

## PLANNING COMMITTEE

2 May 2019

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**References:** P/2018/4691 00505/AF/P28

**Address:** Former Syon Gate Service Station, Land at South of Gillette Corner, Great West Road, Isleworth TW7 5NP

**Proposal:** Erection of up to six storey building to provide Class B1 (office) and Class B8 (self-storage) uses, with associated car parking and landscaping

**This application is being taken to Planning Committee as a Major Scheme with a Legal Agreement**

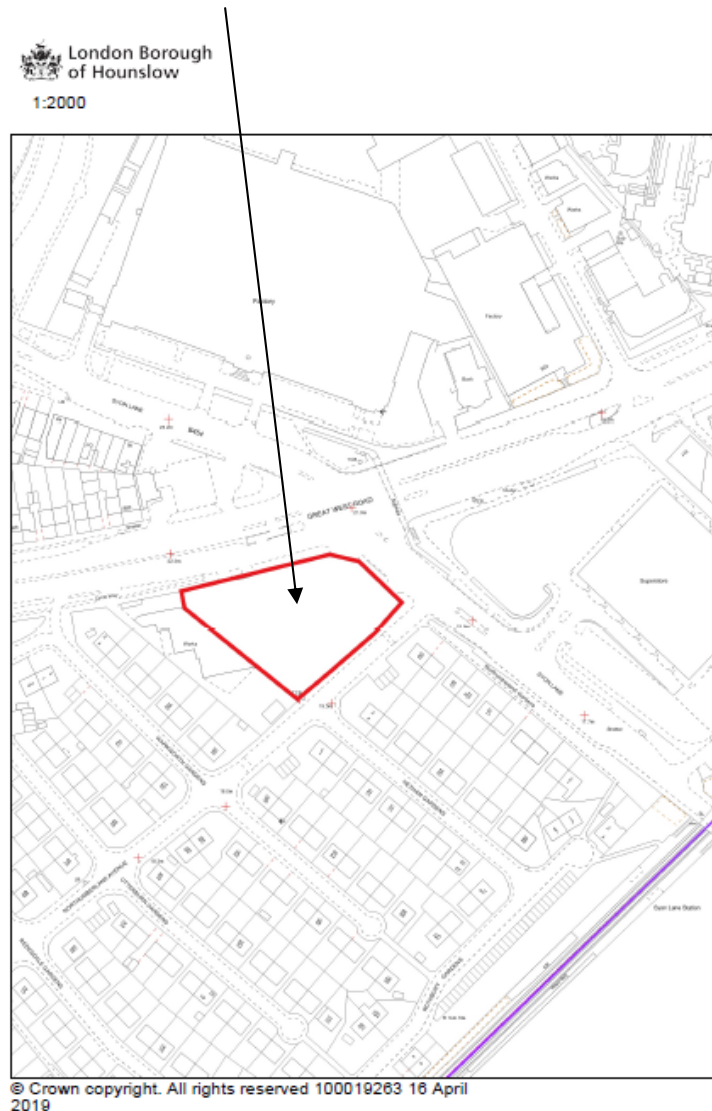
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### 1.0 SUMMARY

- 1.1 The applicant seeks planning approval for a part three-, part four-, part five-storey building with lower ground floor to provide self-storage (Use Class B8) and offices (Use Class B1).
- 1.2 The application site was formerly the Syon Gate Service Station and the principle of office development as well as storage use on this site was previously accepted/established (see 'History' and the site has been allocated for mixed use development in the Local Plan. Therefore the Council would like to see the delivery of this site in line with its allocation.
- 1.3 The proposed building would not compete with nearby heritage buildings and would still carry Art Deco features interpreted in a modern way. The building, particularly for a storage building would have some visual and historic merit and would create sense of place as well as some interest to the site.
- 1.4 The building would be a suitable addition to this vacant, prominent corner site. It would be set back from the pavement to allow landscaping along the boundaries, which would be an improvement to the townscape.
- 1.5 The proposal would provide twenty five car parking spaces, accessed from Northumberland Avenue. Of these three car parking spaces, two van spaces and two disabled persons' parking spaces would accommodate the self-storage customers with eighteen car spaces for the office users.

<p>The application is recommended for approval subject to safeguarding conditions and legal agreement.</p>
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## 2.0 SITE DESCRIPTION



- 2.1 The site forms the south-west corner of the junction of Syon Lane and the Great West Road, commonly known as Gillette Corner, owing to the presence of the former Gillette factory on the north-east corner of the junction.
- 2.2 The site is presently surrounded by temporary hoardings and has been cleared of all permanent buildings. It is being used for temporary car park for Sky. The site previously contained two office buildings, a petrol station and a garage.
- 2.3 The area is dominated by the Great West Road (A4), which forms the northern boundary of the site, and is a major arterial route into London. To the south and west is a residential area consisting primarily of two-storey, semi-detached houses and maisonettes. Northumberland Avenue forms the southwest boundary of the site.
- 2.4 Opposite to the east is a Homebase retail warehouse; to the north on the other side of the road is a petrol station and the vacant former Gillette factory. The Adini (office and warehouse) building bounds the site to the west.
- 2.5 The site is not in a conservation area, but the Gillette Factory is a Grade II

Listed building and the Church of St Francis Assisi, further west along the A4, is also Grade II listed.

- 2.6 There is an historic brick boundary wall that bounds the southern boundary of the application site and the Adini site to the west.
- 2.7 The site has a public transport accessibility level (PTAL) rating of 2 which indicates poor.

### **3.0 HISTORY**

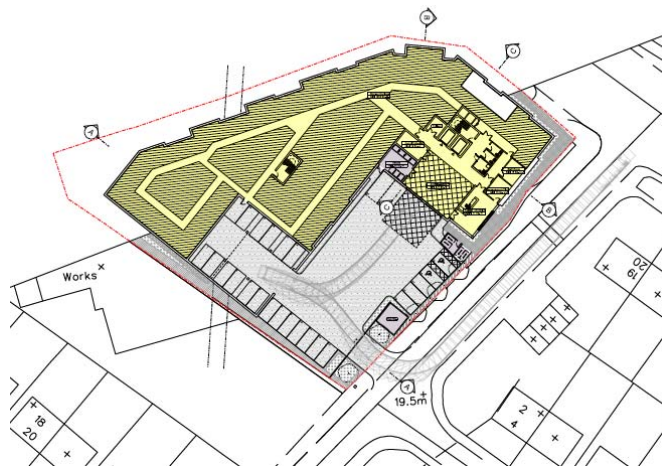
- 3.1           **00505/AF/P20**   Outline application for the demolition of existing petrol station and re-development of site as Car showroom on ground & first floor with basement, ancillary offices and parts store together with associated access and car parking.  
**Approved 14/07/2005**
- 3.2           **00505/AF/P21**   Demolition of existing petrol station and the erection of a two-storey building for use as car showroom/workshop and offices including car parking and landscaping to existing site.  
**Withdrawn 13/06/2006**
- 3.3           **00505/AF/P22**   Redevelopment of site to provide a 8,989 square metres self-storage facility (class B8) alterations to access arrangements, car parking and landscaping  
**Withdrawn 18/02/2008**
- 3.4           **00505/AF/P23**   Redevelopment of site to provide a self-storage facility (Use Class B8), alterations to access arrangement, car parking and landscaping (Revised Application)  
**Approved with Legal Agreement 02/07/2008**
- 3.5           **00505/AF/P24**   Temporary use of vacant site as storage use (Class B8) for limit of three months  
**Approved 24/03/2015**
- 3.6           **00505/AF/P25**   Erection of part 3/5/6/14-storey mixed use development comprising residential (Use Class C3) - 90 flats (43 one-bedroom; 40 two-bedroom; and seven three-bedroom) and three three-bedroom townhouses; retail (Use Class A1); office (Use Class B1a); and self-storage facilities (Use Class B8) over three basement levels; associated car and cycle parking; landscaping; and new access road from Northumberland Avenue/Great West Road.  
**Withdrawn 05/01/2017**
- 3.7           **00505/AF/P26**   Use as temporary car park until 30 September 2017.  
**Approved 08/12/2016**

- 3.8            **00505/AF/P27**    Redevelopment of the site to provide a mixed-use development with heights between four and eleven storeys and including three basement levels, comprising up to 102 flats (Use Class C3), office (B1) and self-storage uses (B8), car and bicycle parking, hard and soft landscaping with all necessary ancillary and enabling works.

**Refused 11/08/2017**

#### **4.0    DETAILS OF PROPOSAL**

- 4.1    The proposal is to create a part three-, part four- and part five-storey building on this vacant site.
- 4.2    The proposal would provide 897 square metres of office (Use Class B1) floor space on part upper ground, part first, part second and part third floors fronting Syon Lane.
- 4.3    The proposal would provide 11,089 square metres of self-storage (Use Class B8) floor space on lower ground, part upper ground, part first, part second, part third and fourth floors.
- 4.4    There would be no basement; the lower and upper ground floors use the topography of the site as it slopes down from Great West Road towards Northumberland Avenue.



Lower ground floor plan

- 4.5    At lower ground floor the accommodation would be purely self-storage, parking and servicing. The site is accessed from Syon Lane along Northumberland Avenue, which is at a level roughly two metres below that on the Great West Road. A single point of vehicle access is proposed to prevent unnecessary loss of any on-street parking and to avoid any need for access onto Great West Road. The service yard would provide access for vehicles to service the store at the loading bay indicated on the tracking adjacent. There is also a storage reception accessed from the service bay and thus from Northumberland Avenue.



Upper ground floor level

- 4.6 The serviced office spaces are accessed from Syon Lane, with the main entrance located centrally. Offices are placed along Syon Lane and part of Great West Road.
- 4.7 The proposed twenty five car parking spaces and would also be accessed from Northumberland Avenue. There are a total of three car parking spaces, two van spaces and two disabled parking spaces to accommodate the self-storage customers. Eighteen car parking spaces are proposed for the office users.

## 5.0 CONSULTATIONS

- 5.1 Two site notices were posted on 01/03/2019, and the application was advertised in the local press on 22/02/2019.
- 5.2 554 residents/businesses, Isleworth Society and Osterley and Wyke Grove Residents Association (OWGRA) were notified on 17/01/2019; two comments and one objection were received as follows.

Comment	Response
The business using the office space should not impact the local residents' spaces for parking.	The number of parking spaces for the office use would comply with the London Plan standards.
This application is little different from the recently rejected Adini application. It is asymmetrical with Northumberland Estate, and an eyesore that would tower above the Estate.	Paragraphs 7.10 to 7.33

- 5.3 Osterley & Wyke Green Residents' Association: The application should be approved but with a total of 10 detail changes are requested:
- Blue signage on north-west elevation should be reduced, (*see Paragraph 7.31*)
  - Planting strategy and maintenance should be conditioned; (*see Paragraph 7.26*)

- Large articulated vehicles should not be allowed to access to Northumberland Avenue and traffic management mechanism to be implemented; construction deliveries should be restricted; (*see Paragraphs 7.44 – 7.53*)
- Travel plan for the construction staff, a considerate contractor scheme should be requested; (*see Paragraph 7.56*)
- Liason with the community should be a condition; (Construction Logistics Plan secures regularly updated displays)
- All employees and office users shall conform with Workplace Travel Plan Statement and this should be a condition; (*see Condition 14*)
- Opening hours should be conditioned and restricted; (*see Paragraph 7.38 – 7.39*)
- The nature of operations should be restricted by a S106 agreement to not allow customers pick their goods individually; (*Condition 6 restricts use to B1c and B8*)
- External lighting visible from Northumberland Avenue should be conditioned to be used when facility is in operation only. (*see Condition 15*)

## **6.0 POLICY**

### **Determining applications for full or outline planning permission**

- 6.1 The determination must be made in accordance with the development plan unless material considerations indicate otherwise. Local finance considerations must also be assessed.

### **The National Planning Policy Framework**

- 6.2 The National Planning Policy Framework (NPPF) came into force on 27 March 2012 and the revised version was published on 19 February 2019 and has replaced national policies and guidance formerly contained in Planning Policy Statements and Planning Policy Guidance notes and some other documents. The Local Planning Authority (LPA) considers that, where pertinent, the NPPF is a material consideration and as such, it will be taken into account in decision-making as appropriate.

### **The Development Plan**

- 6.3 The Development Plan for the Borough comprises the Council's Local Plan (adopted by the Council on 15 September 2015), the West London Waste Plan and the London Plan Consolidated with Alterations since 2011.
- 6.4 The draft New London Plan was published on 29 November 2017, for consultation from 1 December 2017 to 2 March 2018. The policies of the draft Plan are capable of being a material consideration in planning decisions. Its policies will gain more weight as it moves through the examination process to adoption; however the weight given to it is a matter for the decision maker. At this stage only limited weight is to be given to the draft Plan due to it being only in the initial stages of consultation.
- 6.5 The Council are currently undertaking two Local Plan Reviews; the West of Borough Local Plan review and the Great West Corridor Local Plan review. Consultation on the 'Preferred Options Consultation' document for both these reviews, and amendments to the adopted Local Plan, was undertaken

between 23 October 2017 and 10 December 2017. The policies of these draft Plans are capable of being a material consideration in planning decisions. Their policies will gain more weight as it moves through the examination process to adoption; however the weight given to them is a matter for the decision maker. At this stage the Local Plan Reviews are being prepared for the formal Regulation 19 Public Consultation due to take place in May 2019 therefore the policies contained within them will carry more weight.

- 6.6 The adopted Local Plan and emerging Local Plan Review documents can be viewed on the Planning Policy pages of the Hounslow website.

### **Relevant London Plan Policies**

- 2.16** Potential Strategic Outer London Development Centre
- 4.1** Developing London's Economy
- 4.2** Offices
- 5.1** Climate Change Mitigation
- 5.2** Minimising Carbon Dioxide Emissions
- 5.3** Sustainable Design and Construction
- 5.7** Renewable Energy
- 5.9** Overheating and Cooling
- 5.13** Sustainable drainage
- 5.15** Water use and supplies
- 6.3** Assessing effects of development on transport capacity
- 6.9** Cycling
- 6.10** Walking
- 6.13** Parking
- 7.1** Lifetime Neighbourhoods
- 7.2** An Inclusive Environment
- 7.4** Local Character
- 7.6** Architecture
- 7.8** Heritage Assets and Archaeology
- 8.3** Community Infrastructure Levy

### **6.7 Local Plan**

- CC1** Context and Character
- CC2** Urban Design and Architecture
- CC4** Heritage
- SV1** Great West Corridor
- ED1** Promoting Employment Growth and Development
- ED2** Maintaining the Borough's Employment Land Supply

<b>ED4</b>	Enhancing Local Skills
<b>EQ1</b>	Energy and Carbon Reduction
<b>EQ2</b>	Sustainable Design and Construction
<b>EQ3</b>	Flood risk and surface water management
<b>EQ4</b>	Air Quality
<b>EQ5</b>	Noise
<b>EQ7</b>	Sustainable waste management
<b>GB7</b>	Biodiversity
<b>EC1</b>	Strategic transport connections
<b>EC2</b>	Developing a sustainable local transport network
<b>IMP1</b>	Sustainable development
<b>IMP3</b>	Implementing and monitoring the Local Plan

## **7.0 PLANNING ISSUES**

### **The principle of the proposed development**

- 7.1 The National Planning Policy Framework (NPPF) states that new applications should be considered in the context of a presumption in favour of sustainable development. It goes on to state (see Paragraph 111) that planning policies and decisions should encourage effective use of land by re-using previously developed (brownfield) land, provided it is not of high environmental value.
- 7.2 London Plan Policy 4.1 promotes the continued development of a strong, sustainable and increasingly diverse economy in London, and Policy 4.2 supports the management and mixed use development of office provision to improve London's competitiveness.
- 7.3 Policy ED1 (Promoting Employment Growth and Development) of the Local Plan aims to secure business opportunities and it states that new industrial/warehousing and related development should be directed to the Borough's Strategic Industrial Sites, Locally Significant Industrial sites and other existing industrial sites, such as this.
- 7.4 Policy GWC1 (Employment Growth) of the Local Plan Review Document (October 2017) states that the Council will seek to provide a mix of employment spaces that are attractive for the entire business community. The policy supports proposals for intensification of employment sites.
- 7.5 The adopted Local Plan sets out the Borough's approach to Sustainable Development and how it is to be achieved (IMP1 – Sustainable Development), and includes:

*IMP2 (Delivering Site Allocations): We will ensure that site allocations contribute to the delivery of sustainable growth and supporting infrastructure, which will be achieved by:*

- a. Supporting in principle the proposals that accord with the identified site*



*allocation and the proposed use of the site and which have regard to the context constraints and other provisions of the respective site allocations;*

- b. Preparing non-statutory planning briefs, masterplans and promoting housing zone designations where appropriate to support the development of individual site allocations and the spatial integration of related development sites; and*
- c. Considering the use of Compulsory Purchase Orders to support wider regeneration objectives and the delivery of critical or necessary infrastructure.*

*IMP3 (Implementing and Monitoring the Local Plan): We will implement the Local Plan, working with strategic partners and the local community and committing to monitoring the progress made year by year. We will ensure that new development in the Borough contributes towards the provision of infrastructure needed to support growth.*

- 7.6 In the adopted Local Plan, the site is allocated (Site Reference 25) for 'Mixed Use' with residential and commercial (light industrial B1b/c or B8 warehousing) identified uses appropriate for the site. The Character and Context Study that supports Local Plan defines the site as an opportunity site.
- 7.7 The Great West Corridor, an area which is recognised as having an economic function of greater than sub-regional importance in the media sector and is identified in the London Plan as a Strategic Outer London Development Centre.
- 7.8 Local Plan Policy SV1 relates to the Great West Corridor and sets out that the Council will progress a partial Local Plan review to explore and identify the potential capacity for additional employment-led mixed use development along the Great West Corridor. This site is presently not within the Great West Corridor plan area. Whilst the site is excluded from this Plan, the principle of office development as well as storage on this site has previously been accepted/established and the site is allocated as mixed use development in the Local Plan and therefore the Council would like to see the delivery of this site in line with its allocation and in accordance with Local Plan Policy IMP1 subject to the other planning considerations.
- 7.9 The other main planning issues to consider are:
  - Urban design, height and impact on heritage
  - The impact on neighbouring residents
  - Highways, transport, access
  - Energy and sustainability
  - Environmental considerations; and
  - Planning obligations.

## **Urban design, height and Impact on Heritage**

- 7.10 The NPPF requires that development should achieve good design, respond to local character and history, and reflect the identity of local surroundings, including materials, and prevent harm or loss to designated heritage assets, while not preventing or discouraging appropriate innovation. It goes on to say (Paragraph 60) that planning decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.
- 7.11 However it makes clear that planning permission should not be refused for buildings and infrastructure that promote high levels of sustainability because of concern about incompatibility with an existing townscape, provided it is of good design (unless the concern relates to a designated heritage asset where the development's impact would cause material harm to the asset or its setting, which is not outweighed by the proposal's economic, social and environmental benefits).
- 7.12 The degree to which new development reflects and responds to the character and history of its surrounds is a key element of good design as defined in the NPPF. This relationship should be considered throughout the design process, and inform the positioning, massing, height, and materials of development. Developing a design solution that works with its context should not prevent or discourage appropriate innovation.
- 7.13 London Plan Policy 7.4 (Local Character) is relevant and this policy states that 'development should have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area'. This policy also states that 'buildings, streets and open spaces should provide a high quality design response that,
- a. has a regard to the pattern and grain of the existing spaces and streets orientation, scale, proportion and mass
  - b. contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area
  - c. is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings
  - d. allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area
  - e. is informed by the surrounding historic environment.'
- 7.14 Local Plan Policy CC1 (Context and Character) seeks to ensure that a proposal: responds to the design recommendations for each character area and urban type; responds to the wider context and history of the area, its communities, its natural landscape and its urban, form; conserves and takes

opportunities to enhance an area's character; provides opportunities to help form a new character or improve the poor aspects of an existing character that could benefit from enhancement; and responds to any valuable local architectural vernacular.

- 7.15 Local Plan Policy CC2 (Urban Design and Architecture) seeks to support high quality urban design and states that 'We will retain, promote and support high quality urban design and architecture to create, attractive, distinctive, and liveable places'.
- 7.16 Policy CC4 says the Council will identify, conserve and take opportunities to enhance the significance of the borough's heritage assets as a positive means of supporting an area's distinctiveness and sense of history.
- 7.17 Local Plan Policy SC4 (Scale and Design of New Housing Development) seeks new development that balances the need to make efficient use of land, to achieve high quality design and accessibility, to respect local context and character while protecting existing residents' living conditions.
- 7.18 The Hounslow Urban Context and Character Study identifies and analyses the Borough's urban character to help new development add to local character in ways that enhance positive qualities and address negative ones.
- 7.19 The site is within Urban Context and Character Study Area L (Osterley and Spring Grove, Urban - Type 2) as part of commercial areas to both the east and west, and is also an Opportunity Site with a recommendation for enhancement and falls within a Local Centre.
- 7.20 The site is derelict, vacant and bound by hoardings, so detracts from the townscape. Redevelopment would provide an opportunity for environmental and design improvements that would benefit the area.
- 7.21 The building would have a taller centrepiece that would be viewed from distance along the Great West Road. The building then sets back on all sides on the floor, and then again on the flanks facing adjacent dwellings.
- 7.22 The proposed building rises from its low-scale neighbours to six storeys. While the prevailing character of the area is two storey houses, there are taller buildings including Gillette, and St Francis of Assisi Church which allow this building to fit into the wider townscape so it would not be considered out of place.
- 7.23 Existing site level differences would be used for the lower ground floor and thus, whilst a six storey building would result, the lower ground floor would not be visible from the Great West Road or Syon Lane and therefore the building would read as five storeys. This height is considered in proportion with its surroundings.
- 7.24 The site lies between the listed Gillette factory and the housing to the south west, in a space of transition, and it is considered that the building's height would provide a good relationship between them. On this occasion, the proposal's position, size, scale, height and appearance, is considered in scale and character with the prevailing pattern of development locally and would comply with policies CC1 and CC2.



Syon Lane looking north

- 7.25 The serviced office space would be accessed from Syon Lane, with the main (pedestrian) entrance located centrally. The floor level along the Syon Lane is around a metre above the general Great West Road pavement level. The office space would occupy three storeys along Syon Lane and would be quite visible when viewed from the Great West Road heading west. There is also office floor space proposed at ground floor along a section of the Great West Road to create active street frontage.
- 7.26 Overall the proposed building would be a modest and proportionate addition on this prominent corner site. Furthermore it would be set-back from the pavement to allow landscaping along the boundaries which would be a townscape improvement. Details of landscaping would be conditioned (9).



Great West Road looking west

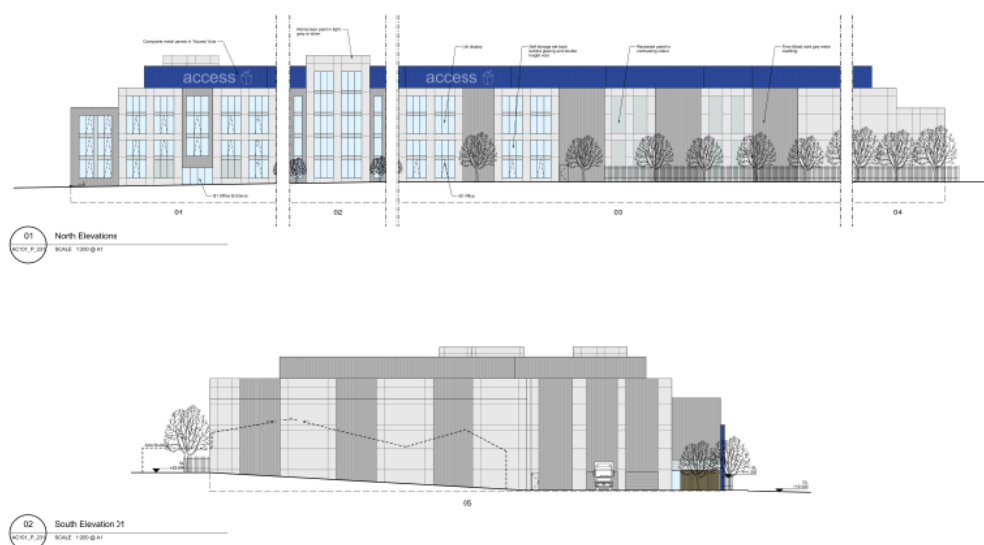
- 7.27 The building would not compete with nearby heritage buildings but would complement them with Art Deco features interpreted in a modern way. The building would have some visual and contextual merit as a result and would create a sense of place and interest in this historic setting.

- 7.28 The building turns the corner from Great West Road to Syon Lane and the rhythm and proportion of bays and windows is a response to the Art Deco buildings further east along the Golden Mile.
- 7.29 The windows in the projecting bays are paired to create this oversized fenestration, typical of these 1930s buildings. The top level of glazing provides a double height element at the front of the offices with a recessed bulkhead and storage behind. This provides interest in the elevations. The palette of materials is as follows. The windows would be dark grey powder coated aluminium; the cladding to the bays is proposed as a light grey or a silver rainscreen cladding; the recessed elements would be fine ribbed dark grey metal cladding; and the top floor would be also in metal cladding with Access Self-Storage corporate colour and signage.
- 7.30 The details of materials would be conditioned (3) to ensure quality. In this light, the proposal is not considered harmful to its surroundings.

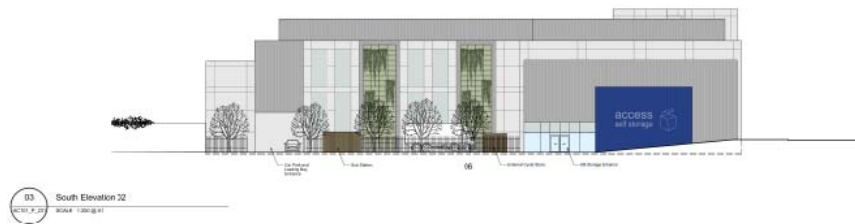


Material examples for the proposed building

- 7.31 The blue strip on parts of the south and west-facing elevations have been updated and omitted to respond OWGRA's comments.



South elevations with omitted blue strips



South elevations with omitted blue strips

- 7.32 It is considered that the proposal would deliver an interest and would respond to and reflect the local context and character of the locality. It is considered that the proposal's form and massing are appropriate and that its scale and design is suitable and the landscaping to the street frontages would be an improvement to the street. The scheme is considered to accord with the NPPF, the London Plan and Local Plan Policies.
- 7.33 It is therefore considered that the development is acceptable for this site in view of its surroundings, noting its set-back street frontage, as well as its close proximity to other taller historic buildings. It is considered that it would not have a significant harmful impact on the area and would accord with London Plan and Local Plan policies.

### **Impact on the neighbours**

- 7.34 The NPPF requires sustainable development and, as part of this, development should aim to avoid harm to the local environment, which includes neighbouring.
- 7.35 London Plan Policy 7.6 states that buildings should not unacceptably affect surrounding land and buildings, particularly residential buildings in relation to privacy, overshadowing, wind and microclimate.
- 7.36 Local Plan Policy CC2 (Urban design and architecture) states that new development should protect the amenities of existing occupiers. The neighbours raised concerns regarding loss of light, privacy, noise and disturbance resulting from the development.
- 7.37 Whilst there are no adjoining homes, there are several dwellings close by. Objectors have raised concerns that the proposed storage facility and its 24-hour operation would harm their living conditions because access into the site would be from Northumberland Avenue.
- 7.38 The submitted acoustic report confirms that the building would act as a barrier to the current persistent noise coming towards the dwellings from traffic on the A4 and the noise levels from vehicular movements associated with the new development are not expected to be greater than existing traffic noise levels. Furthermore, the site was previously a petrol filling station with unrestricted use. Therefore, although the proposal would involve 24-hour operation, it would improve the noise levels for the existing homes.
- 7.39 The proposed office spaces would be accessible from Syon Lane and this use is not considered to be a noisy operation and restriction on opening hours are considered to be unnecessary in this instance.

- 7.40 The building would have at least 30m separation distance from the closest houses and would be to the north to those, causing no unacceptable loss of light, sunlight, outlook or privacy. The submission includes a Sunlight/Daylight Assessment to confirm the scheme's compliance with BRE guidelines.
- 7.41 The proposal would not harm neighbours' privacy or outlook nor create unacceptable noise levels. Therefore, it is considered that the proposal would have an acceptable effect in this regard.

### **Parking, servicing and access**

- 7.42 Local Plan Policy EC2 seeks to promote a more sustainable local travel network and maximise opportunities for walking, cycling and using public transport. It seeks to ensure that developments provide at least a minimum number of cycle parking spaces and an appropriate maximum number of car parking spaces consistent with London Plan standards.
- 7.43 The site has a PTAL 2 and is therefore considered to have poor public transport accessibility. Notwithstanding this, the site is within 200 metres of Syon Lane Station and bus stops on the H91 and H28 bus routes. The Syon Lane Station controlled parking zone (CPZ) borders the site to the south and west and restricts parking to permit holders only between the 9am and 5pm, Mondays to Fridays.
- 7.44 There are a number of existing crossovers to the site on Great West Road, Syon Lane, and Northumberland Avenue. The former use of the site was as a petrol filling station with office buildings and a garage but it is now vacant.
- 7.45 The sole vehicular access would instead be from Northumberland Avenue via a six-metre wide junction. Access to the site by HGVs would require some alterations to the CPZ bays on Northumberland Avenue. Indicative drawings in the Transport Statement demonstrate how HGV access be assured by altering the CPZ without reducing the number of spaces for permit holders. The premise is acceptable. However the width of the access needs to be reduced and shown as a crossover, the remaining parking bay on the southern side of Northumberland Avenue transferred to the north side, and speed cushions need to be relocated or removed. The applicant would need to fund this.
- 7.46 The proposal would allow the redundant vehicle crossovers, onto Great West Road, Syon Lane, and Northumberland Avenue to be reinstated to footway and cycle track thereby connecting previously disjointed pedestrian and cycling routes and improving highway safety. The setting back of the building from the site boundary would also provide more space for movement of people around the site. The applicant would need to fund this also.
- 7.47 The highway works would need to be in place before occupation – a condition (7) to this effect would be imposed – and the works would require separate Section 278 agreements with the Council and TfL.
- 7.48 25 parking spaces would be provided at lower ground floor, two allocated to Blue Badge holders and two enlarged bays for vans. Five of the car parking



spaces would be allocated to the office use, with the remainder allocated to the self-storage use. The number of parking spaces for the office use would comply with the London Plan standards.

- 7.49 Active and passive electric vehicle (EV) charging bays have not been shown on the plans. However the submitted Transport Statement confirms that 20% of the bays would be provided with an active provision and a further 10% with a passive provision. These proportions would comply with London Plan standards and the details of the active charging points, the location of the bays, and the point at which the passive bays would be converted to active bays would be secured by condition (12).
- 7.50 A Parking Management Plan would be conditioned (10) to ensure that the on-site spaces are managed efficiently, that the designated disabled and EV charging bays are available when necessary, and parking is restricted to marked bays only. The Parking Management Plan must also include details of how the gates to the parking and servicing area would be controlled to prevent vehicles from waiting on the highway to enter the site or from having to reverse onto Northumberland Avenue.
- 7.51 Access Self Storage on Rugby Road was surveyed to determine the level of trips associated with the use during peak hours. Factoring in the slightly larger floor area, the proposed development would generate ten vehicle trips in the AM peak and one in the PM peak. The surveys revealed no HGV trips during the period. However, the Transport Statement refers to similar sites generating seven HGV movements over the course of a day.
- 7.52 To determine the level of trips associated with the office use, the TRICS database was interrogated for comparable sites. Only two were chosen; both of which are in Inner London boroughs (City of London and Wandsworth) and therefore cannot be accepted as showing an accurate reflection of total trips for the application site. Localised Census data was then applied to calculate the mode share and a factor applied to account for the limited number of on-site parking spaces that would be available for the office use.
- 7.53 The trip generation exercise for the whole proposed development found that there would 60 two-way movements in the AM peak and 37 in the PM peak, of which 19 and 10 would be by car and motorcycle respectively. It is assumed that there would be one HGV arrival and departure during both AM and PM peak hours.
- 7.54 It is accepted that the Northumberland Avenue/Syon Lane junction modelling does not fully reflect the observed queues at this junction. However, the applicants assert that these queues are the result of vehicles queuing at the signals at the Great West Road/Syon Lane junction preventing traffic from exiting or entering Northumberland Avenue. In fact, it appears that the queues are short lived and dissipate when traffic on Syon Lane receives a green signal. Based on the modelling outputs there would be no changes in theoretical queue lengths on Northumberland Avenue. However, to remedy the existing situation and to improve actual queue lengths, it is proposed to implement yellow box markings on Syon Lane in place of the advisory "keep clear" markings. The applicant would have to fund this as well.



7.55 The London Plan cycle parking standards are:

Land Use		Long-stay	Short-stay (visitor)
B1	Offices	1 space per 150 square metres	first 5,000 square metre: 1 space per 500 square metres thereafter: 1 space per 5,000 square metres
B2-B8	General industry, storage & distribution	1 space per 500 square metres	1 space per 1000 square metres

London Plan Cycle Parking minimum standards

7.56 The requirement and provision for this development would be:

Land Use	Requirement	Provision
B1	7 long stay and 2 short-stay	14 long stay and 4 short stay
B8	24 long stay and 12 short stay	4 long stay and 4 short stay

London Plan Requirements and Provision

7.57 Compared to the London Plan, the scheme proposes a significant shortfall in the number of cycle spaces to be provided for staff and visitors to the B8 use. The applicant asserts that, based on their experience elsewhere, the lower numbers would be sufficient for people travelling to the site by cycle. It is also worth noting that the application form states that there would only be two full-time employees. However, the standards are prescribed not only to take account of current demand, but also to ensure that there are enough spaces to meet future potential needs. Therefore, if the Council were to accept a lower provision initially, the applicant would need to show on plan that the shortfall in spaces can be made up incrementally should demand increase, and to submit a cycle parking strategy that details when the increased spaces would materialise. Details of an initial provision and an acceptable strategy can be secured by condition (11) and this should be supported by evidence from other installations.

7.58 All servicing, including refuse and deliveries would take place within the site. Swept path analysis shows that vehicles can not enter the site, and then turn to leave it in forward gear. The Parking Management Plan would need to include details of how the gates would operate to avoid prejudicing highway safety and traffic flow. That said, a separate Delivery and Servicing Plan (13) could be secured by condition to ensure that deliveries and servicing associated with both uses take place inside the site, that peak times are avoided, and that articulated vehicles are not used.

- 7.59 A Construction Logistics Plan that adheres to the latest TfL guidance would be secured by way of a pre-commencement condition (8).

### **Sustainability**

- 7.60 London Plan Policy 5.2 seeks to ensure reduction in CO2 emissions. Local Plan policy EC1 supports this and seeks to minimise the demand for energy and to promote renewable and low-carbon technologies. Local Plan policy EC2 seeks to promote the highest standards of sustainable design and construction in development to mitigate and adapt to climate change. The Local Plan seeks to ensure that refurbishments meet a BREEAM rating of 'Excellent'.
- 7.61 An Energy Statement has been submitted. However, there would be a further condition (16) which would ensure the development is constructed in accordance with the policies.
- 7.62 There would be a condition (17) to ensure that the development would achieve a BREEAM rating of Excellent in line with Local Plan requirements.

### **Environmental Considerations**

#### Contaminated land

- 7.63 Owing to the history of uses the site is highly likely to be contaminated. The NPPF advises where there is suspicion, or where evidence suggests there may be some contamination, planning permission may be granted subject to condition that development may not start before site investigation and assessment have been done and that the development itself will incorporate any remedial measures necessary.
- 7.64 Policy 5.21 (Contaminated Land) of the London Plan and Local Plan Policy EQ8 (Contamination) reflect this and condition (4) would deal with this matter.

#### Flooding and drainage

- 7.65 There would be conditions to ensure the surface water management is in line with current planning policy and guidance requirements.

#### Ecology

- 7.66 NPPF states that the planning system should contribute to and enhance the natural and local environment by:
- a) Protecting and enhancing valued landscapes, geological conservation interests and soils;
  - b) Recognising the wider benefits of ecosystem services;
  - c) Minimising impacts on biodiversity and providing net gains in biodiversity,

where possible contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;"

- 7.67 London Plan Policy 7.19 (Biodiversity and access to nature) states that “development proposals should wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity” and Local Plan Policy GB7 (Biodiversity) applies this in a local context.
- 7.68 The nature and location of the site limits its ecological value. However, the proposal would soften the public realm. Planting would improve the local habitat and biodiversity within this harsh site. This would include native tree planting with mixed shrub to the north and green walls with climbing plants to the Northumberland Avenue elevation. This would enhance the streetscape and there a planning condition (9) would ensure its quality and maintenance.

### Noise

- 7.69 As referred to above a noise assessment shows that the noise from the proposed uses would not harm neighbours’ living conditions. The construction noise would be mitigated by a condition (5).

### **Legal Agreement (s106)**

- 7.70 Local Plan Policy IMP3 seeks to ensure that development proposals fully mitigate the impacts of development on the area through a Section 106 agreement, where necessary or appropriate, having regard to supplementary planning document and that they provide the Community Infrastructure Levy (CIL) payments required by any charging schedule, including the Mayor of London’s CIL. A payment or other benefit offered in a Section 106 agreement is not material to a decision to grant planning permission and cannot be required unless it complies with the provisions of the Community Infrastructure Levy Regulations 2010 (regulation 122), which provide that the planning obligation must be:
- necessary to make the development acceptable in planning terms
  - directly related to the development; and
  - fairly and reasonably related in scale and kind to the development.
- 7.71 The National Planning Policy Guidance (NPPG) provides guidance on use of planning obligations, which may impose a restriction or requirement, or provide for payment to make acceptable development proposals that might otherwise not be acceptable in planning terms. The Council’s Supplementary Planning Document on Planning Obligations (adopted March 2008) contains guidance on imposition of planning obligations in compliance with such guidance. These obligations may offset shortfalls in the scheme or mitigate a development’s impacts.
- 7.72 The following draft Heads of Terms are likely to form the basis of the Section 106 agreement, all of which are considered to satisfy three Regulation 122 tests referred to above:

#### **i) Considerate Contractors Scheme**

It is appropriate that the developer registers with the Considerate Contractors Scheme. All sites registered with the Scheme are

monitored by an experienced industry professional to assess their performance against the eight point Code of Considerate Practice which includes the categories Considerate, Environment, Cleanliness, Good Neighbour, Respectful, Safe, Responsible and Accountable.

**ii) Construction training**

In accordance with the Council's Planning Obligations & CIL SPD.

**iii) End user training**

In accordance with the Council's Planning Obligations & CIL SPD.

## **8.0 EQUALITIES DUTIES IMPLICATIONS**

- 8.1 In response to its Equalities Duties and the Equality Act 2010 it is considered that there are no relevant implications that the Council needs to assess further in this case and that, in determining this application, the Council has complied with its duties.

## **9.0 COMMUNITY INFRASTRUCTURE LEVY**

- 9.1 Some new developments granted planning permission will be liable to pay Community Infrastructure Levy (CIL) to the Mayor of London and Hounslow.

Mayor's £60 per square metre ( square metres)				
Hounslow:	Housing: East £200 per square metre Central £110 per square metre West £70 per square metre	Supermarkets, superstores and retail warehousing: £155 per square metre	Health care, education and emergency services facilities: £0	All other uses: £20 per square metre

- 9.2 The proposal would be subject to the CIL charge for 11,986 square metres (11,089 warehousing space and 897 office space). £719,160 for the Mayor and £1,736,735 for Hounslow.

## **10.0 RECOMMENDATION: APPROVAL with legal agreement**

1. That planning permission be granted subject to the following conditions (subject to any minor variation of condition wording) and securing the above mentioned planning obligations by the prior completion of a satisfactory legal agreement or unilateral undertaking made under Section 106 of the Town and Country Planning Act 1990 and or other appropriate legislation, the exact terms of which shall be negotiated by appropriate officers within the Housing, Planning and Communities Department on the advice of the Assistant Director Corporate Governance.
2. The satisfactory legal agreement or unilateral undertaking outlined above shall be completed and planning permission issued by 02/11/2019 or such extended period as may be agreed in writing by appropriate officers within the Housing, Planning and Communities Department or

within Legal Services.

3. If the legal agreement or unilateral undertaking is not completed by the date specified above (or any agreed extended period), then the Chief Planning Officer or Head of Development Management is hereby authorised to refuse planning permission for the reason that the proposal should include planning obligations required to make the development acceptable in planning terms in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010, development plan policies and the Planning Obligations SPD, as described in this Report.
4. Following the grant of planning permission, where (a) requested to enter into a deed of variation or legal agreement in connection with the planning permission hereby approved and by the person(s) bound by the legal agreement authorised in paragraph 1 above, and (b) where the planning obligations are not materially affected, and (c) there is no monetary cost to the Council, , the Chief Planning Officer or Head of Development Management is hereby authorised (in consultation with the Chair of the Planning Committee and upon the advice of the Assistant Director Corporate Governance) to enter into a legal agreement(s) (deed of variation) made under Sections 106 and/or 106A of the Town and Country Planning Act 1990 and or other appropriate legislation.
5. If planning permission is refused, the Chief Planning Officer or Head of Development Management (in consultation with the Chair of the Planning Committee) is hereby authorised to approve any further application for planning permission validated within 12 months of the date of refusal of planning permission, provided that it (a) duplicates the planning application, and (b) that there has not been any material change in circumstances in the relevant planning considerations, and (c) that a satisfactory legal agreement or unilateral undertaking securing the obligations set out in the Report is completed within any specified period of time.

**Conditions:**

1      A1A      **Time Limit**

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

**Reason:** To accord with the provisions of Section 92(1) of the Town and Country Planning Act 1990.

- 2      B5      **Detailed Applications**
- The proposed development shall be carried out in all respects in accordance with the proposals contained in the application and the plans submitted therewith (Transport Assessment; Workplace Travel Plan Statement; Planning Statement; Design and Access Statement; Air Quality Assessment; Daylight and Sunlight Report; Design and Construction Management Statement; Energy and Sustainability Statement; Environmental Risk Assessment; Noise Assessment; Ecological Appraisal; Statement of Community Involvement; Flood Risk Assessment; P\_001 P00; P\_002 P00; P\_031 P00; P\_131 P00; P\_201 P00; P\_202 P00; P\_203 P00; P\_204 P00; P\_205 P00; P\_206 P00; P\_207 P00; P\_221 P00; Received 04/02/201; Drainage Strategy; P\_231 P01; Received 29/03/2019.) and approved by the Local Planning Authority, or as shall have been otherwise agreed in writing by the Local Planning Authority before the building is used.
- Reason:** To ensure the development is carried out in accordance with the planning permission.
- 3      B4      **Materials – Samples**
- Prior to the completion of substructure samples of the materials to be used in the construction of the external surfaces of the hereby permitted shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.
- Reason:** In order that the Council may be satisfied as to the details of the development in the interests of the visual amenity of the area and to satisfy the requirements of Policy CC1 (Context and Character).
- 4      J12      **Contamination**
- Before the development hereby permitted commences:
- a. A scheme for removal of the risk from contamination identified on the site shall be submitted to the Local Planning Authority, for written approval. The scheme shall account for any comments made by the Local Planning Authority before the development hereby permitted is first occupied.
- During the course of the development:
- b. The Local Planning Authority shall be notified immediately if additional contamination is discovered during the course of the development. A competent person shall assess the additional contamination, and shall submit appropriate amendments to the scheme for decontamination in writing to the Local Planning Authority for approval before any work on that aspect of development continues.
- Before the development is first brought into use:

- c. The agreed scheme for decontamination referred to in clauses b) and c) above, including amendments, shall be fully implemented and a written validation (closure) report submitted to the Local Planning Authority for approval.

**Reason:** Contamination is known or suspected on the site due to a former land use. The LPA therefore wishes to ensure that the development can be implemented and occupied with adequate regard for public and environmental safety.

Supporting notes:

- a. An initial phase 1 desk study has been submitted with the original application and is considered satisfactory. A phase 2 intrusive investigation has been submitted. Subsequently remediation and verification reports for works identified during the site investigation have also been submitted. However further site investigation was carried out on site and identified additional remediation works are required. The scheme for decontamination shall provide details of how each potential pollutant linkage will be made safe.
- b. In some instances the LPA may require work on site to be ceased whilst the nature of additional contamination is investigated fully.
- c. The validation report shall revisit the site conceptual model/additional works identified, and provide evidence that each aspect of the decontamination scheme was carried out correctly and successfully. This report shall prove that the development is suitable for its new use.
- d. We request that site investigation reports or site plans be sent electronically to [landquality@hounslow.gov.uk](mailto:landquality@hounslow.gov.uk) or by post on a cd or dvd wherever possible.

5      C29      **Hours of construction**

No construction work shall take place on the site except between the hours of 8am to 6pm on Mondays to Friday and 9am to 1pm on Saturdays and none shall take place on Sundays and Public Holidays without the prior agreement of the Local Planning Authority.

**Reason:** To protect neighbours' living conditions in accordance with adopted Local Plan Policy EQ5.

6      C14      **Restriction on Use**

The building hereby approved shall be used only for offices and storage and for no other purposes (only B1c or B8) without further approval from the Local Planning Authority.

**Reason:** The Council is satisfied that the use hereby approved would be satisfactory but would wish to control future changes of use within the same Class to ensure no harm to nearby properties or conditions on the local highway.

7      **Highway works prior to occupation**

Before the development hereby permitted is first occupied or brought into use, the redundant vehicle crossovers from Great West Road, Syon Lane and Northumberland Avenue to the site shall be permanently closed and kerbs and footway reinstated and raised to footway and cycle track.

**Reason:** To confine vehicular access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or highway safety along the adjacent highway and to enhance the pedestrian environment; in accordance with Local Plan policies EC1 & EC2.

Note: This work must be carried out by and with the agreement of the Local Highway Authorities under a relevant legal agreement and at the expense of the applicant.

8      **Construction Logistics Plan**

No development shall take place, including any works of demolition, until a Construction Logistics Plan that conforms to current TfL guidance has been submitted to, and approved in writing by, the local planning authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall include:

- i. a site plan (showing the areas set out below)
- ii. confirmation that a pre-start record of site conditions on the adjoining public highway will be undertaken with Hounslow Highways and a commitment to repair any damage caused by construction activity
- iii. provision for the parking of vehicles of site operatives and visitors
- iv. provisions for loading, unloading and storage of plant and materials within the site
- v. details of access to the site, including means to control and manage access and egress of vehicles to and from the site for the duration of construction including phasing arrangements
- vi. details of vehicle routeing from the site to the wider strategic road network
- vii. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- viii. provision of wheel washing facilities at the site exit and a commitment to sweep adjacent roads when required and at the request



of the council

ix. a scheme for recycling/disposing of waste resulting from demolition and construction works

x. measures to ensure the safety of all users of the public highway especially cyclists and pedestrians in the vicinity of the site and especially at the access

xi. commitment to liaise with other contractors in the vicinity of the site to maximise the potential for consolidation and to minimise traffic impacts.

xii. avoidance of peak hours for deliveries and details of a booking system to avoid vehicles waiting on the public highway

xiii. all necessary traffic orders and other permissions required to allow safe access to the site to be secured and implemented prior to commencement of construction

xiv. details of the construction programme and a schedule of traffic movements

xv. the use of operators that are members of TfL's Freight Operator Recognition Scheme (FORS)

**Reason:** To ensure highway safety is maintained and preserved in accordance with Policy EC2 of the Local Plan.

## 9 **Landscape design proposals**

Prior to the completion of substructure, full details of soft landscape works shall have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include: planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme and maintenance schedule. Any such planting which within a period of five years of implementation of the landscaping dies, is removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size or species. The approved scheme shall be fully implemented prior to the first use of the building and the maintenance schedule adhered to thereafter.

**Reason:** In the interest of biodiversity, sustainability, and to ensure that a satisfactory standard of visual amenity is provided and maintained in accordance with policies CC1 Context and character and CC2 Urban design and architecture of the adopted Local Plan.

## 10 **Parking Management Plan**

Prior to the first use of the building hereby permitted, a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority that sets out how the site will be managed. The details shall include how on-site spaces are managed efficiently and the designated disabled and EV charging bays are available when necessary and parking is restricted to marked bays only and how the gates to the parking and servicing area would be controlled to prevent

vehicles from waiting on the highway to enter the site or from having to reverse onto Northumberland Avenue. The building shall thereafter operate in accordance with the approved details.

**Reason:** In order that the Local Planning Authority may be satisfied as to the details of the development and to ensure that parking spaces are available in accordance with Policy 6.13 of London Plan and policies CC1 (Context and Character), CC2 (Urban Design and Architecture) and EC2 (Car and Cycle Parking and Servicing Facilities for Developments) of the Local Plan.

#### 11 **Cycle Parking details and strategy**

Prior to the occupation of the building hereby approved, the details of cycle parking facilities for short and long term cycle parking as well as a cycle parking strategy demonstrating how any shortfall in spaces against the London Plan standards can be made up incrementally should demand increase, how such increased demand is to be established and when the increased spaces would be provided. The approved drawings and the strategy shall be implemented as approved.

**Reason:** To ensure adequate cycle parking is available on site and to promote sustainable modes of transport in accordance with the London Plan Policy 6.9 and Local Plan Policy EC2.

#### 12 **EV charging bays**

Before the development commences above the first floor level, details of electric vehicle charging bays shall be submitted to and approved by the Local Planning Authority to confirm 20% of the bays would be provided with an active provision and a further 10% provided with a passive provision. The details of the active charging points and the necessary infrastructure to be provided for the passive charging points, the location of the bays and the points at which the passive bays would be converted to active bays shall be shown on the approved drawings and be provided and available for use before first occupation of any part of the development.

**Reason:** In order that the Local Planning Authority may be satisfied as to the details of the development and to ensure that parking spaces are available in accordance with Policy 6.13 of London Plan and policies CC1 (Context and Character), CC2 (Urban Design and Architecture) and EC2 (Car and Cycle Parking and Servicing Facilities for Developments) of the Local Plan.

13 **Delivery and Servicing Plan**

Prior to first occupation, a Delivery and Servicing Plan (for both uses) shall have been submitted to and approved in writing by the Local Planning Authority. The details shall accord with current guidance such as that issued by Transport for London and shall show that peak times are avoided for deliveries and servicing and that articulated vehicles are not used. The Plan shall be carried out as approved. The approved measures shall be implemented before the first occupation of the development hereby permitted and shall be so maintained for the life of the development.

**Reason:** In the interests of the safety of pedestrians and vehicles, to protect neighbours' living conditions and to support sustainable transport objectives in accordance with adopted local plan Policy EC2.

14 **Travel Plan**

The Workplace Travel Plan hereby approved shall be adhered and regularly monitored to ensure the measures described in the action plan is implemented.

**Reason:** In order to ensure all users are aware of all means of travel in the vicinity of the application site and to minimize unnecessary vehicular movements to and from the site in accordance with Policy EC2.

15 **External Lighting**

Before the development hereby permitted completed at the site, details of all types of external illumination within the site, including canopy soffit illumination, shall be submitted to and approved in writing by the Local Planning Authority. All illumination within the site shall be retained thereafter in accordance with the approved details.

**Reason:** In order to ensure that the operation of this site has no undue effect on the amenity enjoyed by occupants of neighbouring property and to comply with Local Plan Policy CC2.

16 **Energy Strategy**

The development hereby permitted shall not commence until an overheating assessment (demonstrating how the Mayor's cooling hierarchy has been applied to reduce risk of overheating) has been submitted to and approved in writing by the Local planning Authority.

The development hereby permitted shall not commence until a finalised Energy Strategy (demonstrating how the 35% target for carbon dioxide emissions reduction are to be met in line with the Mayor's energy hierarchy, and details of the proposed PV array) has been submitted to and approved in writing by the Local planning Authority.

The development shall be implemented in accordance with the approved Energy Strategy and shall not commence above ground until full Design Stage calculations under the National Calculation Method have been submitted to and approved in writing by the Local planning Authority to show that the development will be constructed in

accordance with the approved Energy Strategy, and any subsequent approved revisions.

Prior to first occupation of the building(s) evidence (e.g. photographs, installation contracts and As-Built certificates under the National Calculation Method) should be submitted to the Local Planning Authority and approved in writing to show that the development has been constructed in accordance with the approved Energy Strategy, and any subsequent approved revisions.

Upon final commencement of operation of the solar PV panels, suitable devices for the monitoring of the solar PV panels shall have been installed, and the monitored data shall be submitted automatically to a monitoring web-platform at daily intervals for a period of three years from the point of full operation.

Upon final commencement of operation of the ASHPs, suitable devices for the monitoring of the ASHPs shall have been installed, and the monitored data shall be submitted automatically to a monitoring webplatform at daily intervals for a period of three years from the point of full operation.

**Reason:** To ensure that the development makes the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan Policy 5.2 and the London Borough of Hounslow Local Plan Policy EQ1.

17 **BREEAM**

Within three months of work starting on site a BREEAM New Construction 2014 Shell and Core Design Stage certificate and summary score sheet (or such equivalent standard that replaces this) must be submitted to and approved in writing by the Local Planning Authority to show that an 'Excellent' (minimum score 70%) rating will be achieved.

Prior to first occupation of the building(s) a BREEAM New Construction 2014 Shell and Core Post-Construction Review certificate and summary score sheet (or such equivalent standard that replaces this) must be submitted to and approved in writing by the Local Planning Authority to show that an 'Excellent' (minimum score 70%) rating has been achieved.

Prior to commencement of the fit-out of the building(s) a BREEAM Refurbishment and Fit-out Parts 3 & 4 assessment Design Stage certificate and summary score sheet (or such equivalent standard that replaces this) must be submitted to and approved in writing by the Local Planning Authority to show that an 'Excellent' (minimum score 70%) rating has been achieved.

Within three months of occupation of the building(s) a BREEAM Refurbishment and Fit-out Parts 3 & 4 assessment Post-Construction Review certificate and summary score sheet (or such equivalent standard that replaces this) must be submitted to and approved in

writing by the Local Planning Authority to show that an 'Excellent' (minimum score 70%) rating has been achieved.

**Reason:** To ensure that the development has an acceptable level of sustainability in accordance with the London Borough of Hounslow Local Plan Policy EQ2.

**Informatives:**

- 1 To assist applicants, the London Borough of Hounslow has produced planning policies and written guidance, which are available on the Council's website. The Council also offers a pre-application advice service. In this case, the Council's suggested improvements were adopted by the applicant.
- 2 We collect the Mayor of London's Community Infrastructure Levy (CIL) at the rate of £60 per square metre of new floor space. Hounslow's Community Infrastructure Levy (CIL) has been adopted. For details of the rates please refer to our web page:

[http://www.hounslow.gov.uk/community\\_infrastructure\\_levy\\_preliminary\\_draft\\_charging\\_schedule\\_march\\_2013.pdf](http://www.hounslow.gov.uk/community_infrastructure_levy_preliminary_draft_charging_schedule_march_2013.pdf)

This development is liable for CIL. A Liability Notice will follow shortly. For further information please contact the CIL team on 0208583 4898/4895 or view our web page.

[http://www.hounslow.gov.uk/index/environment\\_and\\_planning/planning.htm](http://www.hounslow.gov.uk/index/environment_and_planning/planning.htm)

or the planning portal web page:

<http://www.planningportal.gov.uk/wps/portal>