

Infinite Partners

## **27 Uxbridge Road Hotel**

Car Park Management Strategy

December 2022

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# 1 INTRODUCTION

## Overview

1.1 This Car Park Management Strategy (CPMS) has been prepared by Caneparo Associates (CA) on behalf of Infinite Partners ('the Applicant') in support of the operation of the hotel located at 27 Uxbridge Road, UB4 0JN, located within the London Borough of Hillingdon (LBH) (the 'site').

1.2 The site obtained planning permission in February 2014 (Planning Reference: 2385/APP/2013/2523) for the following: "Change of Use of existing office (B1) building to create 170 bedroom hotel (C1) use with ancillary car parking and landscaping". Permission was subsequently granted in April 2015 (LPA ref: 2385/APP/2015/1464) for the following:

*"Variation of Condition 2 (Approved drawings) and Condition 7 (accessible bedrooms) of planning application 2385/APP/2013/2523 (Change of Use of existing office (B1) building to create 170 bedroom hotel (C1) use with ancillary car parking and landscaping) to allow for a reduction in the provision of rooms with hoists"*

1.3 The associated Decision Notice is included at **Appendix A**, with the specific planning condition (no. 9) that relates to this report outlined below.

*"9 – The car parking facilities provided at the hotel shall be used by hotel staff and guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the hotel, a car parking management strategy shall be submitted to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.*

*REASON The use of the site for long or short stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies September 2007. Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011)".*



1.4 This CPMS outlines the parking provision and how it will be managed through the lifetime of the development. A fundamental cornerstone of the CPMS is that the car park will remain for the exclusive use of use of staff and guests of the hotel for the duration of their stay and will not be used as short or long stay parking for Heathrow Airport Passengers.

1.5 The remainder of this document is structured as follows:

- Section 2 - outlines the site and proposals with a focus on the parking provision.
- Section 3 - sets out allocation and management of the parking spaces.

## 2 SITE AND PROPOSALS

### Site Location

- 2.1 The Site is located at the corner of Springfield Road and Uxbridge Road in the London Borough of Hillingdon. The Site is bound by the Uxbridge Road across its northern frontage, which provides segregated cycle lanes and 2-3 lanes of traffic in either direction. Springfield Road is located on the western frontage and serves as the primary means of access to the wider area of employment, retail, and cultural facilities that surround the Site.
- 2.2 The Site is located approximately 2.2km west of Southall Station and 3km northeast of Hayes and Harlington Station.
- 2.3 The site location with respect to the local highway network is shown at **Figure 2.1** below.



**Figure 2.1: Site Location Plan**

## **Local Highway Network**

### **Springfield Road**

- 2.4 Springfield Road, which borders the Site to the west, is a two-way road approximately 8-9m in width offering traffic flow in both directions. Springfield Road operates in a predominantly north to south direction joining with the Uxbridge Road in the north and Beaconsfield Road in the south.
- 2.5 Springfield Road offers direct vehicle access into the Site and the on-site car park which is associated with the existing Hyatt Place Hotel. The vehicle access from Springfield Road measures approximately 6m in width, sufficient for two-way passing into and out of the Site as well as access for larger delivery vehicles.
- 2.6 The western frontage of the Site along Springfield Road is controlled by double yellow lines prohibiting stopping on-street at any time. Approximately 50m south to the Site on Springfield Road there is uncontrolled parking present on the eastern side of the carriageway. Past the junction with Bullsbrook Road uncontrolled parking switches to the western side of the carriageway.
- 2.7 At the junction with Bullsbrook Road and Springfield Road there is a cycle lane operating on the eastern side of the carriageway travelling southbound towards Beaconsfield Road and Minet Country Park.

### **A4020 Uxbridge Road**

- 2.8 The A4020 Uxbridge Road operates along the site's northern frontage, travelling in a predominantly east to west fashion, joining with The Broadway in the east and Hillingdon Hill in the west. The A4020 is the main highway which connects the Site to Uxbridge town centre in the west and Central London to the east.
- 2.9 Uxbridge Road offers two-way traffic flow with two lanes operating in both directions. The northern side of the carriageway has a bus lane operating eastbound, which is controlled between 07:00-10:00 and 16:00-19:00. Both sides of the carriageway are controlled by single yellow lines which prevent stopping on-street Monday – Saturday, 08:00-18:30.
- 2.10 The southern side of Uxbridge Road has a dedicated two-way cycle lane which is segregated to the footway, and operates along a significant stretch of the Uxbridge Road, travelling west towards Uxbridge and east towards Southall and Central London.



## **The Development**

- 2.1 The development comprises a 170 key hotel which benefits from 70 car parking spaces, of which 6 spaces are designated for accessible car parking. The hotel is typically served by 6-10 employees at any one time.
- 2.2 Car Parking is broadly located in a surface level car park across the eastern and northern site elements and is complemented by car parking at surface level and first floor in the south eastern corner of the site. Access to the site is achieved solely from a single point of access onto Springfield Road in the south western corner of the site.
- 2.3 Spaces will measure 2.4m x 4.8m with the disabled bays also featuring a 1.2m side and rear hatching.

### **3 ALLOCATION AND MANAGEMENT**

- 3.1 The car parking spaces will be allocated in the following manner, with appropriate management controls also outlined.
- 3.2 Car parking on site will be solely reserved for staff and guests of the hotel and strictly for the duration of their stay only. It will not be permissible to allow third parties to stay at the hotel nor permit guests to stay at the hotel for longer than their duration of stay.

#### **Allocation**

##### **Hotel Staff**

- 3.3 The hotel is typically served by 6-10 staff at any one time, subject to different shift patterns and peak periods. To serve the staff car parking demand, 5 car parking spaces will be allocated to staff at all times to ensure no car parking occurs on-street, with all car parking occurring within the confines of the development.
- 3.4 Signage will be installed to demarcate spaces that are specifically allocated to staff.
- 3.5 Where a member of staff has a blue badge, a specific parking space will be allocated as necessary to meet the needs of the employee in consultation with Hotel Management.

##### **Hotel Guests**

- 3.6 The remaining 65 car parking spaces will be available for hotel guests and will be available on a first-come, first-serve basis and will be charged for their use.
- 3.7 Only guests with a valid blue badge will be permitted to use the allocated accessible parking spaces.
- 3.8 Guests will only be permitted to use the on-site car parking for the duration of their stay and will not be able to use the car parking spaces for any other purpose.

#### **Management Strategy**

- 3.9 The car park will be managed by the on-site hotel management. The car park can be used by anyone who is a guest or member of staff of the hotel, strictly limited to the duration of their stay only.



- 3.10 The car park will be subject to a payment regime, whereby guests will be able to pay for a car parking space prior to their arrival as part of the booking process or upon arrival. Car parking will be charged in 24 hour increments to reflect the duration of stay of hotel guests and deter any possibility for short stay car parking.

## **Hotel Management Obligations**

- 3.11 The obligations that will be placed on the hotel management team as part of this CPMS are summarised below:
- The hotel management team will ensure that the car park aisles are open and passable to allow for the safe and efficient operation of the car park, drop-off / pick-up area situated outside the entrance to the hotel and service area.
  - The hotel management team will ensure that the servicing loading / unloading area is clear at all times to allow for the safe and efficient operation of the servicing loading / unloading area.
  - The hotel management team will ensure that only guests of the hotel are using the designated hotel guest car parking spaces.

## **Management Measures**

- 3.12 To assist with the enforcement of the obligations set out above, the following measures will be implemented.
- During peak periods for the hotel, guests will be advised to book a car parking space at the time of booking rather than upon arrival to ensure that sufficient space exists to accommodate the demand.
  - When guests arrive at the hotel they will be asked to enter their vehicle registration into a guest book to enable the hotel management team to contact any vehicle owners that are causing an obstruction.
  - The timing of servicing of the site and deliveries will be co-ordinated by the hotel to avoid peak periods.
  - In instances where there are vehicles blocking either the service yard and or the pick off / drop off point. The hotel will request the owner of the vehicle to remove it.
  - In instances of misuse of the car park, a penalty charge notice may be issued.

## **Monitoring and Enforcement**

- 3.13 The monitoring of the car park will be the responsibility of the hotel management team. Cameras (CCTV) are already installed on-site with a viewing position over the car park and its point of access which will enable the management team to view activity in the car park.
- 3.14 The drivers of any vehicles observed to be parking inappropriately will be verbally warned (by the hotel) and advised to park elsewhere if they are considered to be in breach of the above measures. If the driver refuses to park elsewhere or they are not present a penalty charge notice will be issued by the hotel.
- 3.15 The content of this CPMS will be reviewed on an annual basis by the building management to provide an opportunity to suggest and incorporate any amendments. Any proposed amendments will be submitted to the Council as part of a revised CPMP for approval prior to implementation.

## **Review**

- 3.16 The contents of this CMPS will be reviewed on annual basis or as required by the hotel management team to provide an opportunity to suggest and incorporate any amendments. Any proposed amendments will be submitted to the Council as part of a revised CPMPS for approval prior to implementation

## **Car Parking Usage Data**

- 3.17 Car parking data was sourced from the Hyatt Hotel prior to their occupation of the hotel came to an end to understand what the existing demand for car parking is and ensure sufficient car parking exists to accommodate demand.
- 3.18 Between January and April 2022, the average number of cars parked overnight during each month is as follows:
- January: 22 cars per night on average.
  - February: 28 cars per night on average.
  - March: 27 cars per night on average.
  - April: 26 cars per night on average.



- 3.19      The policy to ensure car parking is used by staff and hotel guests only strictly during the duration of stay has resulted in limited usage of the car park historically, with the demand for spaces notably below the supply.

## Appendix A



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Application Ref: 2385/APP/2015/1464

## **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:**

Variation of Condition 2 (Approved drawings) and Condition 7 (accessible bedrooms) of planning application 2385/APP/2013/2523 (Change of Use of existing office (B1) building to create 170 bedroom hotel (C1) use with ancillary car parking and landscaping) to allow for a reduction in the provision of rooms with hoists.

**Location of development:** Hayes Gate House, 27 Uxbridge Road Hayes

**Date of application:** 23 April 2015

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

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

**Head of Planning and Enforcement**

**Date: 15 September 2017**

- 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: 2385/APP/2015/1464

### **SCHEDULE OF CONDITIONS**

- 1 · The development hereby permitted shall be begun before the 18th February 2017

#### **REASON**

To comply with Section 73 and 91 of the Town and Country Planning Act 1990 and the terms and conditions of planning application 2385/APP/2013/2523.

## **SCHEDULE OF CONDITIONS**

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

12129\_200\_PROPOSED SITE PLAN GROUND LEVEL  
12129\_201\_PROPOSED SITE PLAN FIRST FLOOR LEVEL  
12129\_202\_PROPOSED BASEMENT FLOOR PLAN  
12129\_203\_PROPOSED GROUND FLOOR PLAN  
12129\_204\_PROPOSED 1ST FLOOR PLAN  
12129\_205\_PROPOSED 2ND FLOOR PLAN  
12129\_206\_PROPOSED 3RD - 11TH FLOOR PLAN  
12129\_207\_PROPOSED 12TH FLOOR PLAN  
12129\_208\_PROPOSED ROOF PLAN  
12129\_211\_EV CHARGING POINT PROVISION  
12129\_220\_WEST ELEVATION  
12129\_221\_SOUTH ELEVATION  
12129\_222\_EAST ELEVATION  
12129\_223\_NORTH ELEVATION  
12129\_230\_SECTION A-A  
12129\_231\_SECTION B-B  
12129\_232\_SECTION C-C  
12129\_501\_PERIMETER WALL DETAIL  
12129\_502\_BIKE STORE DETAILS  
12129\_503\_REFUSE STORE INFORMATION  
2129\_001\_LOCATION PLAN  
12129\_101\_EXISTING GROUND FLOOR PLAN  
12129\_102\_EXISTING 1ST FLOOR PLAN  
12129\_103\_EXISTING 2ND-11TH FLOOR PLAN  
12129\_104\_EXISTING WEST ELEVATION  
12129\_105\_EXISTING SOUTH ELEVATION  
12129\_106\_EXISTING EAST ELEVATION  
12129\_107\_EXISTING NORTH ELEVATION  
12129/002/PL01  
GROUND FLOOR LANDSCAPE ARRANGEMENT PLAN  
FIRST FLOOR LANDSCAPE ARRANGEMENT PLAN  
TREES PALETTE  
TREES PLAN  
SHRUBS PALETTE  
LANDSCAPE SECTION 1  
LANDSCAPE SECTION 2  
BOUNDARY WALL SECTIONS  
12129\_212\_Revision PL03 DISABLED ROOMS PROVISION  
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 2015).

## **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:

CCTV REPORT  
CCTV LOCATION PLANS (GROUND AND FIRST FLOOR LEVELS)  
MECHANICAL VENTILATION STRATEGY REPORT  
REDUCTION IN POTABLE WATER USE REPORT  
AIR QUALITY REPORT  
STAGE C REPORT (K12109)  
SUSTAINABLE URBAN DRAINAGE STRATEGY REPORT (SUDS Report)  
DRAINAGE STRATEGY DRAWING  
STAGE 1- DESKSTUDY AND WALKOVER SURVEY  
STAGE 1- DESKSTUDY APPENDICES (SECTION 1)  
STAGE 1- DESKSTUDY APPENDICES (SECTION 2)  
SITE INVESTIGATION REPORT  
SITE INVESTIGATION APPENDICES  
GPR SURVEY  
TRANSPORT STATEMENT  
WORKPLACE TRAVEL PLAN  
ENVIRONMENTAL NOISE SURVEY AND MECHANICAL PLANT ASSESSMENT  
BUILDING FACADE SOUND INSULATION REVIEW

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

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

### **REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (March 2015) Policies 7.1 and 7.3.



## **SCHEDULE OF CONDITIONS**

- 5 · Prior to the commencement development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The detailed assessment shall clearly set out the specifications of the proposed CHP unit, including its inputs and outputs and how this relates to the baseline energy demand and carbon emissions. The assessment shall include clear details on the management and maintenance of the CHP unit, as well as how its performance will be monitored and reported to the Local Authority for 5 years after completion of the occupation of the building. The development must proceed in accordance with the approved details.

For the purposes of this condition commencement of development shall not include any preparatory works including any demolition and removal of materials necessary to facilitate the development hereby approved.

### **REASON**

To ensure appropriate carbon savings are delivered in accordance with London Plan (March 2015) Policy 5.2.

- 6 · Prior to the commencement of development a scheme for the reduction in mains water use including the harvesting and reuse of rainwater as well as the recycling and reuse of grey shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The scheme shall also demonstrate how rainwater and grey water will be collected and treated appropriately for reuse in the building to further reduce potable water demand. The development must proceed in accordance with the approved scheme unless otherwise agreed in writing with the Local Planning Authority.

For the purposes of this condition commencement of development shall not include any preparatory works including any demolition and removal of materials necessary to facilitate the development hereby approved.

### **REASON**

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan (March 2015) and Policy EM8 of the London Borough of Hillingdon Local Plan Part 1 November 2012.

## **SCHEDULE OF CONDITIONS**

- 7 · The development hereby approved shall ensure the quantity of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) is no less than:
- i. 5% without a fixed tracked-hoist system;
  - ii. 2.5% with a mobile tracked-hoist system, or, similar system giving the same degree of convenience and safety;
  - iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);
  - iv. 50% of en suite bathrooms within the required accessible bedrooms to have a level access shower.

### **REASON**

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people, in accordance with London Plan (March 2015) policy 4.5.

## **SCHEDULE OF CONDITIONS**

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

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Cycle Storage for 60 bicycles
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 4 parking spaces are served by electrical charging points)
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures (such as play equipment and furniture)
3. Living Walls and Roofs
  - 3.a Details of the inclusion of living walls and roofs
  - 3.b Justification as to why no part of the development can include living walls and roofs
4. Schedule for Implementation

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

For the purposes of this condition commencement of development shall not include any preparatory works including any demolition and removal of materials necessary to facilitate the development hereby approved.

### **REASON**

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (March 2015)

## SCHEDULE OF CONDITIONS

- 9 · The car parking facilities provided at the hotel shall be used by hotel staff and guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the hotel, a car parking management strategy shall be submitted to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

### REASON

The use of the site for long or short stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies. Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (March 2015).

### 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 (July 2011) and national guidance.

#### Part 1 Policies:

#### Part 2 Policies

AM14	New development and car parking standards.
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
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area

## SCHEDULE OF CONDITIONS

OE3                Buildings or uses likely to cause noise annoyance - mitigation measures

- 3 . 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 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.

- 4 . 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).

- 5 . The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

- 6 . The Council's Commercial Premises Section should be consulted prior to the use of the premises so as to ensure compliance with the Food Safety Registration

## **SCHEDULE OF CONDITIONS**

Regulations 1990, Hygiene (General) Regulations 1970, The Food Act 1984, The Health and Safety at Work Act 1974 and any other relevant legislation. Contact: - Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Telephone 01895 250190).

### **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.: 2385/APP/2015/1464

### **SCHEDULE OF PLANS**

12129 - 212 rev PL03 - received 22 Apr 2015

12129\_212 - received 22 Apr 2015

**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)**

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

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

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

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

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

**Purchase Notices.**

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

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