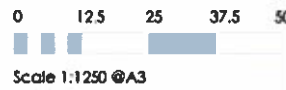


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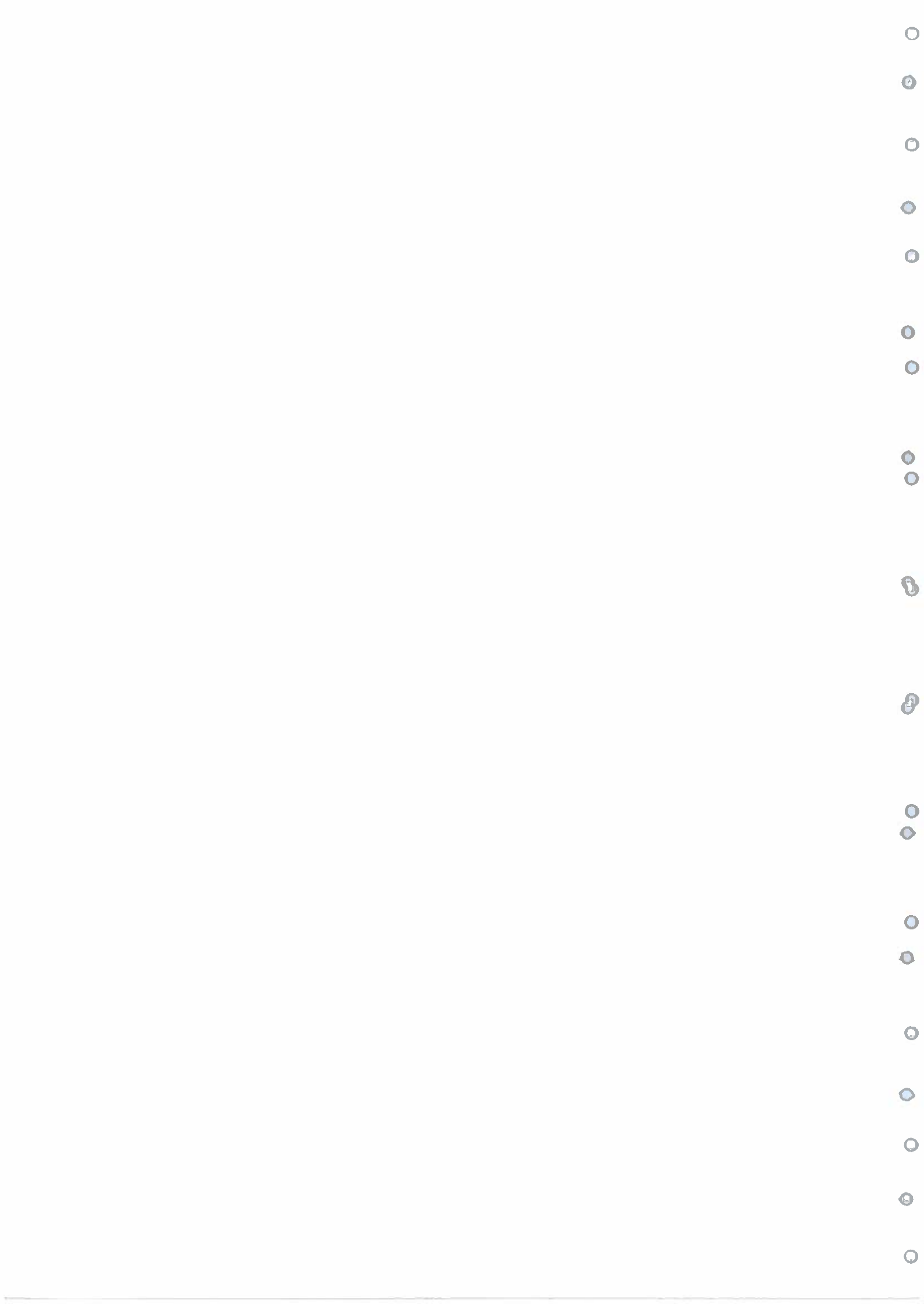
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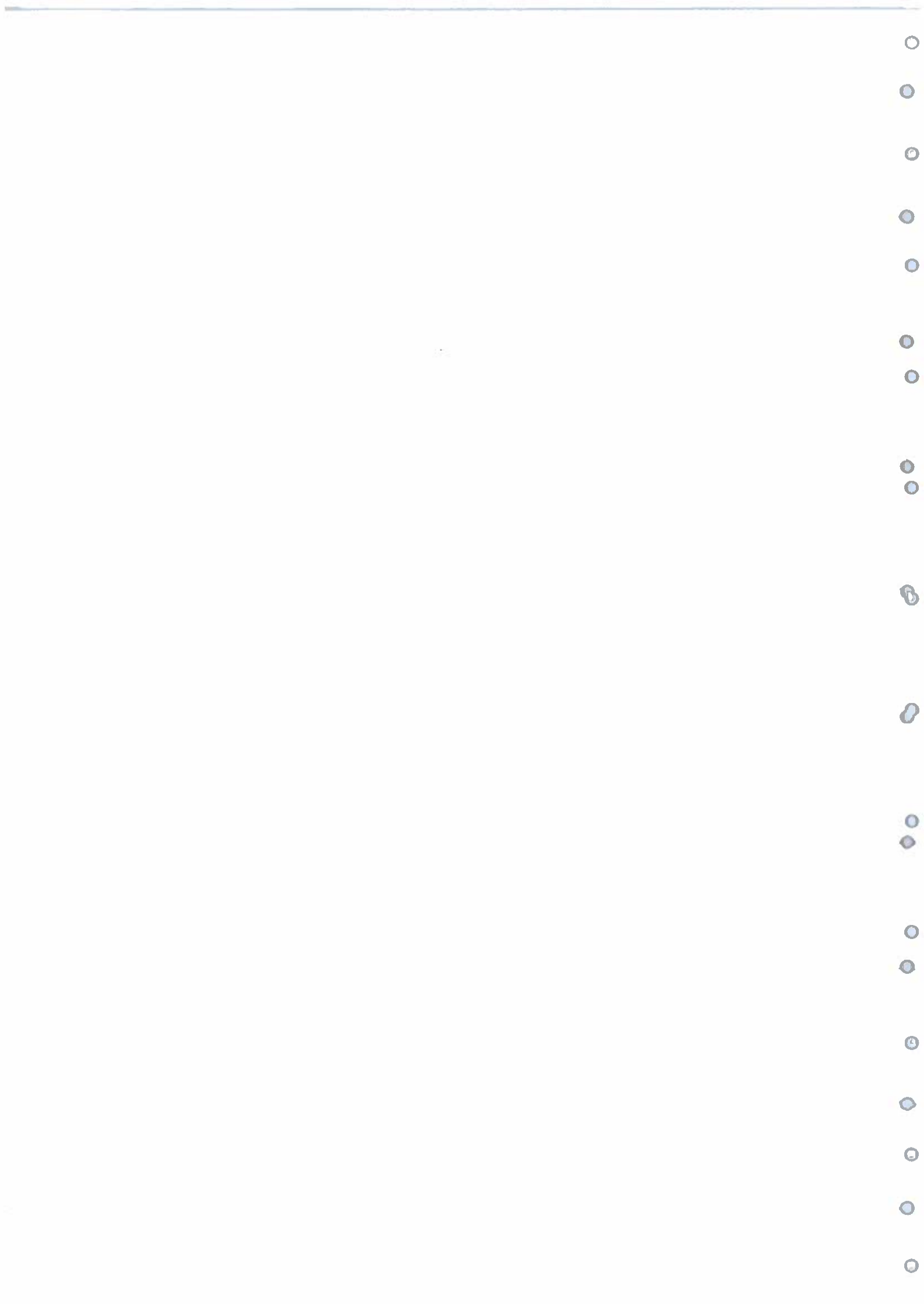
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| RI                                                                                                 | 18 June 2018 | —       |
| Job No.                                                                                            | Drawing No.  | Rev.    |
| 16128                                                                                              | 2 - 001      | B       |



**APPENDIX 3**

**DRAFT PLANNING PERMISSION**



# DRAFT

Mrs Hannah Young  
Lichfields  
14 Regent'S Wharf  
All Saints Street  
London N1 9RL

Application Ref: 2370/APP/2018/2793

## 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:**

Demolition of the existing buildings and the redevelopment of the site to provide a part 4 to part 8 storey building comprising a replacement Class A1 1,643sq.m (GIA) foodstore, 144 residential units, basement car parking and associated works.

**Location of development:** Morrison Supermarket 41-67 High Street Yiewsley

**Date of application:** 31 July 2018

**Plan Numbers:** See attached Schedule of plans

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

**Draft Decision Notice produced: 29 July 2019**

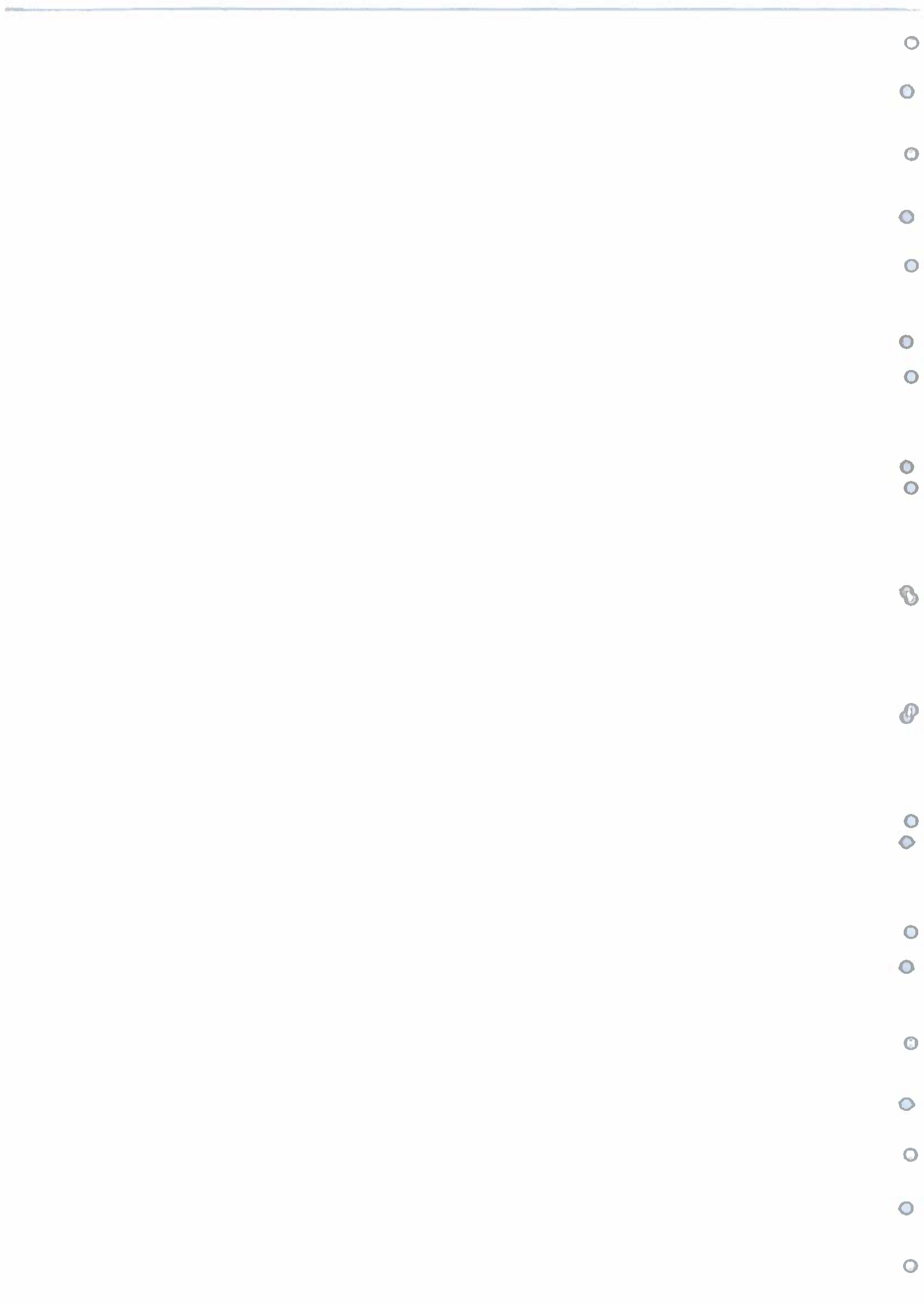
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**Amendments required: YES / NO**

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: 2370/APP/2018/2793

### **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.

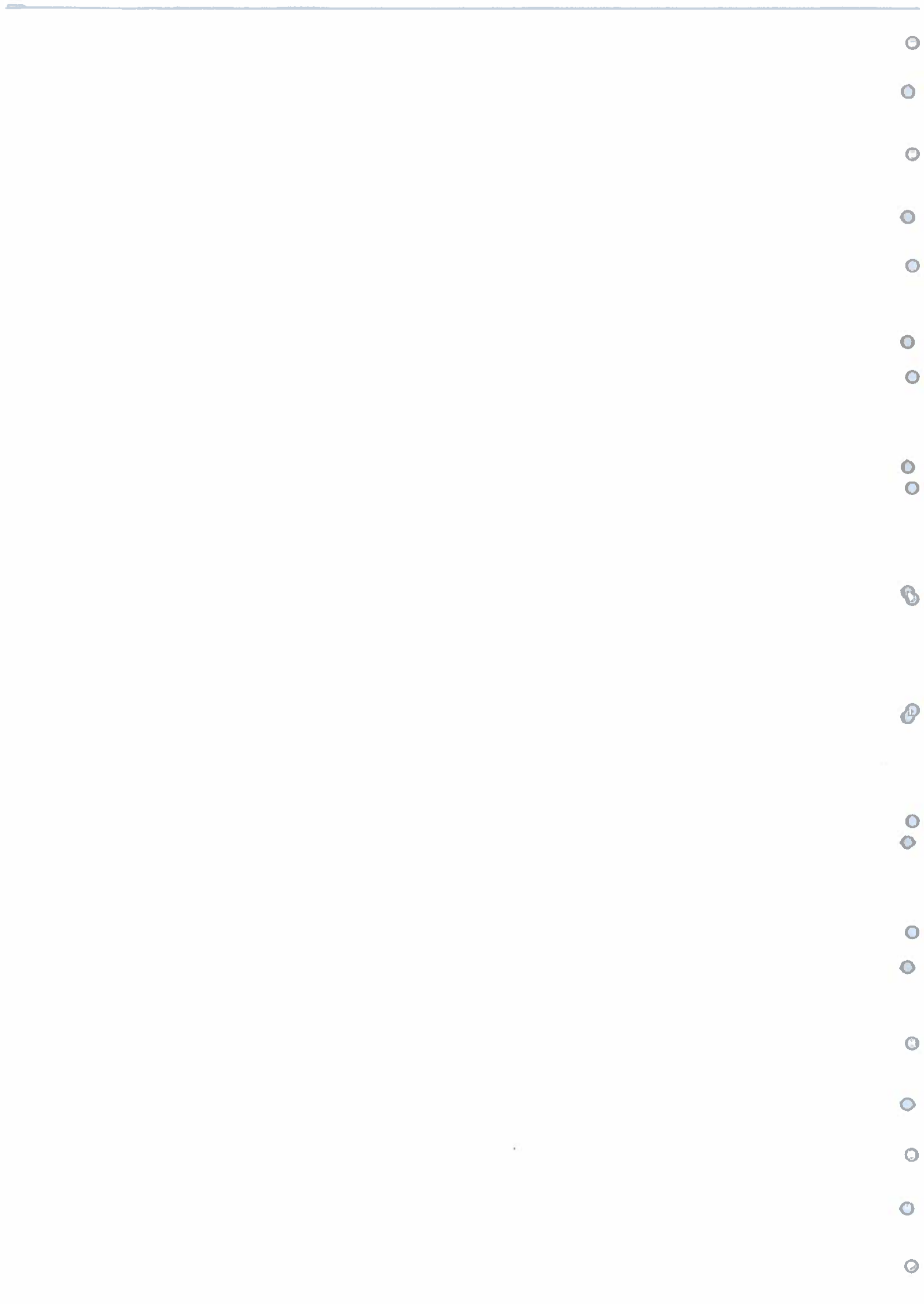
- 2 . The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:-

2 - 100 Rev. F, 2 - 101 Rev. DD, 2 - 102 Rev. U, 2 - 103 Rev. H, 2 - 104 Rev. R, 2 - 105 Rev. R, 2 - 106 Rev. S, 2 - 109 Rev. X, 2 - 110 Rev. U, 2 - 111 Rev. G, 2 - 112 Rev. K, 2 - 113 Rev. G, 2 - 114 Rev. C, 2 - 115 Rev. D, 2 - 121 Rev. C, 2 - 120 Rev. D, 2 - 130 Rev. D, 2 - 201 Rev. P, 2 - 202 Rev. J, 2 - 300 Rev. G, 2 - 400 Rev. L, 2 - 401 Rev. G, 2 - 600 Rev. E, 2 - 620 Rev. E, 2 - 701 Rev. H, 2 - 702 Rev. H, 2 - 703 Rev. H, 2 - 704 Rev. H, 2 - 705 Rev. H, 2 - 706 Rev. H, 2 - 707 Rev. J, 2 - 708 Rev. H, 2 - 709 Rev. J, 2 - 710 Rev. H, 2 - 711 Rev. G, 2 - 713 Rev. G, 2 - 715 Rev. G, 2 - 717 Rev. G and 4330/P/E/3010 Rev. P.

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 (March 2016).



### SCHEDULE OF CONDITIONS

- 3 . The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Reduction in energy use and renewable technology installation [Energy Strategy, May 2019 and its Appendices, including BRUKL Output Document (Retail);  
Overall Carbon Emission Reduction Report and Energy Centre Indicative Plant Layout Plan dated June 2019;  
Accessibility [Design & Access Statement Addendum - November 2018, received 27/11/18]  
Provision of bird boxes and bat boxes/bricks [Sustainability Statement]  
Noise mitigation measures [Noise Assessment]  
Dust Mitigation Measures [Air Quality Assessment]  
Highway works [Transport Assessment, Volumes 1 to 4]  
Foul and surface water drainage [Flood Risk Assessment in Accordance with NPPF & Drainage Strategy, Rev. B]  
Tree works [Arboricultural Report]  
Ground works [Preliminary Risk Assessment]  
Archaeology Assessment and Mitigation [Archaeological Desk Based Assessment]  
Assessment methodology and criteria [Daylight, Sunlight and Overshadowing Assessment]  
Response to Planning Committee Queries Document received 23/1/19  
Redwood Partnership Letter dated 28/1/19  
Delivery and Servicing Plan received 19/11/18

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

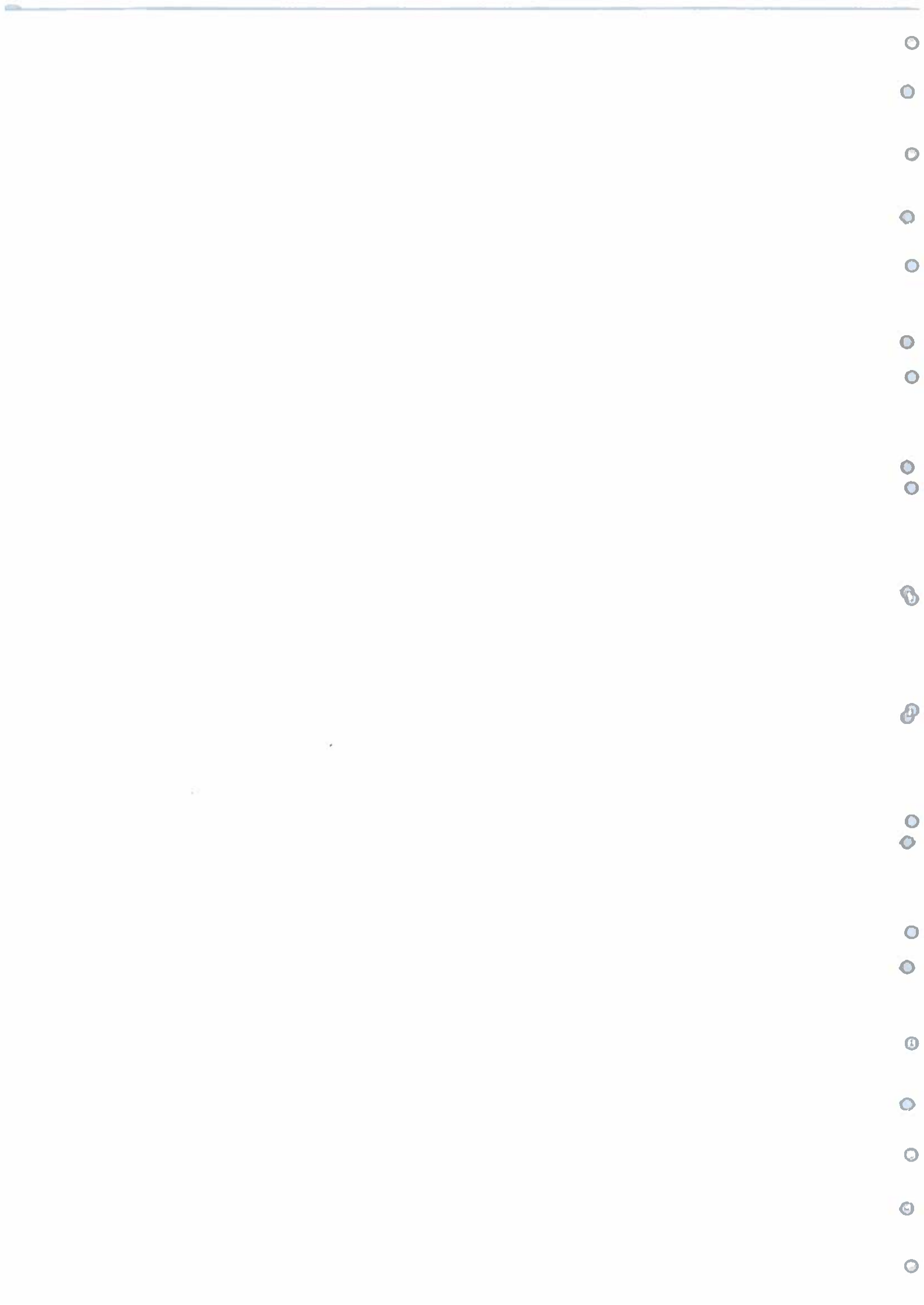
#### REASON

To ensure that the development complies with the objectives of Policies 5.2, 5.12, 5.13, 5.15, 5.21, 6.10, 7.2, 7.8, 7.14, 7.15, 7.21 and 7.27 of the London Plan (March 2016) and Policies EC5, BE3, BE20, BE38, OE1, OE3, OE11 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

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

#### REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).



## SCHEDULE OF CONDITIONS

- 5 . No development above damp proof course level 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 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 . Prior to commencement of development, details of the following shall be 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 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).



## SCHEDULE OF CONDITIONS

7. No above damp proof course level works 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, to include a possible 'rain garden' adjacent to the main store entrance, or justification as to why this is not feasible,
  - 1.a Planting plans (at not less than a scale of 1:100), to include details of a 2m deep area of defensible space outside of windows fronting the first floor podium amenity space,
  - 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 (32 cycle spaces for the retail element and 165 spaces for the residential element including 4 short stay resident spaces close to building entrances)
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts, including 101 residential car parking spaces (including 14 disabled spaces) and 69 retail car parking spaces (including 6 disabled spaces) and including demonstration that 20% of all parking spaces are served by electrical charging points (active provision) and 20% of spaces can be made to be easily converted should the demand arise (passive provision),
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (including details of the designated children's play area, play equipment and furniture)
- 2.h Landscape details on the boundary with the Vicarage should include planters containing small trees around the balustrade boundary of the garden, preventing access to it apart from essential maintenance, and all seating in the garden must face inwards.

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 surfing/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

4. Other

- 4.a Existing and proposed functional services above and below ground

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 3.6 and 5.17 (refuse storage) of the London Plan (March 2016).



### SCHEDULE OF CONDITIONS

- 8 . 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 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.

- 9 . The side living room and bedroom window(s) on Units C02, C13, C24 and C35 on the first to fourth floors respectively facing St Mathews Church of England Primacy School shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

#### REASON

To prevent overlooking to adjoining properties in accordance with Policy of the BE24 Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

- 10 . Details of side privacy screens on the balconies serving Units C02, C13, C24 and C35 on the first to fourth floors respectively facing St Mathews Church of England Primacy School, Units C06, C17 and C28 on the first to third floors facing the internal courtyard and details of the boundary treatment of the first floor amenity areas shall be submitted to and approved by the Local Planning Authority prior to the development is brought into use.

#### REASON

To prevent overlooking to adjoining properties in accordance with Policy of the BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).



## SCHEDULE OF CONDITIONS

- 11 . The ground floor commercial premises hereby approved shall only be used for Class A1 retail purposes as defined within the Schedule to the Town and Country Planning (Use Classes) Order 1987) (as amended).

### REASON

In order to accord with the terms of the application and to maintain the vitality and viability of the Yiewsley/ West Drayton Town Centre in accordance with Policy 2.15 of the London Plan (March 2016).

- 12 . Prior to the commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. The plan shall be in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

### REASON

To safeguard the amenity of surrounding areas in accordance with Policies OE5 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 7.14 of the London Plan (March 2016).

- 13 . Notwithstanding the details in the submitted Delivery and Servicing Plan, prior to the occupation of development details of a Delivery and Servicing Plan which identifies efficiency and sustainability measures to be undertaken once the development(s) is operational, to include revised servicing and delivery hours, shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries/servicing during am and pm peak hours.

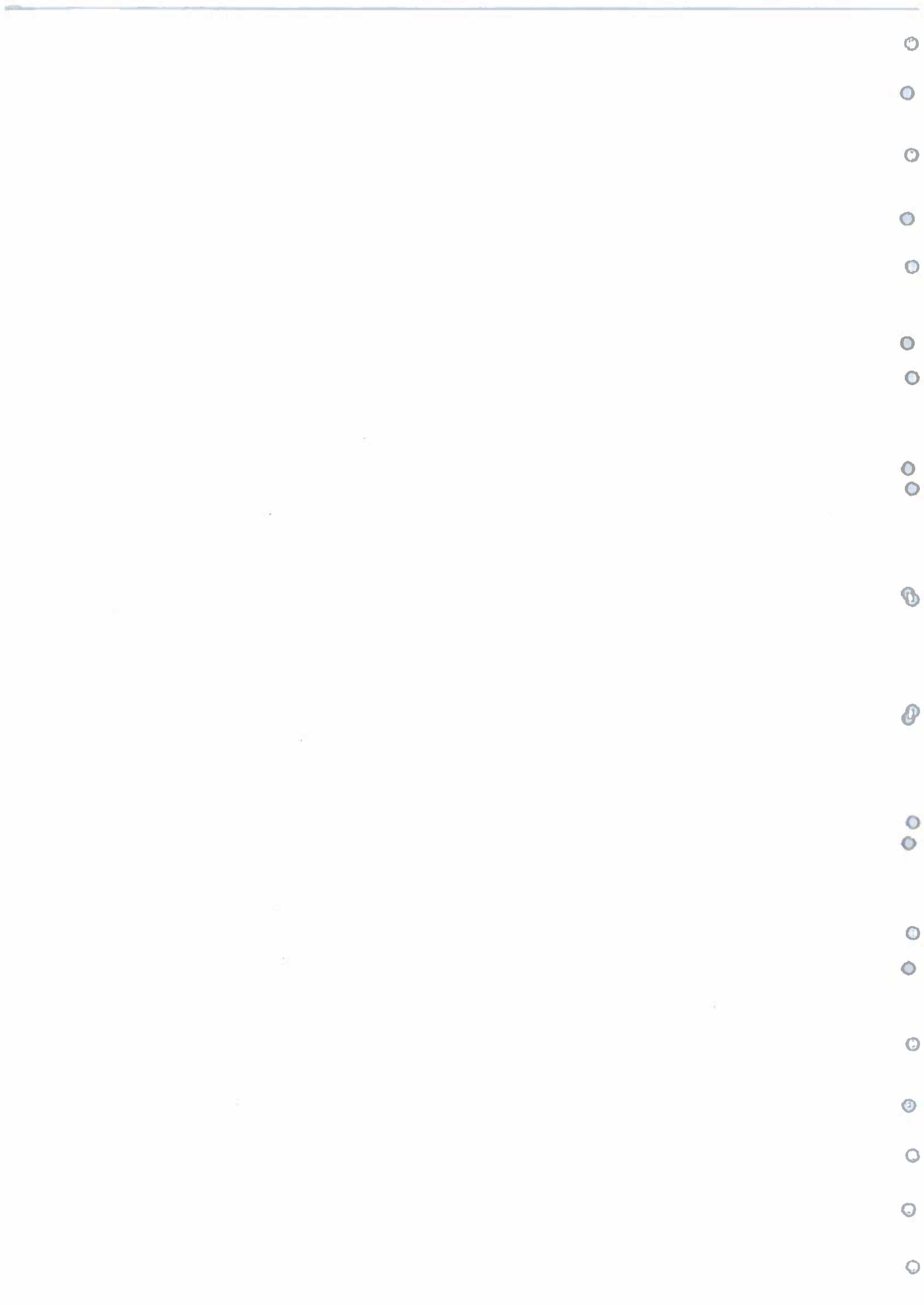
### REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

- 14 . Notwithstanding the details shown on Drawing No. 2 - 101 Rev. DD, revised details shall be submitted to and approved by the Local Planning Authority to show appropriate provision being made for cyclist showering and changing facilities.

### REASON:

To ensure that appropriate cyclist facilities are provided in accordance with Policy 6.9 of the London Plan (March 2016).



### SCHEDULE OF CONDITIONS

- 15 . The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwellings, with all remaining units designed to the standards for Category 2 M4(2) dwellings, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

**REASON**

To ensure that an appropriate standard of housing stock, in accordance with London Plan Policy 3.8 (c) and (d), is achieved and maintained.

- 16 . The ground floor retail premises shall only be open to the public between the following hours:-

06:00 to 23:00 hours, Mondays to Saturdays and  
10:00 to 18:00 hours on Sundays.

**REASON**

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

- 17 . There shall be no loading or unloading of vehicles, including the collection of waste from the site outside of the hours of:-

0700 and 2300 hours, Monday to Saturday, and  
09:00 and 18:00 hours on Sundays, Public or Bank Holidays.

**REASON**

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

- 18 . Prior to the occupation of the proposed development, a Car Park Management Plan for the new store and residential units shall be submitted to and approved in writing by the Local Planning Authority.

The car park shall thereafter be managed in accordance with the approved details.

**REASON:**

To ensure that the car park is managed safely and effectively to serve the two use elements, in accordance with Policies AM7(ii) and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).



## SCHEDULE OF CONDITIONS

- 19 . Prior to the commencement of use of the new food store, a trolley trap(s) to prevent shopping trolleys leaving the site shall be implemented and thereafter retained for so long as the development remains in existence.

### REASON

To prevent the abandonment of shopping trolleys in the surrounding area and associated anti-social behaviour, to the detriment of Health and Safety and the character and appearance of the area in accordance with Policies BE13 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

- 20 . No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

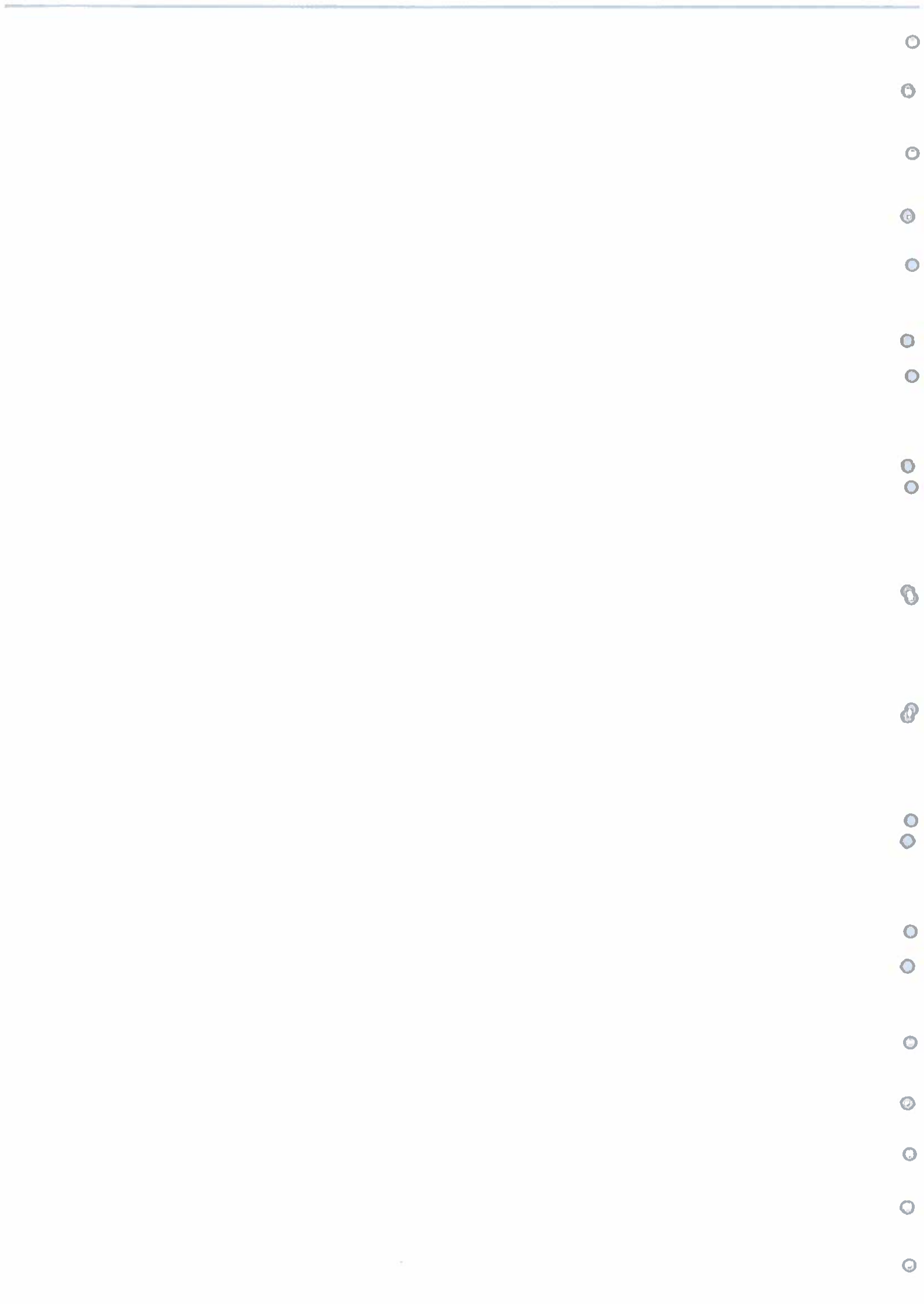
If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

### REASON

To safeguard any archaeological interest on the site, in accordance with the NPPF (July 2018), Policy 7.8 of the London Plan, Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy BE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).



## **SCHEDULE OF CONDITIONS**

- 21 . Prior to the occupation of development, details shall be submitted to and approved in writing by the Council, of the external noise level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external noise level emitted from plant, machinery/ equipment will be lower than the lowest existing background noise level by at least 5dBA, by 10 dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

Measures shall be implemented prior to the occupation of the residential units and thereafter retained.

### **REASON**

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

- 22 . Prior to the commencement of the use, any plant, equipment, extraction / ventilation system and/or ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

### **REASON**

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

- 23 . Prior to the commencement of works above damp proof course level, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the ground floor plant room, basement car park, from noise sensitive dwellings. Details shall demonstrate that the sound insulation value  $D_{nT,w}$  and  $L'_{nT,w}$  is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures implemented to contain commercial noise within the commercial premises and to achieve the internal noise levels criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

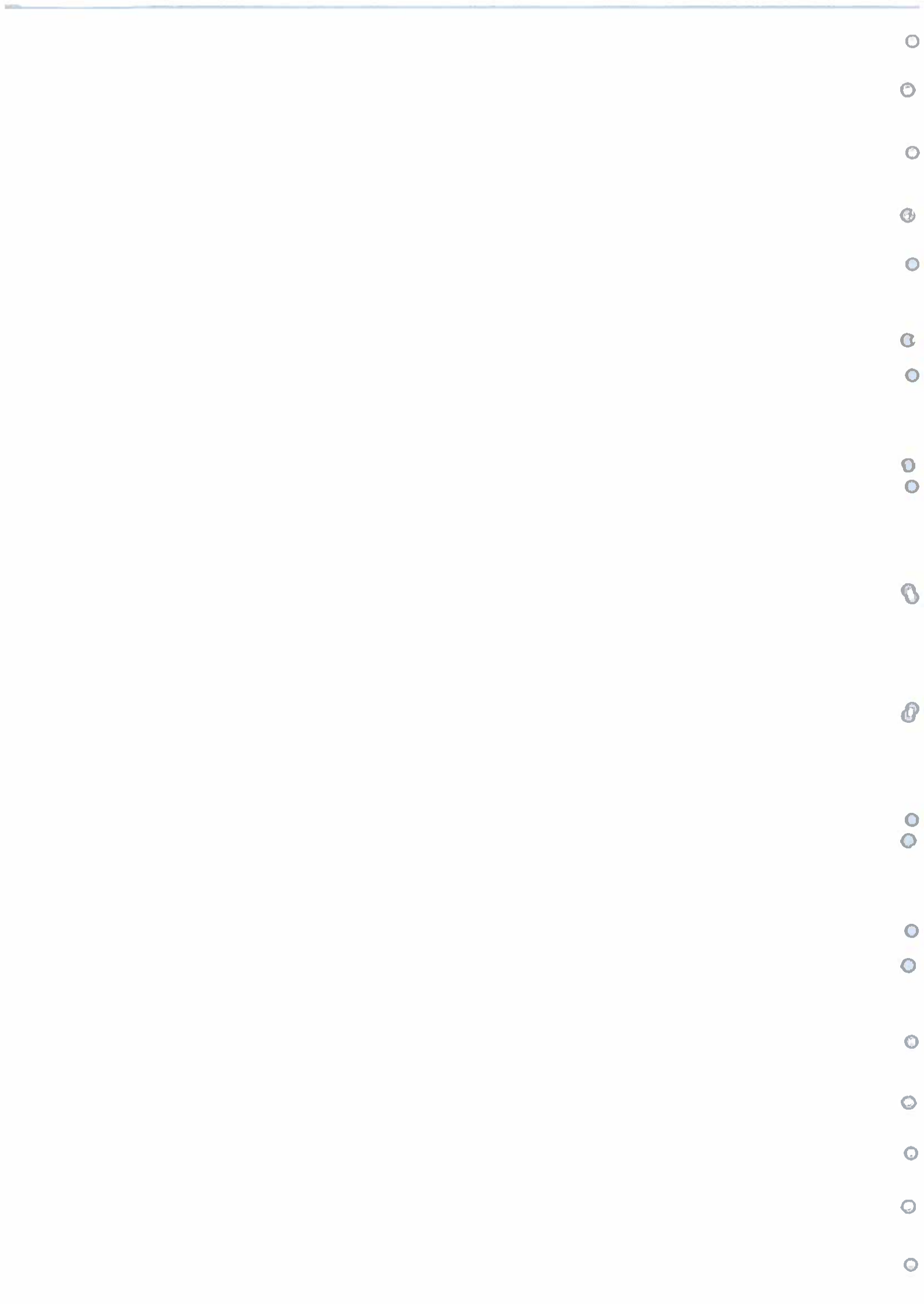
### **REASON**

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

- 24 . The noise level in rooms at the development hereby approved shall meet the internal noise levels specified in BS8233:2014 for internal rooms and external amenity areas.

### **REASON**

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



## SCHEDULE OF CONDITIONS

- 25 . Prior to commencement on above ground works, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value  $D_{nT,w}$  and  $L_{nT,w}$  of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely living room and kitchen above bedroom of separate dwelling. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

### REASON

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

- 26 . Prior to the commencement of works above damp proof course level, a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall include full details, plans and specifications of the low and zero carbon technology to be used to meet the CO2 reduction targets (as a minimum) identified in the general energy strategy (Watkins Payne, 4330-HighSt Yiewsley-Ener Strat-PlanningJC-AT-07-18). The assessment shall also include, where appropriate, location plans of the identified technology, heat networks and emission data (noise and/or pollutants) and roof plans (PVs).

The development must be completed in accordance with the approved assessment.

### Reason

To ensure the development contributes a reduction in CO2 emissions in accordance with Policy 5.2 of the London Plan (March 2016).

- 27 . Prior to the commencement of works above damp proof course level, a low emission strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall address:-

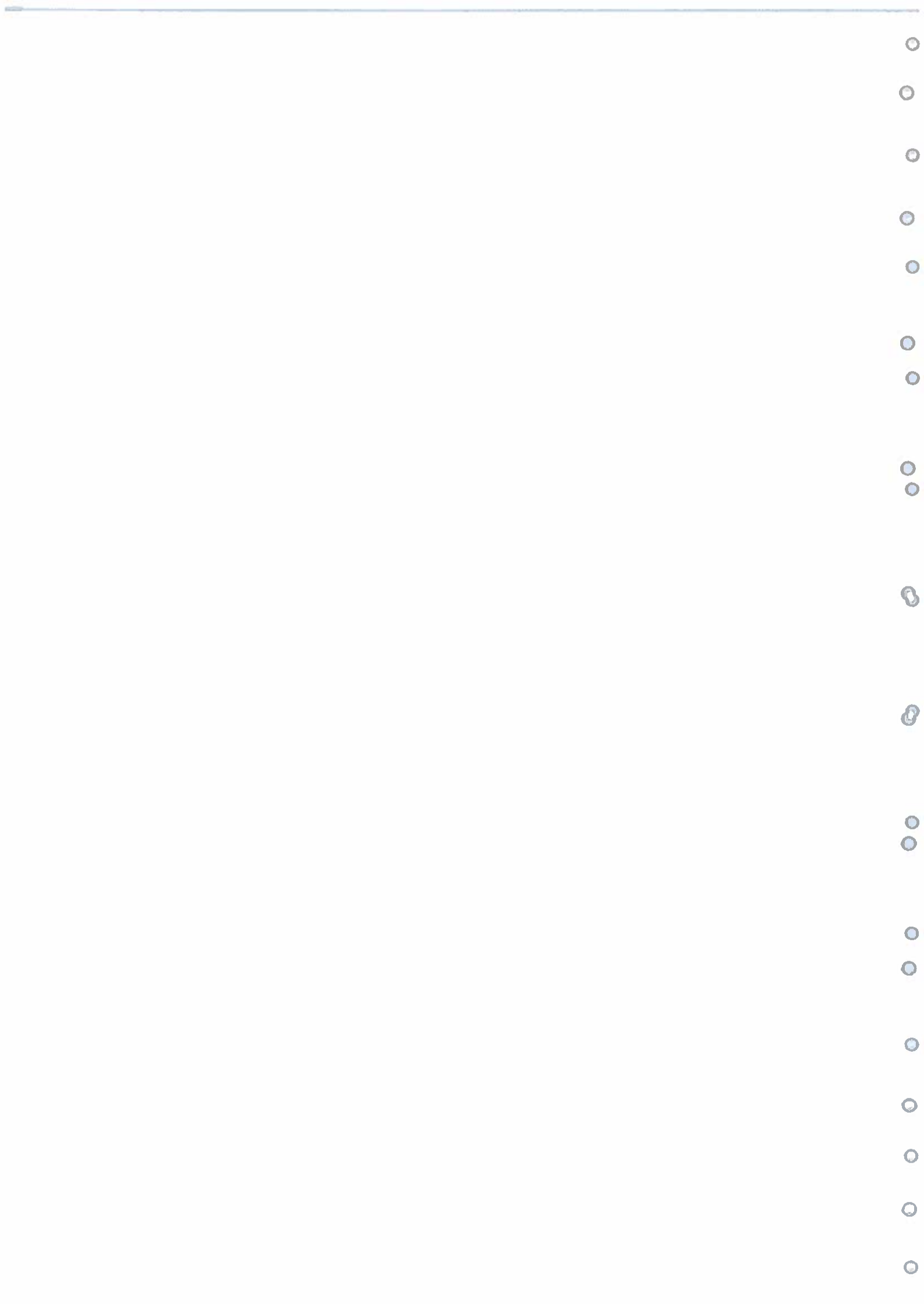
1) Demonstrate that delivery/servicing fleets are EURO VI (or equivalent through implemented retrofitting devices that will enable compliance with such Euro standards) and or zero emission (e.g. Electric)

2) Detail the provision of, and number of, electric vehicle charging units.

The Low Emission Strategy shall have targets for emission reduction and time-scales, with pollution savings clearly quantified and a clear Delivery and Implementation Plan of Measures. At the end of each calendar year an implementation plan shall be submitted for approval in writing by the local planning authority, which on approval shall be fully implemented in accordance with the details and measures so approved. The measures in the agreed scheme shall be maintained throughout the life of the development.

### REASON

To safeguard air quality in an Air Quality Management Area, in accordance with paragraph 124 of the NPPF, Policy 7.14 of the London Plan (March 2016) and Policy EM8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).



### **SCHEDULE OF CONDITIONS**

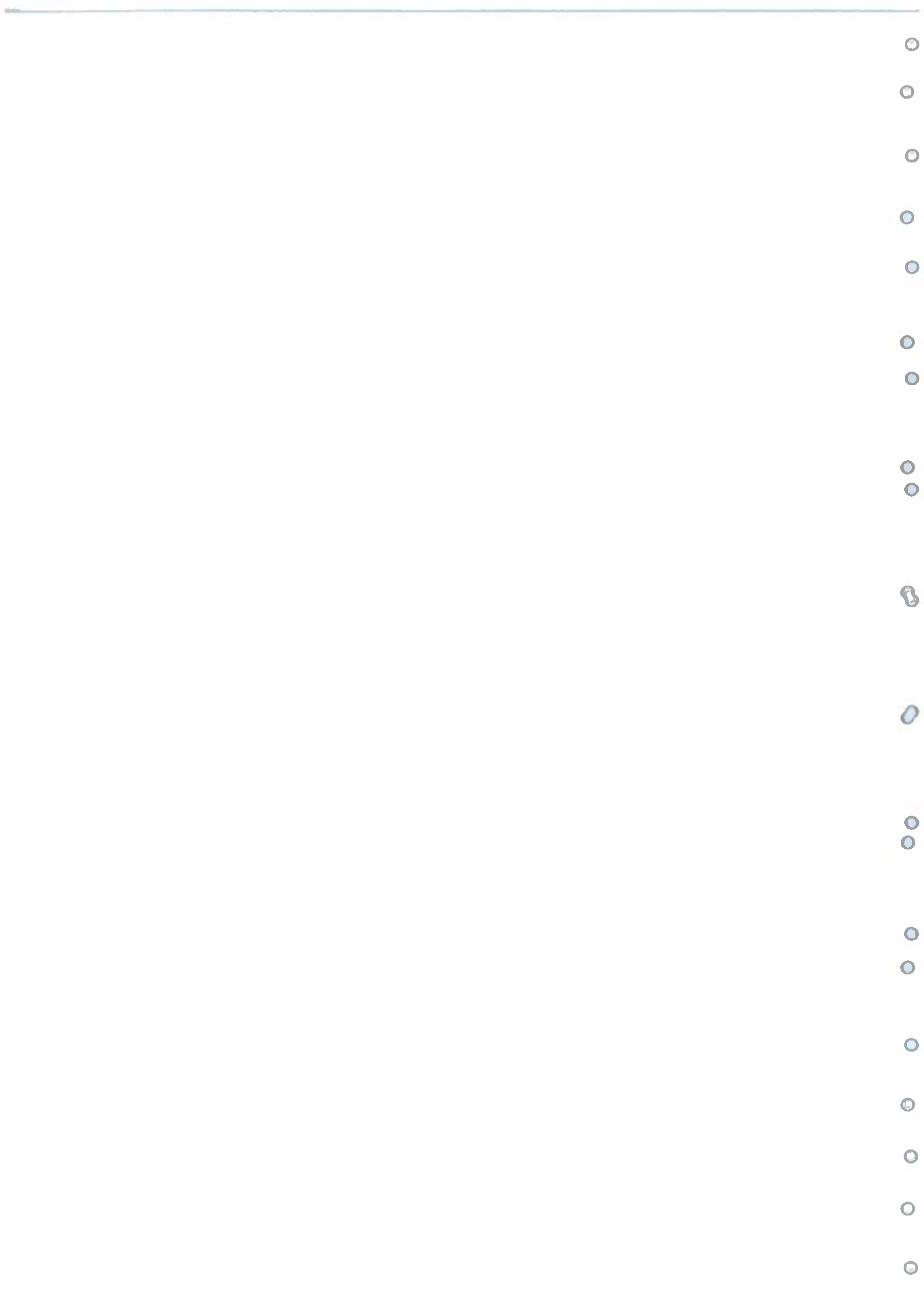
- 28 . Prior to the occupation of the development, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards around an Aerodrome' attached \* See para below for further information \*

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

#### **REASON**

In order to manage the flat roofs so as to minimise their attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, in accordance with Policy A6 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

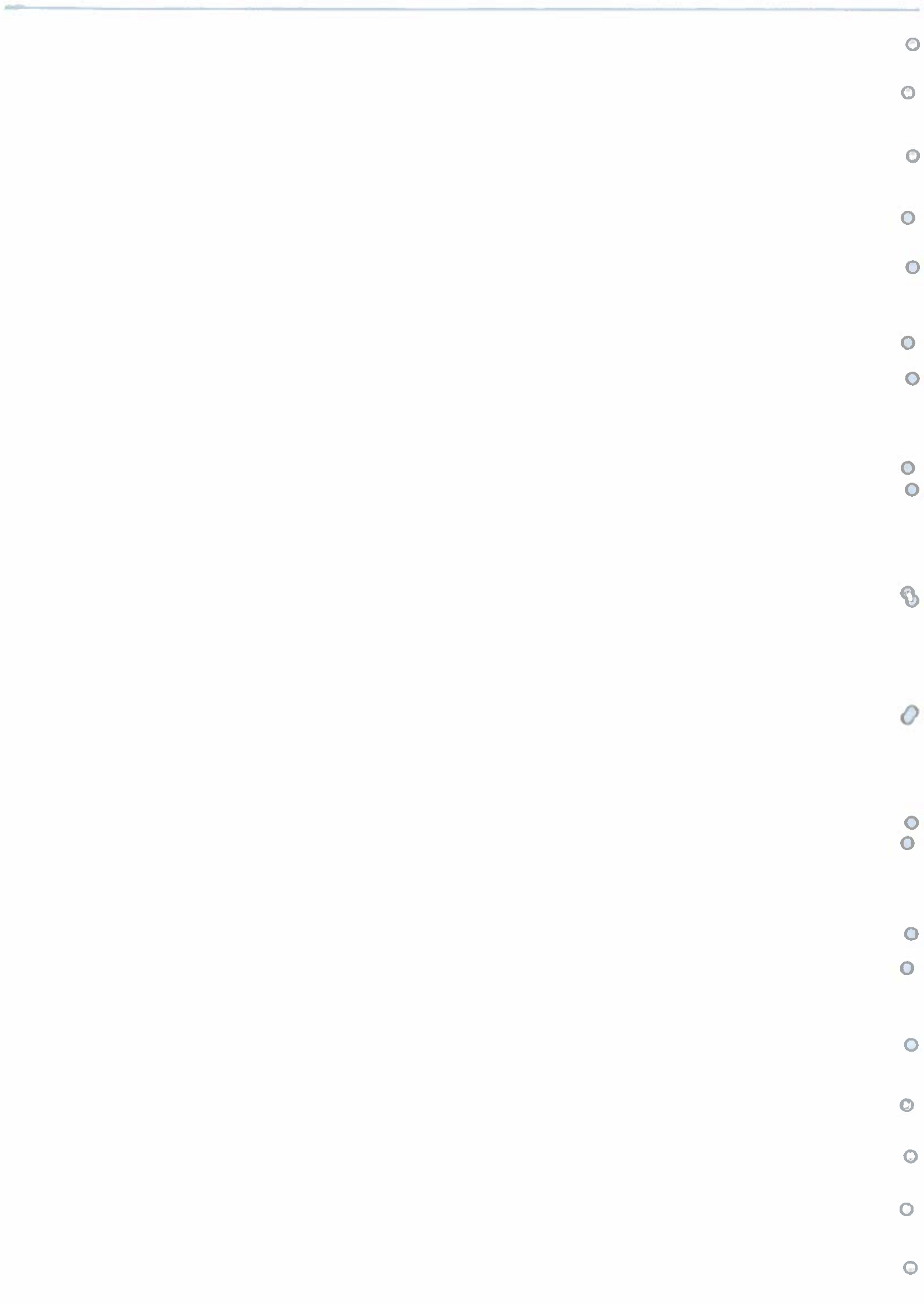


## SCHEDULE OF CONDITIONS

- 29 . (i) Prior to the commencement of development, a scheme to deal with contamination shall be submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:
- (a) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and
  - (b) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.
- (ii) If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and
- (iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.
- (iv) 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. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

### REASON

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

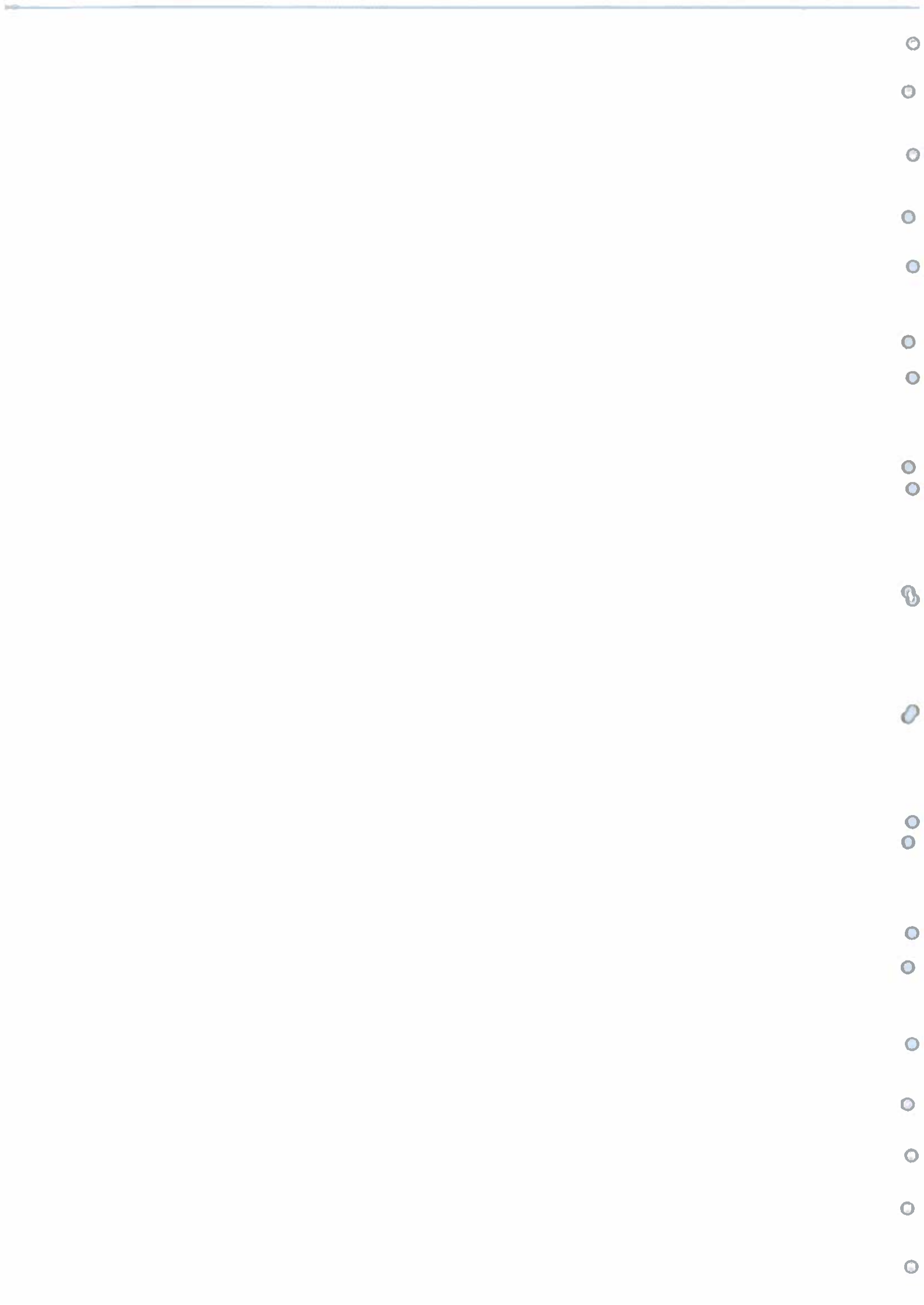


### **SCHEDULE OF CONDITIONS**

- 30 . Prior to the commencement of works above damp proof course level, details of a refuse management plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of how the store(s) will be managed to ensure that they are secure and provide details of the storage areas, design and any ventilation. The Plan shall also minimise the use of the High Street for collection of refuse.

**REASON:**

To ensure that adequate provision is made for the storage and collection of waste and recycling materials on site that safeguards the amenity of the occupiers of the adjacent residential units in accordance with Policy 7.17 of the London Plan (March 2016) and Policies BE19 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). To ensure the proposals minimise the impact on the local highway network of the High Street in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012).



## SCHEDULE OF CONDITIONS

- 31 . 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 follow the strategy set out in Flood Risk Assessment in Accordance with NPPF & Drainage Strategy, Rev. A, produced by Ward & Cole dated July 2018.

The scheme shall clearly demonstrate how it, Manages Water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. where identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site
- iv. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).

b) Capacity of Receptors

- i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.
- ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
- iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

c) Minimise water use.

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and grey water will be recycled and reused in the development.

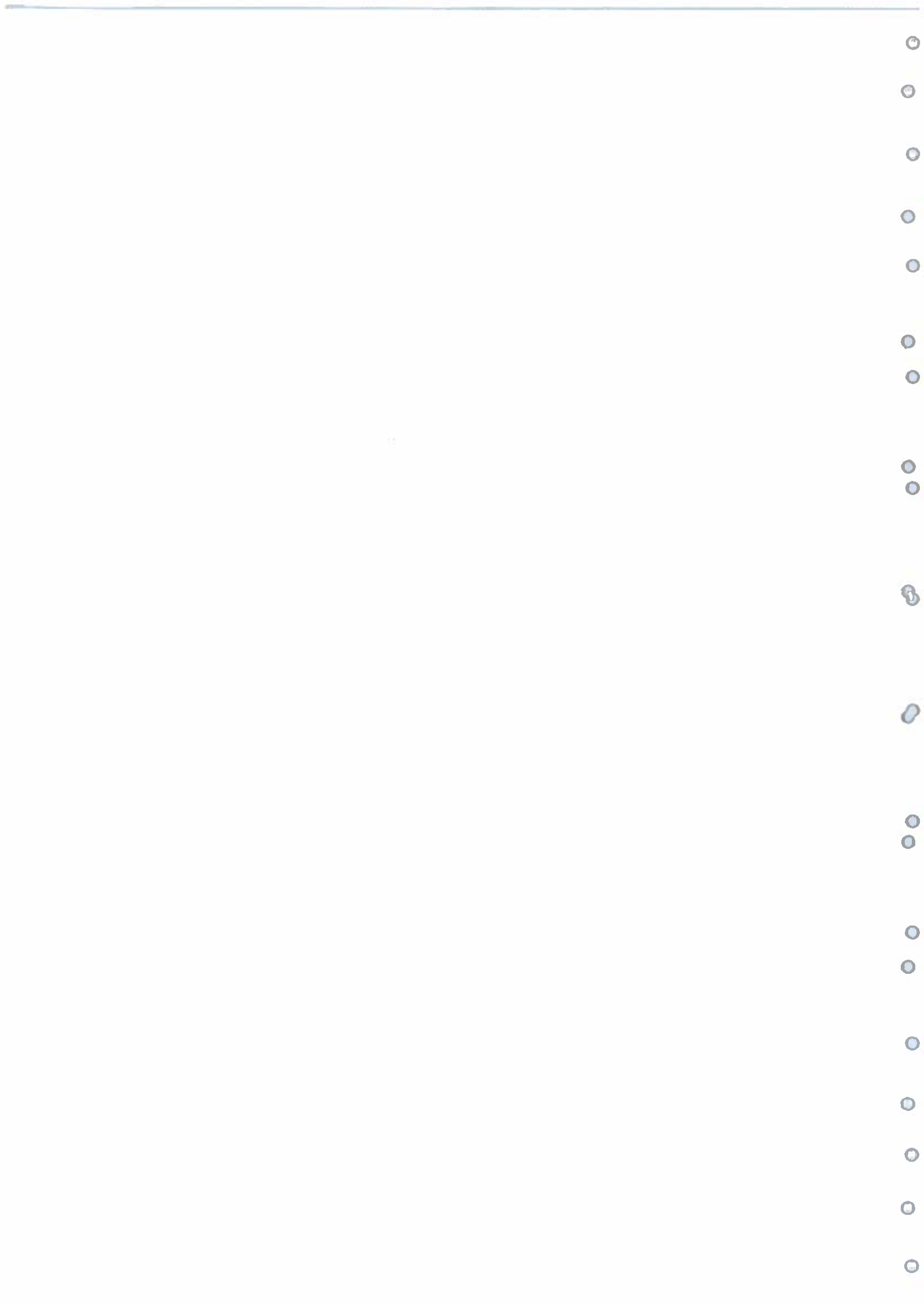
d) Long Term Management and Maintenance of the drainage and flooding system.

- i. Provide a management and maintenance plan
- ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
- iii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

- i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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



## SCHEDULE OF CONDITIONS

31 . 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 (March 2016) and
- To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and
- Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).
- National Planning Policy Framework (March 2012), and the
- Planning Practice Guidance (March 2014).

- 32 . The development and car park areas shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (March 2016) Policies 7.1 and 7.3.

- 33 . Details of the glazing specification which demonstrate that the fit out of the food store will be designed to reduce potential overheating in accordance with the GLA cooling hierarchy and London Climate Change Adaption Strategy, shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the fit out of that part of the development. The development shall be carried out in accordance with the details as approved.

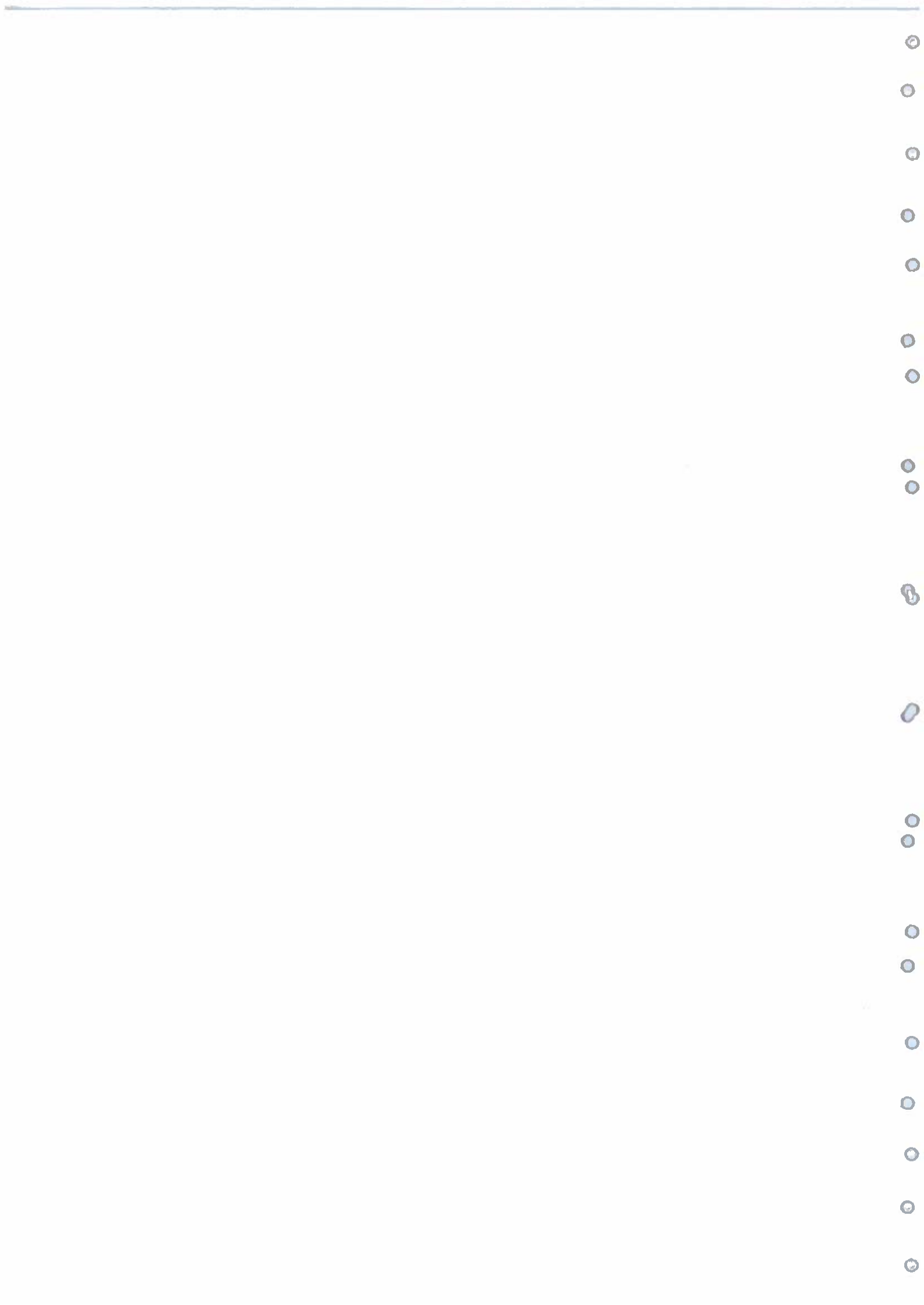
Reason:

To comply with London Plan Policy 5.9.

- 34 . Details derived using dynamic simulation software demonstrating that all dwellings comply with CIBSE TM 59 using the DSY1 design summer year weather file from CIBSE TM 49 to prevent overheating shall be submitted to, and approved in writing by, the Local Planning Authority prior to the construction of the relevant part of the development. The development shall be carried out in accordance with the details as approved.

REASON

To comply with London Plan Policy 5.9.



## SCHEDULE OF CONDITIONS

- 35 . Prior to occupation of the retail unit, details shall be submitted to the Local Planning Authority that demonstrate that all sanitary ware and taps installed in the non-residential development hereby approved achieves a BREEAM rating of excellent for water consumption.

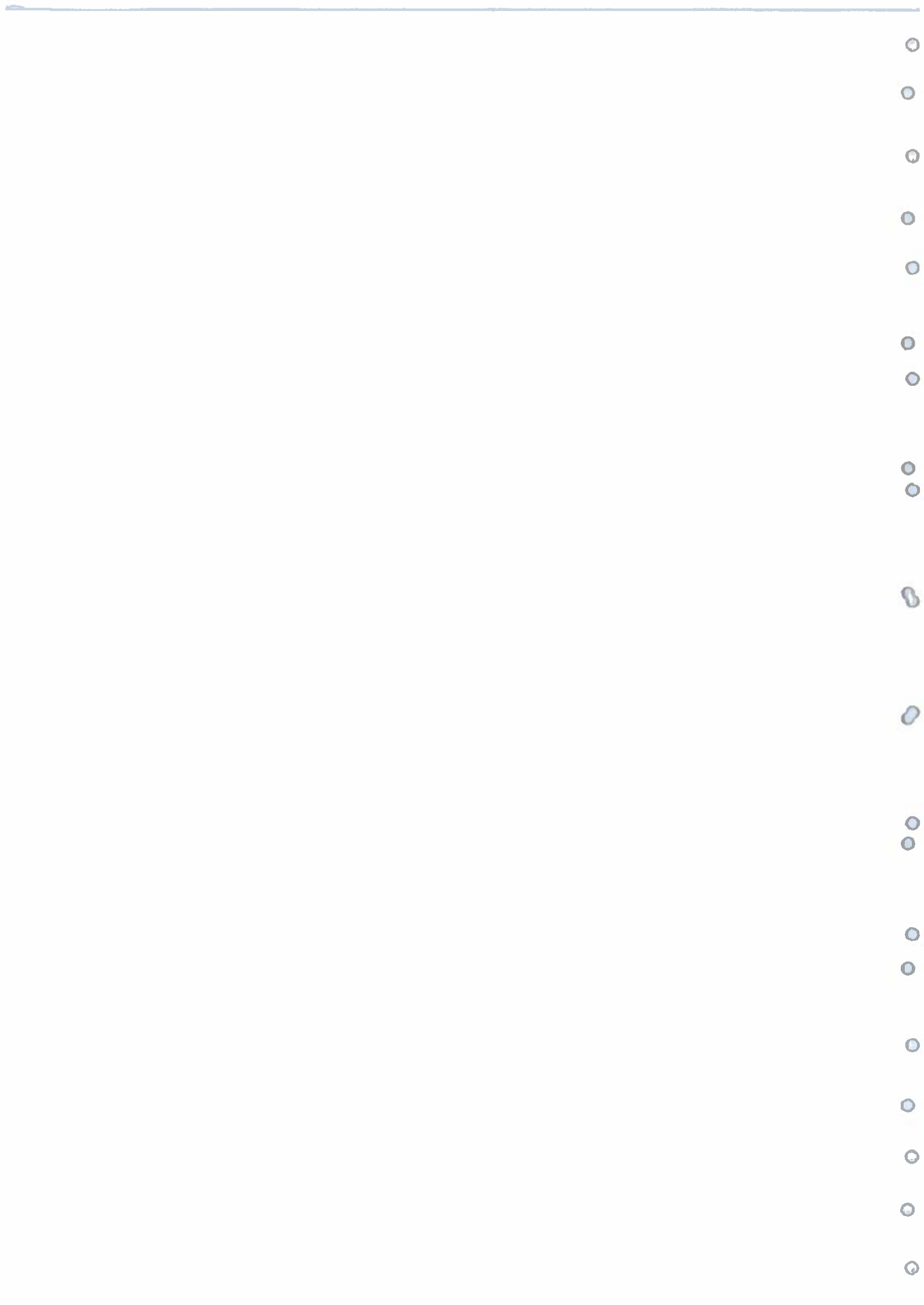
### REASON

To comply with London Plan Policy 5.15

### INFORMATIVES:

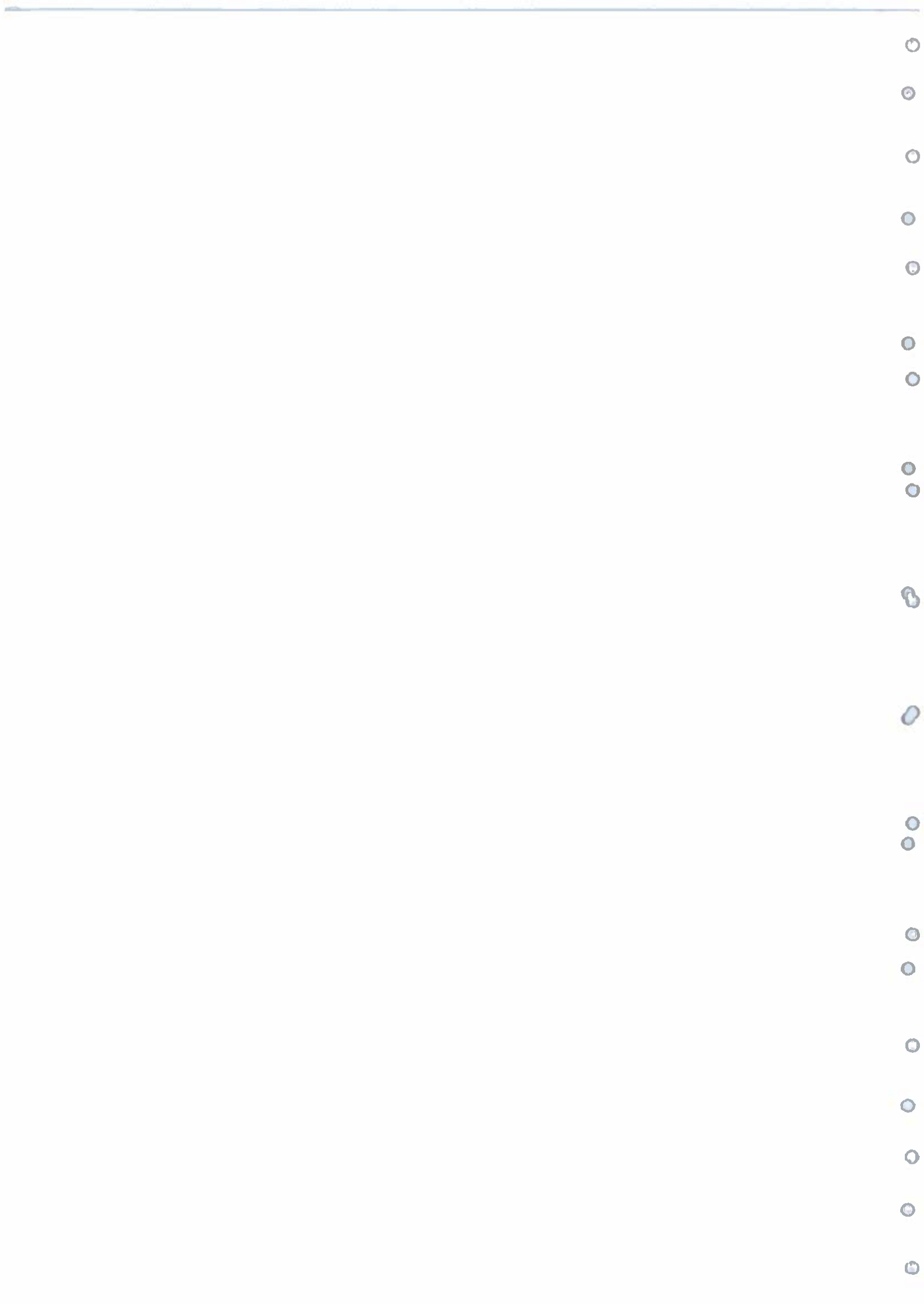
- 1 . The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, 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 . 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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

|          |                                                                                     |
|----------|-------------------------------------------------------------------------------------|
| NPPF- 2  | NPPF-2 2018 - Achieving sustainable development                                     |
| NPPF- 5  | NPPF-5 2018 - Delivering a sufficient supply of homes                               |
| NPPF- 6  | NPPF-6 2018 - Building a strong, competitive economy                                |
| NPPF- 7  | NPPF-7 2018 - Ensuring the vitality of town centres                                 |
| NPPF- 8  | NPPF-8 2018 - Promoting healthy and safe communities                                |
| NPPF- 9  | NPPF-9 2018 - Promoting sustainable transport                                       |
| NPPF- 11 | NPPF-11 2018 - Making effective use of land                                         |
| NPPF- 12 | NPPF-12 2018 - Achieving well-designed places                                       |
| NPPF- 14 | NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change |
| LPP 2.15 | (2016) Town Centres                                                                 |
| LPP 3.1  | (2016) Ensuring equal life chances for all                                          |
| LPP 3.2  | (2016) Improving health and addressing health inequalities                          |
| LPP 3.3  | (2016) Increasing housing supply                                                    |
| LPP 3.4  | (2015) Optimising housing potential                                                 |
| LPP 3.5  | (2016) Quality and design of housing developments                                   |
| LPP 3.6  | (2016) Children and young people's play and informal recreation facilities          |
| LPP 3.7  | (2016) Large residential developments                                               |
| LPP 3.8  | (2016) Housing Choice                                                               |
| LPP 3.9  | (2016) Mixed and Balanced Communities                                               |
| LPP 3.12 | (2016) Negotiating affordable housing on individual private residential             |



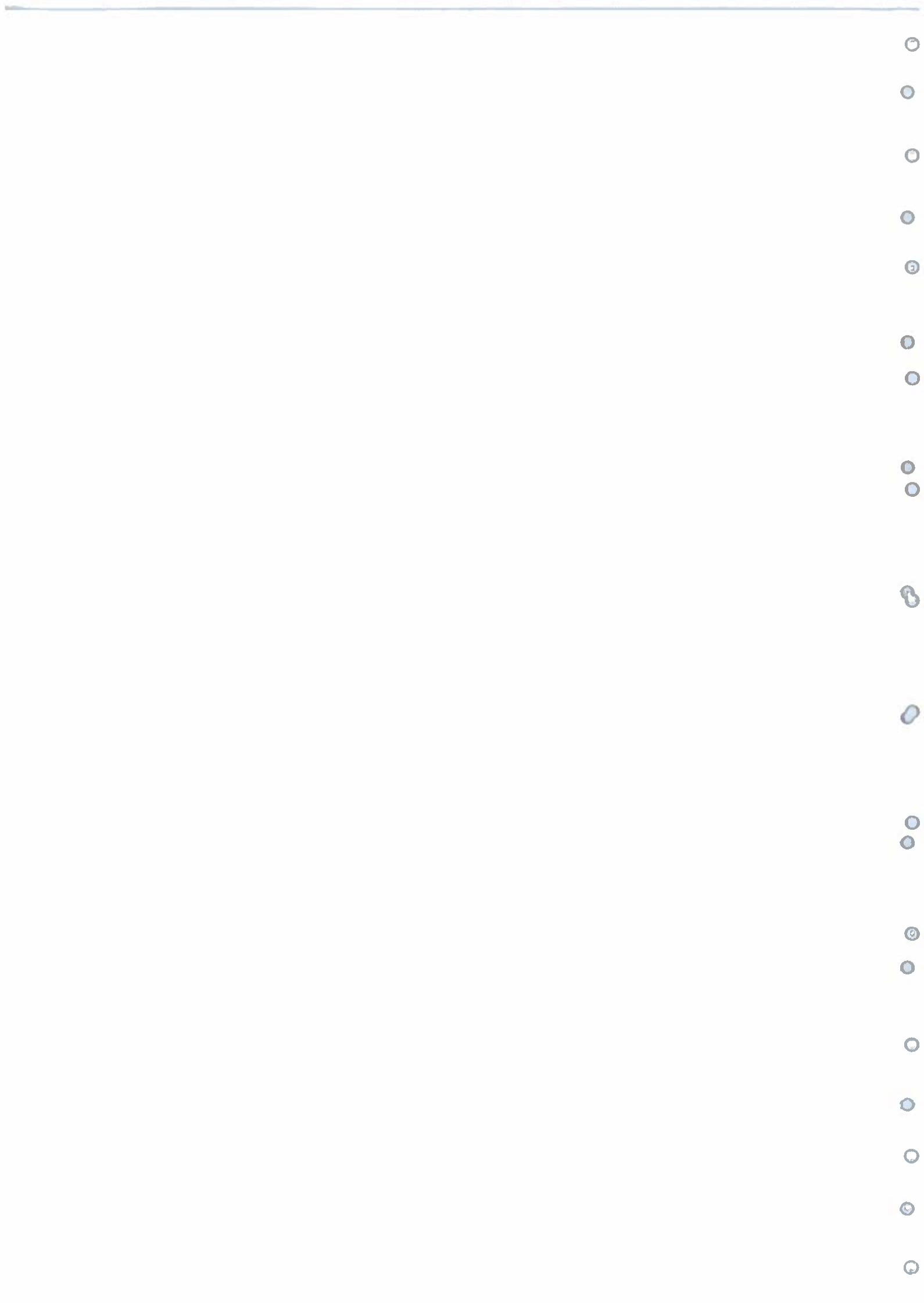
## SCHEDULE OF CONDITIONS

|          |                                                                                                                             |
|----------|-----------------------------------------------------------------------------------------------------------------------------|
|          | and mixed-use schemes                                                                                                       |
| LPP 3.13 | (2016) Affordable housing thresholds                                                                                        |
| LPP 4.7  | (2016) Retail and town centre development                                                                                   |
| LPP 4.8  | (2016) Supporting a Successful and Diverse Retail Sector and related facilities and services                                |
| LPP 4.9  | (2016) Small Shops                                                                                                          |
| LPP 4.12 | (2016) Improving opportunities for all                                                                                      |
| LPP 5.2  | (2016) Minimising Carbon Dioxide Emissions                                                                                  |
| LPP 5.3  | (2016) Sustainable design and construction                                                                                  |
| LPP 5.6  | (2016) Decentralised Energy in Development Proposals                                                                        |
| LPP 5.7  | (2016) Renewable energy                                                                                                     |
| LPP 5.9  | (2016) Overheating and cooling                                                                                              |
| LPP 5.10 | (2016) Urban Greening                                                                                                       |
| LPP 5.11 | (2016) Green roofs and development site environs                                                                            |
| LPP 5.12 | (2016) Flood risk management                                                                                                |
| LPP 5.13 | (2016) Sustainable drainage                                                                                                 |
| LPP 5.14 | (2016) Water quality and wastewater infrastructure                                                                          |
| LPP 5.15 | (2016) Water use and supplies                                                                                               |
| LPP 5.17 | (2016) Waste capacity                                                                                                       |
| LPP 6.3  | (2016) Assessing effects of development on transport capacity                                                               |
| LPP 6.5  | (2016) Funding Crossrail and other strategically important transport infrastructure                                         |
| LPP 6.9  | (2016) Cycling                                                                                                              |
| LPP 6.10 | (2016) Walking                                                                                                              |
| LPP 6.13 | (2016) Parking                                                                                                              |
| LPP 7.1  | (2016) Lifetime Neighbourhoods                                                                                              |
| LPP 7.2  | (2016) An inclusive environment                                                                                             |
| LPP 7.3  | (2016) Designing out crime                                                                                                  |
| LPP 7.4  | (2016) Local character                                                                                                      |
| LPP 7.5  | (2016) Public realm                                                                                                         |
| LPP 7.6  | (2016) Architecture                                                                                                         |
| LPP 7.8  | (2016) Heritage assets and archaeology                                                                                      |
| LPP 7.14 | (2016) Improving air quality                                                                                                |
| LPP 7.15 | (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes. |
| LPP 7.21 | (2016) Trees and woodlands                                                                                                  |
| LPP 7.27 | (2016) Blue Ribbon Network: supporting infrastructure and recreational use                                                  |



## SCHEDULE OF CONDITIONS

|         |                                                                                                                                                                                                                                                                                                                                                        |
|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LPP 8.2 | (2016) Planning obligations                                                                                                                                                                                                                                                                                                                            |
| BE3     | Investigation of sites of archaeological interest and protection of archaeological remains                                                                                                                                                                                                                                                             |
| BE13    | New development must harmonise with the existing street scene.                                                                                                                                                                                                                                                                                         |
| BE18    | Design considerations - pedestrian security and safety                                                                                                                                                                                                                                                                                                 |
| BE20    | Daylight and sunlight considerations.                                                                                                                                                                                                                                                                                                                  |
| BE21    | Siting, bulk and proximity of new buildings/extensions.                                                                                                                                                                                                                                                                                                |
| BE23    | Requires the provision of adequate amenity space.                                                                                                                                                                                                                                                                                                      |
| BE24    | Requires new development to ensure adequate levels of privacy to neighbours.                                                                                                                                                                                                                                                                           |
| BE26    | Town centres - design, layout and landscaping of new buildings                                                                                                                                                                                                                                                                                         |
| BE32    | Development proposals adjacent to or affecting the Grand Union Canal                                                                                                                                                                                                                                                                                   |
| 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                                                                                                                                                                                                                                                                                |
| OE5     | Siting of noise-sensitive developments                                                                                                                                                                                                                                                                                                                 |
| 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                                                                                                                                                                                                                                               |
| H4      | Mix of housing units                                                                                                                                                                                                                                                                                                                                   |
| 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                                                                                                                                                                                                                                                |
| 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                                                                                                                                                                                                            |
| AM13    | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -<br>(i) Dial-a-ride and mobility bus services<br>(ii) Shopmobility schemes<br>(iii) Convenient parking spaces<br>(iv) Design of road, footway, parking and pedestrian and street furniture schemes |



## SCHEDULE OF CONDITIONS

|          |                                                                                                               |
|----------|---------------------------------------------------------------------------------------------------------------|
| AM14     | New development and car parking standards.                                                                    |
| AM15     | Provision of reserved parking spaces for disabled persons                                                     |
| AM16     | Availability for public use of parking spaces in commercial developments in town centres and other areas      |
| HDAS-LAY | Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006 |
| LDF-AH   | Accessible Hillingdon, Local Development Framework, Supplementary Planning Document, adopted January 2010     |
| SPD-NO   | Noise Supplementary Planning Document, adopted April 2006                                                     |
| SPD-PO   | Planning Obligations Supplementary Planning Document, adopted July 2008                                       |
| SPG-AQ   | Air Quality Supplementary Planning Guidance, adopted May 2002                                                 |
| SPG-CS   | Community Safety by Design, Supplementary Planning Guidance, adopted July 2004                                |

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

- 4 . 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:-

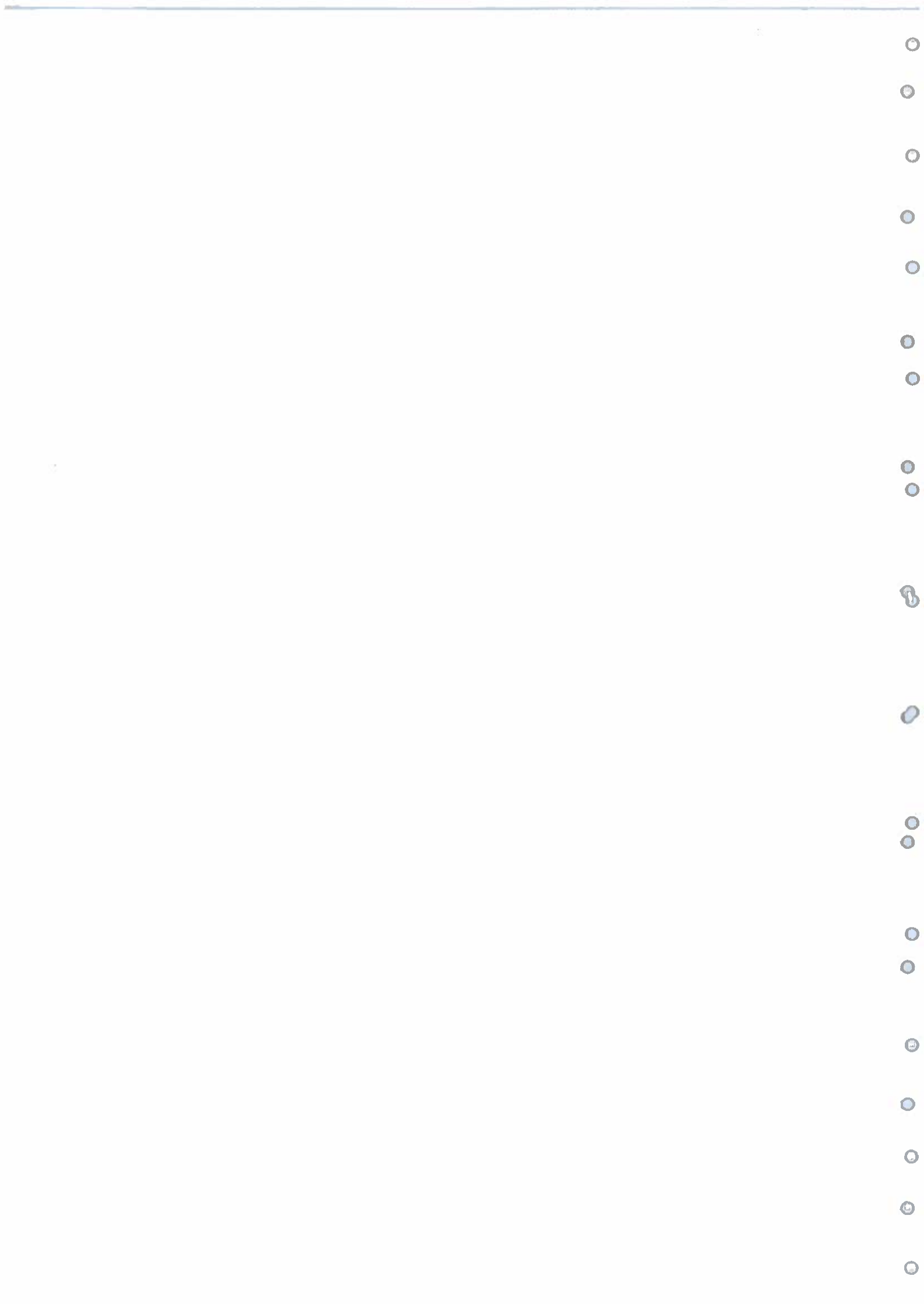
A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

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](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under



## SCHEDULE OF CONDITIONS

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.

- 5 . All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).
- 6 . This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).
- 7 . The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

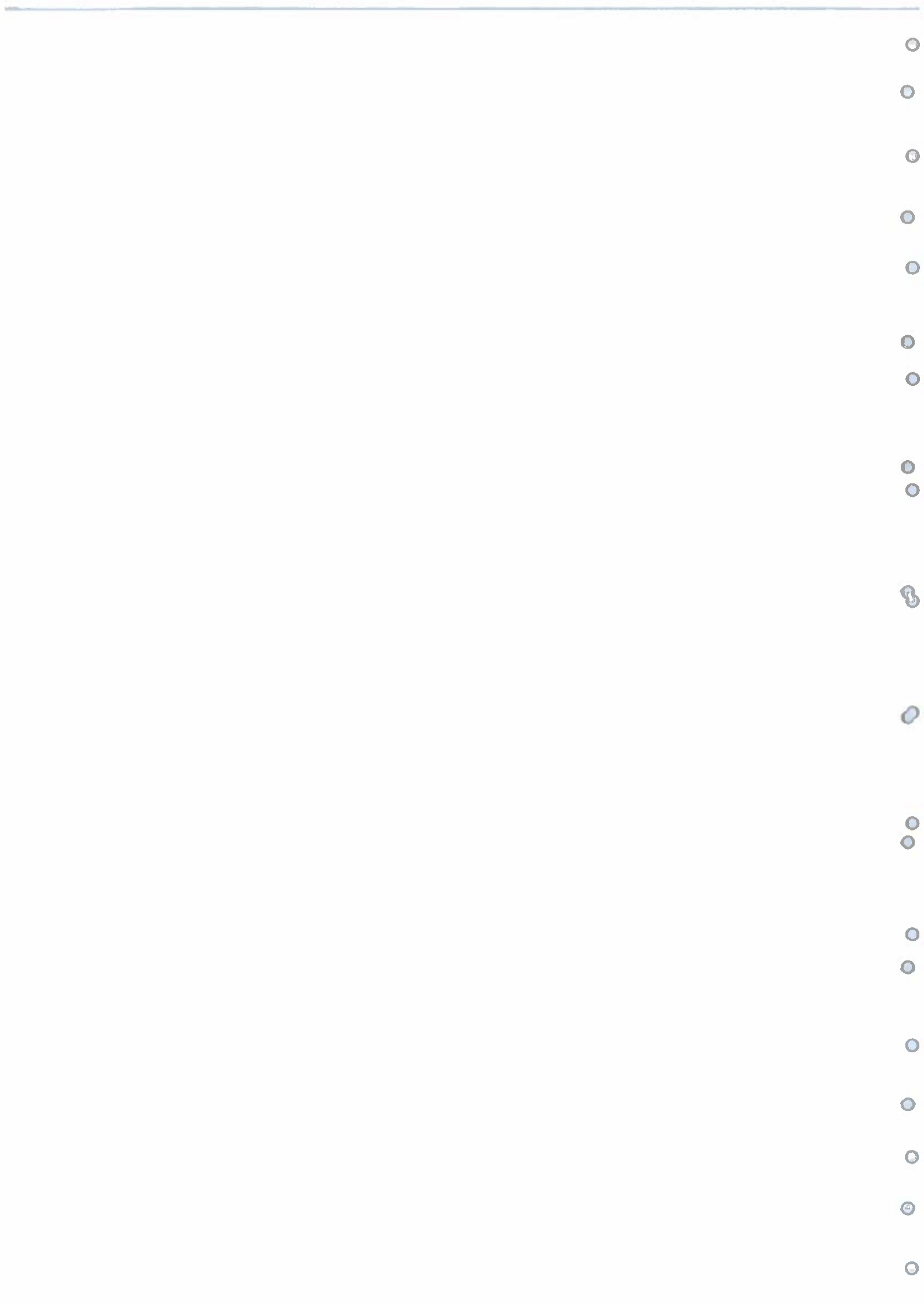
- 8 . Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

The archaeological fieldwork should comprise the following:

### 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.

Part 1 of the condition would entail trial trenching in the existing rear car park to

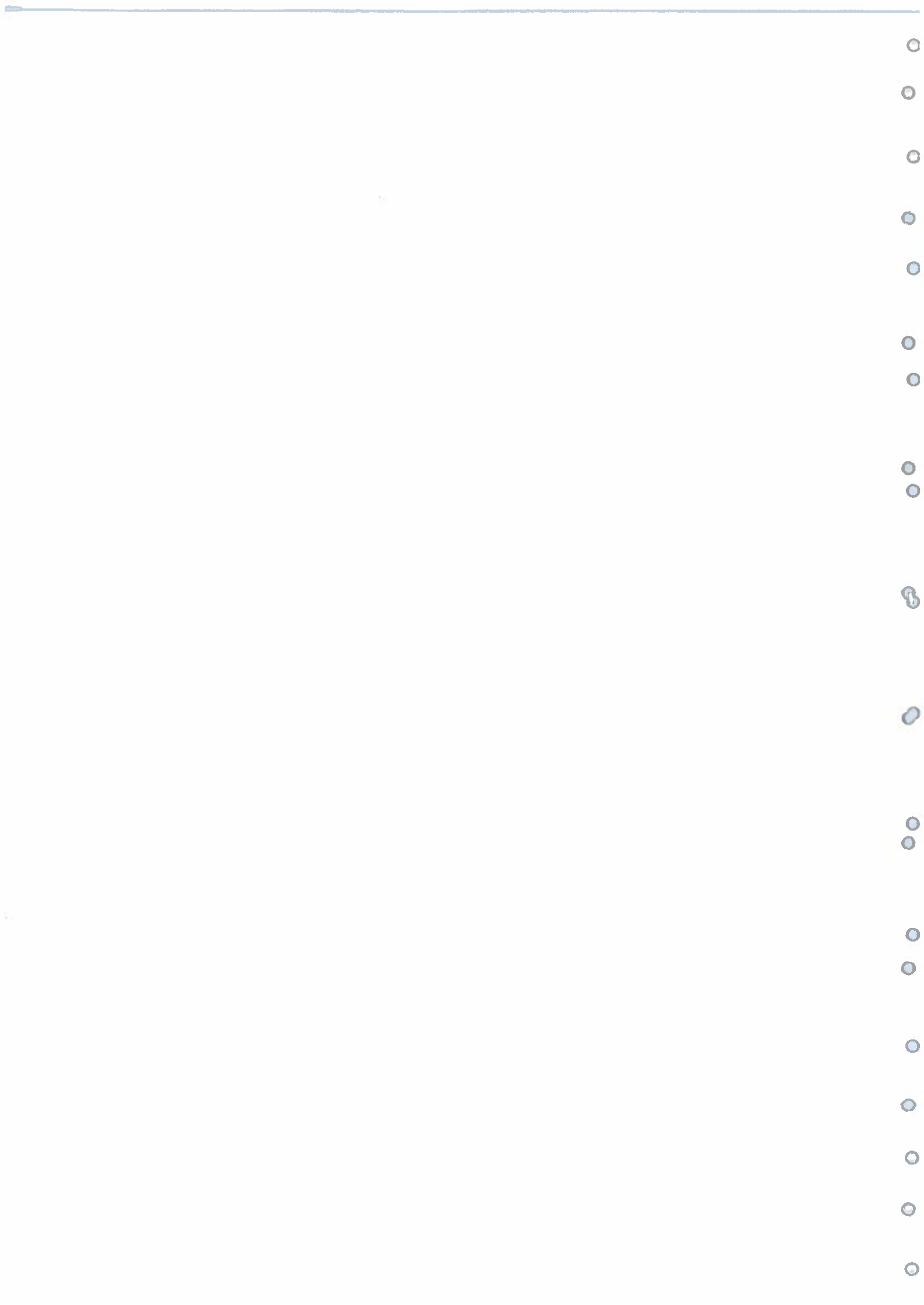


## SCHEDULE OF CONDITIONS

establish if any significant remains survive. If they do then further investigation would be secured by stage 2.

- 9 . TfL advise that Mayoral Infrastructure Levy (MCIL) is charged at a rate of £35 per square metre of floorspace for the London Borough of Hillingdon. In June 2017, the Mayor published proposals for an MCIL2 to contribute to Crossrail 2 funding. This would be levied from April 2019, and would replace both MCIL and the Crossrail Section 106 contributions scheme.
- 10 . Heathrow Airport Limited (HAL) advise that the Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.
- 11 . HAL advise that given the nature of the proposed development, it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting 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>)
- 12 . HAL advise that Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>
- 13 . The applicant is advised that as regards the discharge of Condition 26 (Construction and Environmental Management Plan), proof of the registration in the GLA's database ([nrm.london/nrm/about/what-nrm-register](http://nrm.london/nrm/about/what-nrm-register)) and compliance with the London's Low Emission Zone for non-road mobile machinery requirements should be included as part of the submitted details.
- 14 . The submitted Delivery and Servicing Plan includes provision for 24 hour deliveries which is not agreed and therefore Condition 13 requires the submission of a revised



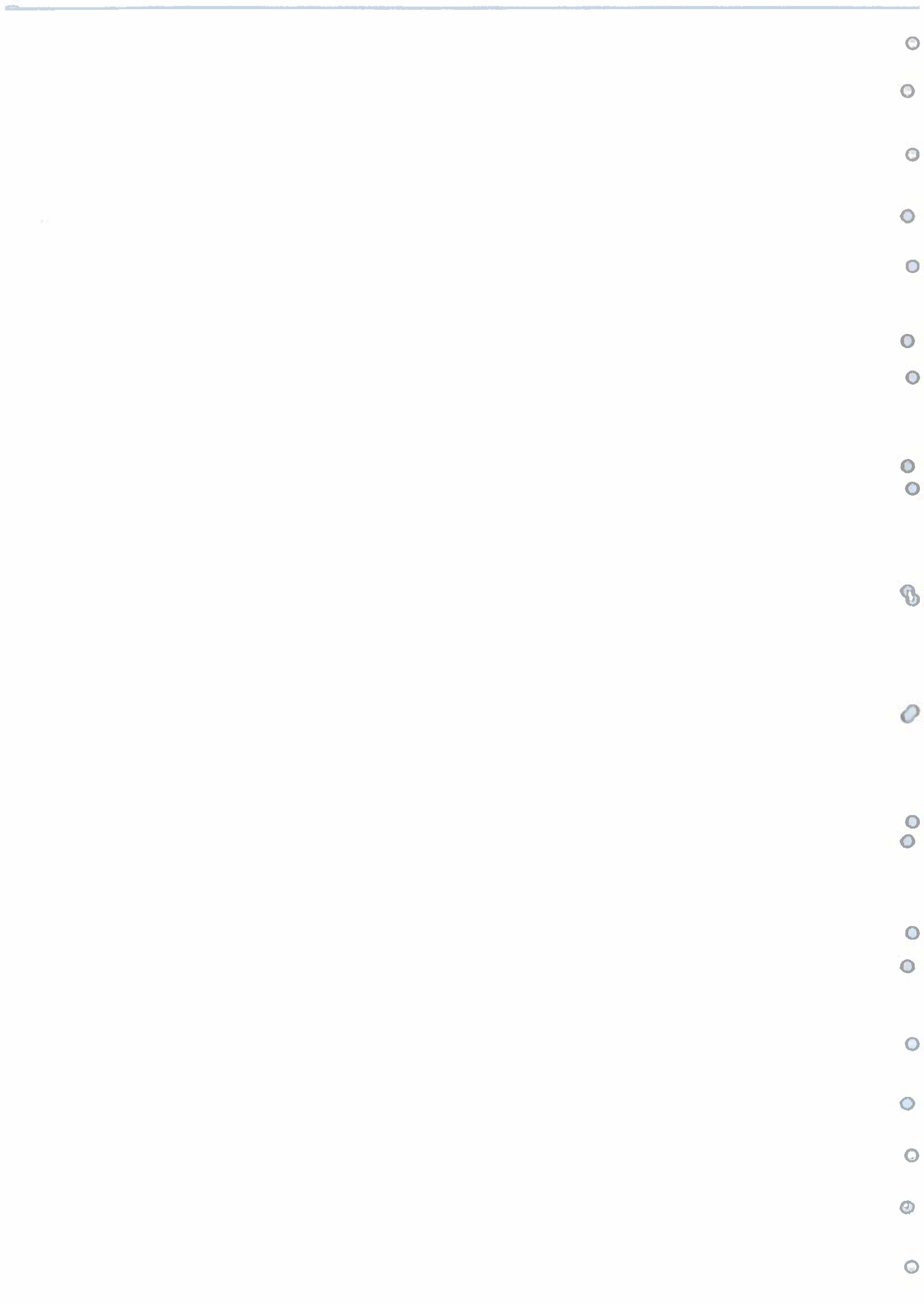
## **SCHEDULE OF CONDITIONS**

Servicing and Delivery Plan.

### **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](http://www.hillingdon.gov.uk)**

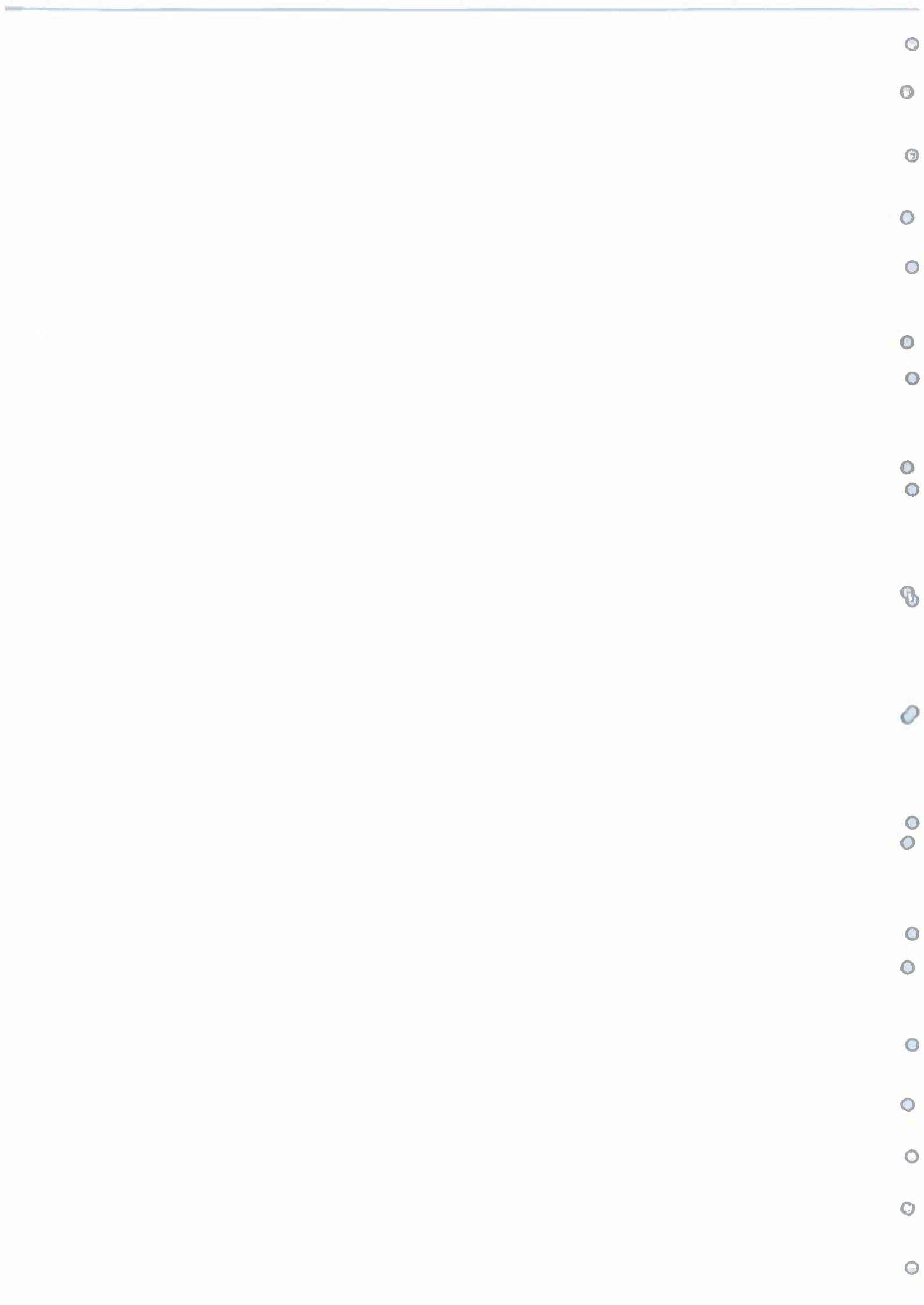


## **GRANT OF PLANNING PERMISSION**

Application Ref.No.: 2370/APP/2018/2793

### **SCHEDULE OF PLANS**

Arboricultural Report - received 30 Jul 2018  
Archaeological Desk Based Assessment - received 30 Jul 2018  
Preliminary Risk Assessment - received 30 Jul 2018  
Statement of Community Involvement - received 30 Jul 2018  
Lichfields Covering Letter dated 5/11/18 - received 05 Nov 2018  
Redwood Partnership Letter dated 23/11/18 - received 23 Nov 2018  
Redwood Partnership Email dated 26/11/18 - received 26 Nov 2018  
Redwood Partnership Email dated 28/11/18 - received 28 Nov 2018  
Noise Assessment - received 30 Jul 2018  
Planning Statement - received 30 Jul 2018  
Morrisons Travel Plan - received 30 Jul 2018  
Residential Travel Plan - received 30 Jul 2018  
Daylight, Sunlight and Overshadowing Assessment - received 30 Jul 2018  
Draft Construction Management Plan - received 30 Jul 2018  
Sustainability Statement - received 30 Jul 2018  
Townscape and Visual Analysis - received 30 Jul 2018  
Transport Assessment, Volumes 1 to 4 (including attached Appendices, Plans and Figures) - received 30 Jul 2018  
Air Quality Assessment - received 30 Jul 2018  
Letter from Redwood Partnership concerning LB Highway Engineer comments dated 15/11/18 - received 16 Nov 2018  
Letter from Redwood Partnership concerning TfL comments dated 15/11/18 - received 16 Nov 2018  
2 - 102 Rev. U - received 16 Nov 2018  
2 - 103 Rev. H - received 16 Nov 2018  
2 - 104 Rev. R - received 16 Nov 2018  
2 - 105 Rev. R - received 16 Nov 2018  
2 - 106 Rev. S - received 16 Nov 2018  
2 - 201 Rev. P - received 16 Nov 2018  
Design and Access Statement - received 30 Jul 2018  
4330/P/E/3010 Rev. P - received 30 Jul 2018



2 - 001 Rev. B - received 30 Jul 2018  
2 - 010 - received 30 Jul 2018  
2 - 011 - received 30 Jul 2018  
Lichfield's Covering Letter dated 30/7/18 - received 30 Jul 2018  
2 - 710 Rev. H - received 16 Nov 2018  
2 - 707 Rev. J - received 16 Nov 2018  
2 - 709 Rev. J - received 16 Nov 2018  
2 - 600 Rev. E - received 16 Nov 2018  
2 - 620 Rev. E - received 16 Nov 2018  
2 - 111 Rev. G - received 16 Nov 2018  
2 - 112 Rev. K - received 16 Nov 2018  
2 - 113 Rev. G - received 16 Nov 2018  
2 - 400 Rev. L - received 16 Nov 2018  
2 - 401 Rev. G - received 16 Nov 2018  
Air Quality Neutral Calculation Report - received 22 Nov 2018  
2 - 100 Rev. F - received 16 Nov 2018  
2 - 101 Rev. DD - received 14 Nov 2018  
2 - 109 Rev. X - received 14 Nov 2018  
2 - 110 Rev. U - received 14 Nov 2018  
2 - 705 Rev. H - received 14 Nov 2018  
2 - 121 Rev. C - received 14 Nov 2018  
2 - 120 Rev. D - received 14 Nov 2018  
Planning Committee Queries Document - received 23 Jan 2019  
Fly-by video presentation played to Members at the site visit - received 25 Jan 2019  
Redwood Partnership letter dated 28/1/19 - received 28 Jan 2019  
Delivery and Servicing Plan - received 19 Nov 2018  
Agent's covering email dated 22/11/18 - received 22 Nov 2018  
2 - 717 Rev. G - received 22 Nov 2018  
2 - 708 Rev. H - received 29 Oct 2018  
2 - 706 Rev. H - received 29 Oct 2018  
2 - 703 Rev. H - received 29 Oct 2018  
2 - 704 Rev. H - received 29 Oct 2018  
2 - 702 Rev. H - received 29 Oct 2018  
2 - 701 Rev. H - received 29 Oct 2018

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2 - 130 Rev. D - received 29 Oct 2018

2 - 715 Rev. G - received 29 Oct 2018

2 - 711 Rev. G - received 29 Oct 2018

2 - 300 Rev. G - received 29 Oct 2018

2 - 713 Rev. G - received 29 Oct 2018

Energy Strategy, May 2019, Planning - Issue 2 which includes BRUKL retail calcs in Appendix - replaces Energy Strategy, July 2018) - received 17 Jul 2019

Flood Risk Assessment in Accordance with NPPF & Drainage Strategy, Rev. B - received 06 Nov 2018

Energy Centre Indicative Plant Layout Plan - received 11 Jun 2019

Overall Carbon Emission Reduction Report, dated June 2019 - received 11 Jun 2019

2 - 115 Rev. D - received 11 Jun 2019

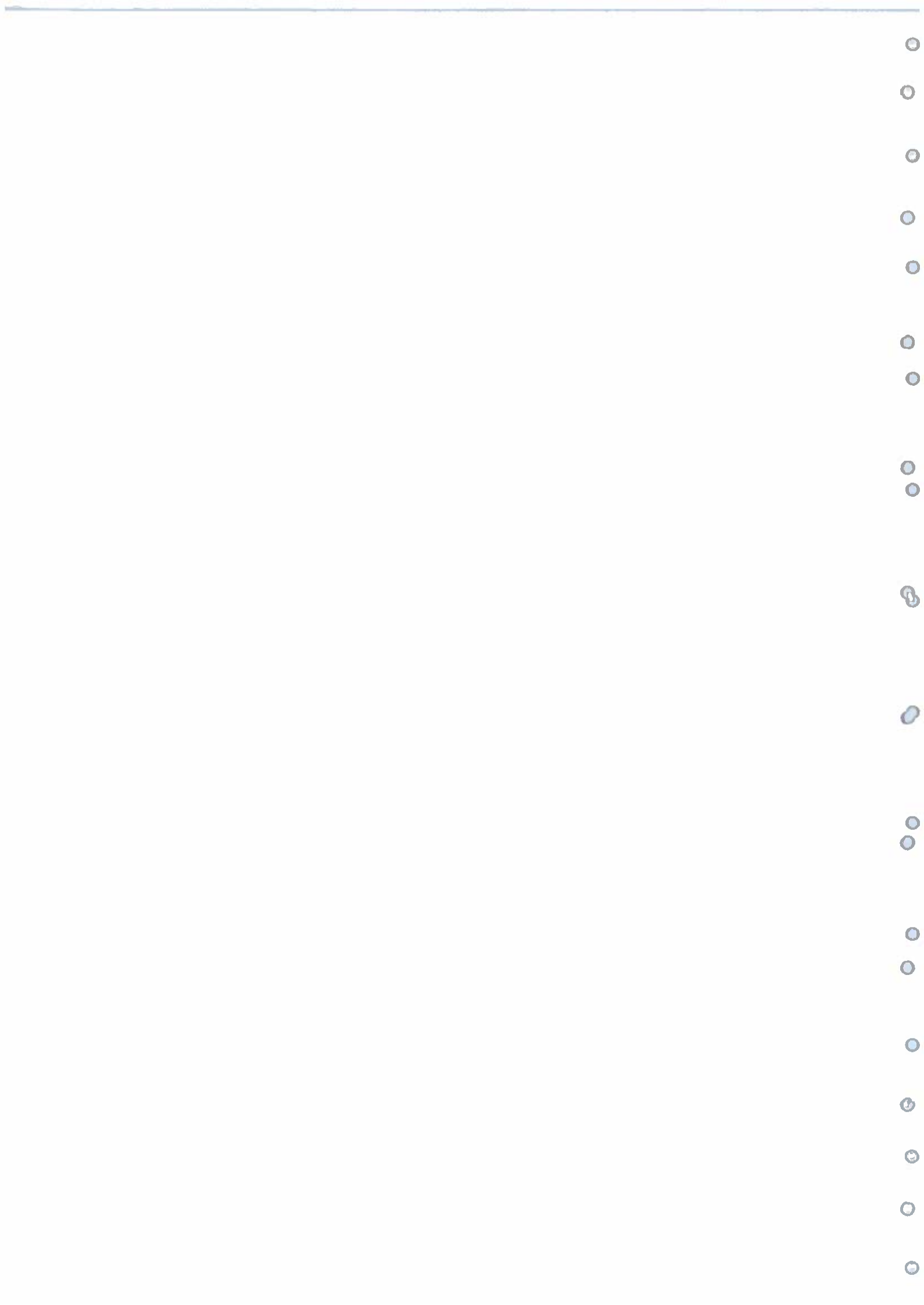
Design & Access Statement Addendum - November 2018, received 27/11/18 - received 27 Nov 2018

2 - 202 Rev. J - received 14 Nov 2018

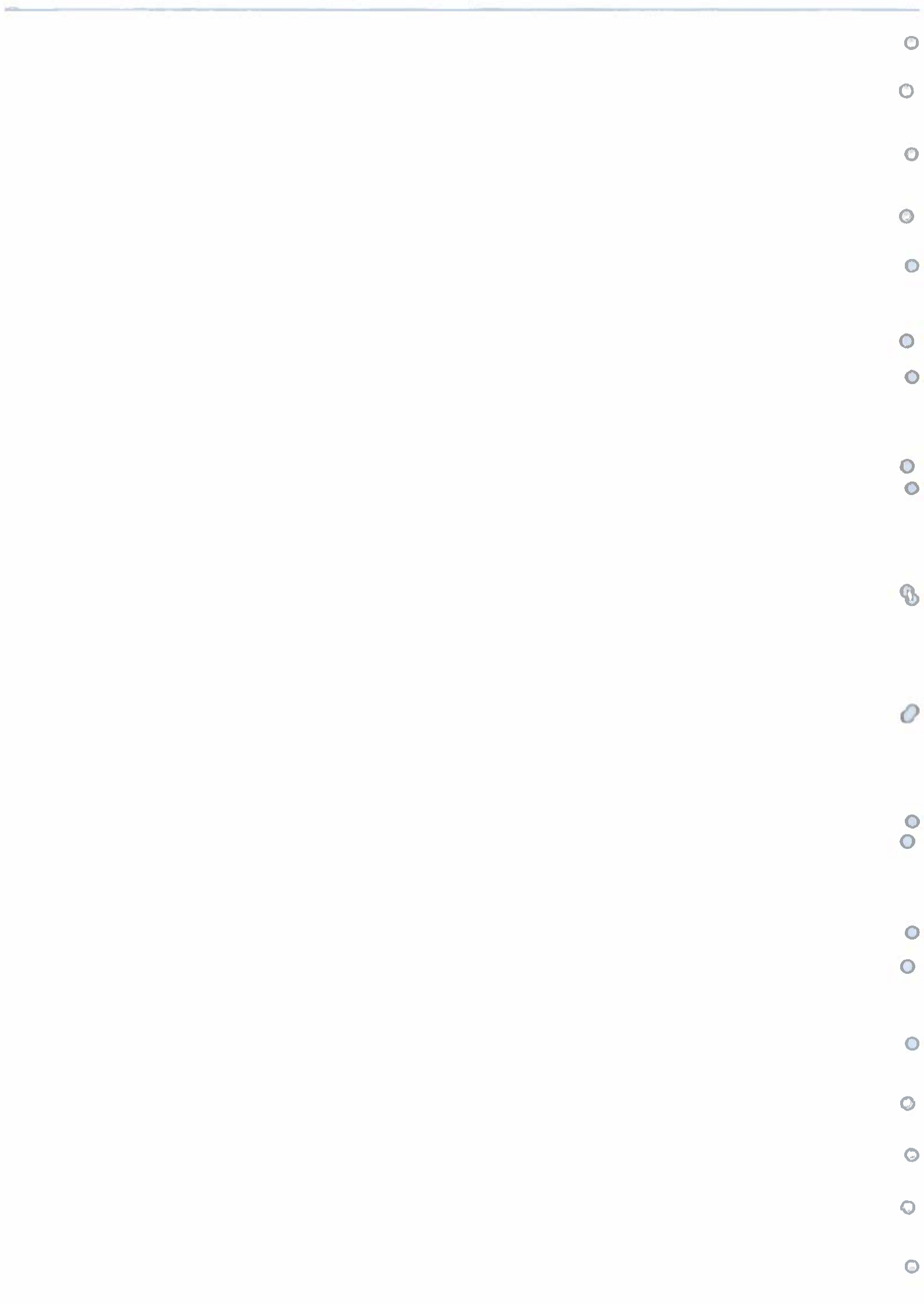
2 - 114 Rev. C - received 14 Nov 2018

Energy Strategy, May 2019, Planning - Issue 2 - received 10 May 2019

Agent's email dated 13/12/18 - received 13 Dec 2018

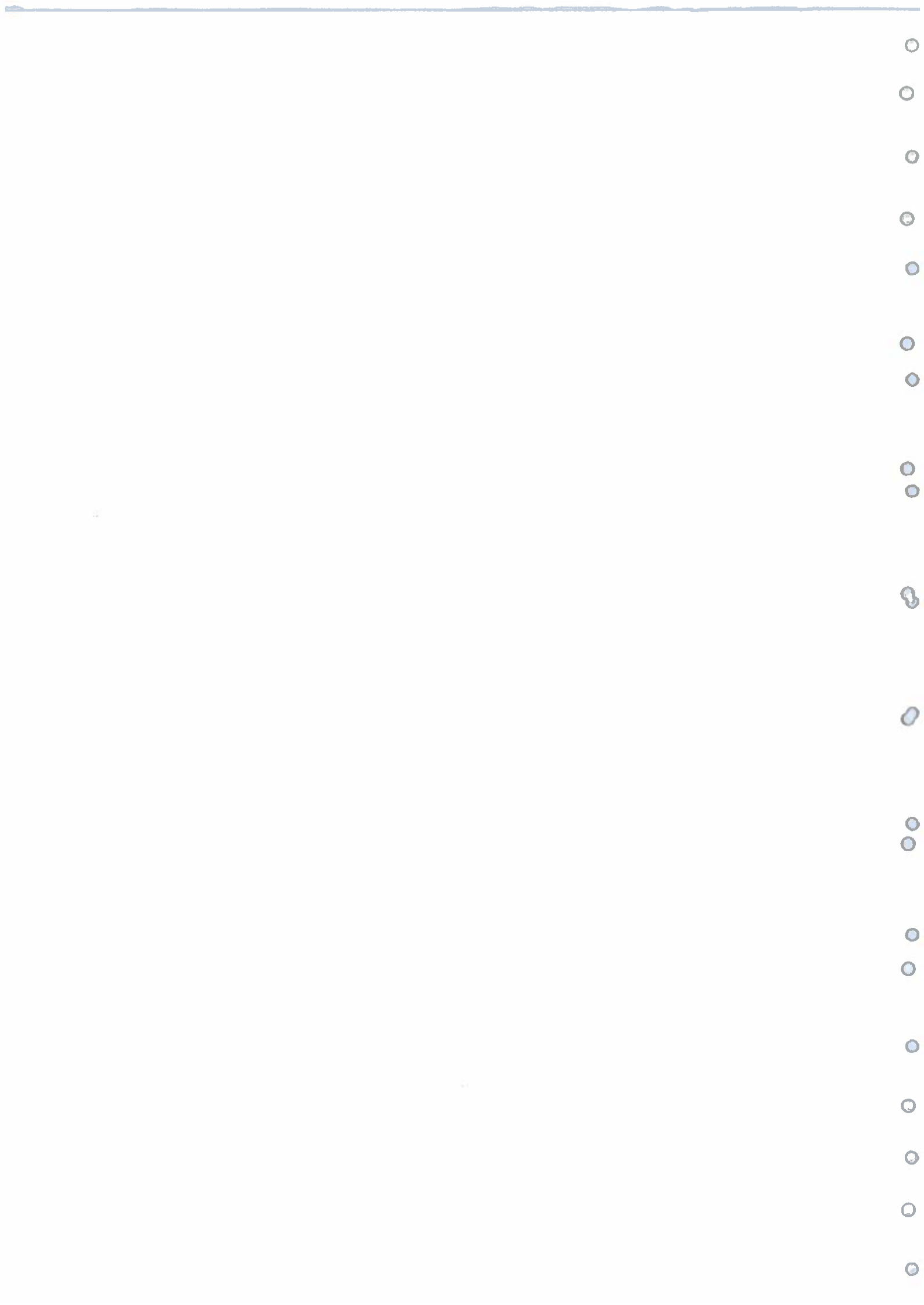




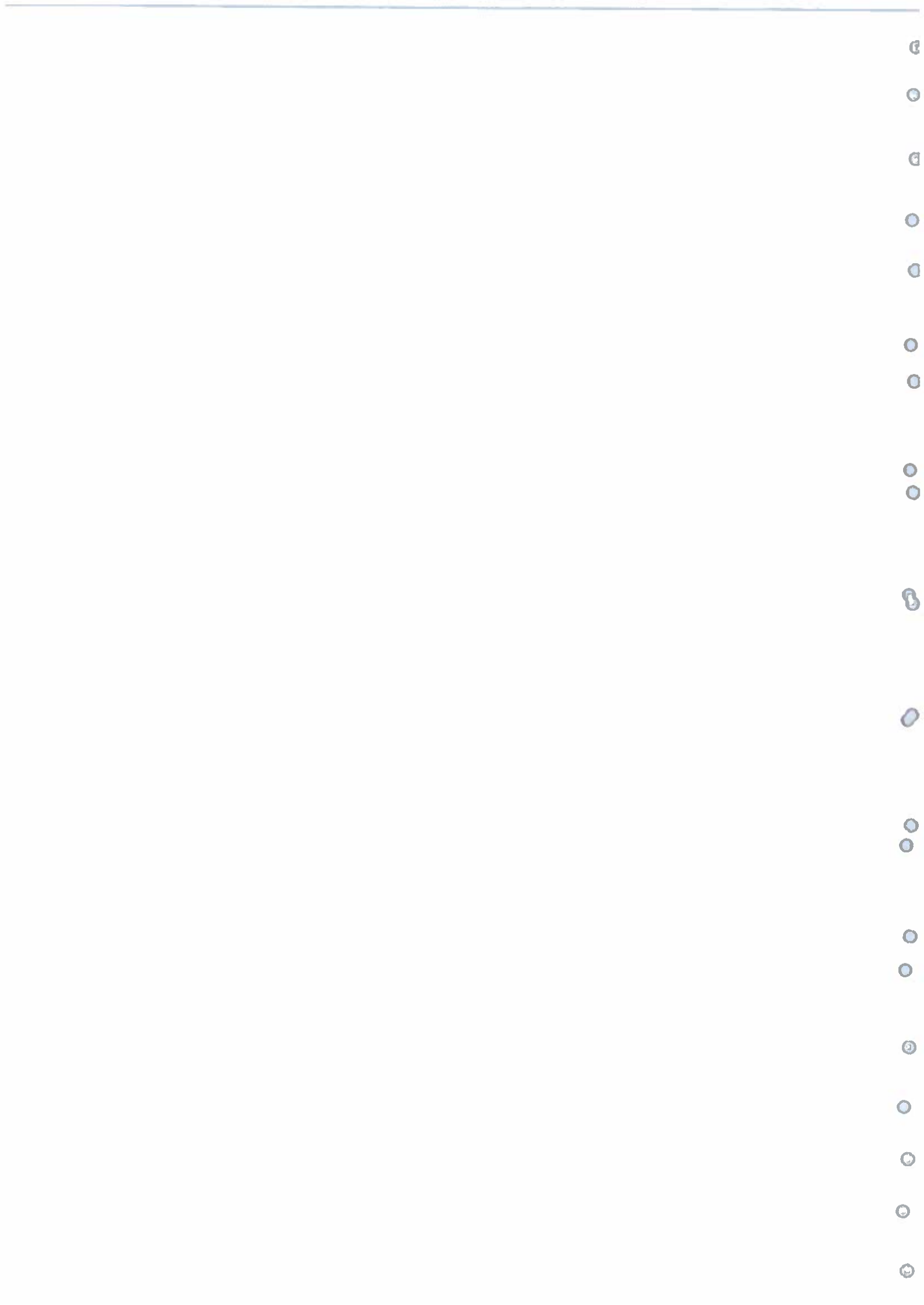


**APPENDIX 4**

**HIGHWAY WORKS DRAWING NO. REDW-3290 -460**



**APPENDIX 5**  
**RETAIL TRAVEL PLAN**



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**REDWOOD PARTNERSHIP**

Consulting Engineers  
Transportation Planners



**PROPOSED MIXED-USE  
RETAIL & RESIDENTIAL DEVELOPMENT  
43-67 HIGH STREET  
YIEWSLEY  
WEST DRAYTON  
UB7 7QQ**

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**MORRISONS TRAVEL PLAN**

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*on behalf of*  
**HARBOURSIDE INVESTMENTS LIMITED  
&  
WM MORRISON SUPERMARKETS PLC**

PMcL/3290d5/Jul 2018

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## APPENDIX A

Figure A1-Site Location Plan

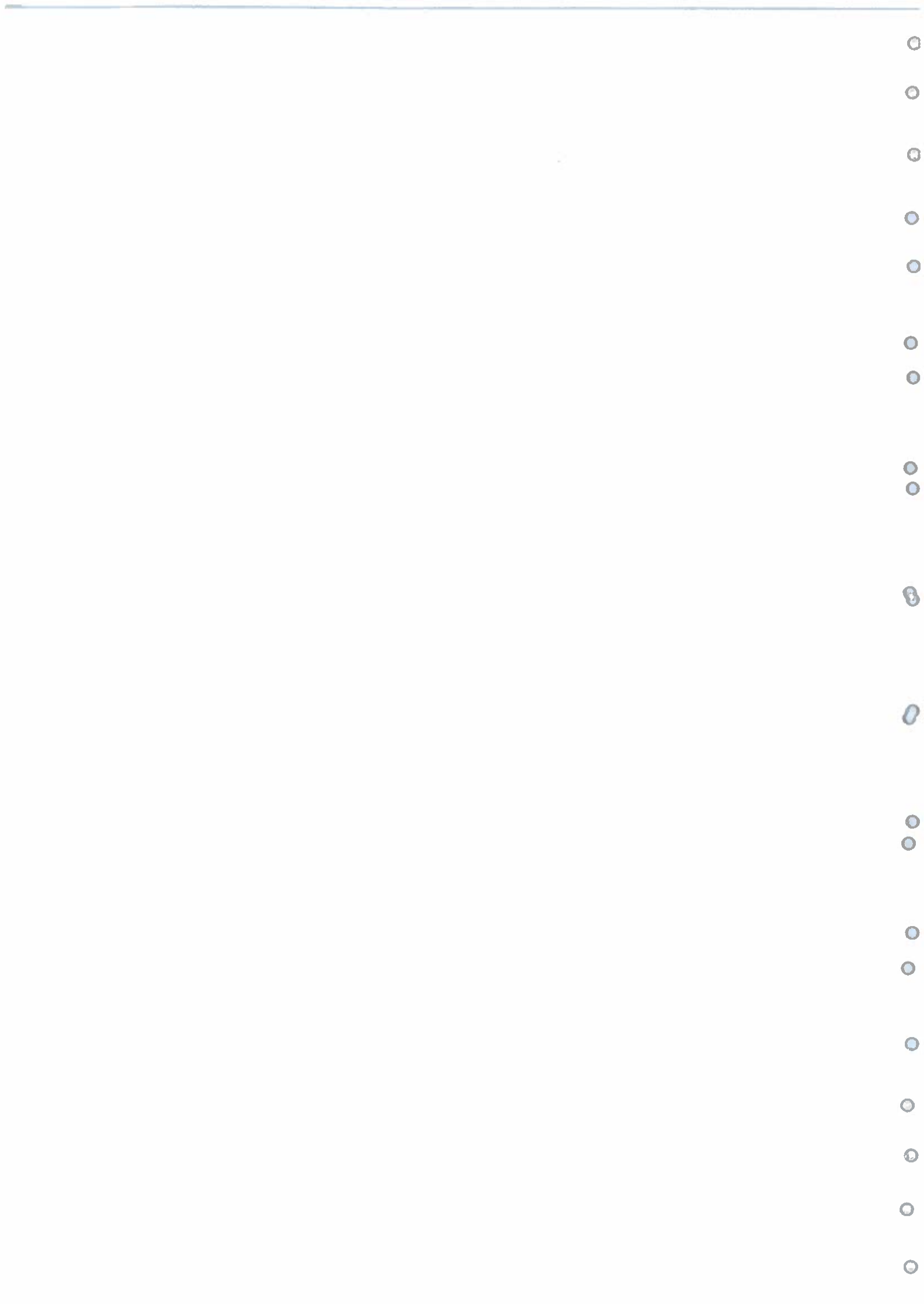
Figure A2-Public Transport Plan

Figure A3-Rail Services Plan

Figure A4-Local Services Plan

Figure A5-Walking Isochrone Plan

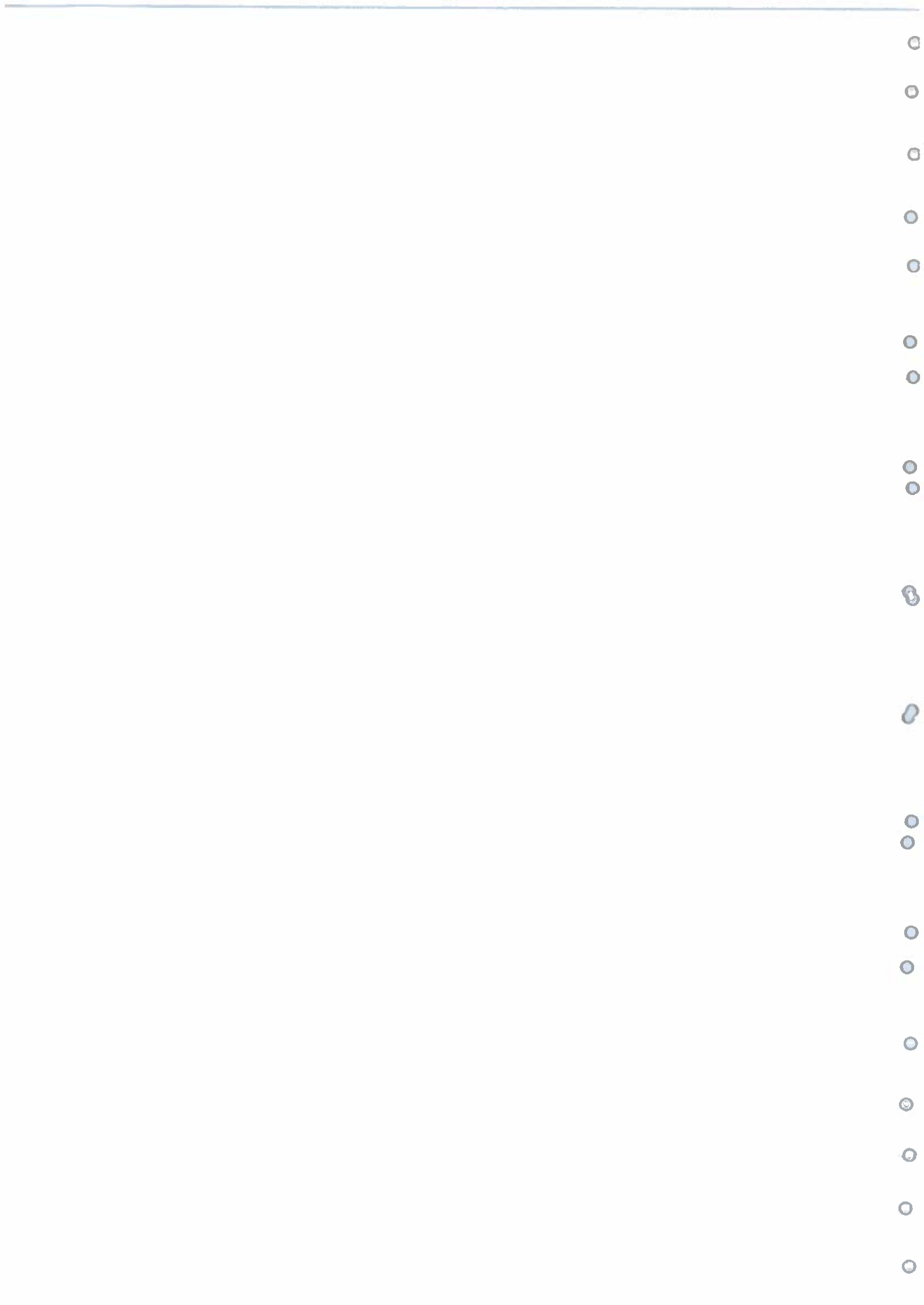
Figure A6-Cycling Isochrone Plan





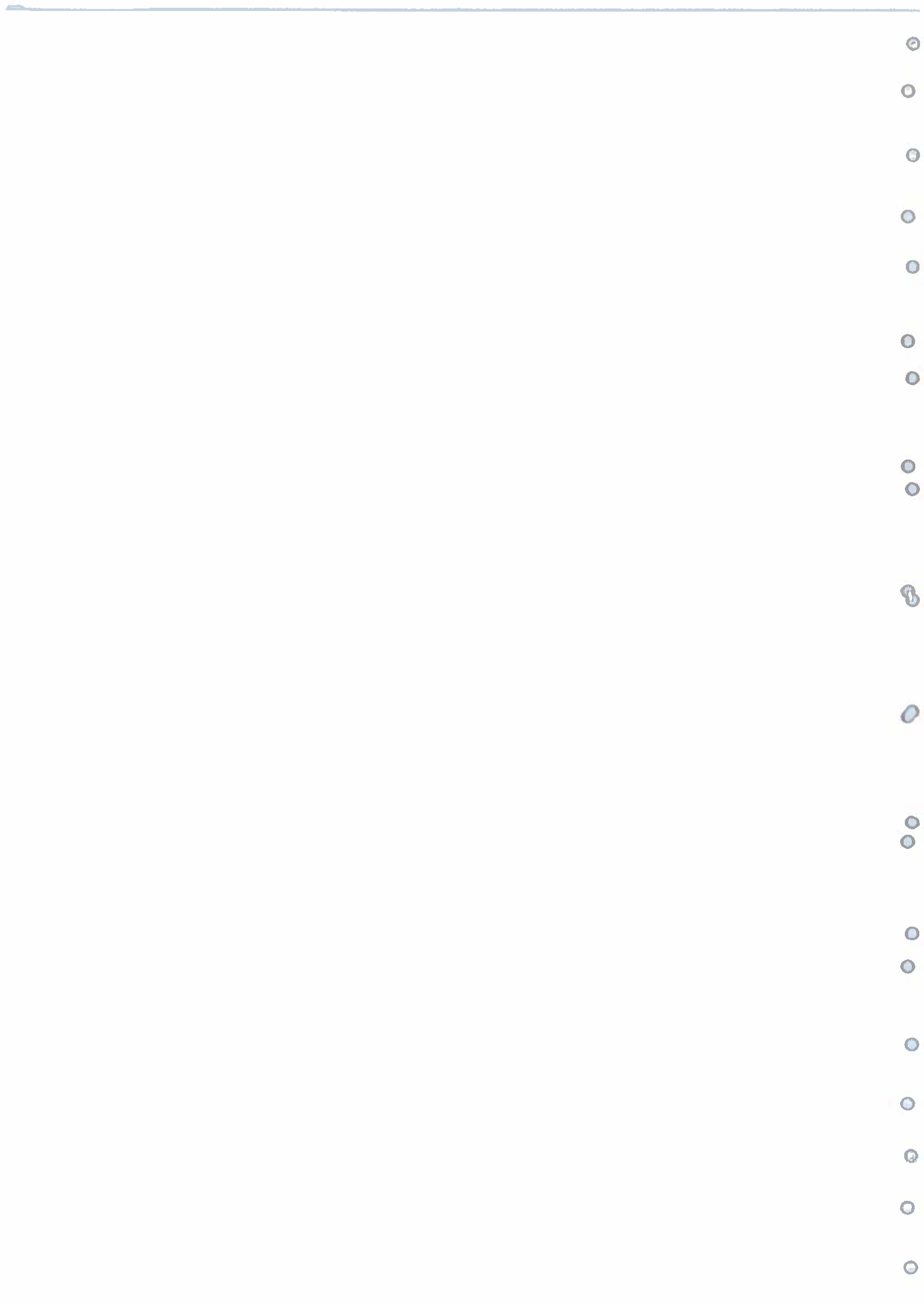
## 1.0 INTRODUCTION

- 1.1 The Redwood Partnership has been appointed by Harbourside Investments Limited and WM Morrison Supermarkets PLC to prepare a Morrisons Travel Plan for a mixed-use retail and residential development consisting of a new Morrisons foodstore and 144no residential apartments above, located at 43-67 High St, Yiewsley. West Drayton UB7 7QQ.
- 1.2 This document provides a Morrisons Travel Plan (MTP) for the food retail element of the development setting out objectives and actions to encourage staff (known as colleagues within the Morrisons organisation) and customers to reduce car use especially single occupancy car use by considering car-sharing or walking, cycling and available bus and rail public transport as alternative modes of travel.
- 1.3 The site is located off the High Street in Yiewsley, West Drayton within the London Borough of Hillingdon. The main vehicular access to the foodstore site is a new access direct from St Stephen's Road shared with residents living in the new apartments above the foodstore. St Stephen's Road connects to the High Street approximately 100 metres east of the new access. **Figure A1 (Appendix A)** shows the location of the whole site relative to the local highway network.
- 1.4 In respect of promoting sustainable choices of transport this MTP should be read in conjunction with the Government's White Paper on the future of transport entitled 'The Future of Transport – a network for 2030' published in July 2004 which sets out the Government's commitment to sustainable transport. Reference should also be made to the Transport for London document 'Travel Planning for New Development in London' (2011).
- 1.5 The principal aim of the MTP is to reduce the use of the private car and to encourage the use of alternative travel choices for journeys to and from the Site. The MTP should be understood as a developing process rather than a policy document, indeed the concept of this document itself is only the start of the process.





- 1.6 The MTP will consist of Hard Measures such as site design, cycle parking, infrastructure and contributions towards off-site improvements, together with Soft Measures such as marketing, promotion and raising awareness amongst new residents of the available travel choices. The Hard and Soft Measures are designed to promote the benefits of reducing car use; reducing single occupancy car use and encouraging walking, cycling and the use of available public transport.
- 1.7 A successful Morrisons Travel Plan will benefit from monitoring (e.g. colleague travel surveys) review and adjustment over a period of time. A change in travel mode on one or two days of the working week per colleague working at the foodstore or customer visiting the foodstore can make a significant contribution towards reducing travel to the Site by private motor car.
- 1.8 The MTP will commence with a review of the existing travel patterns of new colleagues undertaken at the time of the store opening, focussing both on colleague's travel arrangements and on existing available transport infrastructure and systems (e.g. pedestrian, cycle, bus and rail networks). This information defines a baseline against which the Travel Plan's success will be measured and will be part of an on-going review process for a period of five years after opening of the foodstore.



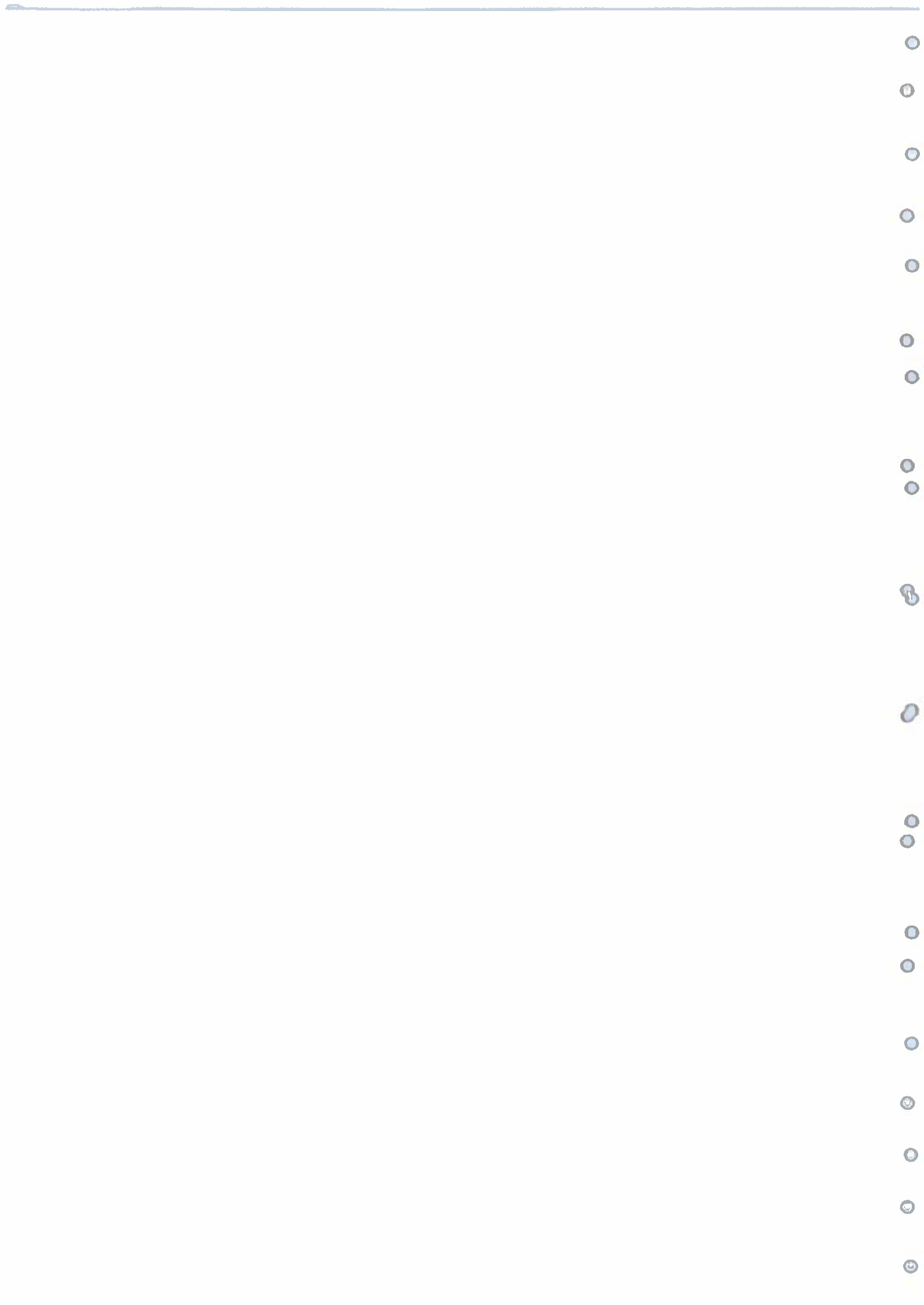


## 2.0 SITE ACCESSIBILITY

- 2.1 The existing 0.52-hectare Site consists of a Morrisons foodstore located at the north-west corner of the junction of High Street and St Stephen's Road, Yiewsley, West Drayton, London, UB7 7QQ within the outer London Borough of Hillingdon. The proposals will replace the existing foodstore with a smaller building together with 144no apartments above. **Figure A1 (Appendix A)** shows the location of the Site relative to the local highway network.
- 2.2 High Street is a local distributor road providing an important transport corridor through Yiewsley, linking the A408 Falling Lane in the north with West Drayton station in the south and beyond through to junction 4 of the M4 motorway. High Street provides the main vehicle access route from other areas together with pedestrian/cycle access to the foodstore entrances at the north-east and south-east entrances to the building. St Stephen's Road is a local access road serving St Matthew's Primary School, small businesses and residential properties to the west and north of the Site. St Stephen's Road provides vehicle access to the site entrance which is shared with residents.

### Pedestrian & Cycle Accessibility

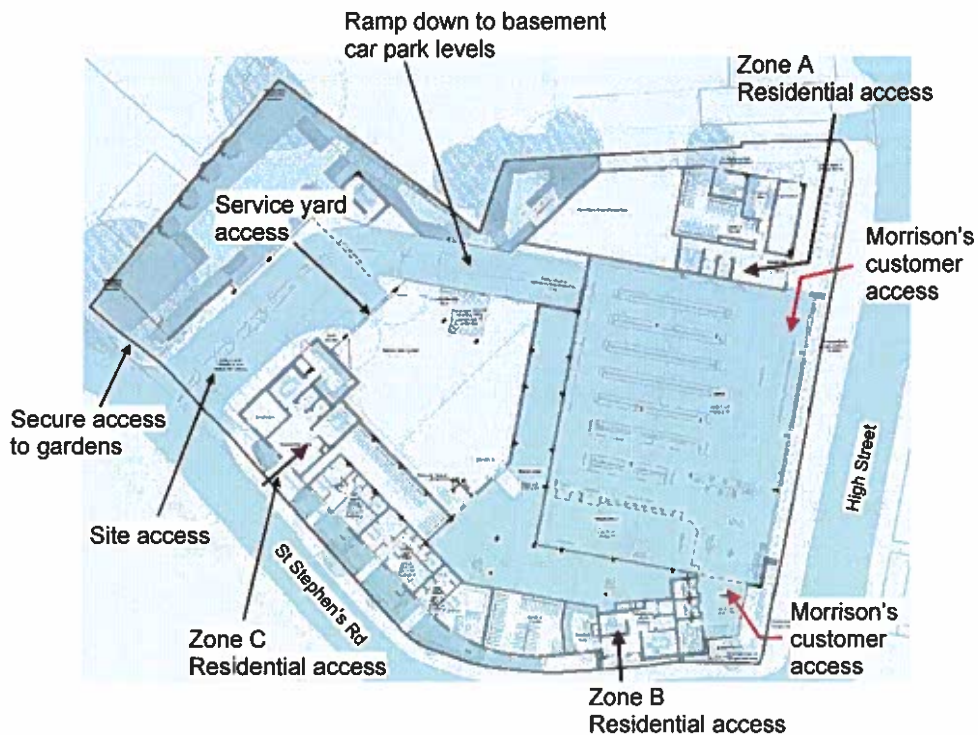
- 2.3 The Morrisons foodstore will provide approximately 75no employment opportunities consisting of both full-time positions and part-time positions. Clearly, local recruitment will influence employee travel behaviour and this will undoubtedly make a significant contribution towards limiting unnecessary car usage. It is likely that many of the jobs created by Morrisons will be taken up by those living close to the store in the local area. Generally, a typical catchment area for most colleagues working in Morrisons stores is within a 1.5-mile radius of the foodstore.
- 2.4 Pedestrians can access the foodstore via 2no entrances; one at the north-east corner of the foodstore building; the other at the south-east corner of the foodstore building, both off High Street (**Figure 2.1**). Staff can enter the site either through the main customer entrances or via a pedestrian gate through the service yard. **Figure A5** shows a significant area reachable within a 15-minute (1200 metre) walk isochrone of the Site. The





Site's location will benefit both staff and customers who wish to walk to and from the Site and to many local services as shown on **Figure A3**:

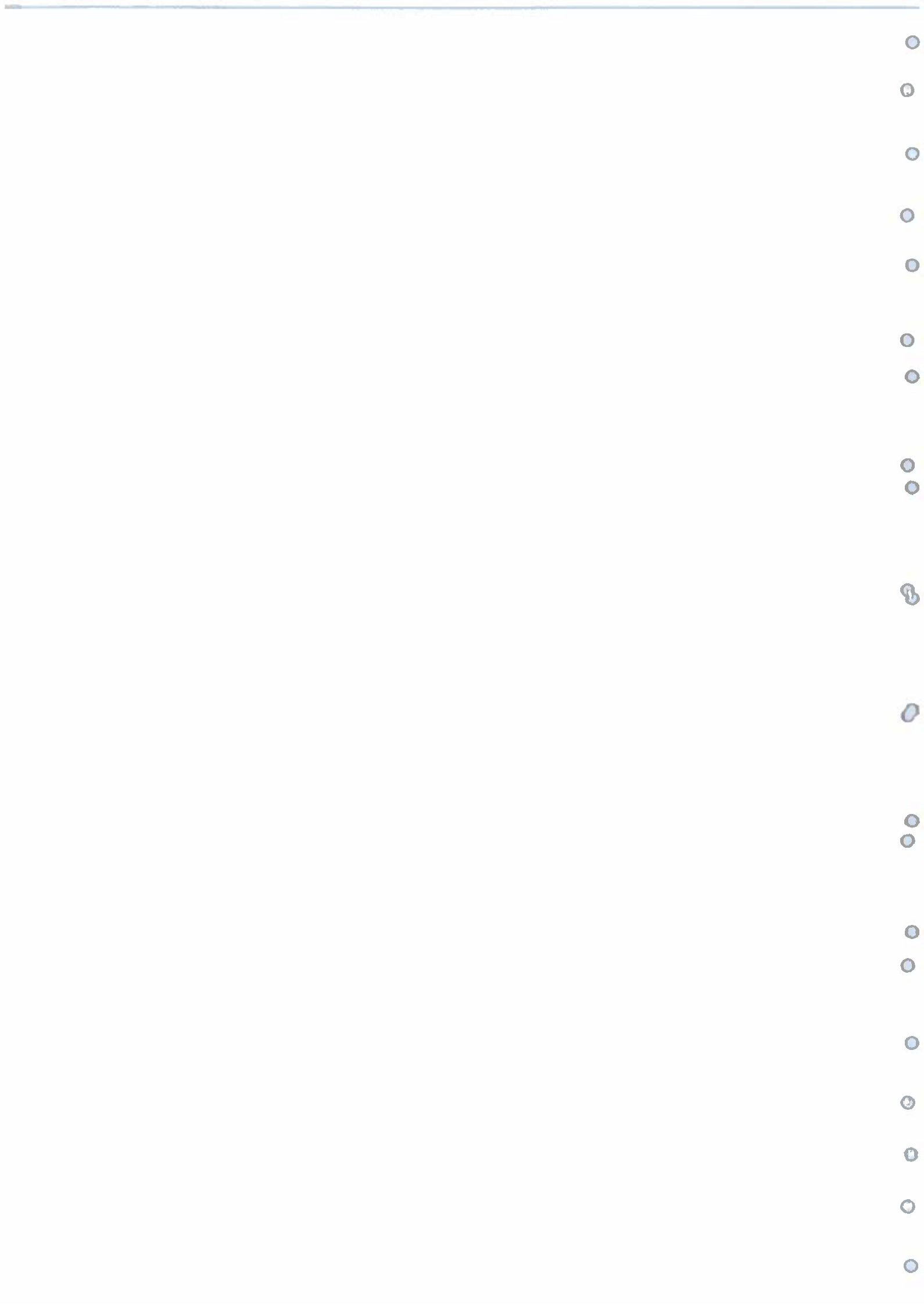
**Figure 2.1 Residential Access Points**



- 2.5 The foodstore development includes space for 16no cycles for customers located at north-east corner of the foodstore building; 6no cycles for customers at south-east corner of the foodstore building. Staff cycle parking sufficient for 10no cycles is located in the service yard. **Figure A6** shows a 5-mile (30 minutes) cycling isochrone encompassing a significant area and providing colleagues and customers with a good opportunity to cycle to work or to shop. Local cycle routes are shown on **Figure A4**.

#### **Public Transport - Bus Accessibility**

- 2.6 Bus services 222, U1, U3 and U5 all pass along the High Street adjacent to the Site. The bus stop for northbound services (stop A) is located on the west side of High Street 75 metres (1-minute) walk distance from the north-east corner of the Site. All southbound



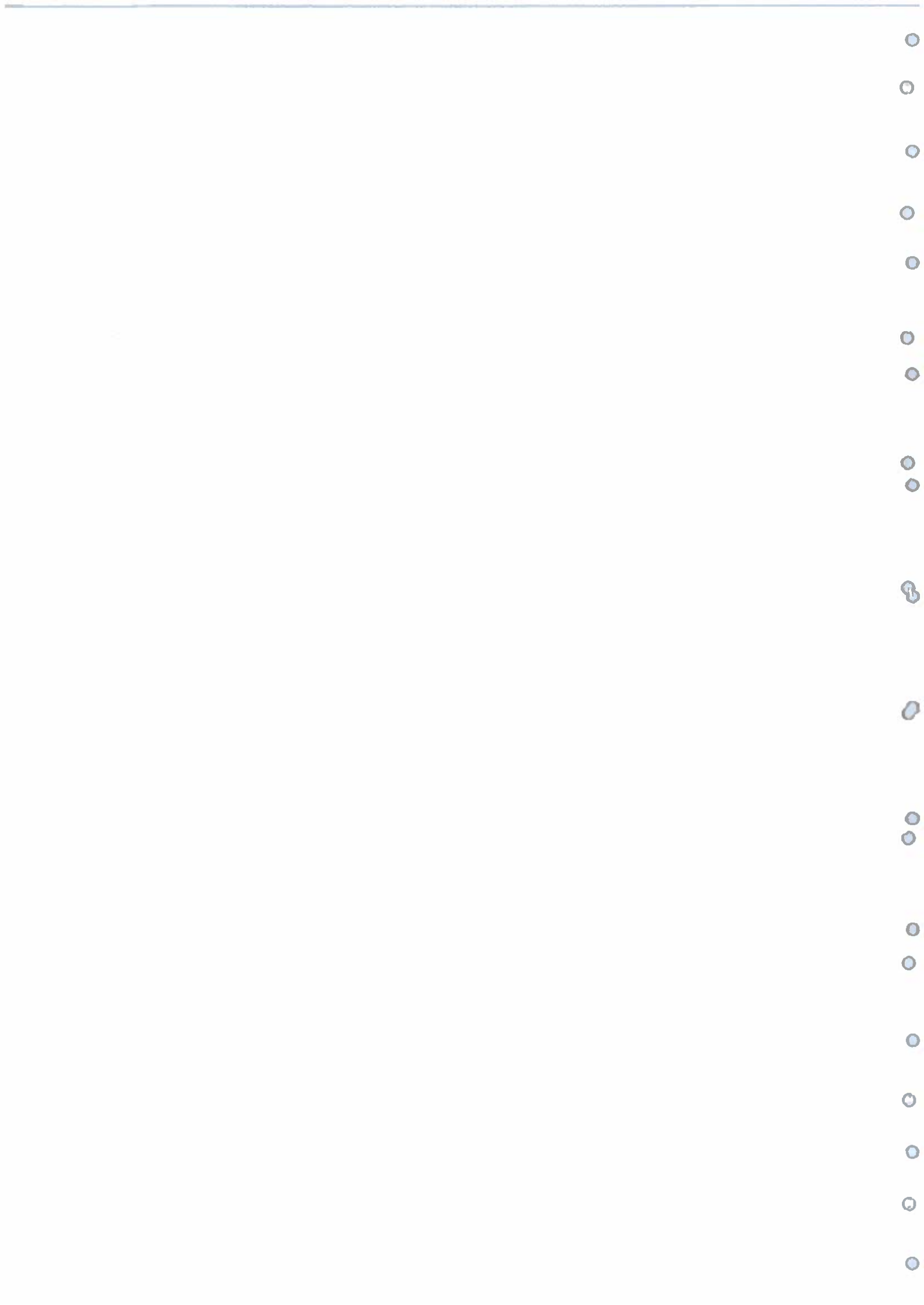


services stop at bus stop B located on the east side of High Street 40 metres (2-minute) walk distance from the Site. **Figure A2** shows the local bus routes.

- 2.7 Bus service 350 runs along Horton Road then south via West Drayton station to Heathrow. The bus stop for eastbound services (stop C) is located on the north side of Horton Road 160 metres (2-3 minutes) walk distance from the site via a pedestrian refuge island on High Street. For southbound services route 350 stops at bus stop D located on the south side of Horton Road 200 metres (3 minutes) walk distance from the site via pedestrian refuge islands on Horton Road and High Street.
- 2.8 Most bus services are high frequency and operate throughout the day from approximately 03:40 hrs to 00:40 hrs with bus service 222 providing a 24-hour service. The frequency and timing of bus services provide a realistic opportunity for staff and customers to consider bus travel. **Table 2.1** shows the local bus services and available routes stopping near to the site:

**Table 2.1 - Local bus services and frequencies (Figure A2)**

| Service Number | General Frequency (mins) |          |         | Route                                                                                                                                               |
|----------------|--------------------------|----------|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
|                | Mon-Fri                  | Saturday | Sunday  |                                                                                                                                                     |
| 350            | 20 mins                  | 20 mins  | 20 mins | Hayes - Botwell Common - Stockley Park - West Drayton - Harmondsworth - Colnbrook By-Pass - Heathrow Airport <i>Terminal 5</i>                      |
| 222            | 10 mins                  | 10 mins  | 12 mins | Uxbridge - Cowley - West Drayton - Heathrow Airport North - Cranford - Hounslow                                                                     |
| U1             | 15 mins                  | 15 mins  | 30 mins | West Drayton - Apple Tree Avenue - Colham Green - Kingston Lane - Uxbridge - Ickenham - West Ruislip - Ruislip                                      |
| U3             | 12 mins                  | 12 mins  | 20 mins | Heathrow Airport Central - Harmondsworth - Wise Lane - West Drayton - Apple Tree Avenue - Colham Green - Pield Heath - Brunel University - Uxbridge |
| U5             | 12 mins                  | 12 mins  | 20 mins | Hayes - Stockley Park - Stockley Estate - West Drayton - Falling Lane - Colham Green - Pield Heath - Cowley - Uxbridge                              |
| 697/698        | 5 services               | -        | -       | <b>School Service</b><br>Wood End/West Drayton - Yeading/Hayes - Hayes End - Hillingdon - Ickenham                                                  |





## Public Transport - Rail Accessibility

- 2.9 West Drayton station is located 250 metres (4-minutes) walk distance from the Site boundary; well within the preferred maximum walking distance. With regular, comprehensive and soon to be improved services, the station provides an attractive travel choice for staff and customers.
- 2.10 West Drayton station is currently undergoing significant improvements as part of the London Crossrail project and remains open during the improvement works. The works are expected to be complete by December 2019 when Elizabeth line services commence from Reading, Maidenhead and Heathrow. Once works are complete and the Elizabeth route fully opens, up to six Elizabeth line services an hour will serve West Drayton station, allowing passengers to travel through central London without having to change trains. The Elizabeth line route plan is shown in **Figure 2.1**:

Fig 2.1 – Elizabeth line Route Plan



## Vehicle Access

- 2.11 A single site access off St Stephen's Road will provide access to all Morrisons vehicles entering the Site. Customers will share the access with residents continuing straight ahead then turning right down a ramp to the upper level basement parking area (Level 1) as shown on **Drg.No. 16128/2/109/Q**. **Figure 2.2** shows the arrangement of the upper level basement car park (Level 1) which contains all of Morrison's customer car parking and some residential car parking:

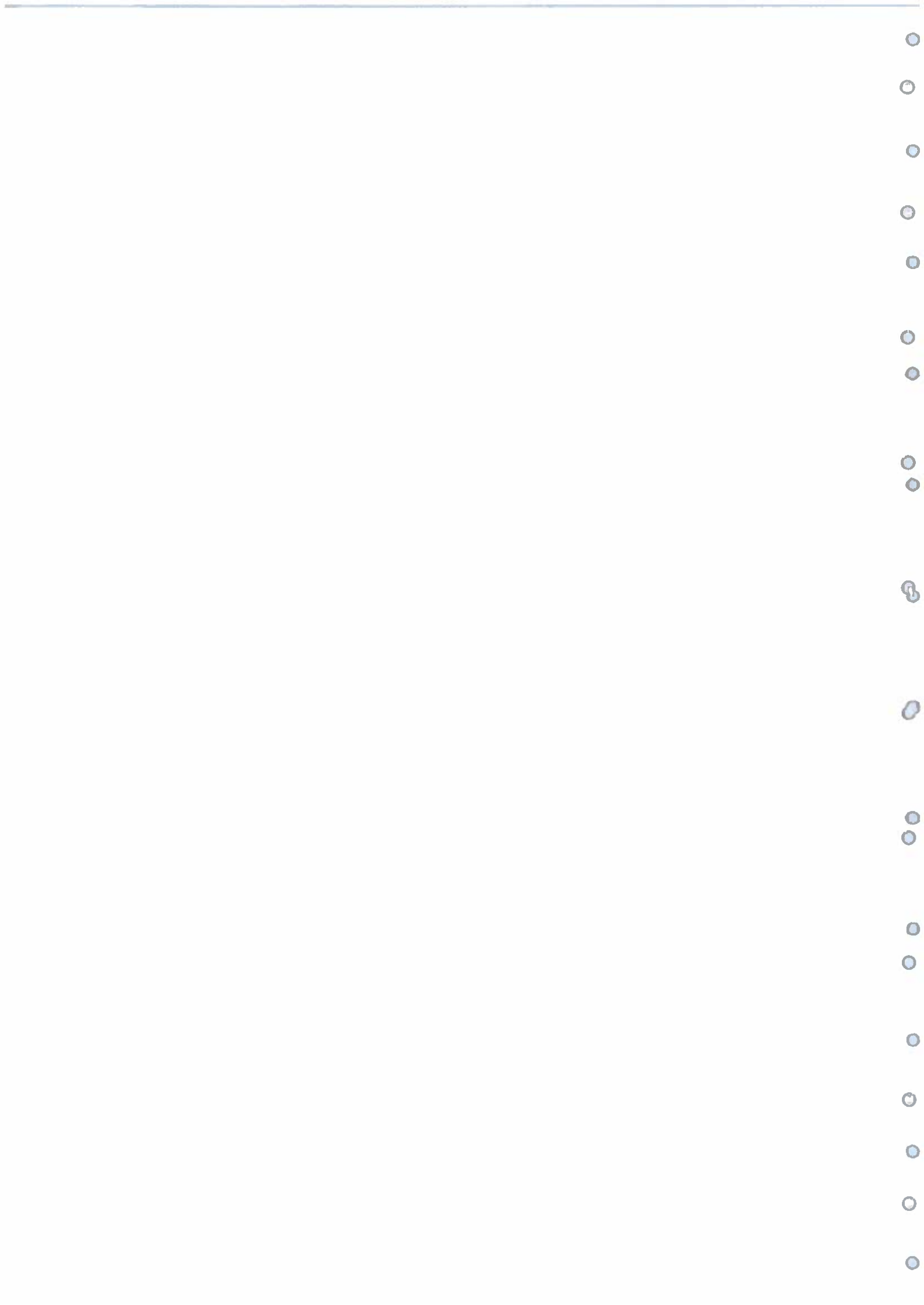
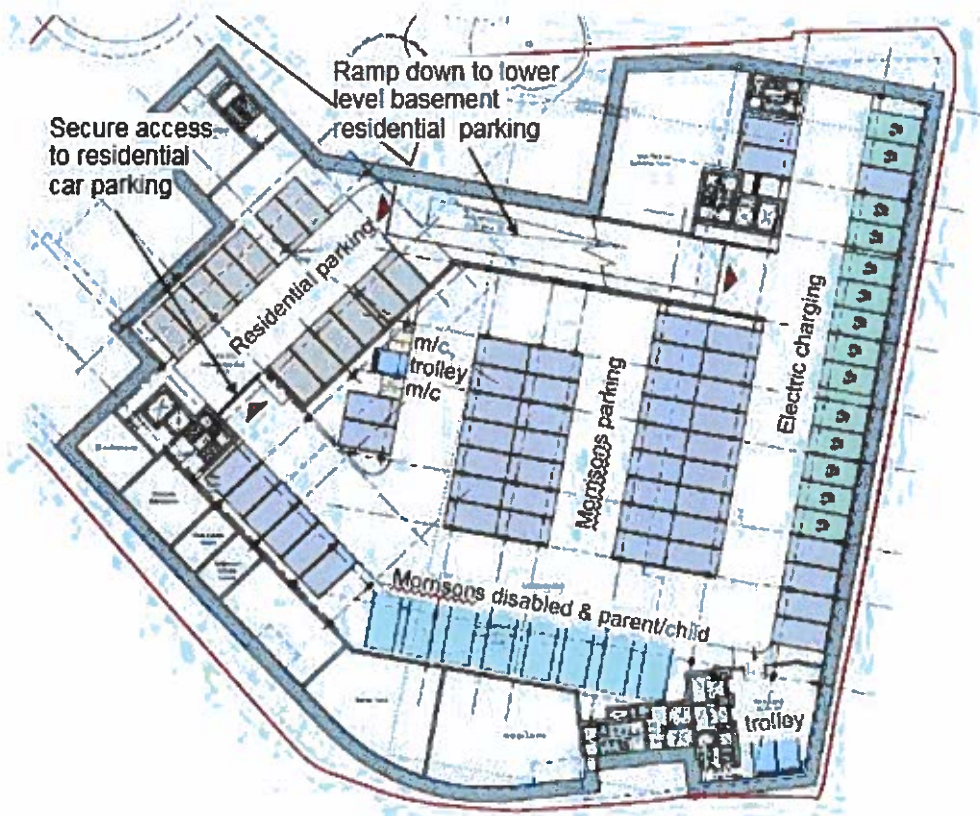
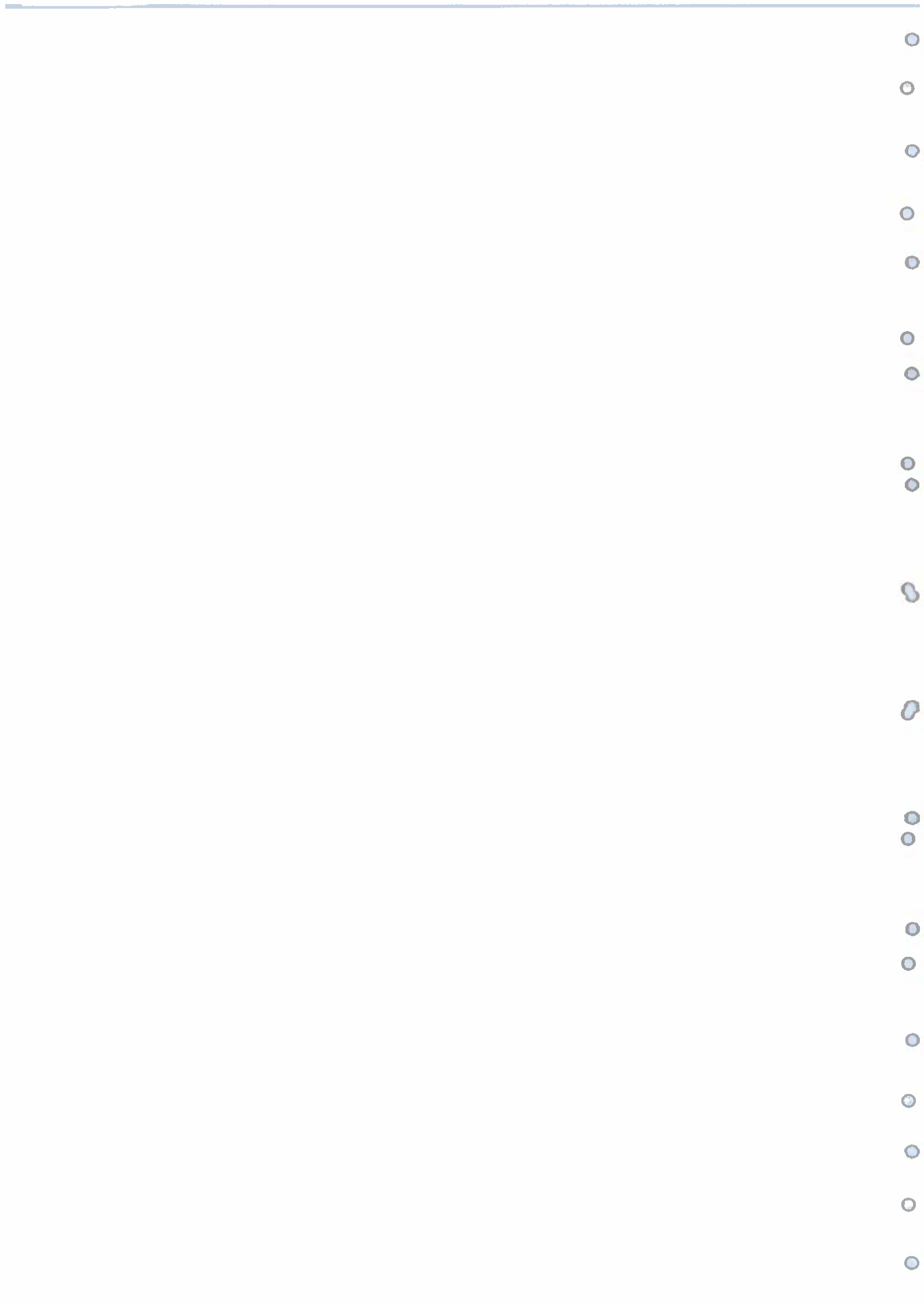




Figure 2.2 Upper Level Basement Parking Provision (Level 1)







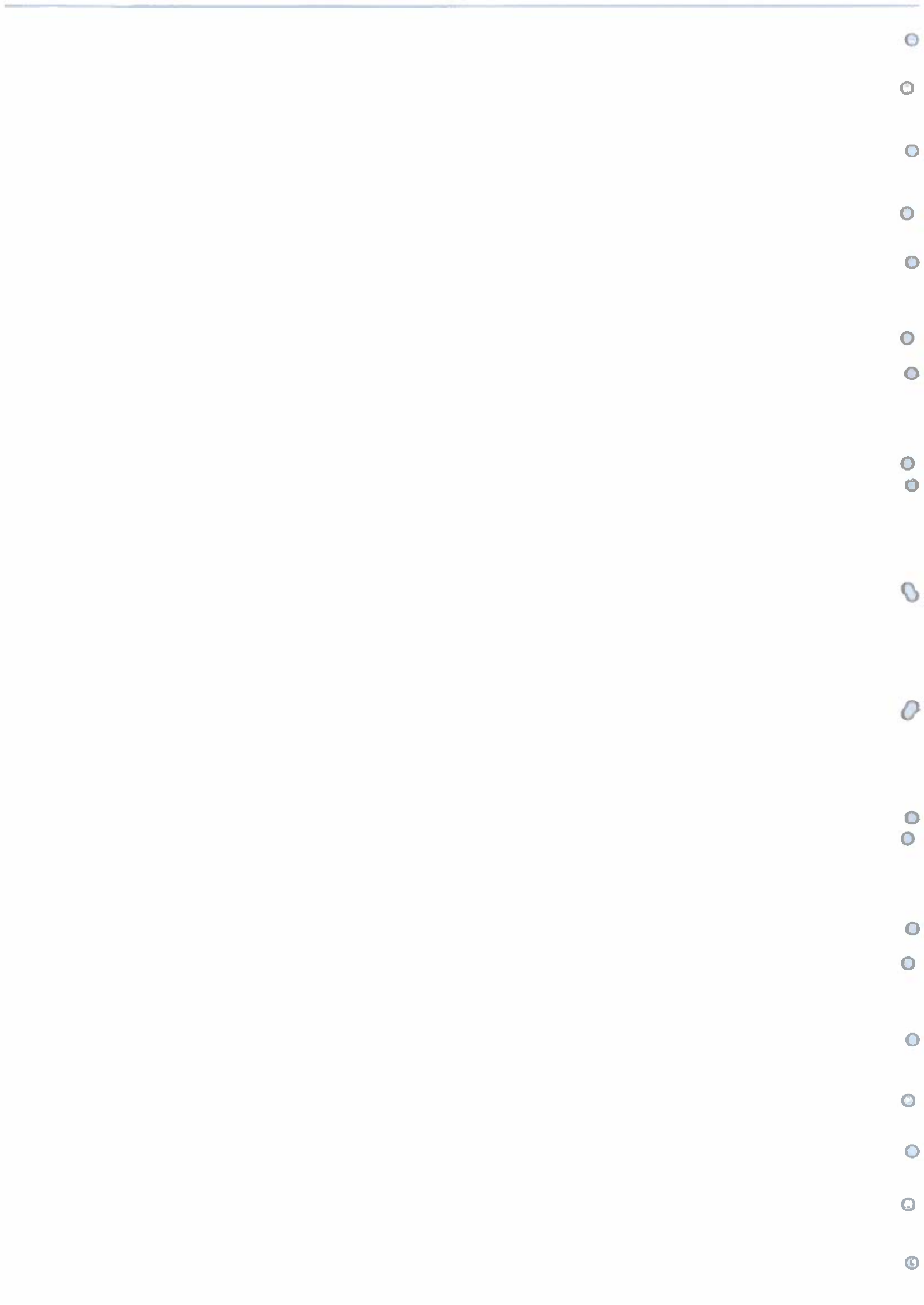
### **3.0 TRAVEL PLAN ADMINISTRATION**

#### **Travel Plan Coordinator**

- 3.1 A Travel Plan needs a coordinator to take responsibility for the management and development of the Travel Plan ensuring its delivery. In the case of Morrisons Travel Plan, the coordinator shall be an employee of Morrisons who will report directly to senior store management.
- 3.2 Morrisons will appoint a Travel Plan Coordinator (TPC) funding their activities from the opening of the foodstore for period of 5 years. It is important that the future coordinator is either located at the foodstore or makes regular visits to the foodstore during the Travel Plan implementation period. The name of the coordinator is not known at the present time and will be identified before the foodstore opens for trading. The Travel Plan Co-ordinator's general role and responsibilities will be to:
- i) Oversee the development of the Travel Plan and its operation
  - ii) Develop and maintain the Travel Plan once approved
  - iii) Act as a liaison between the Council, management, colleagues and customers
  - iv) Manage and promote the Travel Plan initiatives to colleagues and customers
  - v) Monitor and review the Travel Plan objectives

#### **Administration**

- 3.3 A filing system for recording all correspondence will be established and maintained upon implementation of the Travel Plan. In the interests of confidentiality, the Travel Plan Co-ordinator will hold relevant data and be responsible for the release of information to the Council on request. In the interests of security, only partial postcode details will be supplied and no information will be released which is deemed to be protected under the Data Protection Act or the duty of confidentiality which Morrisons has to its colleagues.





- 3.4 Data relating to the travel patterns of new colleagues shall be collected during the recruitment and induction process and during travel surveys and information relating to colleagues leaving employment will be removed from the database.
- 3.5 A Travel Plan Coordinator will be appointed after planning permission and in advance of opening of the foodstore. Until that time, the contact for Travel Plan matters is:

Mr Andrew Rennie  
Harbourside Investments Limited  
10 Albemarle Street  
London  
W1S 4BL

Tel: 0207 647 1700

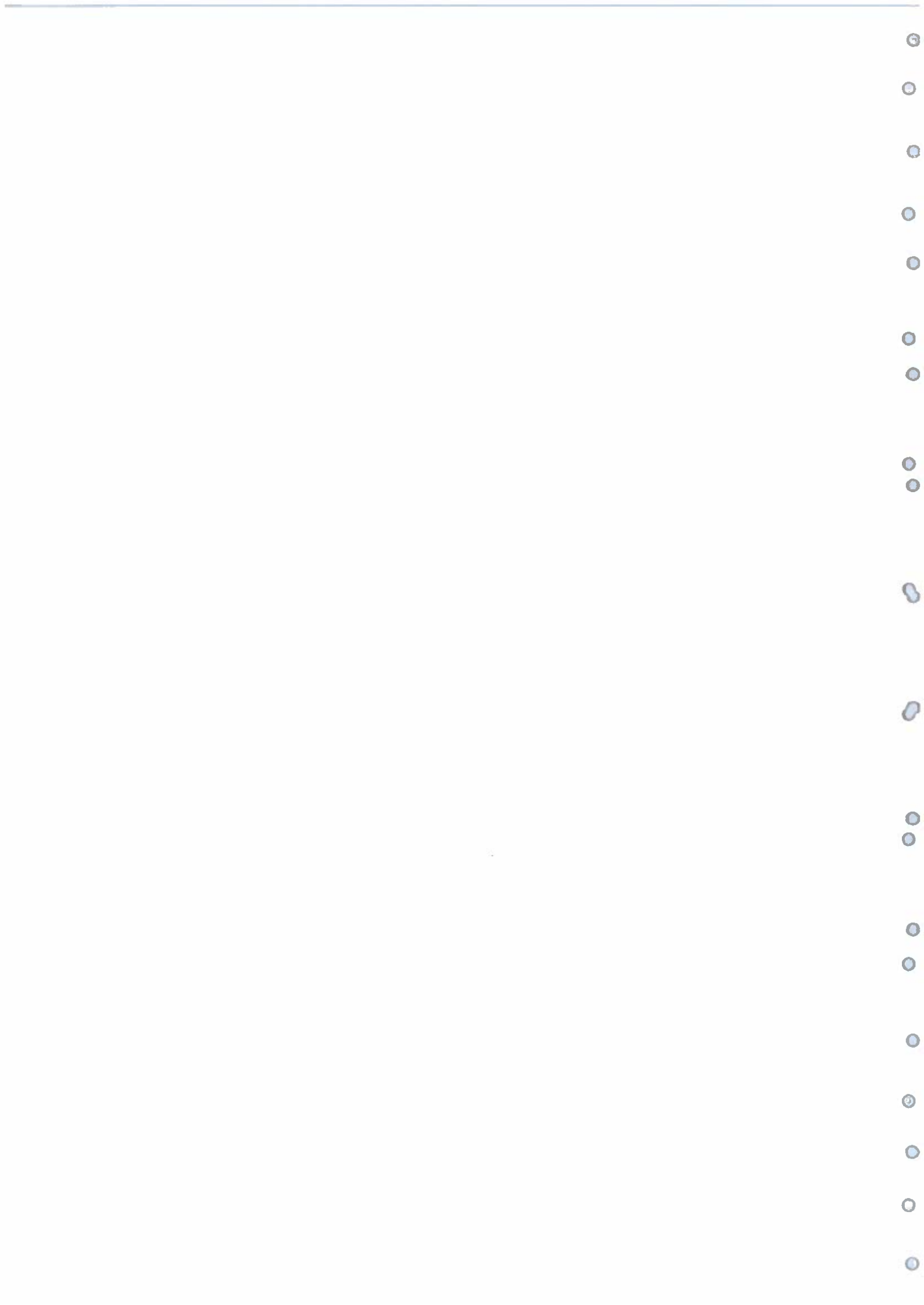
Email: [AndrewRennie@citygrove.com](mailto:AndrewRennie@citygrove.com)

#### **Consultation**

- 3.6 The success of the Travel Plan will rely on the feedback from colleagues and customers which will be overseen by the Travel Plan Co-ordinator.
- 3.7 The Travel Plan Coordinator shall be responsible for all liaison with colleagues and customers and with outside bodies, including the London Borough of Hillingdon. The Travel Plan Coordinator will liaise with these groups as necessary.

#### **Promotion**

- 3.8 All colleagues will be made aware of the details of the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving its objectives at its launch. Job applicants will be made aware of the Travel Plan during their selection process and if successful, each new colleague will be provided with a Travel Information Pack upon commencement of employment together with a personalised travel plan.
- 3.9 Other promotional material shall take a variety of forms and shall be issued either to individual colleagues, displayed in a prominent location or provided in the form of 'one off





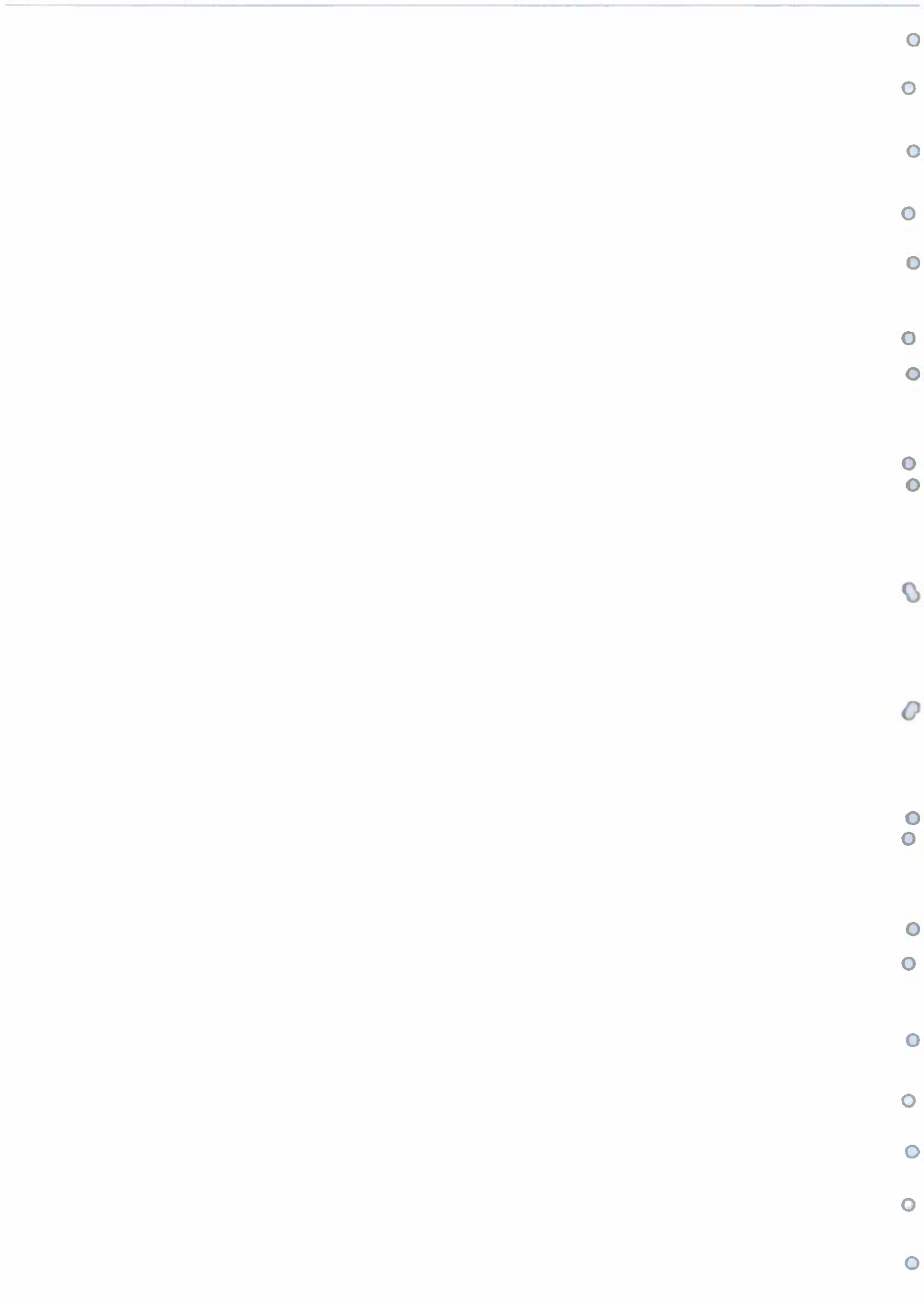
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marketing initiatives.

- 3.10 Travel information will be included on the Morrisons website for the foodstore and a prominent feature box will be contained within the home page directing viewers towards smarter travel information.

#### **Updating**

- 3.11 The main objective in encouraging colleagues and customers to consider travel by sustainable modes will not change, however it may be possible over time to define or re-define specific objectives. A review of Travel Plan targets will provide an important focus for reviewing strategies. The MTP will be administered, reviewed and monitored for a period of five years commencing from the date the Morrisons foodstore opens for trading.





## 4.0 TRAVEL PLAN OBJECTIVES & MEASURES

4.1 Following an analysis of colleagues and customer's travel information, a review of targets and objectives shall be made. In order to meet the targets and objectives, a set of physical and management measures shall be designed and target dates for their implementation put in place.

4.2 At this stage, the objectives, targets and measures outlined below are presented as a guide to the likely development of the Travel Plan. However, the list is not exhaustive and the Travel Plan Coordinator shall be free to investigate other potential initiatives, particularly those identified by colleagues and customers.

### **Travel Plan objectives**

4.3 The following objectives of the Travel Plan are aimed to complement and enhance the corporate and commercial objectives of Morrisons:

**Objective 1:** To aim to reduce the number of Morrison commuter cars travelling to Yiewsley by promotion, enhancement and provision of information on walking, cycling, bus and rail travel and encouraging car sharing with a view to increasing the modal share of these alternative modes of transport

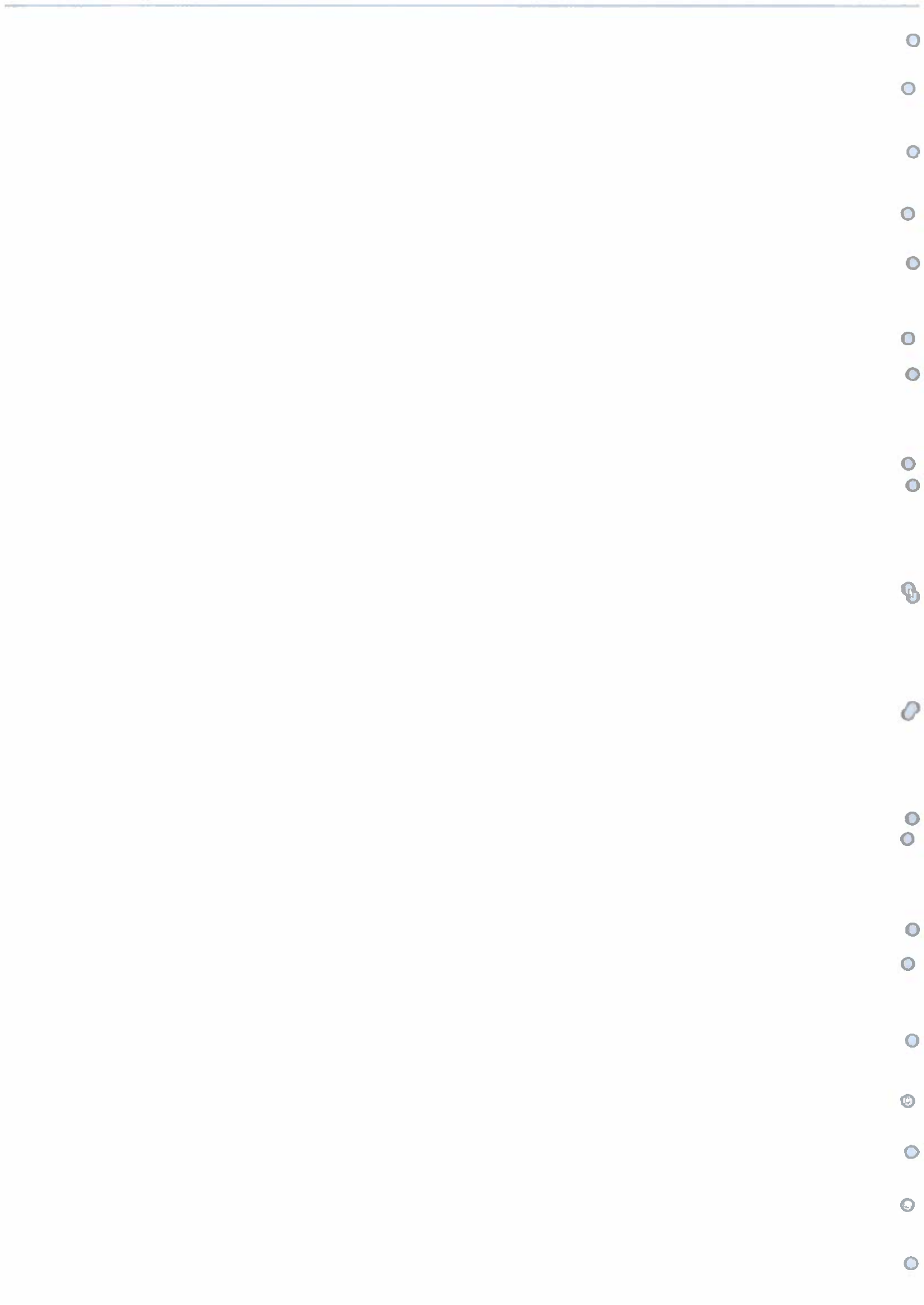
**Objective 2:** To aim to reduce the amount of single occupancy car journeys associated with business travel by colleagues and visitors

**Objective 3:** To encourage and inform colleagues of sustainable and safe travel options

**Objective 4:** To monitor and review the progress of the Travel Plan strategy for a period of five years

### **General marketing and promotion**

4.4 The Travel Plan will only be a success if it has the support of colleagues and customers. Explaining the benefits and promoting the sustainable alternatives will encourage





colleagues and customers to adopt more sustainable modes of travel. At an early stage colleagues and customers will be made aware of the Travel Plan and that the measures being introduced are to inform people of ways to use the private car more wisely. In addition to raising general awareness any success achieved will be fully publicised to colleagues. The following specific measures have been identified to promote the Travel Plan:

- a) A local launch of the Travel Plan shall be organised by the Travel Plan Co-ordinator to coincide with the introduction of the first visible measures that will benefit colleagues (e.g. cycle parking; the Travel Information Centres and the Travel Plan Information Pack). The local launch shall take place within three months of the store opening
- b) A Travel Plan Information Pack will be distributed to each colleague upon employment
- c) Two Travel Information Centres in the form of notice boards shall be provided in store; one located at the front main north-east entrance used by customers and one in the colleague's rest room. These Travel Information Centres shall provide customers and colleagues with relevant transport and travel information including details of available public transport together with information on pedestrian and cycle routes near to the site
- d) Specific events throughout the lifetime of the Travel Plan shall be promoted, publicised and supported to coincide with national campaigns such as, but not restricted to, the National Car Free Day, National Bike Week and Walk to Work Week

#### **Encouraging walking**

- 4.5 To encourage colleagues to consider walking as a viable mode of travel to work, the following measures are included in this Travel Plan:

- a) At the launch of the Travel Plan, colleagues shall be provided with available information regarding recommended routes for walking to the site
- b) Lockers to store wet weather clothes will also be provided





- c) At the launch of the Travel Plan the provision of a 'Help you get home!' scheme will be investigated to offer colleagues who walk to work assistance with getting home in an emergency at the discretion of the Travel Plan Co-ordinator / Duty Manager

### **Encouraging cycling**

4.6 To encourage colleagues to consider cycling as a viable mode of travel to work, the following measures are included in this Travel Plan:

- a) At the launch of the Travel Plan, colleagues shall be provided with available information regarding cycle routes to the site
- b) Those colleagues who cycle to work shall be encouraged to report individually to the Travel Plan Co-ordinator on issues relating to the provision of on-site cycling facilities
- c) Within 6 months of the launch, the Travel Plan Coordinator will have ascertained the level of interest in a bicycle safety training course for colleagues and, if sufficient interest exists, shall seek to agree free or discounted training course for colleagues if available
- d) Space for 32no cycles is provided on the site, including 10no staff cycles. During the first year of the Travel Plan the adequacy of this provision will be kept under review
- e) Lockers to store wet weather clothes will also be provided
- f) At the launch of the Travel Plan the provision of a 'Help you get home!' scheme could be investigated to offer colleagues who cycle to work assistance with getting home in an emergency at the discretion of the Travel Plan Co-ordinator / Duty Manager

### **Encouraging the use of bus and rail services**

4.7 To encourage colleagues to consider the use of bus and rail services, the following measures are included in the Travel Plan:

- a) Colleagues shall be provided with details of available local bus and rail services





within their Travel Information Pack; in the Travel Information Centres and on the Morrisons website

- b) At the launch of the Travel Plan the provision of a 'Help you get home!' scheme could be investigated to offer colleagues who use bus and rail services to travel to work assistance with getting home in an emergency at the discretion of the Travel Plan Co-ordinator/Duty Manager

#### **Encouraging car sharing**

- 4.8 To encourage colleagues to consider car-sharing, the following measures shall be implemented as part of the Travel Plan:

- a) The benefits of car sharing (particularly the financial benefits) and the intention to inform colleagues of other potential car sharers shall be communicated to colleagues
- b) Morrisons shall promote car sharing amongst its colleagues and shall promote local car share schemes, such as [gocarshare.com](http://gocarshare.com) and [liftshare.com](http://liftshare.com)
- c) The Travel Plan will promote a 'Change 1 Journey' campaign, emphasising to colleagues that if all those who normally drive alone to work chose another form of transport just once-a-week this would reduce car usage by 20%. This modal shift is more likely to occur through car sharing
- d) The provision of a 'Help you get home!' scheme could be investigated to offer colleagues who carshare their journey to work assistance with getting home at the discretion of the Travel Plan Co-ordinator/ Duty Manager in an emergency or if stranded by their car share partner

#### **Business related travel and business visitors**

- 4.9 To encourage the use of sustainable alternatives by colleagues travelling on business and business visitors, the following measures are included in the Travel Plan:
- a) Where practical, colleagues shall be encouraged by the Travel Plan Co-ordinator to explore the use of public transport for business travel or to share a car when travelling to meetings

