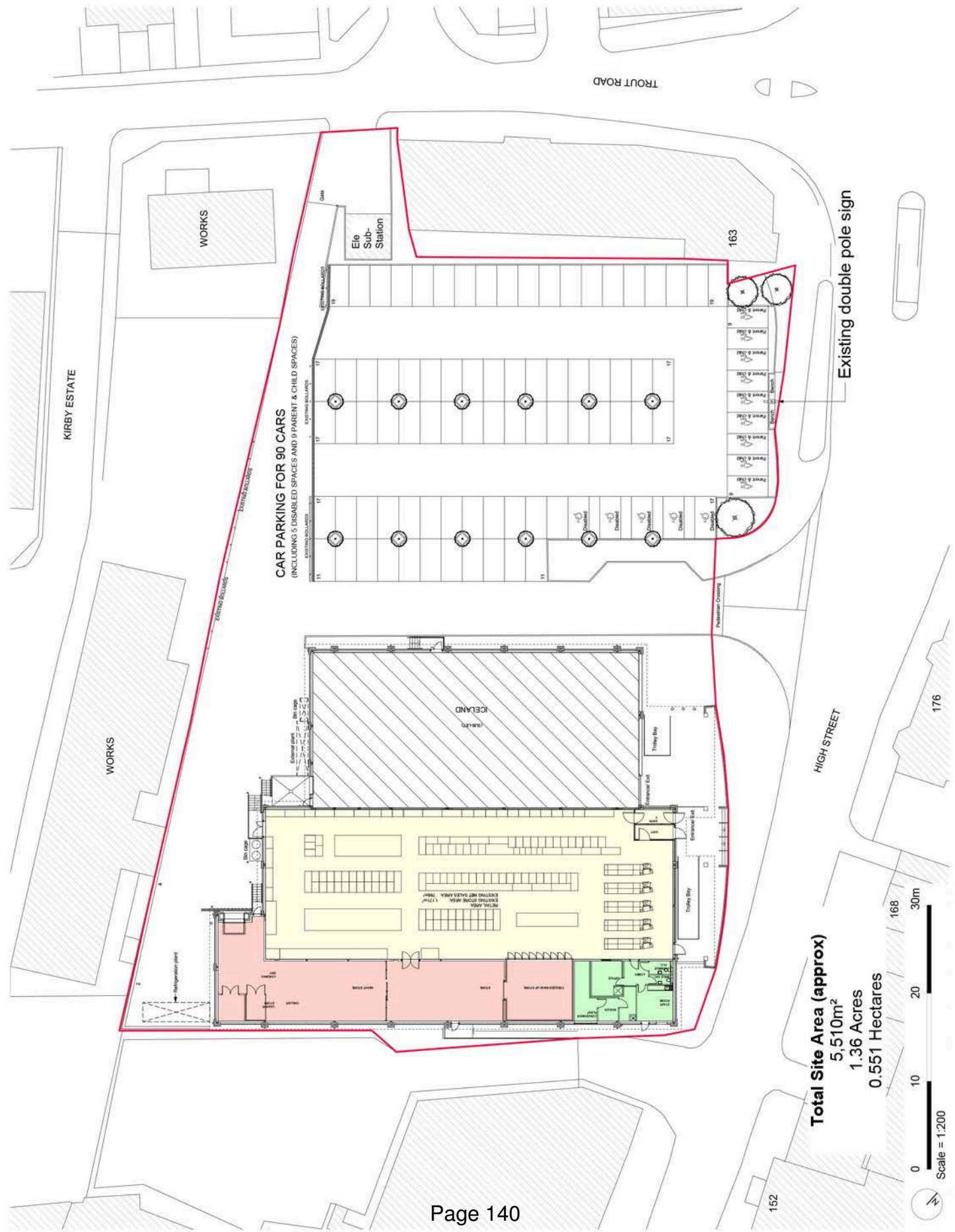
TN Date: 07/12/10



Kendall Kingscott
 Chartered Architects
 Chartered Building Surveyors
 Interior Designers
 Civil Consultants
 Greenleaf Court, Lime Walk Close
 Space Centre, Bristol BS34 5BR, Avon, UK
 Tel: 01275 71341
 www.kendallkingscott.co.uk

Project: Aldi Stores
 Yewlsley Store Extension
 Client: Aldi Stores Ltd
 Drawing No: Existing Site Plan

Sheet No:	110849	Project No:	P(1)01
Date:	1/2/00	Drawn:	MASTER/VK
Scale:		Checked:	
		Rev:	
		Author:	JP
		Discipline:	PLANNING

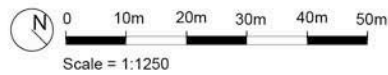
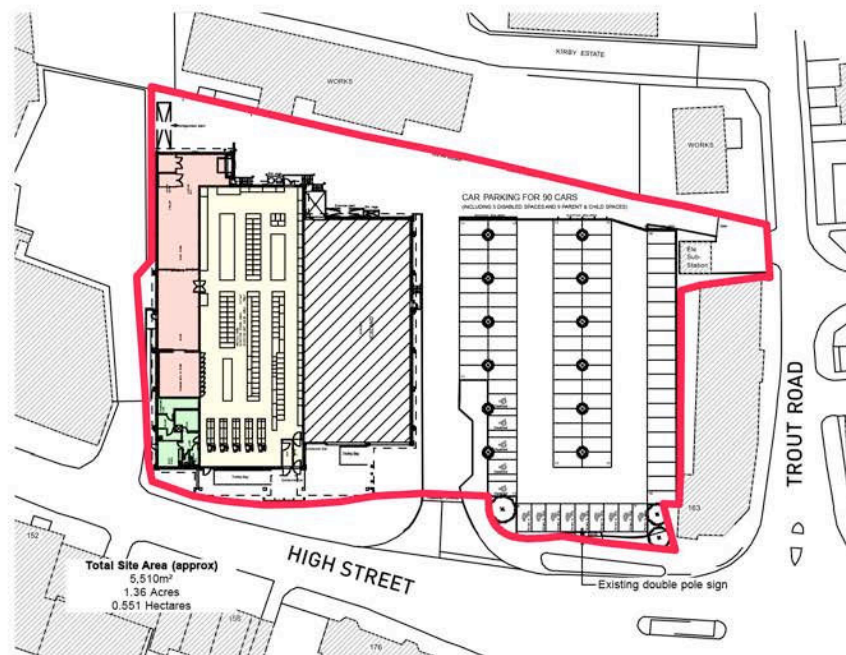


Total Site Area (approx)
 5,510m²
 1.36 Acres
 0.551 Hectares



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Application Area



 Kendall Kingscott

Chartered Architects
Chartered Building Surveyors
Interior Designers
CDM Co-ordinators
Glentworth Court, Lime Kiln Close
Stoke Gifford, Bristol BS34 8SR
T: 0117 931 2062 F: 0117 931 2134
www.kendallkingscott.co.uk

Project
ALDI Stores
Viewsley Store Extension

Client
ALDI Stores Ltd.

Drawing Title
Site Location Plan

Project No.	Drawing No.	Rev.
110849	P(1)09	

Rv. Date By Ap Note

Page 141

Scale 1:1250 Paper Size A4 Filename MASTER.vwx

Date Drawn Checked Status
Dec '13 BP JB PLANNING

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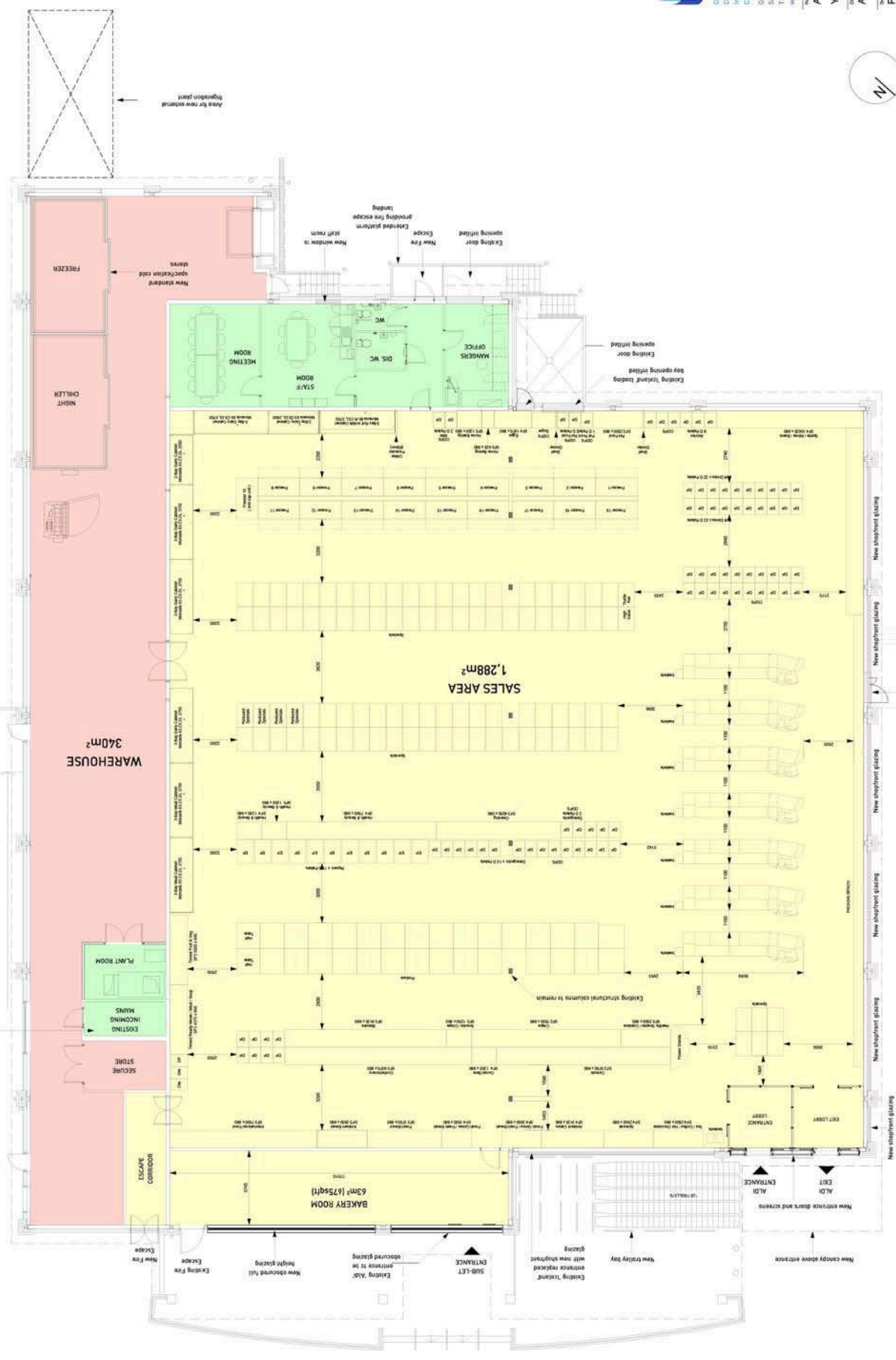
Rev. Date: Rev. No: Rev. Date: Rev. No: Rev. Date: Rev. No:
 A 23/07/14 JB GS Please contact to reflect structural changes.



Kendall Kingscott
 Chartered Architects
 Chartered Building Surveyors
 Interior Designers
 CDM Co-ordinators
 Glenworth Court, Lime Walk Close
 Siskin, Gillingham, Kent, ME13 9JH
 T: 01793 702262 F: 01793 712324
 www.kendallkingscott.co.uk

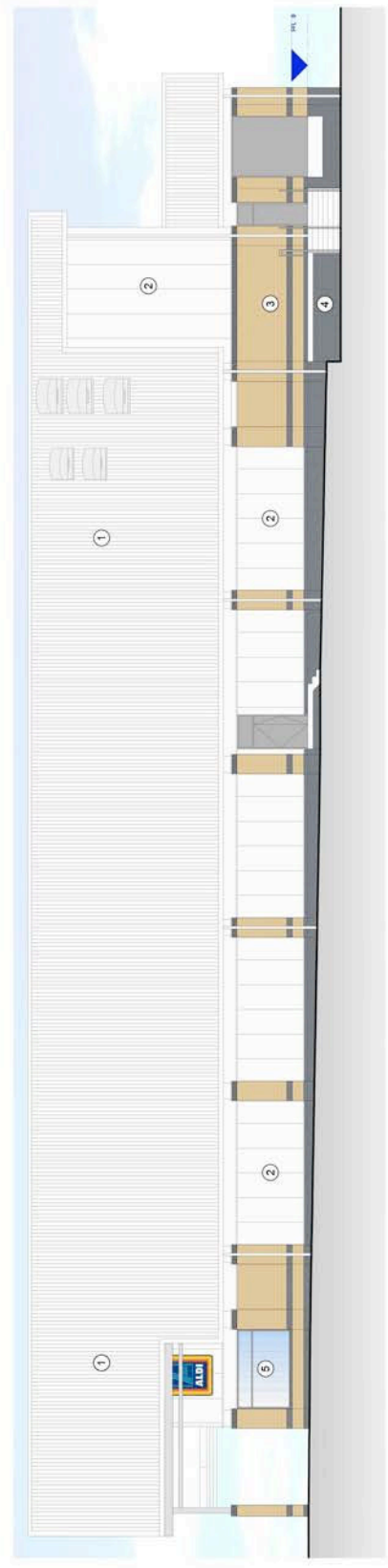
ALDI Stores
Yewley Store Extension
 Client: ALDI Stores Ltd.
 Project Name: Proposed Store Plan

Drawn: **110849 P(1)04 A**
 Scale: 1:100 @ A1
 Date: Nov-13
 Drawn: JB
 Checked: JB
 Master: JB
 Project: PLANNING

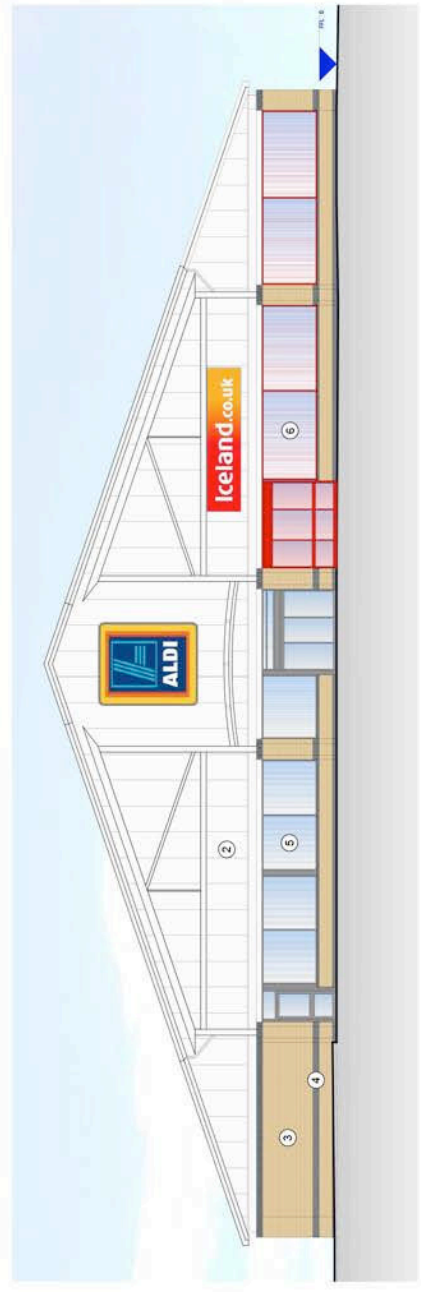


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Rev: 01 Date: 05/11/13

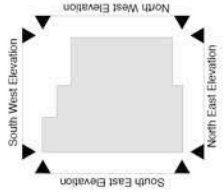


EXISTING NORTH WEST ELEVATION @ 1:100



EXISTING NORTH EAST ELEVATION @ 1:100

- EXTERNAL FINISHES**
- 1 Colour coated trapezoidal profile metal roof
 - 2 Off-white polyester powder coated metal cladding panels
 - 3 Buff facing brickwork
 - 4 Blue facing brickwork
 - 5 Existing ALDI windows, PPC aluminium frame
 - 6 Existing Iceland windows, PPC aluminium frame

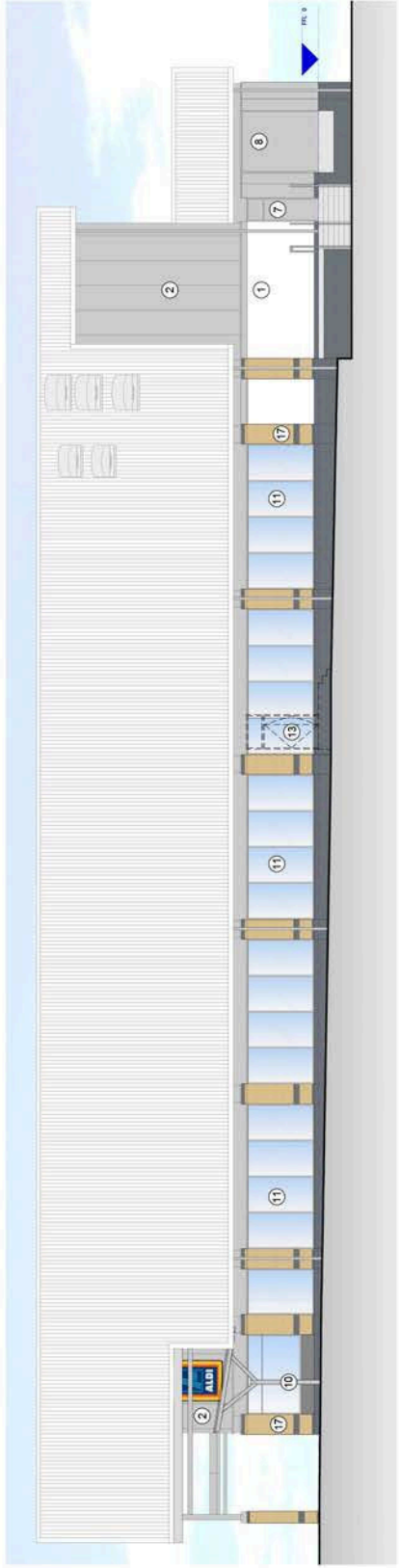


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Project:	Aldi Stores
Client:	Yewlsley Store Extension
Drawn By:	Aldi Stores Ltd
Checked By:	NE & NW
Scale:	1:100
Date:	Nov '13
Sheet:	BP JB
Master:	MASTER.vwk
Disc:	PLANING
Drawn No:	110849 P(1)05

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Rev: 01 Date: 01/11/2013
 A: 21/01/14 JH CS
 B: 05/14 JB CS

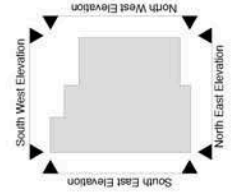


PROPOSED NORTH WEST ELEVATION @ 1:100

- EXTERNAL FINISHES**
- 1 Proposed sand/cement rendered finish to existing masonry walls. RAL 9010.
 - 2 Existing cladding panels to sprayed. RAL 9006.
 - 3 New trolley bays. Fresh Safe stainless steel.
 - 4 Vinyls applied to glazing.
 - 5 Glass in existing and new trolley bays removed. Backed up and panel clad, painted white RAL 9010.
 - 6 New steel fire escape door. Polyester powder coated. RAL 7040.
 - 7 Existing fire escape doors to sprayed. RAL 7040.
 - 8 Existing loading bay door to sprayed. RAL 7040.
 - 9 Existing cladding panels to sprayed white. RAL 9010.
 - 10 New steel plate glazed canopy above entrance. Painted galvanneal steel. RAL 9006.
 - 11 New aluminium glazing. PPC aluminium frame. Colour RAL 9006.
 - 12 New aluminium glazing. PPC aluminium frame. Colour RAL 9006.
 - 13 Existing fire escape door and steps removed, replaced with new aluminium glazing. PPC aluminium frame. Colour RAL 9006.
 - 14 New aluminium glazing. PPC aluminium frame. Colour RAL 9006.
 - 15 New window to steel frame. PPC aluminium frame. Colour RAL 9006.
 - 16 New aluminium obscured glazing. PPC aluminium frame. Colour RAL 9006.
 - 17 Existing buff facing lockwork retained.



PROPOSED NORTH EAST ELEVATION @ 1:100

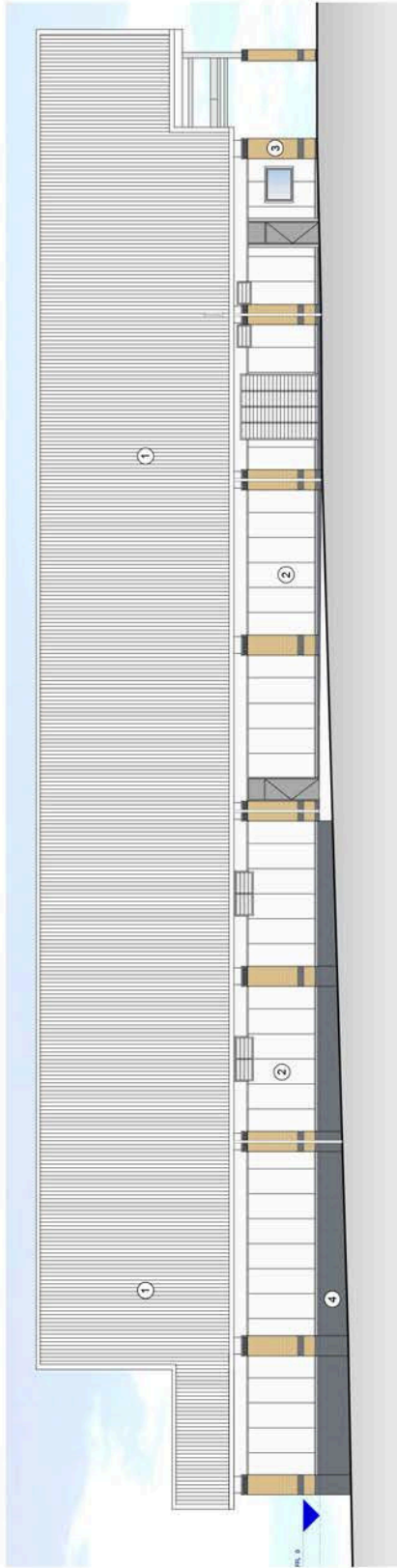


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Project: **ALDI Stores**
 Client: **Viewslay Store Extension**
 Drawing No: **ALDI Stores Ltd.**
 Drawing Title: **Proposed Elevations**
 Drawing Code: **NE & NW**
 Drawing No: **110849 P(1)07 B**
 Date: **Nov '13**
 Drawn: **JB**
 Checked: **JB**
 Scale: **MASTER W/K**
 Project: **PLANNING**

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EXISTING SOUTH EAST ELEVATION @ 1:100



EXISTING SOUTH WEST ELEVATION @ 1:100

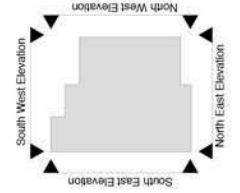
- EXTERNAL FINISHES**
- 1 Colour coated trapezoidal profile metal roof
 - 2 Off-white polyester powder coated metal cladding panels
 - 3 Buff facing brickwork
 - 4 Blue facing brickwork
 - 5 Existing Aldi windows, PPC aluminium frame
 - 6 Existing island windows, PPC aluminium frame



Kendall Kingscott
 Chartered Architects
 Chartered Building Surveyors
 Interior Designers
 QSAs / Quantity Surveyors

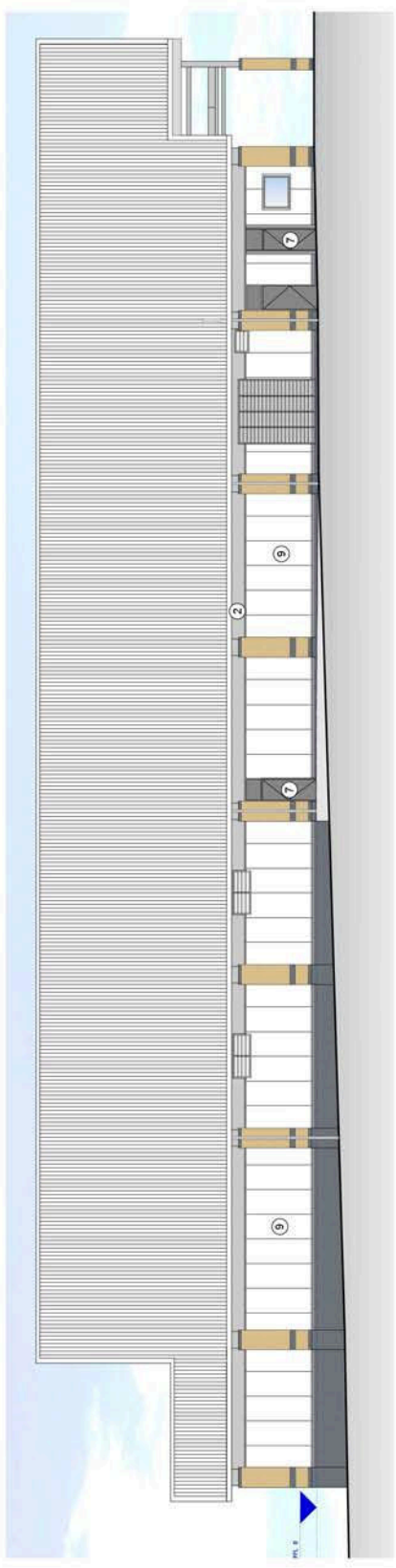
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Project	Aldi Stores
Client	Yewlsley Store Extension
Drawn By	Aldi Stores Ltd
Checked By	Existing Elevations
Scale	SE & SW
Sheet No.	110849 P(1)06
Drawn By	MASTER/VWK
Scale	1:100
Date	Nov '13
Drawn By	JP
Checked By	JP
Project	PLANNING



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Rev: 01
 Date: 04/11/14
 By: JG
 Title: Master Plan
 A: 110849_P(1)08

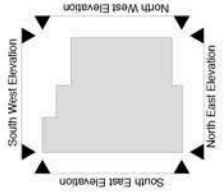


PROPOSED SOUTH EAST ELEVATION @ 1:100



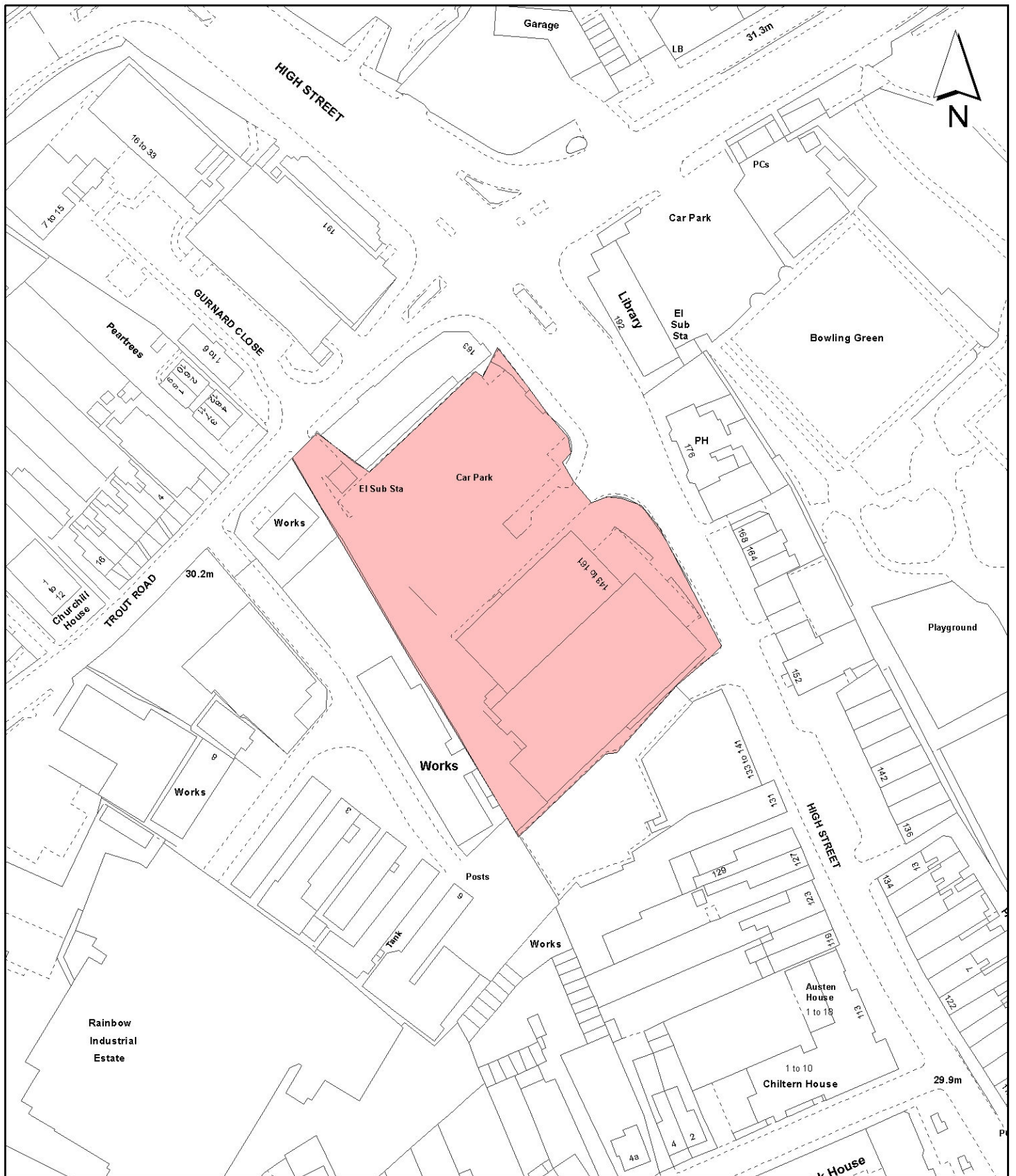
PROPOSED SOUTH WEST ELEVATION @ 1:100

- EXTERNAL FINISHES**
- 1 Proposed sand/cement rendered finish to existing masonry walls. RAL 9010
 - 2 Existing cladding panels re-sprayed. RAL 9006
 - 3 New hooley trays. Fresh Satin stainless steel
 - 4 Vinyl's applied to glazing
 - 5 Existing fire escape door and loading bay removed, abraded up and panel clad, primed with RAL 9010
 - 6 New fire escape door. Polyester powder coated. RAL 7046
 - 7 Existing fire escape doors re-sprayed. RAL 7046
 - 8 Existing loading bay door re-sprayed. RAL 7046
 - 9 Existing cladding panels re-sprayed white; RAL 9010
 - 10 New stone aluminium glazing category 4 aluminium frames. Colour RAL 9006
 - 11 New abraded aluminium glazing. PPC aluminium frames. Colour RAL 9006
 - 12 New entrance doors and screen. PPC aluminium frames. Colour RAL 9006
 - 13 Existing fire escape door and steps removed, abraded up and panel clad, primed with RAL 9010
 - 14 Existing fire escape removed and replaced with brick path and concrete slab to match existing internal tarmac platform
 - 15 New window. Aluminium glazing. PPC aluminium frames. Colour RAL 9006
 - 16 New abraded aluminium glazing. PPC aluminium frames. Colour RAL 9006



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Project: **ALDI Stores**
 Client: **Viewslay Store Extension**
 Drawing No: **ALDI Stores Ltd.**
 Drawing Title: **Proposed Elevations**
 Drawing Code: **SE & SW**
 Drawing No: **110849 P(1)08 A**
 Date: **Nov 13**
 Drawn: **JP**
 Checked: **JB**
 Status: **MASTER PLAN**



Notes

 Site boundary

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Site Address

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**LONDON BOROUGH
OF HILLINGDON
Residents Services**

Civic Centre, Uxbridge, Middx. UB8 1UW
Telephone No.: Uxbridge 250111

Planning Application Ref:

50096/APP/2013/3820

Scale

1:1,250

Planning Committee

Major Application

Date

March 2014



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LONDON

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