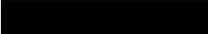


Development & Environment Directorate

City Hall
The Queen's Walk
More London
London SE1 2AA
Switchboard: 020 7983 4000
Minicom: 020 7983 4458
Web: www.london.gov.uk
Our ref: PDU/2310/06
Date: 29 September 2010


RPS Planning and Development Ltd,
1st Floor West,
Cottons Centre,
Cottons Lane,
London
SE1 2QG

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008

Site Address: Southall Gas Works Site (West Southall)
Application No: 54814/APP/2009/430
Applicant: National Grid Property Limited

GRANT OF OUTLINE AND FULL PLANNING PERMISSION SUBJECT TO PRIOR WRITTEN CONCLUSION OF A SECTION 106 AGREEMENT

The Mayor of London, as the Local planning authority, hereby grants planning permission for the following development, in accordance with the terms of the above-mentioned application (which expression shall include the drawings and other documents submitted therewith):

Outline application

Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space.

Full application

New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union canal and Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.

Defined terms and expressions

To include:

'Use Class' - uses referred to in this permission to relate to the Use Classes Order 2005

'Part' - this could relate to a building block, a section of public realm, an area of open space etc and will be agreed with the local planning authority for each Reserved Matters application, to ensure that all reserved matters are approved for a particular element of the scheme before that element is implemented

'Phase' - means a phase of the development as approved pursuant to the construction phasing programme

'Commencement of development' - unless otherwise stated, this will exclude demolition; site 'Preparation Works, site remediation works, archaeological investigations, formation of accesses, and utility works but shall otherwise include works to implement this permission.

'Development Units' – units of development with approximately the same traffic generation characteristics. One Development Unit is equivalent to the following: (1) 1 residential dwelling (2) 100 sqm of retail, leisure, hotel and commercial floorspace.

Subject to the following conditions and reasons for conditions: -

COMMENCEMENT OF DEVELOPMENT, COMPLIANCE WITH OUTLINE PARAMETERS AND RESERVED MATTERS

1. The development hereby permitted by way of a haul road or the Pump Lane Bridge, shall be begun before the expiration of nine years from the date of this permission.

Reason: In order to comply with the provisions of the Town and Country Planning Act 1990.

2. This planning permission applies only to the following drawings and to no other, unless otherwise agreed in writing by the local planning authority:

P1000/00; P1001/00; P1002/00; P1003/00; P1004/00; P1005/00; P1006/00; P1007/00; P1008/01; P1009/00; P/1010/00; P1011/01; P1012/00; P1013/00; P1014/00; P1015/00; 800E Rev A; 800VV Rev A; 368_A_100-F; 368_A_200-B; 368_A_300; 368_A_305; 368_A_306; 368_A_310-B; 368_A_315-A; 368_A_316; 4597-P-003; 4597-P-001; 4597-P-002; EX_02_site plan; PO_02_site plan; PO_02_plan; PO_04_13A; PO_04_13B; PO_04_13C; PO_04_13D; 4597-P-010; 4597-P-011; 4597-P-12; 52212/B/31 RevA; 52212/A/32 Rev A; 52212/B/34 RevA; 52212/A/74; 52212/A/77; 4597-P-020; 4597-P-021; 4597-P-022; 4597-P-023; 4597-P-024; 52212/A/51/A; 52212/B/33/RevA; 52212/B/35 RevB; 52212/B/36; 4597-P-030; 4597-P-031; 4597-P-032; 4597-P-033; 4597-P-034; 4597-P-035; 4597-P-036; 52212/B/48; 52212/A/49; 52212/A/50; 52212/B/51; 52212/B/50; 52212/B/49; South Road/Uxbridge Road improvement option drawings: SK-SR1; SK-SR2 and SK-SR3; 4597-RT-01 Existing tree removal/clearance, retention and protection.

or any variation thereto which would not fall outside of the bounds of the description of the development of this permission and which is approved in writing by the local planning authority giving reasons for its decision and either:

- i) the local planning authority is satisfied that the variations will not have any significant adverse environmental effects, or
- ii) the application for variation has been accompanied by an environmental statement assessing the likely environmental effects of the variation.

Reason: To ensure that the development accords with the scope of the approved parameter plans and detailed drawings, in the interests of appearance, living and working conditions and the impact on neighbouring development.

3. Prior to the commencement of any bridge construction, the detailed design elements of the relevant bridge, which were not part of the applications and therefore not approved pursuant to this permission, shall be submitted to and approved in writing by the Local planning authority and where appropriate Transport for London. The bridges shall be constructed in accordance with the approved details.

Reason: To ensure that each bridge would be of a high quality design standard.

4. Full details of facing materials including samples where appropriate to be used on all finishing materials including paving, roads, parking areas, means of enclosure, shall be submitted and approved by the Local planning authority, before the relevant part of the development is commenced.

Reason: To ensure that all built development would be of a high quality design standard.

STRATEGIES

5. Prior to Commencement of Development the following strategies shall be submitted and approved in writing by the London Borough of Hillingdon as local planning authority, unless otherwise agreed in writing;
 - a) Servicing - to include servicing of the site within Hillingdon for the duration of the construction of the development and its use thereafter
 - b) Access for all persons including provision for people with disabilities, who are visually impaired, or have mobility difficulties, and for parents with pushchairs and to include access to and within the development
 - c) Landscape Management
 - d) Drainage - for measures to dispose of surface water from the development
 - e) Estate Management and Crime Prevention - including access for emergency vehicles

These strategies shall only apply to the administrative area of the London Borough of Hillingdon

Reason: To secure an inclusive, safe and high quality built environment for all users of the site, and where appropriate constrain local highway impact.

6. Unless otherwise agreed in writing with the local planning authority all development will be carried out in accordance with the approved strategies and, prior to commencement of development in the relevant Part, details of compliance with the approved strategies shall be submitted in writing to the local planning authority.

Reason: To ensure that the development is carried out in accordance with the approved strategies.

CONSTRUCTION MANAGEMENT SCHEME

7. Site remediation, preparatory works and the development hereby permitted shall not commence until a proposed Construction Management Scheme for the development within the London Borough of Hillingdon has been submitted to and approved in writing by the London Borough of Hillingdon as the Local Planning Authority in consultation with Transport for London (where relevant as strategic highway authority). Details to include:
 - a) A detailed specification of construction works at each part of development
 - b) The best practical means available in accordance with British Standard Code of Practice BS5228: 1997 to be employed at all times to minimise the emission of noise and dust from the site;
 - c) A suitable and efficient means of monitoring and suppressing dust, vapours and odours must be provided and maintained, including where necessary the use of deodorising agents and adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance.
 - d) Engineering measures, acoustic screening and the provision of sound insulation required to mitigate specific environmental impacts identified;
 - e) Identification of the most sensitive receptors, both residential and commercial where assessment and monitoring of impacts will be undertaken as work progresses;
 - f) Means of enclosure and security of the site and individual phases
 - g) A framework travel plan for construction workers
 - h) Defined access routes to the site for all vehicles relating to the remediation and construction of the development.
 - i) Details of the arrangements for the delivery of materials to the site for the construction of the development - including hours and restrictions on construction traffic having regard to the need to control construction traffic during peak hours.
 - j) Construction waste management strategy

- k) Unless otherwise agreed as part of the Construction Management Strategy and Code of Practice, the operation of site equipment and / or plant and machinery generating noise that is audible at the façade of residential or noise sensitive premises shall only be carried out between the hours of 0800 to 1800 Mondays to Fridays, 0800 to 1300 on Saturdays and at no time on Sundays and Bank Holidays unless otherwise agreed by London Borough of Hillingdon as the local planning authority;
- l) Details of the proposed timing sequence and location of the development within the London Borough of Hillingdon:
- m) Adoption and implementation of the Considerate Contractor Scheme (or similar to be agreed with the LPA) registration and operation:
- n) Details of how vehicles transporting contaminated waste that leave the site (including wheel washing and covering of loads) will be managed to prevent any contaminants from entering the environment:
- o) Details of and restriction on the heights of cranes, having regard to Air Safeguarding Zones:
- p) Measures to mitigate disturbance to nesting birds on site:
- q) Arrangements for publicity and promotion of the scheme during construction:
- r) Details of an advertised 'hotline' to be operated and funded by the developer to enable any complaints to be recorded;
- s) Liaison with the Local Authority's Environmental Health Unit to register complaints received and response/action taken;
- t) The availability of a site manager(s) or other persons with appropriate seniority within the organisation capable of authorising proper remedial action where appropriate: and
- u) Details of how access is to be provided for vehicles, plant and machinery to the two bridges and to the Pump Lane Link Road, while protecting the amenities of the Minet Country Park Green Belt land.

Thereafter the development shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the London Borough of Hillingdon as the Local Planning Authority.

Reason: In the interests of minimising the impact of noise, vibration and airborne pollution on the amenities of occupiers of properties within the vicinity of the site, to limit the works to reasonable hours and to minimise the impact of construction traffic on the highway network.

- 8. No more than 1350 Development Units shall be occupied prior to the construction and bringing into use of the improvement works to the Bulls Bridge signalised junction as shown on Drawing No 52212/B/48 unless otherwise agreed in writing by the London Borough of Hillingdon as the local planning authority in consultation with Transport for London.

Reason: To mitigate the impact of additional traffic on highway safety and the capacity of the highway network.

9. No more than 1500 Development Units shall be occupied prior to the construction and bringing into use of the improvement works to the M4J3 signalised junction as shown on Drawing No 52212/B/31 unless otherwise agreed in writing by the London Borough of Hillingdon as the local planning authority in consultation with Transport for London and the Highways Agency.

Reason: To mitigate the impact of additional traffic on highway safety and the capacity of the highway network.

10. The improvement works to the Bulls Bridge signalised junction shall be constructed and brought into use before commencement of the improvement works to the M4J3 signalised junction unless otherwise agreed in writing by the London Borough of Hillingdon as the local planning authority in consultation with Transport for London and the Highways Agency.

Reason: To mitigate the impact of additional traffic on highway safety and the capacity of the highway network.

11. No more than 1750 Development Units shall be occupied prior to the bringing into use for general traffic of the Pump Lane Access works as shown on Drawings No 52212/B/33 and 52212/B/34 unless otherwise agreed in writing by the London Borough of Hillingdon as the local planning authority in consultation with Transport for London.

Reason: To mitigate the impact of additional traffic on highway safety and the capacity of the highway network.

12. Prior to development commencing, the detailed design for the new western link to Pump Lane and the new signalised junction shall be submitted to and approved in writing by the Local Planning Authority. The new western link to Pump Lane shall not be open to general traffic until the off-site highway works at Pump Lane/Western Access have been fully completed and opened to traffic.

Reason: To mitigate the impact of additional traffic on highway safety and the capacity of the highway network and accord with policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

13. Prior to development commencing, the detailed design of the Pump Lane/Bilton Way junction improvements shall be submitted to and approved in writing by the Local Planning Authority. No more than 500 Development Units shall be occupied prior to the bringing into use the Pump Lane/Bilton Way junction improvements as shown on Drawing No 52212/A/77, as well as the signalisation of that junction.

Reason: To mitigate the impact of additional traffic on highway safety and the capacity of the highway network and accord with policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

14. Prior to development commencing, the detailed design of the Pump Lane Width Restriction and associated works as shown on Drawing No 52212/A/74 shall be submitted to and approved in writing by the Local Planning Authority. The Pump Lane Width Restriction and

associated works as shown on Drawing No 52212/A/74 shall be completed within 6 months following notification by TfL that they intend to run a bus service via Pump Lane.

Reason: To mitigate the impact of additional traffic on highway safety and the capacity of the highway network and accord with policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

15. Plans and details of construction and surfacing of the Pump Lane link road, including cycle and footpaths shall be submitted to and approved in writing by the Local Planning Authority before development commences.

Reason: To ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network in accordance with Policies AM7, AM9, and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007),

16. The Pump Lane / Bilton Way junction improvements as shown on Drawing No 52212/A/77, as well as the signalisation of that junction shall be completed and operational prior to the opening to the general public of the Pump Lane Link Road Access.

Reason: To mitigate the impact of additional traffic on highway safety and the capacity of the highway network.

17. The Pump Lane Width Restriction as shown on Drawing No 52212/A/74 shall be completed and operational prior to the opening to the general public of the Pump Lane Link Road Access.

Reason: To mitigate the impact of additional traffic on highway safety and the capacity of the highway network.

18. Plans and details of construction and surfacing of the Pump Lane link road, including cycle and footpaths shall be submitted to and approved in writing by the London Borough of Hillingdon as the local planning authority before development commences

Reason: To ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network.

REMIEDIATION

19. Prior to commencement of remediation, preparatory works or construction, a survey, for only that Part of the land where it is proposed to site the footings of the two bridges and Pump Lane Road access, to assess the soil contamination levels and a remediation scheme for the soil contamination for the footings for the two pedestrian/cyclist access bridges, and the land across which it is proposed to construct the extension to Pump Lane, shall be submitted to, approved in writing by the London Borough of Hillingdon as the local planning authority and carried out to the satisfaction of the London Borough of Hillingdon. All works which form part of this remediation scheme shall be completed before the commencement of the relevant bridge works unless otherwise agreed in writing by the London Borough of Hillingdon as the local planning authority.

Reason: To ensure that the occupants of the development are not subjected to any risks from land contamination.

20. If contamination not previously identified is found to be present during any remediation works such materials shall be dealt with under a reactive strategy, the protocols for such being set out within the approved detailed scheme. When materials are encountered which require alteration to the agreed strategy, the London Borough of Hillingdon as the local planning authority shall be immediately informed in writing and amended remediation details for that Part shall be submitted to and approved in writing by the London Borough of Hillingdon as the local planning authority prior to the completion of that part of remediation.

Reason: The site is known to be subject to contamination, with remediation necessary to provide for the proposed future use of the site and to protect controlled waters from the continued effects of previous land use.

21. Following the completion of each Part of site remediation, and prior to the commencement of any further development on this Part, a validation/verification report demonstrating completion of the works set out in the remediation scheme together with amendments and longer term monitoring for the relevant Part shall be submitted to and approved in writing by the London Borough of Hillingdon as the local planning authority.

Each validation/verification report shall include:

- a) Detail of who carried out the work
- b) Laboratory and in-situ test results to demonstrate that the site remediation criteria have been met
- c) Monitoring of groundwater and gases during remediation and details of monitoring programme post completion of remedial works, where agreed
- d) Summary data plots and tables relating to clean-up criteria
- e) Plans showing treatment areas and details of any differences from the original remediation strategy
- f) Waste management documentation
- g) Confirmation that remediation objectives have been met, for example, by provision of a certificate of completion
- h) A long term monitoring and maintenance plan for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action and for the reporting of this to the London Borough of Hillingdon as the local planning authority.

Reason: The site is known to be subject to contamination, with remediation necessary to provide for the proposed future use of the site and to protect controlled waters from the continued effects of previous land use.

22. Full details of foundation design of the Pump Lane Access, and both pedestrian/cycle bridges including a method statement for each relevant Part shall be submitted to and approved in writing by London Borough of Hillingdon as the local planning authority prior to the commencement of development in that Part (for the avoidance of doubt including undertaking foundation works). The relevant part of development shall take place in accordance with details approved pursuant to this condition.

Reason: The site is known to be subject to contamination, with remediation necessary to provide for the proposed future use of the site and to protect controlled waters from the continued effects of previous land use.

23. The construction of storage facilities for oils, fuels or chemicals shall be carried out in accordance with details submitted to and approved in writing by the London Borough of Hillingdon as the local planning authority before the relevant Part of the development is commenced.

Reason: To protect groundwater and land from pollution.

24. Prior to the commencement of development, a detailed method statement for the removal of Japanese Knotweed, Giant Hogweed and Himalayan Balsam on the site of the bridges shall be submitted to and approved in writing by the London Borough of Hillingdon as the local planning authority. The method statement shall include proposed measures to prevent the spread of Japanese Knotweed, Giant Hogweed and Himalayan Balsam during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981. Development shall proceed in accordance with the approved method statement.

Reason: To prevent the spread of invasive species and to protect native flora.

LANDSCAPING AND ECOLOGY

25. Prior to development commencing, details of a landscaping and maintenance scheme for the development within the London Borough of Hillingdon shall be submitted to and approved by the London Borough of Hillingdon as the local planning authority.

The approved soft landscaping shall be implemented within 3 months of the substantial completion of Pump Lane Bridge for use by the general public, or such other time as may be agreed in writing by the London Borough of Hillingdon as the local planning authority.

Reason: To provide a satisfactory design and finish in the interests of the visual amenities of the locality.

26. All existing trees on site as shown to be retained on the 'Existing Tree Removal/Clearance, Retention and Protection Document' (Ref4597-RT-01) prepared by Capital Lovejoy shall be

retained, with root protection zones identified and appropriately secured in accordance with British Standard BS5837 – ‘Trees in Relation to Construction’ as amended. No retained trees shall be lopped or topped without prior written approval of the London Borough of Hillingdon as the local planning authority.

Reason: To protect all existing trees to be retained on the site in the interests of visual amenity.

27. If any retained tree becomes diseased, seriously damaged or dies as a result of development then a replacement tree shall be planted, to the satisfaction of the London Borough of Hillingdon as the local planning authority, within 9 months of the completion of relevant Part of the development.

Reason: To secure the integral planting of trees in the interests of visual amenity.

28. Any trees or shrubs that die within a period of 5 years from the date of planting, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species, unless the London Borough of Hillingdon as the local planning authority gives written consent to any variation.

Reason: To secure the integral planting of trees in the interests of visual amenity.

29. All approved tree works shall be undertaken outside the bird-nesting season (March-August inclusive) and shall first be inspected for bats. If bat activity is identified in any tree then the London Borough of Hillingdon as the local planning authority must be notified in the first instance for approval in writing, in consultation with Natural England, for any works commencing on that tree.

Reason: To protect existing ecology interests on the site.

30. Prior to commencement of remediation, preparatory works or construction on site, a detailed Ecological Management Plan to include full details of ecological enhancement measures, protection and enhancement of wildlife habitation, and appropriate planting shall be submitted to and approved in writing by the London Borough of Hillingdon as the local planning authority in consultation with Natural England prior to the commencement of the relevant Part of the development. The specific ecological measures to be provided in areas of new habitat creation, including the proposed 4 metre buffer strips shall be designed to encourage bat foraging activity. These measures should include:

- a) A high proportion of locally native, nectar-rich and berry-bearing species of planting
- b) Retained dead and decaying timber, such as log piles
- c) Scope of works for the Ecological Clerk of Works which shall include regular checks for grass snake and water vole in areas prior to their being disturbed by construction workers or activities so as to ensure that incidental killing of grass snakes does not occur during the course of works.

Reason: To ensure that ecological enhancement measures are provided and managed.

31. Prior to the commencement of any remediation and construction works for the development within London Borough of Hillingdon, an Ecological Clerk of Works shall be appointed by the applicant and retained as part of the construction team to brief construction workers on ecological issues, including a briefing of site personnel concerning identification of grass snake, legal obligations in respect of this endangered species, and actions to be taken in the event of it being present and to ensure that best practice is implemented during all site clearance, tree felling, earthworks and construction activities. The Ecological Clerk of Works shall carry out the scope of works agreed.

Reason: To protect existing ecology interests on the site.

32. Prior to remediation, preparatory works and construction commencing in the relevant Part of the development in the London Borough of Hillingdon the applicant shall undertake surveys to assess the presence of:

- a) Bats
- b) Water vole
- c) Grass snakes
- d) Invertebrates
- e) Birds and ground-nesting birds

in compliance with relevant UK and EU legislation. The Ecological Clerk of Works shall monitor all surveys and all survey information, and any relevant mitigation measures, shall be submitted to and approved by the London Borough of Hillingdon as the local planning authority prior to any works commencing in that Part of the development area.

Reason: To protect existing ecology interests on the site.

33. Prior to Commencement of Development on site, a detailed Bird Hazard Management Plan shall be submitted to and approved in writing by the London Borough of Hillingdon as the local planning authority. Any trees, plants, shrubs or other vegetation to be planted or grown on the site shall so far as practicable be selected from species and planted and grown in such a manner as shall minimise the attraction hereof to birds.

Reason: To help minimise the risk of bird collision with aircraft operation associated with Heathrow Airport in the interests of human safety.

FLOOD RISK AND DRAINAGE

34. The realignment of the flood relief channel hereby permitted shall not be commenced until such time as the detailed design of the river realignment has been submitted to, and approved in writing by, the London Borough of Hillingdon as the local planning authority. The approved details shall be fully implemented and subsequently maintained, in accordance with phasing arrangements.

Reason: To ensure there is no increased risk of flooding as a result of the realignment of the river.

35. Development of the Pump Lane Link Road bridge shall not begin until the detailed design of the surface water drainage pond for the relevant Part, including the flood storage area, based on the principles set out in the FRA West Southall Yeading Brook A012564 V4 dated August 2008 by White Young Green, have been submitted to and approved in writing by the London Borough of Hillingdon as the local planning authority. The detailed design and management proposal for the flood storage area shall incorporate appropriate management measures in respect of flooding and control of pollutants from road runoff, and provisions to ensure this occurs in the longer term. The scheme shall subsequently be implemented in accordance with the approved details and the agreed timing / phasing arrangements embodied within the scheme.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system.

WHEELCHAIR ACCESS

36. Prior to the construction of the pedestrian/cycle bridge over the Yeading Brook and Grand Union Canal connecting to Springfield Road, full details and scale drawings of an alternative wheelchair access to the Springbridge Road pedestrian/cycle bridge shall be submitted to and approved in writing by the London Borough of Hillingdon as the local planning authority and where appropriate Transport for London. The bridge shall be completed in accordance with such approved details.

Reason: To ensure inclusive access for all future users of the bridge.

ARCHAEOLOGY

37. Save for archaeological investigations, no Part of the development shall be commenced including site remediation and site investigation unless agreement has been reached with the London Borough of Hillingdon as the local planning authority on the extent of any archaeological works necessary for that Part of the development within the London Borough of Hillingdon. A programme of any archaeological work required by that agreement together with a method statement shall be submitted to and approved in writing by the London Borough of Hillingdon as the local planning authority before development commences within the Part of the development in question, or as otherwise agreed in writing by the London Borough of Hillingdon as the local planning authority. A suitably qualified archaeologist, approved by the London Borough of Hillingdon as the local planning authority shall implement the programme of archaeological work in accordance with the approved programme and method statement.

Reason: To safeguard the archaeological interest of the site.

AMENITY

38. Full details of lighting and external illumination for the Pump Lane Link Road Bridge, the Minet Country Park Cycle/Pedestrian Bridge and the Springfield Road Cycle/pedestrian Bridge shall be submitted to and approved in writing by the London Borough of Hillingdon as the local planning authority prior to the commencement of the relevant part of the development.

Reason: To minimise light spill from the new development into the watercourse or adjacent river corridor habitat and to secure safe pedestrian access during darkness.

39. Not to place or cause to be placed on the site any external lighting or flood lighting, including any external illuminated signage, without the prior written approval of the London Borough of Hillingdon as the local planning authority in consultation with the Civil Aviation Authority.

Reason: To ensure that the direction and/or density of such lighting does not distract any aircraft operation at Heathrow Airport or has an adverse effect on any navigational equipment at the Airport.

40. Full details of security arrangements including the potential to link to the CCTV network, for the Pump Lane Link Road Bridge, the Minet Country Park Cycle/pedestrian Bridge and the Springfield Road Cycle/pedestrian Bridge shall be submitted to and approved by the London Borough of Hillingdon as the local planning authority prior to each part being implemented.

Reason: In the interests of crime prevention on each of the bridges.

41. Prior to the commencement of the development a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the Grand Union Canal must be submitted to and approved in writing by the London Borough of Hillingdon as the local planning authority. The risk assessment shall also include details of the proposed safety equipment along the canal frontage, which shall be installed prior to first occupation of the development hereby permitted.

Reason: To ensure the safety of workers and the public during development in compliance with the Construction (Design management) Regulations 1994.

REASONS FOR GRANTING PLANNING PERMISSION

The Mayor, acting as the local planning authority, has considered the particular circumstance of this application against national, regional and local planning policy, relevant supplementary planning guidance and any material planning considerations. He has found this application acceptable in with regard to the various policies, which are not exclusive, mentioned within the following reasons:

- The layout, scale and massing of the development would preserve the open character of nearby Green Belt land. The scheme accords with London Plan policy 3D.9 and draft replacement London Plan policies 7.16. At the local level the scheme accords with policy 5.1 of Ealing's Development Strategy 2026 Initial Proposals (2009) and policy OL5 of Hillingdon Council's saved UDP (1998).
- The proposal would enhance access to nature in an identified area of deficiency, whilst not materially harming any biodiversity. The scheme accords with London Plan policy 3D.14 and 3D.17 and draft replacement London Plan policies 7.18 and 7.19. At the local level the scheme accords with policies EC1 and EC3 of Hillingdon Council's saved UDP (1998).

- The proposed development would enhance the character and appearance of the Grand Union Canal Conservation Area, with acceptable set back and separation of the new canal side buildings respecting the canal's openness. This accords with London Plan policies 4B.11, 4B.12 and 4B.13 and draft replacement London Plan policies 7.8 and 7.9. At the local level the scheme accords with policies BE32 and BE34 of Hillingdon Council's saved UDP (1998).
- Significant financial contributions have been secured, through a section 106 agreement, towards the provision of transport infrastructure improvements, education and health facilities, open space and public realm improvements, biodiversity and ecological management, access to employment for local people in line with Government Circular 05/05, London Plan policy 6A.4, draft replacement London Plan policies 8.2, and Hillingdon Council's saved UDP (1998) policy R17, which all seek to secure contributions toward infrastructure and services required to facilitate the proposed development and acceptably mitigate any impacts.
- The proposed development would help deliver the widening of the South Road Bridge, secured by Grampian condition and through a section 106 agreement. This fundamental transport mitigation measure would help relieve traffic congestion caused by the mix of uses on the application site, to help ensure traffic movement on the A12 and surrounding highway network would remain acceptable. This transport mitigation measure accords with London Plan policies 3C.1 and 3C.2, draft replacement London Plan policy 6.1, 6.3 and 6.12 and Hillingdon Council's saved UDP (1998) policies AM2 and AM7.
- The Environmental Impacts of the application have been assessed and there are no, or insufficient, grounds to withhold consent on the basis of the policies considered and other material planning considerations.

Informatives

- Under the terms of the Water Resources Act 1991, and the Thames Region Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Yeading Brook, designated a 'main river'.
- Under the terms of the Land Drainage Act 1991, the prior written consent of the Environment Agency is required for proposed works or structures which will affect the flow of the, designated an 'ordinary watercourse'.
- The Sustainability Report has highlighted the need to adopt water efficiency measures. This is welcomed as the Thames Region (which includes all the London Borough's) has been identified as an area of 'serious water stress under our published document 'identifying Areas of Water Stress'.
- All landscaping areas (including private gardens) should be planted with drought tolerant plants, trees and grasses to minimise water requirements.
- Prior to the commencement of details of the design of works to be undertaken within the vicinity of the railway, the applicant is recommended to contact Network Rail to ensure their proposals satisfy the requirements of Network Rail, in particular:
 - a) Drainage - additional and increased flows of surface water should not be discharged into Network Rail land culverts or drains.

b) Safety - No work should be undertaken that may endanger the safe operation of the railway or Network Rail's structures and adjoining land. The demolition of buildings or other structures must be carried out in accordance with an agreed method statement.

c) Ground levels - Network Rail need to be consulted on any alterations to ground levels, with no excavations near railway embankments, retaining walls or bridges.

d) Support - Proposals should not cause surcharging of cutting slopes or retaining walls. Network Rail can accept no liability to maintain support to adjoining land other than for its existing use.

e) Site layout - it is recommended all buildings be sited at least 2 metres from the boundary fence to allow construction and any future maintenance work be carried out without involving entry to Network Rail's infrastructure. Where trees exist on Network Rail land the design of the foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's Guidelines.

f) Environmental issues - Design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.

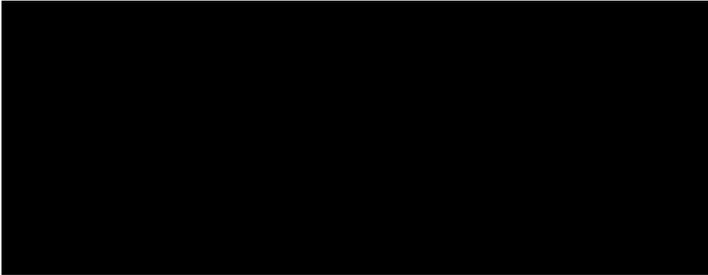
g) Lighting - Any external lighting may conflict with Network Rail's signalling system. You will be required to obtain Network Rail's approval of the detailed lighting proposals.

- The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines.
- Construction and demolition works, audible beyond the boundary of the site shall only be carried out between the hours of 0800 and 1800 hours Mondays to Fridays and 0800 and 1300 hours on Saturdays and not at all on Sundays and Public Holidays.

The maximum permitted noise levels are:

- Not greater than 72 dB L Aeq.10 hr Mondays to Fridays.
- Not greater than 72 dB L Aeq.5 hr Saturdays.
- Vibration from demolition, breaking of concrete and piling etc. as measured in the vertical direction on any floor in surrounding noise sensitive buildings shall not exceed an overall peak particle velocity level of 1mm/s
- Prior to commencement of development of construction and demolition works, details of noise/vibration and dust mitigation measures shall be submitted to the Environmental Health section for approval.
- Prior to commencement of development, of any site works, all sensitive properties surrounding the site shall be notified in writing of the nature and duration of the works to be undertaken and the name and address of a responsible person to whom enquiries and complaints should be directed.
- No bonfires should be lit on site.
- Any stone crushing plant proposed on site during the demolition process may require authorisation under the Environmental Protection Act (Prescribed Processes and Substances) Regulations 1991, SI 472. Contact the LBE Environmental Health Section on 20088258111.

- Any property operating as a café or restaurant or handling food may be required to register with the Council as a food business and to comply with the requirements of the Food Safety (General Food Hygiene) Regulations 1995 and the Food Safety Act 1990. For further details contact Environmental Health and Trading Standards on 0208 825 6666.
- The commercial units may be required to comply with the Health and Safety at Work Etc Act 1974 (Staff Amenities, Sanitary Accommodation, and Ventilation). For further details contact Environmental Health and Trading Standards on 020 8825 6666 or Health and Safety Executive on Tel 0845 345 0055 or www.hse.gov.uk



Assistant Director Planning

Notes:

This is a planning permission only. It does not convey any approval or consent that may be required under Building Regulations or any other enactment.

Further to the guidance set out in paragraph 5.38 of the GOL Circular 1/2008 the Mayor has agreed with Hillingdon Council that Hillingdon Council will be responsible for decision on all subsequent approval of details pursuant to conditions set out in this decision notice.