

LONDON BOROUGH OF HILLINGDON
THE HILLINGDON (WAITING AND LOADING RESTRICTION)
NO. 11 EXPERIMENTAL ORDER 2016
THE HILLINGDON (PRESCRIBED ROUTES)
NO. 12 EXPERIMENTAL TRAFFIC ORDER 2016

Hillingdon Council gives notice that it made these experimental Orders under Section 9 of the Road Traffic Regulation Act 1984 on 26th August 2016 coming into operation on 12th September 2016, which will:

- 1. Impose experimental double yellow lines on both sides of Victoria Road, Ruislip - Between a point outside No. 430 Victoria Road southeastwards to join up with the existing double yellow lines near the junction with Angus Drive, Ruislip.**
- 2. Impose an experimental banned right turn into West Mead, Ruislip from Victoria Road, Ruislip.**
- 3. Impose an experimental point "no entry" restriction at the northwestern most entrance to the service road fronting Nos. 442 to 512 Victoria Road, South Ruislip.**
- 4. Impose an experimental banned right turn out of the northwestern most junction of the service road fronting Nos 442 to 512 Victoria Road, South Ruislip.**

Copies of the Orders together with a plan and the Council's statement of reasons for the experimental restrictions can be seen at South Ruislip Library and by appointment at the Civic Centre, Uxbridge during normal office hours for 6 months following the date on which this notice is published. Further information can be obtained by telephoning Residents Services, on 01895 250445. If the provisions of these Orders continue in operation for a period of not less than 6 months, the Council will consider in due course whether the provisions of these Orders should be reproduced and continued in force indefinitely by means of Orders under Section 6 of the Road Traffic Regulation Act 1984. Persons wishing to object to the making of these Orders under Section 6 of the said Act should write before 13th March 2017, stating grounds for objection and your home address to Transport and Projects, Residents Services, Civic Centre, Uxbridge, Middlesex UB8 1UW quoting reference 4W/06/AC/16270. Applications to the High Court challenging the validity of these Orders should be made within six weeks of the date on which these Orders were made. Dated this the 31st day of August 2016

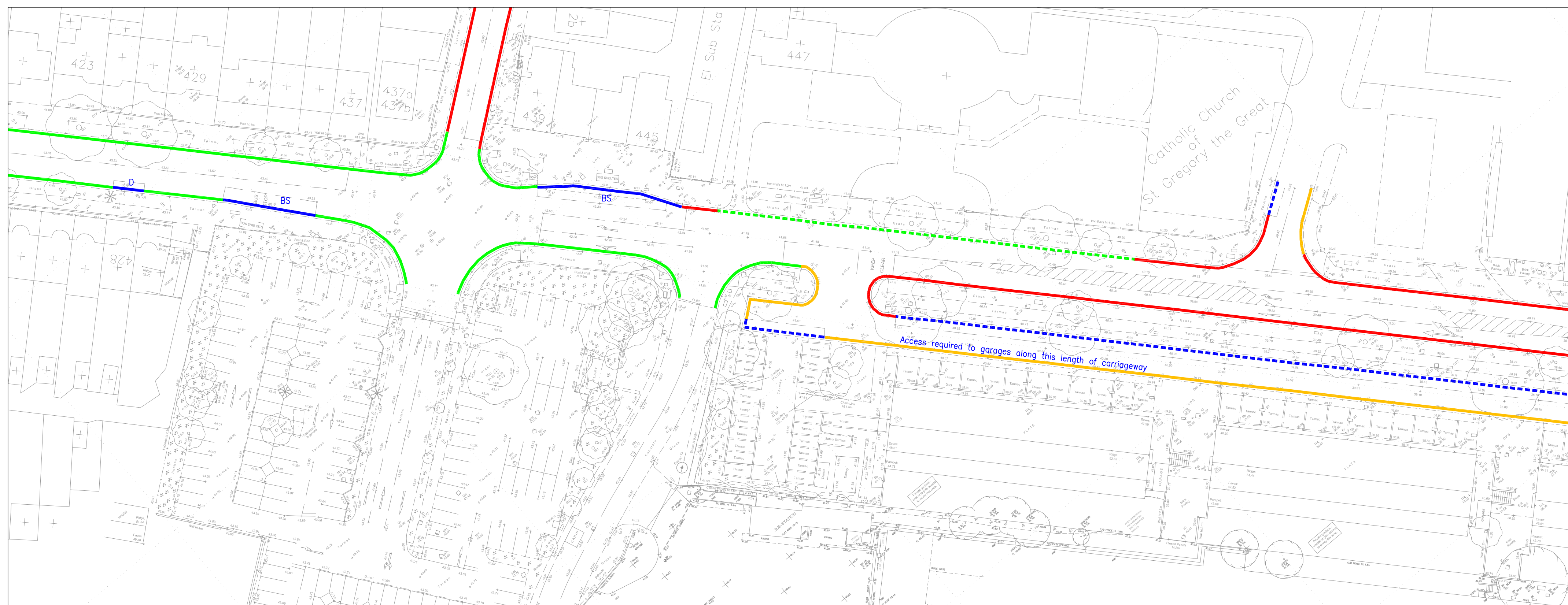
JEAN PALMER,

Deputy Chief Executive & Corporate Director of Residents Services.

STATEMENT OF REASONS

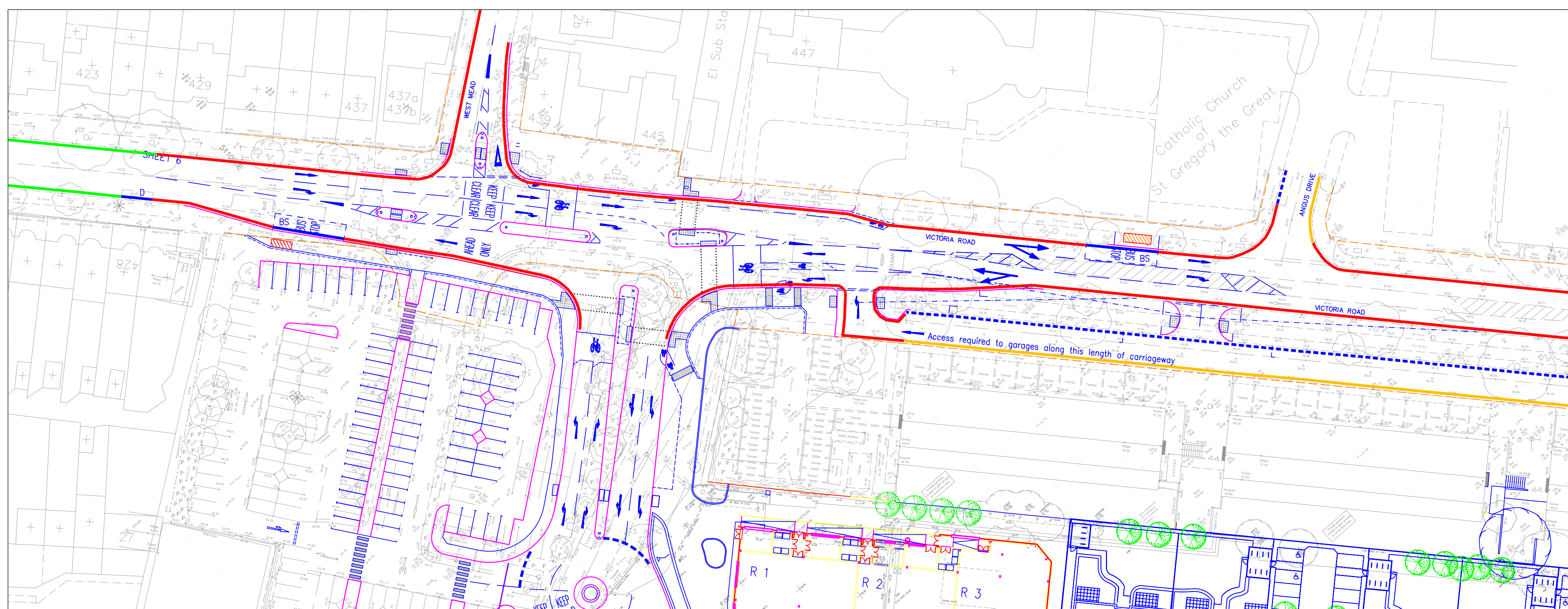
The experimental restrictions are intended to prevent obstructive parking and maintain the safe movement of traffic.

NOTES
 1. All dimensions are in metres unless otherwise stated.



EXISTING WAITING RESTRICTIONS

- KEY
- No restrictions
 - Double yellow lines (no waiting at anytime)
 - BS Bus stop – No waiting at anytime
 - D Disabled bay – Disabled parking only
 - Single yellow – Mon–Fri, 2pm–3pm
 - Single yellow – Mon–Sat, 8am–6:30pm
 - - - - On-street parking bays



PROPOSED WAITING RESTRICTIONS

| | | | |
|-----|--------|--|-------|
| Rev | Date | Details | Drawn |
| C | Jun 16 | Victoria Road north bus stop moved | pl |
| B | Jan 16 | Proposed baseplan at West Mead updated | pl |
| A | Oct 15 | Baseplan road markings updated | pl |

FOR APPROVAL

REDWOOD PARTNERSHIP
 CONSULTING ENGINEERS & TRANSPORTATION PLANNERS

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 Brighton
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 Telephone : 01273 414515
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Client
ALBEMARLE DEVELOPMENTS LTD

Project
**ARLA DAIRY SITE
 VICTORIA ROAD, SOUTH RUISLIP
 PROPOSED HIGHWAY WORKS**

Title
**COMMERCIAL SITE ACCESS
 WAITING RESTRICTIONS PLAN**

| | | | | | |
|-------|----|-------|-------|------|--------------|
| Drawn | PL | Scale | 1:500 | Date | JANUARY 2015 |
| Sheet | A1 | | | | |

Drawing No. **REDW-3008-456** Rev **C**

Paul Aldridge
R P S Planning And Development Ltd.
14 Cornhill
London
EC3V 3ND

Application Ref:
66819/APP/2014/1600

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

GRANT OF PLANNING PERMISSION

The Council of the London Borough of Hillingdon as the Local Planning Authority within the meaning of the above Act and associated Orders **GRANTS** permission for the following:-

Description of development:

Redevelopment of the site to provide a foodstore with ancillary cafe (Class A1) and ancillary petrol filling station, cinema (Class D2), 5 x restaurant units (Class A3), and residential development consisting of 132 units, together with new vehicle and pedestrian accesses, car parking, servicing areas, landscaping arrangements, and other associated works.

Location of development: Former Arla Food Depot Victoria Road Ruislip

Date of application: 08 May 2014

Plan Numbers: See attached Schedule of plans

Permission is subject to the condition(s) listed on the attached schedule:-



Head of Planning, Green Spaces and Culture

Date: 24 December 2014

- NOTES:
- (i) Please also see the informatives included in the Schedule of Conditions.
 - (ii) Should you wish to appeal against any of the conditions please read the attached sheet which explains the procedure.
 - (iii) This decision does not convey any approval or consent which may be required under any by-laws, building regulations or under any Act other than the Town and Country Planning Act 1990 (as amended).

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

GRANT OF PLANNING PERMISSION

Application Ref: 66819/APP/2014/1600

SCHEDULE OF CONDITIONS

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

2013-056/G101 Rev F; 2013-056/G102 Rev G; 2013-056/G103 Rev Y; 2013-056/G104 Rev G; 2013-056/G109 Rev Q; 2013-056/G112; 2013-056/G200 RevAA; 2013-056/G201 Rev T; 2013-056/G202 Rev S; 2013-056/G204 Rev U; 2013-056/G220 Rev R; 2013-056/G221 Rev M; 2013-056/G222 Rev E; 2013-056/G223 Rev A; 2013-056/G224 Rev B; 2013-056/G225 Rev K; 2013-056/G226 Rev J; 2013-056/G227 Rev F; 2013-056/G250 Rev E; 2013-056/G801 Rev E; 2013-056/G802 Rev E; 2013-056/G803 Rev K; 2013-056/P220 Rev A; 2013-056/R201 Rev P; 2013-056/R202 Rev J; 2013-056/R220 Rev P; 2013-056/R230 Rev D;

1061-003 Rev V; 1061-004 Rev P; 1061-005 Rev N; 1061-006 Rev G; 1061-007 Rev K; 1061-020 Rev C; 1061-040 Rev C; 1061-041 Rev C; 1061-042 Rev B; 1061-043 Rev B; 1061-060 Rev B; 1061-061 Rev A; 1061-R-001 Rev E;

12101-02-0002; 12101-02-0003; 12101-02-0005 Rev E; 12101-02-0006 Rev G; 12101-02-0007 Rev G; 12101-02-0008 Rev G; 12101-02-0009 Rev E; 12101-02-1001 Rev C; 12101-02-1002 Rev B; 12101-02-1003 Rev C; 12101-02-1004 Rev B; 12101-02-1005 Rev B; 12101-02-1006 Rev B; 12101-02-1007 Rev C; 12101-02-1008 Rev B; 12101-02-1009 Rev B; 12101-02-1010 Rev B; 12101-02-1011 Rev C; 12101-02-1012 Rev B; 12101-02-1013 Rev C; 12101-02-1014 Rev C; 12101-02-1015 Rev C; 12101-02-1016 Rev C; 12101-02-1017 Rev C; 12101-02-1018 Rev C; 12101-02-1019 Rev C; 12101-02-1020 Rev B; 12101-02-2001 Rev B; 12101-02-2002 Rev B; 12101-02-2003 Rev B; 12101-02-2004 Rev B; 12101-02-2005 Rev B; 12101-02-2006 Rev B; 12101-02-2007 Rev B; 12101-02-2008 Rev B; 12101-02-2009 Rev B; 12101-02-2010 Rev B; 12101-02-2011 Rev B; 12101-02-2031; 12101-02-2032; 12101-02-2050; 12101-02-4001 Rev D; 12101-02-4002 Rev D; 12101-02-4003 Rev D; 12101-02-4050 Rev H; 12101-02-4051 Rev A; 12101-02-5001; 12101-02-5002; 12101-02-5003; 12101-02-5004; 12101-02-5005; 12101-02-5006; 12101-02-5007; 12101-02-5011; 12101-02-5012; 12101-02-5013; 12101-02-5014; 12101-02-0030 Rev D; 12101-3001; 12101-3002; 12101-3003; 12101-Visual 0001 Rev B; 12101-Visual 0002 Rev B;

Illustrative Arrival Space Sketch; Illustrative Paving.

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).

SCHEDULE OF CONDITIONS

- 3 · The development hereby permitted shall not be carried out except in complete accordance with the details contained within the specified supporting documents:

Design & Access Statement - Rev A (14/05/14)
Transport Assessment - PMcL/3008d51/April 2014
Travel Plan - Framework - PMcL/3008d53/April 2014
Travel Plan - ASDA - PMcL/3008d21/April 2014
Travel Plan - Residential - PMcL/3008d54/April 2014
Pedestrian (PERS) Audit - PMcL/3008d57/April 2014
Car Parking Management Plan - PMcL/3008d56/April 2014
Delivery and Servicing Plan - PMcL/3008d55/Apr 2014
LINSIG Details - 11/08/2014
VISSIM Modelling Report - April 2014
Planning Report - May 2014
Retail & Leisure Report - May 2014
Note on Scale and Town Centre Network - June 2014
Employment Land Report - April 2014
BREEAM Pre-assessment - Cinema - 24/04/14
BREEAM Pre-assessment - Foodstore - 24/04/14
BREEAM Pre-assessment - Restaurant Units - 24/04/14
CFSSH Pre-assessment - Residential - 24/04/14
CHP Stack Emissions Modelling - 24/04/14
Energy Strategy - 24/04/14
Energy Strategy Addendum - 11/08/2014
Sustainability Report - 30/04/14
Preliminary Risk Assessment - 03/05/13
Air Quality Assessment - Rev 2 (29/04/14)
Construction Management Plan - Rev A (24/04/14)
Demolition Strategy - Rev A (23/04/14)
Ventilation and Air Exhaust Discharge Strategy - 24/04/14
Noise Assessment - 29/04/14
Site Waste Management Plan - 12/04/14
Flood Risk Assessment and Drainage Strategy - 25/04/14
External Lighting Statement - 24/04/14
Landscape Strategy - Rev B (29/04/13)
Aboricultural Report - 02/04/14
Preliminary Ecological Appraisal - 15/05/14
Archaeology/Heritage Assessment - December 2012
Daylight & Sunlight Report - 23/04/14
Utilities Design Statement - 24/04/14
Statement of Community Involvement - May 2014
Response to Mayor of London Stage 1 Report and Consultee Responses - August 2014

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).

SCHEDULE OF CONDITIONS

- 4 · Prior to the commencement of any development, a detailed phasing and implementation plan, including the order and timing of development of individual buildings, landscaped areas, vehicular and pedestrian access ways, car and cycle parking areas, refuse storage, and any other structures or facilities to be included within any phase, shall be submitted to and approved in writing by the Local Planning Authority.

The phasing plan shall include details of the provision of the pedestrian link from Long Drive to the commercial elements of the site.

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

REASON:

To ensure the development proceeds in a satisfactory manner, and to ensure the availability of linked trips between the site and the town centre, in accordance with policy E5 of the Hillingdon Local Plan Part 1, policies LE1, BE13 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and policies 2.15, 4.7 and 4.8 of the London Plan (July 2011).

- 5 · No phase of the development shall commence until details of all materials and external surfaces to be used on the buildings in the relevant phase, including details of balconies, windows, doors, porches, and PV panels have been submitted to and approved in writing by the Local Planning Authority for that phase. Thereafter the relevant phase of development shall be constructed in accordance with the approved details and be retained as such.

Details shall 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).

- 6 · No phase of the development shall commence until plans of the phase, showing the existing and proposed ground levels, as well as floor levels of all proposed buildings in the relevant phase, together with the location of any earthworks and excavations to be carried out near to the railway boundary (if relevant to the phase), have been submitted to and approved in writing by the Local Planning Authority, in consultation with Network Rail. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the relevant phase of development shall not be carried out other than in accordance with the approved details for the relevant phase.

REASON:

To ensure that the development relates satisfactorily to adjoining properties in accordance with policies AM7, AM11 and BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 2.6, 6.2, 6.3 and 6.4 of the London Plan (July 2011) and paragraph 32 of the National Planning Policy Framework.

SCHEDULE OF CONDITIONS

- 7 · No phase of the development shall commence until a landscape scheme for the relevant phase has been submitted to and approved in writing by the Local Planning Authority for that phase. The scheme for each phase shall include:
 1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:250),
 - 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, including replacement semi-mature tree planting for trees removed at site entrances.
 2. Details of Hard Landscaping
 - 2.a Covered and Secure Cycle Parking (including 150 spaces for the residential component, and 104 spaces for the commercial components (84 located for public use and 20 are for staff use)
 - 2.b Covered and secure cycle storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts
 - 2.e Hard Surfacing Materials, including paving materials (which shall be suitable for wheel chair users)
 - 2.f External Lighting including lighting of all pedestrians links and accesses
 - 2.g Other structures
 3. Living Walls and Roofs
 - 3.a Details of a scheme for the inclusion of living walls, roofs and screens. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary.
 4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
 5. Schedule for Implementation
 6. Other
 - 6.a Existing and proposed functional services above and below ground

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

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 and 5.17 of the London Plan (July 2011).

SCHEDULE OF CONDITIONS

- 8 · Trees, hedges and shrubs shown to be retained on the approved Tree Retention plans 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 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.

SCHEDULE OF CONDITIONS

- 9 (i) No phase of the development shall commence until a scheme to deal with contamination within the relevant phase has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). The scheme for each relevant phase shall include all of the following measures:
- (a) A desk-top study carried out by a competent person to characterise the land within the phase and provide information on the history of the land within the phase, the site and surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the land within the phase;
- (b) A 'site investigation' (of land within the phase), including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the land within the phase suitable for the proposed use.
- (c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement of each relevant phase.
- (ii) If during development or works in any phase, contamination which is not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme for the phase must be submitted to and agreed with the LPA prior to its implementation.

REASON:

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

- 10 All works which form part of the remediation scheme detailed in the condition above for a relevant phase shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the relevant phase is occupied or brought into use. Provided that unless the remediation scheme shall specifically require remediation works or unless contamination is discovered during the course of works in relation to the parking area located at 428 and 428a Victoria Road (the Aviva site) this condition shall not prevent occupation of that parking area.

REASON:

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

SCHEDULE OF CONDITIONS

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

REASON:

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

- 12 · No phase of the development shall commence until a detailed energy assessment has been submitted showing how the development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The assessment shall clearly show:

1) The baseline energy demand (kwhr and kgCO₂) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses (e.g. residential, commercial) within the phase.

2) The methods to improve the energy efficiency of the relevant phase of development and how this impacts on the baseline emissions and where they will be included within the relevant phase of development.

3) Full details of any CHP units that will service any residential uses in the phase, including the specification of the technology to be used, the inputs and outputs (in kwhr and associated kgCO₂) of the CHP unit and the impacts on the baseline emissions as well as the impacts on air quality. Full details of maintenance, monitoring and management shall also be included.

4) Full details, specification and location of the renewable energy technology to be used within the relevant phase. This should include relevant roof plans and elevations of the proposed solar thermal and photovoltaics for the commercial units.

5) How all the technology will be maintained, monitored and managed throughout the lifetime of the development within the relevant phase.

Thereafter, the development shall proceed in accordance with the approved details for the relevant phase.

REASON:

To ensure appropriate carbon savings are delivered in accordance with policy 5.2 of the London Plan (2011).

SCHEDULE OF CONDITIONS

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

The relevant phase of 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 in the relevant phase.

REASON

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

- 14 · No phase of the development shall commence until details of any plant, machinery and fuel burnt, as part of the energy provision and the location of the flue(s) for the relevant phase of development has been submitted to and approved in writing by the Local Planning Authority. This shall include pollutant emission rates at the flue(s) with or without mitigation technologies and needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012, if applicable. The use of ultra low NOx emission gas CHPs and boilers is recommended. An air quality neutral assessment should be undertaken prior to first occupation of each phase of the development.

The development of the relevant phase shall be undertaken in accordance with the approved details.

REASON:

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

SCHEDULE OF CONDITIONS

15 · No phase of the development shall commence until a scheme for the provision of sustainable water management for the relevant phase has been submitted to and approved in writing by the Local Planning Authority, in consultation with Network Rail. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the relevant phase of 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.
- vi. Provide details of the disposal of both surface water and foul water drainage to be directed away from the railway.

The scheme shall also provide details of plans for the reduction in water use including the harvesting and recycling of grey water and rain water. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The relevant phase of development must proceed in accordance with the approved scheme.

REASON:

To ensure the development does not increase the risk of flooding and ensure the development reduces the pressure on potable water in accordance with policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 5.12 and 5.15 of the London Plan (2011).

SCHEDULE OF CONDITIONS

- 16 · No phase of the development shall commence until a Bird Hazard Management Plan for the relevant phase has been submitted to and approved in writing by the Local Planning Authority for each phase. The submitted plan shall include details of:

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

The approved Bird Hazard Management Plan for the relevant phase shall be implemented upon completion of the roofs and shall remain in force for the life of the building.

REASON:

To comply with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and because it is necessary to manage the roof areas in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport and RAF Northolt.

- 17 · The building(s) of any relevant phase shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building in any relevant phase shall be occupied until accreditation for the buildings 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 policies 7.1 and 7.3 of the London Plan (2011).

SCHEDULE OF CONDITIONS

- 18 · Before commencing development of any of the commercial elements of the proposal, plans and details shall be submitted to and approved in writing by the Local Planning Authority which show:
- Details to demonstrate how the proposed design would cater for high sided vehicles privately owned by disabled people, and the provision of a suitable drop-off area for Dial-a-Ride and similar large minibus services.
 - Details of how the rise between the Piazza and the restaurant levels will be made accessible for disabled persons, compliant with BS 8300:2009+A1:2010.

Before commencing development of any of the residential elements of the proposal, plans and details shall be submitted to and approved in writing by the Local Planning Authority which show:

- Details of amenity areas designed to allow disabled and non-disabled children to play together, along with accessible play equipment to be provided.

Thereafter the relevant phase shall be developed in strict accordance with the approved details.

REASON:

To ensure that sufficient measures are provided to meet the needs of disabled and elderly people in accordance with policies 3.1 and 7.2 of the London Plan (2011).

- 19 · With the exception of the parking area located at 428 and 428a Victoria Road (the Aviva site), no phase of development shall be occupied until a Car Parking Allocation and Management Plan for the relevant phase has been submitted to, and approved in writing by, the Local Planning Authority.

The car parking allocation and management plan for the relevant phase shall clearly identify and delineate parking spaces which are allocated and dedicated for the non-residential and residential components of the relevant phase of development. Each residential unit designed for wheelchair users shall be allocated at least 1 car parking space. The plan should include details of the following provision:

- 10% Disabled (residential)
- 5% Disabled, 5% Brown Badge and 5% Parent & Child (commercial)
- 20% active + 20% passive electric vehicle charging points (residential)
- 10% active + 10% passive electric vehicle charging points (commercial)
- provision of motorcycle parking at a ratio of 1 space per 20 car parking spaces

The provisions of the Car Parking Allocation and Management Plan shall be adhered to for the lifetime of the development.

REASON:

To ensure that an appropriate level of car parking provision is provided on site in accordance with policies AM14, AM15, and AM16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

SCHEDULE OF CONDITIONS

- 20 · No residential phase of the development shall take place until full details of means to protect the privacy of plots 2, 81, 97, and 110 have been submitted to and approved in writing by the Local Planning Authority and no residential unit shall be occupied until the approved details relating to that unit has been installed. Such measures should include fins, obscure glazing, screening or landscaping. The approved privacy measures shall be maintained for the life of the development.

REASON:

In the interests of visual amenity in accordance with policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

- 21 · Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) or the Town and Country Planning (General Permitted Development) Order 1995), the split between convenience and comparison goods within the supermarket shall be at a ratio of 59% : 41% (2193sqm : 1524sqm) in favour of convenience goods, and shall be maintained for the life of the development. The net sales area of the supermarket shall not exceed 3,717sqm in area.

REASON:

To ensure unacceptable impacts on the town centre do not occur, as the retail impact resulting from a different split has not been tested, in accordance with accordance with policy E5 of the Hillingdon Local Plan Part 1, policy LE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and policies 2.15, 4.7 and 4.8 of the London Plan (July 2011).

- 22 · With the exception of the parking area located at 428 and 428a Victoria Road (the Aviva site), three (3) hours of free car parking shall be provided to the public on the site, for users of the commercial elements of the site, and this period of free parking shall be maintained on the site for the life of the commercial development.

REASON:

To enable linked trips between the development and South Ruislip Town Centre, in accordance with policy E5 of the Hillingdon Local Plan Part 1, policy LE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and policies 2.15, 4.7 and 4.8 of the London Plan (July 2011).

- 23 · Prior to the commencement of works in the commercial phase, details of the provisions to be made for shopping trolley storage shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in strict accordance with the approved details.

REASON:

To ensure that adequate storage capacity is provided and in the interests of the visual amenity of the area, in accordance with policies BE13 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

SCHEDULE OF CONDITIONS

- 24 · Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 (or any others revoking and re-enacting this provision with or without modification), no additional internal floorspace shall be created in excess of that area expressly authorised by this permission.

REASON:

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with policies AM7 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

- 25 · Prior to the installation of any on site customer recycling facilities, details of such facilities shall be submitted to and approved in writing by the Local Planning Authority. Details shall include hours of operation and the location of any such facilities away from residential properties together with appropriate screening. Thereafter the facilities shall be maintained and retained for the life of the development.

REASON:

To provide a designated area where customers can dispose of recycled waste before it is removed from the site, in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

- 26 · No commercial phase of development shall commence until a 'Delivery Noise Management Plan', which specifies the provisions to be made for the control of noise from delivery and service yard operations that may be associated with proposals in the relevant phase, has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include such combination of physical, administrative measures, noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON:

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

- 27 · The rating level of noise emitted from plant and/or machinery at the development shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

REASON:

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

SCHEDULE OF CONDITIONS

- 28 · No flues, air conditioning or other air extraction system shall be used on any individual commercial premises hereby approved until a scheme for the control of noise and odour emanating from the flues, air conditioning or other air extraction system for that premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON:

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

- 29 · All new residential units within the development hereby approved shall be built in accordance with Lifetime Homes Standards.

REASON:

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

- 30 · No development of any residential phase shall take place until full details - showing 13 of the units hereby approved being designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users (as set out in the Council's Supplementary Planning Document HDAS: Accessible Hillingdon), have been submitted to and approved in writing by the Local Planning Authority. Thereafter the relevant phase shall be developed in strict 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 policies 3.1, 3.8 and 7.2 of the London Plan (2011).

- 31 · None of the dwellings hereby permitted in a relevant phase shall be occupied, until the outdoor amenity areas serving the dwellings as shown on the approved plans (including balconies where these are shown to be provided) have been made available for the use of residents of the relevant phase of the development. Thereafter, the amenity areas shall so be retained for the life of the development.

REASON:

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy 7.1 of the London Plan (2011).

SCHEDULE OF CONDITIONS

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

REASON

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

- 33 · No residential phase of the development shall commence until a sound insulation and ventilation scheme for protecting the proposed residential development from road traffic, rail traffic, air traffic and other noise any air conditioning units has been submitted to and approved in writing by the Local Planning Authority. The sound insulation and ventilation scheme shall ensure that internal LAeq,T and LAmax noise levels meet appropriate noise criteria.

All works which form part of the sound insulation and ventilation scheme shall be fully implemented before the relevant residential phase of development is occupied and thereafter shall be retained and maintained in good working order for so long as the building/s remains in use.

REASON:

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

SCHEDULE OF CONDITIONS

34 · None of the development hereby permitted shall be commenced on:

1. The Petrol Filling Station in the South West Corner of the site
2. Any of the Food Store and the Cinema building that lies within a distance of 20 metres of the 'land subject to consultation (safeguarding limits)' as shown on drawing 2013-056/G103 Revision Y Titled 'Proposed Master Plan'
3. Any of the Access Ramps to the service area or sub-station, as shown on drawing 2013-056/G103 Revision Y Titled 'Proposed Master Plan'
4. Any other development within the 'commercial site boundary' as shown on drawing 2013-056/G103 Revision Y Titled 'Proposed Master Plan' that is also within 20 metres of the 'land subject to consultation (safeguarding limits)' as shown on drawing 2013-056/G103 Revision Y Titled 'Proposed Master Plan'

until detailed design and method statements for all of the ground floor structures, foundations and basements and for any structures below ground level, including piling (temporary and permanent) have been submitted to and approved in writing by the Local Planning Authority which:

- (a) Accommodate the proposed location of the HS2 structures and tunnels.
- (b) Accommodate ground movement and associated effects arising from the construction thereof, and
- (c) Mitigate the effects of noise and vibration arising from the construction and operation of the HS2 railway within the tunnels, ventilation shaft and associated below & above ground structures.

REASON:

To ensure the proposed development does not impede the delivery of High Speed 2, a project of national importance.

35 · The method statements to be submitted under condition 34 shall include arrangements to secure that, during any period when concurrent construction is taking place of both the development hereby permitted and of the HS2 structures and tunnels in or adjacent to the site of that development, the construction of the HS2 structures and tunnels is not impeded. The development shall be carried out in all respects in accordance with the approved design and method statement, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs (a) to (c) of condition 34 shall be completed, in their entirety, before any part of the building(s) hereby permitted is/are occupied.

REASON:

To ensure the proposed development does not impede the delivery of High Speed 2, a project of national importance.

SCHEDULE OF CONDITIONS

- 36 · No works below ground level comprised within the development hereby permitted shall be carried out at any time. When a tunnel boring machine used for the purposes of boring tunnels for the HS2 Ltd railway is within 100 metres of the land on which the development hereby permitted is situated.

Reasons:

To ensure the proposed development does not impede the delivery of High Speed 2, a project of national importance.

INFORMATIVES:

- 1 · The applicant is advised that the application site falls within land that may be required to construct and/or operate Phase One of a high speed rail line between London and the West Midlands, known as High Speed 2. Powers to construct and operate HS2 are to be sought by promoting a hybrid Bill which was deposited in Parliament on 25th November 2013. As a result the application site, or part of it, may be compulsorily purchased. More information can be found at www.hs2.org.uk

With regard to conditions 34, 35 and 36, the applicant is advised to liaise with HS2 Ltd.

- 2 · 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).
- 3 · 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.

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.E5 | (2012) Town and Local Centres |
| 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 |

SCHEDULE OF CONDITIONS

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| PT1.EM8 | (2012) Land, Water, Air and Noise |
| PT1.EM11 | (2012) Sustainable Waste Management |
| PT1.H1 | (2012) Housing Growth |
| PT1.H2 | (2012) Affordable Housing |
| PT1.T1 | (2012) Accessible Local Destinations |
| PT1.T3 | (2012) North-South Sustainable Transport Links |

Part 2 Policies

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| AM1 | Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations |
| 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 |
| AM10 | Incorporation in new developments of additions to the proposed cycle network |
| AM11 | Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services |
| 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 |
| BE13 | New development must harmonise with the existing street scene. |
| BE14 | Development of sites in isolation |
| 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. |

SCHEDULE OF CONDITIONS

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| BE23 | Requires the provision of adequate amenity space. |
| BE24 | Requires new development to ensure adequate levels of privacy to neighbours. |
| BE26 | Town centres - design, layout and landscaping of new buildings |
| BE28 | Shop fronts - design and materials |
| BE38 | Retention of topographical and landscape features and provision of new planting and landscaping in development proposals. |
| EC2 | Nature conservation considerations and ecological assessments |
| H4 | Mix of housing units |
| H5 | Dwellings suitable for large families |
| LE1 | Proposals for industry, warehousing and business development |
| LE2 | Development in designated Industrial and Business Areas |
| LE4 | Loss of existing industrial floorspace or land outside designated Industrial and Business Areas |
| LE6 | Major office and other business proposals in town centres |
| 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 |
| 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 |
| OE11 | Development involving hazardous substances and contaminated land - requirement for ameliorative measures |
| R2 | Provision of recreation, entertainment and leisure facilities in Town Centres |
| 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 2.15 | (2011) Town Centres |
| 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 | |

SCHEDULE OF CONDITIONS

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| | (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 4.4 | (2011) Managing Industrial Land & Premises |
| LPP 4.7 | (2011) Retail and town centre development |
| LPP 4.8 | (2011) Supporting a Successful and Diverse Retail Sector |
| LPP 4.9 | (2011) Small Shops |
| 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 5.10 | (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 5.18 | (2011) Construction, excavation and demolition waste |
| 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 6.6 | (2011) Aviation |
| LPP 6.9 | (2011) Cycling |
| LPP 6.10 | (2011) Walking |
| LPP 6.11 | (2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic |
| LPP 6.12 | (2011) Road Network Capacity |
| LPP 6.13 | (2011) Parking |
| LPP 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 |

SCHEDULE OF CONDITIONS

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| LPP 7.6 | (2011) Architecture |
| LPP 7.7 | (2011) Location and design of tall and large buildings |
| LPP 7.13 | (2011) Safety, security and resilience to emergency |
| LPP 7.14 | (2011) Improving air quality |
| LPP 7.15 | (2011) Reducing noise and enhancing soundscapes |
| LPP 8.2 | (2011) Planning obligations |
| LPP 8.3 | (2011) Community infrastructure levy |

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

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

- 6 . 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 (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.

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

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

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

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

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

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

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

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

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

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- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk

- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.

- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.

- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

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

- 11 . You should ensure that the arrangements for the delivery and storage of petrol at the service station comply fully with the relevant statutory requirements, in particular, the Environmental Protection Act 1990 and the Petrol Vapour Recovery (Stage 1) Local Enforcing Authorities Direction and Notice 1996 and the Petroleum (Consolidation) Act 1928. Advice on these requirements can be obtained from the London Fire Brigade, Petroleum Section, Room 810, Hampton House, 20 Albert Embankment, London, SE1 7SD (Tel. 020 7587 6378).
- 12 . The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership. Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: petersale@hillingdontraining.co.uk.
- 13 . Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues'.
- 14 . CIL:
You are advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy. The applicant will be liable to pay the Community Infrastructure Levy to the sum of £134,354.80 on commencement of this development. A separate liability notice will be issued by the Local Planning Authority, however you are advised that it is your responsibility to notify the Local Planning Authority of the anticipated commencement date and any changes in liability through submission of the appropriate forms. Should you require further information

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please refer to the Council's Website.

15 . Bird Hazard Management Plan:

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

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

16 . Network Rail - Asset Protection Measures:

We would draw the councils attention to the following Rail Accident Investigation Branch report into 'Penetration and obstruction of a tunnel between Old Street and Essex Road stations, London 8 March 2013', which concluded: The intent of this recommendation is to ensure that the planning approval process reduces the risk to railway infrastructure due to adjacent developments. The Department for Communities and Local Government should introduce a process to ensure that Railway Infrastructure Managers are made aware of all planning applications in the vicinity of railway infrastructure. This process should at least meet the intent of the statutory consultation process (paragraphs 97f and 101).

Network Rail requests that the developer submit a risk assessment and method statement (RAMS) for the proposal to Network Rail Asset Protection, once the proposal has entered the development and construction phase. The RAMS should consider all works to be undertaken within 10m of the operational railway. We require reviewing the RAMS to ensure that works on site follow safe methods of working and have taken into consideration any potential impact on Network Rail land and the operational railway. The developer should contact Network Rail Asset Protection prior to works commencing at AssetProtectionLNWSouth@networkrail.co.uk to discuss the proposal and RAMS requirements in more detail.

Encroachment

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures.

- There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil.
- Any future maintenance must be conducted solely within the applicant's land

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ownership.

- Should the applicant require access to Network Rail land to facilitate their proposal they would need to approach the Network Rail Asset Protection Team at least 20 weeks before any works are due to commence on site. The applicant would be liable for all costs incurred in facilitating the proposal and an asset protection agreement may be necessary to undertake works. Network Rail reserves the right to refuse any works by a third party that may adversely impact its land and infrastructure.
- Any unauthorised access to Network Rail air-space or land will be deemed an act of trespass.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the Network Rail / railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffold / access for working at height within the footprint of their property boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, should they topple over in the direction of the railway then there must be at least a 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.

Demolition

The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing (building), due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence. Network Rail would like to add that the applicant is strongly recommended to employ companies to demolish buildings / structures belonging to the National Federation of Demolition Contractors.

This will ensure that all demolition works are carried out to professional standards and the company itself will also include liability insurance as part of its service and that demolition works on site do not impact the safety and performance of the railway.

Drainage

All surface water is to be directed away from the railway.

Soakaways, as a means of storm/surface water disposal must not be constructed near/within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property.

- Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains.
- Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property.
- Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
- Suitable foul drainage must be provided separate from Network Rail's existing drainage.
- Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.
- Drainage works could also impact upon culverts on developers land.

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Water discharged into the soil from the applicant's drainage system and land could seep onto Network Rail land causing flooding, water and soil run off onto lineside safety critical equipment or de-stabilisation of land through water saturation.

Full details of the drainage plans are to be submitted for approval to the Network Rail Asset Protection Engineer. No works are to commence on site on any drainage plans without the approval of the Network Rail Asset Protection Engineer.

2m Gap

Network Rail requests that the developer ensures there is a minimum 2 metres gap between the buildings and structures on site and our boundary fencing.

- To allow for all construction works on site and any future maintenance to be carried out wholly within the applicant's own land ownership and without encroachment onto Network Rail land and air-space. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949).

- To ensure that should the buildings and structures on site fail or collapse that it will do so without damaging Network Rail's boundary treatment or causing damage to the railway (e.g. any embankments, cuttings, any lineside equipment, signals, overhead lines) and to prevent the materials from the buildings and structures on site falling into the path of trains.

- To ensure that the buildings and structures on site cannot be scaled and thus used as a means of accessing Network Rail land without authorisation.

- To ensure that Network Rail can maintain and renew its boundary treatment, fencing, walls etc

- To ensure that the applicant does not construct their proposal so that any foundations (for walls, buildings etc) do not end up encroaching onto Network Rail land. Any foundations that encroach onto Network Rail land could undermine, de-stabilise or other impact upon the operational railway land, including embankments, cuttings etc.

- 17 . 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

SCHEDULE OF CONDITIONS

(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.

- 18 . In preparing details in relation to and seeking approval of details in compliance with condition 7 you are advised to ensure that the scheme addresses the following points raised by the Councils Trees and Landscape Officer:

There is a line of semi-mature Lombardy Poplars at the proposed main entrance to the site. The trees are due to be removed and replaced to facilitate. The replacement trees should be large, well-planted / maintained and create a significant new landscape feature. This should be echoed in the next set of new trees shown on the plan (situated about 100m south-west of the entrance). This matter can be dealt with by condition.

Four new trees have been shown within the main / outside car parking area of the proposed commercial centre. Given only four trees have been proposed, they should be large-growing trees (such as London Plane) and well-planted to allow them to thrive. This matter can be dealt with by condition.

Rear garden trees have been proposed and this will have a positive and screening effect for new residents. Further details should be provided of the species / size and numbers of trees etc. This matter can be dealt with by condition.

Very narrow strips of planting / grass have been shown to the front of much of the proposed blocks. Details should be provided to show how these spaces will be made 'defend-able

END OF SCHEDULE

Address:

Residents Services
London Borough of Hillingdon
3 North Civic Centre, High Street, Uxbridge UB8 1UW
Tel: 01895 250230
www.hillingdon.gov.uk

GRANT OF PLANNING PERMISSION

Application Ref.No.: 66819/APP/2014/1600

SCHEDULE OF PLANS

12101-02-2005 Rev B - received 08 May 2014
12101-02-2006 Rev B - received 08 May 2014
12101-02-2007 Rev B - received 08 May 2014
12101-02-2008 Rev B - received 08 May 2014
12101-02-2009 Rev B - received 08 May 2014
12101-02-2010 Rev B - received 08 May 2014
12101-02-2011 Rev B - received 08 May 2014
12101-02-1020 Rev B - received 08 May 2014
12101-Visual 0001 Rev B - received 08 May 2014
12101-Visual 0002 Rev B - received 08 May 2014
Design & Access Statement - Rev A (14/05/14) - received 04 Aug 2014
Aboricultural Report - 02/04/14 - received 08 May 2014
1061-043 Rev B - received 08 May 2014
1061-060 Rev B - received 08 May 2014
1061-061 Rev A - received 08 May 2014
1061-R-001 Rev E - received 04 Aug 2014
12101-02-4003 Rev D - received 08 May 2014
12101-02-1001 Rev C - received 04 Aug 2014
12101-02-1003 Rev C - received 04 Aug 2014
12101-02-1007 Rev C - received 04 Aug 2014
12101-02-1011 Rev C - received 04 Aug 2014
12101-02-1013 Rev C - received 04 Aug 2014
12101-02-1014 Rev C - received 04 Aug 2014
12101-02-1015 Rev C - received 04 Aug 2014
12101-02-1016 Rev C - received 04 Aug 2014
12101-02-4050 Rev H - received 04 Aug 2014
12101-02-4002 Rev D - received 08 May 2014
12101-02-2031 - received 04 Aug 2014
Illustrative Arrival Space Sketch - received 04 Aug 2014
12101-02-4001 Rev D - received 04 Aug 2014

Illustrative Paving - received 04 Aug 2014

Demolition Strategy - Rev A (23/04/14) - received 08 May 2014

2013-056/G223 Rev A - received 08 May 2014

2013-056/G224 Rev B - received 08 May 2014

2013-056/G227 Rev F - received 08 May 2014

2013-056/G250 Rev E - received 08 May 2014

2013-056/G801 Rev E - received 08 May 2014

2013-056/G802 Rev E - received 08 May 2014

2013-056/G803 Rev K - received 08 May 2014

2013-056/P220 Rev A - received 08 May 2014

2013-056/R201 Rev P - received 08 May 2014

2013-056/R202 Rev J - received 08 May 2014

2013-056/R220 Rev P - received 08 May 2014

2013-056/R230 Rev D - received 08 May 2014

2013-056/G220 Rev R - received 08 May 2014

2013-056/G221 Rev M - received 08 May 2014

2013-056/G225 Rev K - received 08 May 2014

2013-056/G226 Rev J - received 08 May 2014

2013-056/G112 - received 08 May 2014

Construction Management Plan - Rev A (24/04/14) - received 08 May 2014

BREEAM Pre-assessment - Cinema - 24/04/14 - received 08 May 2014

BREEAM Pre-assessment - Foodstore - 24/04/14 - received 08 May 2014

BREEAM Pre-assessment - Restaurant Units - 24/04/14 - received 08 May 2014

CFSH Pre-assessment - Residential - 24/04/14 - received 08 May 2014

CHP Stack Emissions Modelling - 24/04/14 - received 08 May 2014

Air Quality Assessment - Rev 2 (29/04/14) - received 08 May 2014

2013-056/G101 Rev F - received 08 May 2014

2013-056/G102 Rev G - received 08 May 2014

2013-056/G104 Rev G - received 08 May 2014

2013-056/G109 Rev Q - received 08 May 2014

2013-056/G200 RevAA - received 08 May 2014

2013-056/G201 Rev T - received 08 May 2014

2013-056/G202 Rev S - received 08 May 2014

2013-056/G204 Rev U - received 08 May 2014

2013-056/G222 Rev E - received 08 May 2014
1061-003 Rev V - received 04 Aug 2014
1061-004 Rev P - received 04 Aug 2014
1061-005 Rev N - received 04 Aug 2014
1061-006 Rev G - received 08 May 2014
1061-007 Rev K - received 08 May 2014
1061-020 Rev C - received 08 May 2014
1061-040 Rev C - received 08 May 2014
1061-041 Rev C - received 08 May 2014
1061-042 Rev B - received 08 May 2014
Archaeology/Heritage Assessment - December 2012 - received 08 May 2014
Landscape Strategy - Rev B (29/04/13) - received 08 May 2014
Energy Strategy - 24/04/14 - received 08 May 2014
External Lighting Statement - 24/04/14 - received 08 May 2014
Preliminary Risk Assessment - 03/05/13 - received 08 May 2014
Employment Land Report - April 2014 - received 08 May 2014
Flood Risk Assessment and Drainage Strategy - 25/04/14 - received 08 May 2014
Planning Report - May 2014 - received 08 May 2014
Noise Assessment - 29/04/14 - received 08 May 2014
Utilities Design Statement - 24/04/14 - received 08 May 2014
12101-02-2050 - received 08 May 2014
12101-3001 - received 08 May 2014
12101-3002 - received 08 May 2014
12101-3003 - received 08 May 2014
12101-02-0030 Rev D - received 08 May 2014
12101-02-0002 - received 08 May 2014
12101-02-0003 - received 08 May 2014
12101-02-4051 Rev A - received 08 May 2014
12101-02-1002 Rev B - received 08 May 2014
12101-02-1004 Rev B - received 08 May 2014
12101-02-1005 Rev B - received 08 May 2014
12101-02-1006 Rev B - received 08 May 2014
12101-02-2001 Rev B - received 08 May 2014
12101-02-2002 Rev B - received 08 May 2014

12101-02-1008 Rev B - received 08 May 2014
12101-02-1009 Rev B - received 08 May 2014
12101-02-1010 Rev B - received 08 May 2014
12101-02-2003 Rev B - received 08 May 2014
12101-02-1012 Rev B - received 08 May 2014
12101-02-2004 Rev B - received 08 May 2014
12101-02-1017 Rev C - received 04 Aug 2014
12101-02-1018 Rev C - received 04 Aug 2014
12101-02-1019 Rev C - received 04 Aug 2014
12101-02-5001 - received 04 Aug 2014
12101-02-5002 - received 04 Aug 2014
12101-02-5003 - received 04 Aug 2014
12101-02-5004 - received 04 Aug 2014
12101-02-5005 - received 04 Aug 2014
12101-02-5006 - received 04 Aug 2014
12101-02-5007 - received 04 Aug 2014
12101-02-5011 - received 04 Aug 2014
12101-02-5012 - received 04 Aug 2014
12101-02-5013 - received 04 Aug 2014
12101-02-5014 - received 04 Aug 2014
12101-02-0005 Rev E - received 04 Aug 2014
12101-02-0006 Rev G - received 04 Aug 2014
12101-02-0007 Rev G - received 04 Aug 2014
12101-02-0008 Rev G - received 04 Aug 2014
12101-02-0009 Rev E - received 04 Aug 2014
12101-02-2032 - received 04 Aug 2014
Statement of Community Involvement - May 2014 - received 08 May 2014
Site Waste Management Plan - 12/04/14 - received 08 May 2014
Daylight & Sunlight Report - 23/04/14 - received 08 May 2014
Retail & Leisure Report - May 2014 - received 08 May 2014
Sustainability Report - 30/04/14 - received 08 May 2014
VISSIM Modelling Report - April 2014 - received 08 May 2014
Transport Assessment - PMcL/3008d51/April 2014 - received 08 May 2014
Travel Plan - Framework - PMcL/3008d53/April 2014 - received 08 May 2014

Ventilation and Air Exhaust Discharge Strategy - 24/04/14 - received 08 May 2014
Travel Plan - ASDA - PMcL/3008d21/April 2014 - received 08 May 2014
Travel Plan - Residential - PMcL/3008d54/April 2014 - received 08 May 2014
Pedestrian (PERS) Audit - PMcL/3008d57/April 2014 - received 08 May 2014
Car Parking Management Plan - PMcL/3008d56/April 2014 - received 08 May 2014
Delivery and Servicing Plan - PMcL/3008d55/Apr 2014 - received 08 May 2014
Preliminary Ecological Appraisal - 15/05/14 - received 08 May 2014
Note on Scale and Town Centre Network - June 2014 - received 19 Jun 2014
Energy Strategy Addendum - 11/08/2014 - received 04 Aug 2014
LINSIG Details - 11/08/2014 - received 04 Aug 2014
Response to Mayor of London Stage 1 Report and Consultee Responses - August 2014 - received 04 Aug 2014
2013-056/G103 Rev Y - received 22 Dec 2014

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the office of the First Secretary of State under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so within six months of the date of this notice, using a form which you can get from the Planning Inspectorate at Customer Support Unit, Room 3/15 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel 0117 372 8424) Appeal forms can be downloaded from the Planning Inspectorate's website at <http://.Planning-inspectorate.gov.uk>

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances, which excuse the delay in giving notice of an appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Purchase Notices.

If either the local planning authority or the officer of the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use by carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.