

Report of the Head of Planning, Sport and Green Spaces

Address CAXTON HOUSE TROUT ROAD YIEWSLEY

Development: Erection of 44 Residential Apartments with associated access, car parking, landscaping, and associated works (involving demolition of existing buildings)

LBH Ref Nos: 3678/APP/2013/3637

Drawing Nos: 193-200 Rev. G
193-201 Rev. G
193-001
193-202 Rev. L
193-203 Rev. F
193-204 Rev. F
193-205 Rev. F
193-208 Rev. F
193.206G Site Section
IT1399SK03 - Access Vertical Tracking
IT1399TS03.01_Rev C - Access Swept Paths

Date Plans Received: 06/12/2013 **Date(s) of Amendment(s):** 04/07/2014
Date Application Valid: 23/12/2013 02/07/2014

1. SUMMARY

This application seeks permission to erect a part four storey, part five storey building with basement parking comprising 44 affordable residential flats, involving the demolition of the existing industrial buildings.

The application site is identified in paragraph 5.12 of the Local Plan Part 1 as part of the Trout Road IBA which is suitable for the managed release of industrial and warehousing land while the wider site within which the application site is located in was granted planning permission in January 2014 for a comprehensive redevelopment to provide a residential led mixed-use scheme. No objections are therefore raised to the loss of the existing building and, likewise, to the re-development of the site in principle.

It is considered that the re-development of this site to provide much needed affordable residential housing is acceptable in this area. The building, following various revisions made to its design, would enhance the visual amenity of the street scene. The accommodation provided, including the provision of external amenity space which includes a large communal roof top garden is acceptable and the scheme would not result in any unacceptable loss of residential amenity to surrounding residential properties.

Adequate off-street parking is provided and the access arrangements to the basement car park are acceptable.

Therefore, it is recommended that the application is approved subject to the conditions and the satisfactory completion of a section 106 Legal Agreement securing 35% affordable housing and highways works under S278/S38 and contributions towards the funding of additional school places, health provision, cycle links to the canal side tow path improvements, air

quality monitoring, libraries, construction training and Safeguarding the strip of land to be used for public highway widening.

The scheme is therefore recommended for approval.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to the relevant conditions set out below:

A)(1) That prior to the Council's Community Infrastructure Levy coming into force, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

1. Highways: S278/S38 agreement may need to be entered into to secure highways works subject to comments from the Highways Officer.

2. Affordable Housing: The scheme to deliver 35% of the units as Affordable Housing with the tenure to be agreed.

3. Education: a contribution in the sum of £160,216.00 is sought.

4. Health: a contribution in the sum of £15,173.73 is sought.

5. Libraries: a contribution in the sum of £1,611.15 is sought.

6. Air Quality: a contribution in the sum of £25,000.00 is sought.

7. Construction Training: either a contribution equal to the formula ($\text{£}2,500 \text{ for every } \text{£}1\text{m build cost} + \text{number of units}/160 \times \text{£}71,675 = \text{Total Contribution of } \text{£}19,710.63$) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

8. Canal and River Trust: a contribution in the sum of £15,000.00 is sought.

9. Safeguarding the strip of land to be used for public highway widening.

10. Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

or

A)(2) That following the Council's Community Infrastructure Levy coming into force, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

i. Highways: S278/S38 agreement may need to be entered into to secure highways works subject to comments from the Highways Officer.

ii. **Affordable Housing:** The scheme to deliver 35% as Affordable Housing with the tenure to be agreed.

iii. **Canalside improvements:** a contribution in the sum of £15,000.00 is sought.

iv. **Air Quality:** a contribution in the sum of £25,000 is sought.

v. **The provision of a travel plan including £20,000.00 Bond.**

vi. **Safeguarding the strip of land to be used for public highway widening.**

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and any abortive work as a result of the agreement not being completed.

C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 28/07/2014, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of affordable housing, transfer of land for highway widening, canal side improvements, travel plan, education, health, libraries, transfer construction training and air quality). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'

E) That subject to the above, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That should the application be approved following the Council's Community Infrastructure Levy coming into force, the applicant shall pay the required levy on the additional floorspace created.

G) That if the application is approved, the following conditions be imposed:

1 COM3 Time Limit

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

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete

accordance with the details shown on the submitted plans, numbers 193: 001, 200 Rev. G, 201 Rev. G, 202 Rev. L, 203 Rev. F, 204 Rev. F, 205 Rev. F, 206 Rev. F and 208 Rev. F and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

3 COM5 General compliance with supporting documentation

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

Access details in accordance with drawing No. IT1399/TS/02, Recommendations in the Arboricultural Impact Assessment and Method Statement by JB Consultancy JBA 13/130-AR01, recommendations in the Phase 1 Habitat Survey by JB Consultancy July 2013, recommendations in the Drainage Statement by Cannon Consulting Engineers June 2013 and the measures indicated in the Sustainability & Energy Statement prepared by Integration UK April 2014

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

REASON

To ensure that the development complies with the objectives of Policies . Specify Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

4 COM6 Levels

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

REASON

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

5 COM7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, , including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

7 COM9 Landscaping (car parking & refuse/cycle storage)

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

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

- 2.a Refuse Storage, including size and design of refuse lift, room, door and maintenance of the same
- 2.b Cycle Storage for 52 bicycles
- 2.c Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front of the ground floor flats as to ensure the privacy of these residents
- 2.d Car Parking Layouts (including demonstration that 2 parking spaces are served by electrical charging points)
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

- 3.a Details of the inclusion of living walls and roofs
- 3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

- 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

- 6.a Existing and proposed functional services above and below ground
- 6.b Proposed finishing levels or contours

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

the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan (July 2011)

8 RES22 Parking Allocation

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

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

9 NONSC Non Standard Condition

Prior to commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings including measures such as habitat walls, bird and bat boxes and nectar rich planting. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

10 NONSC Non Standard Condition

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

-Management of any flat/shallow pitched/ green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'. The Bird Hazard Management Plan shall be implemented as approved and shall remain in force to the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

In the interest of Aircraft safety. It is necessary to manage the flat/ green roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

11 RES11 Play Area provision of details

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

REASON

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

12 NONSC Non Standard Condition

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The assessment shall clearly show:

- 1) The baseline energy demand (kwhr and kgCO₂) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses (e.g. residential, commercial, etc).
- 2) The methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
- 3) Full details, specification and location of low and zero carbon technologies and how they impact on the baseline
- 4) How the technology will be maintained and managed throughout the lifetime of the development.

The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

13 RES16 Code for Sustainable Homes

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

The development must be completed in accordance with the principles of the design stage certificate and the applicant shall ensure that completion stage certificate has been attained prior to occupancy of each dwelling.

REASON

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

14 RES18 Lifetime Homes/Wheelchair Units

All residential units within the development hereby approved shall be built in accordance with Lifetime Homes Standards. Further 10% of the units hereby approved shall be designed and constructed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document HDAS: Accessible Hillingdon.

REASON

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

15 COM15 Sustainable Water Management

No development approved by this permission shall be commenced until a scheme for the

provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall proceed in accordance with the approved scheme.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 5.12.

16 NONSC Non Standard Condition

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

(ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(d) Before any part of the development is occupied, site derived soils and imported soils

shall be independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

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

17 NONSC Non Standard Condition

Before the development is commenced details of any plant, machinery or fuel burnt, as part of the energy provision and the location of the flue for the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and below the building emissions benchmark.

REASON:

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

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

LPP 1.1	2011)Delivering the strategic vision and objectives for London
BE1	Development within archaeological priority areas
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
LPP 2.1	(2011) London in its global, European and UK context
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 5.3	(2011) Sustainable design and construction

LPP 5.7	(2011) Renewable energy
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.16	(2011) Waste self-sufficiency
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H4	Mix of housing units
H5	Dwellings suitable for large families
R1	Development proposals in or near areas deficient in recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE2	Development in designated Industrial and Business Areas
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.

- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

3 115 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

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

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

4 158 Opportunities for Work Experience

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: petersale@hillingtontraining.co.uk

5 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

6 11 Building to Approved Drawing

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

7 12 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

8 121 Street Naming and Numbering

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

9 13 Building Regulations - Demolition and Building Works

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

10 148 Refuse/Storage Areas

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

11 160 Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

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Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, Wind Turbines and Aviation (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

New planting should seek to enhance biodiversity, by including appropriate species of known value to wildlife which produce berries and/or nectar. This may include selected native species but should not be restricted to them.

3. CONSIDERATIONS

3.1 Site and Locality

The application site measures approximately 0.18 hectares in area and is an integral part of the former Rainbow and Kirby Industrial Estate, which currently accommodates approximately a 2.15 hectare irregularly shaped plot. The application site is L-shaped and located centrally and prominently within the Rainbow and Kirby Industrial Estate Trout Road frontage and is an individual planning unit on its own. The wider Rainbow and Kirby Industrial Estate is bounded to the north west side by Trout Road, on its eastern side by Yiewsley High Street, and on its south eastern side by St Stephens Road, with the entire south west boundary bordered by the Grand Union Canal.

The application site itself presently accommodates a part one, part two storey warehouse building, formerly known as Caxton House, which formally comprised industrial uses with ancillary offices. There is no longer any trading from within the site and the buildings, as well as the site itself, are deteriorating with vegetation now breaking through the hardsurface that covers the majority of the site. To the front of the site adjacent to Trout Road is a high hedge providing an effective screening of the site while a vacant parking area is located on its southern section also fronting Trout Road.

The immediate surrounds comprise a range of single-storey and two-storey industrial buildings, many of which were in a poor state of repair, particularly those fronting Trout Road. Many of the buildings suffered significant fire damage in March 2011 and have since been demolished. The wider site also encompassed a three-storey vacant office building, Gemini House fronting the High Street, which has also now been demolished.

To the North West beyond Trout Road are four-storey residential properties (including roof accommodation) and the recently completed Tesco Supermarket and ancillary parking. To the North East, beyond the Rainbow and Kirby Industrial Estate, the site is largely bounded by commercial properties fronting Yiewsley High Street. These range from single-storey to four-stories in height, fronting the street and include two supermarkets (Aldi and Iceland) and ancillary parking, as well as smaller retail units with offices and/or residential accommodation above. The Grand Union Canal is to further to the south with the towpath running alongside its north bank and beyond which are two-storey terraced residential properties and associated gardens, located in Peplow Close, and industrial units located in Bentinck Road.

To the South East, with the exception of industrial units located towards the canal, the site is largely bounded by a mix of two-storey detached and semi-detached residential properties located in St Stephens Road.

The site has a Public Transport Accessibility Level (PTAL) 3 and falls within the Trout Road Industrial Business Area and the Hayes/West Drayton Corridor, as shown on the Hillingdon Unitary Development Plan Proposals Map.

3.2 Proposed Scheme

Full planning permission is sought for the demolition of the existing buildings and the erection of a part four storey, part five storey building with 44 residential apartments with associated access, basement car parking, landscaping, child playspace and associated works.

The proposed development would include 35% affordable housing and would provide 9 x one bedroom flats, 27 x two bedroom flats and 8 x three bedroom flats with 52 cycle spaces and 44 parking spaces, including four disabled parking spaces, provided at basement level. The existing vehicle crossover with Trout Road would be retained and redesigned near the northern end of the site, approximately 140 metres distance from the junction with the High Street.

Approximately 30m² of children play area together with 475m² of communal amenity space would be provided at ground floor level adjacent the eastern side boundary of the site, with 275m² of amenity space provided by way of balconies and private terraces between the 44 flats. An additional 345m² of communal amenity space is provided as a roof terrace.

The building would be roughly U-shaped in footprint, with the ground floor of the building marginally raised above ground level as to enable access and parking at basement level. The front elevation of the building is staggered to reflect the convex curvature of this part of Trout Road. The development is to be erected with its elevations articulated with a combination of Yellow Stock bricks and Marley Eternit bronze cladding, to reflect the flatted developments on the opposite side of Trout Road.

The principal entrance into the site is located centrally at the front of the building adjacent to Trout Street and leads up to the internal courtyard area and the stair core proposed within each of the building's rear projecting limbs. Access to the refuse stores located within the basement is from a service lift available for refuse collection only.

The scheme has been amended and the building repositioned with a further set back from the eastern site boundary with Trout Road with a deeper landscaped buffer corridor provided between the public highway and the building frontage as to allow a widening of the public highway if required.

The development is proposed to be built to Code for Sustainable Homes Level 4 and in accordance with the Lifetime Homes Standards.

3.3 Relevant Planning History

Comment on Relevant Planning History

In January 2014 a scheme with reference 38058/APP/2013/1756 seeking the re-development of the wider Rainbow and Kirby Industrial Estate was granted planning permission for a mixed use scheme providing housing, community facilities and affordable business units.

As part of the current application the applicant has submitted evidence demonstrating that the amended application building relates sympathetically to the approved wider Rainbow and Kirby Industrial Estate re-development scheme.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

Part 2 Policies:

LPP 1.1	2011)Delivering the strategic vision and objectives for London
BE1	Development within archaeological priority areas
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
LPP 2.1	(2011) London in its global, European and UK context
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.16	(2011) Waste self-sufficiency
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area

OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H4	Mix of housing units
H5	Dwellings suitable for large families
R1	Development proposals in or near areas deficient in recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE2	Development in designated Industrial and Business Areas
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **31st January 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

EXTERNAL CONSULTTEES:

Site Notice: Erected 8th January 2014

Press Advertisement: 10th January 2014

Some 135 neighbouring households, amenity groups, and local businesses were notified of the proposal on 08 January 2014, by the close of the consultation period on 29th January 2014, three objections had been received on the grounds of traffic generation/parking, concerns relating to the impact of too much development in Yiewsley/West Drayton in general together with concerns relating to design and living standards of future occupiers. The members of the Garden City Estate Residents Association indicated their concerns in relation to the poor design of the building, lack of external amenity space for future occupiers and impact on the local area. A further consultation notifying residents of the amendments to the scheme took place on 04 April 2014.

Case Officer Comment: The living conditions of future occupiers as well as the design and impact to the streetscene and highways and traffic generation will be considered in the main body of the report.

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS has no safeguarding objections to the proposal.

BAA

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission is subject to the condition/s detailed below:

Submission of a Bird Hazard Management Plan:

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

-Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached. The Bird Hazard Management Plan shall be implemented as approved and shall remain in force to the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat/green roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

CANAL AND RIVER TRUST

The British Waterways Board (Transfer of Functions) Order 2012 has substituted references to British Waterways in the Town and Country Planning (Development Management Procedure) (England) Order 2010 to the Canal & River Trust. As such, local planning authorities are now required to consult the Canal & River Trust on applications for planning permission in the same way as British Waterways was previously consulted. In addition, under the British Waterways Board Transfer Scheme 2012 (also made under the Public Bodies Act 2011) all the property of British Waterways in England and Wales has now vested in the Trust.

The Canal & River Trust is a company limited by guarantee and registered as a charity. It is separate from government but still the recipient of a significant amount of government funding. The Trust has a range of charitable objects including:

- To hold in trust or own and to operate and manage inland waterways for public benefit, use and enjoyment;
- To protect and conserve objects and buildings of heritage interest;
- To further the conservation, protection and improvement of the natural environment of inland waterways; and
- To promote sustainable development in the vicinity of any inland waterways for the benefit of the public.

After due consideration of the application details, the Canal & River Trust has the following general comments to make:

The site is set well back from the towpath, and so is unlikely to have any direct impact on the towpath or canal environment. However, the 44 additional residential units will bring more people to the area who will want to make use of the towpath and the canal environment as a valuable local

resource for amenity space and as a useful cycling link, particularly as more than half of the units are proposed to be four and five bed apartments.

The Mayor's cycling commissioner has made it clear to us that the Grand Union Canal towpath will contribute to the wider network of proposed Quietways and that developments are expected to play a part in improving this:

Cycling Vision for London, P21: We are also assisting boroughs and businesses across London, including developers and utility companies, to ensure that they work together to lever their buying powers.

Cycling Vision for London, P28: We will closely monitor all major new planning applications, schemes and developments, such as Earl's Court and Nine Elms, to promote meaningful pro-bike content and discourage antibike content.

We would request that the development make a contribution towards upgrading the towpath between Trout Road and West Drayton High Street adjoining the development to 1.8m width for shared use, with a tarmac tar spray and chip finish, inclusive of vegetation and verge works to accommodate this. This specification is fully supported by Hillingdon Council and the Trust and is being implemented in the borough subject to funds. A contribution from this development would correspond with the request we have also made from the adjacent Rainbow Estate development.

Subsequent comments: Further to this current planning application, we would like to add some detail to our letter's request for a financial contribution from the development. Our request was as follows:

We would request that the development make a contribution towards upgrading the towpath between Trout Road and West Drayton High Street adjoining the development to 1.8m width for shared use, with a tarmac tar spray and chip finish, inclusive of vegetation and verge works to accommodate this. This specification is fully supported by Hillingdon Council and the Trust and is being implemented in the borough subject to funds. A contribution from this development would correspond with the request we have also made from the adjacent Rainbow Estate development.

The canal towpath is less than 80m to the south of the site, along Trout Road, and its residents will be keen to make use of this resource for cycling, walking and general amenity, which will put pressure on the Canal & River Trust to maintain the towpath and canal environment to their expectations (particularly given the current industrial nature of the site and adjacent sites, which currently have little requirement for the towpath).

You will have more knowledge of the viability of this scheme, and we therefore leave the negotiations of any contribution to your discretion.

Officer Comments: A monetary contribution of £15,000.00 towards the upgrade of the towpath as requested by Canal and River Trust has been agreed with the developer.

Internal Consultees

URBAN DESIGN

Background: The proposed site fronts onto Trout Road, but it also forms part of a larger site currently submitted for planning 38058/APP/2013/1756). Along Trout Road the buildings are a mix of small Victorian cottages, more recent 3-4 storey blocks of flats, an Edwardian community hall, and a few two storey (commercial heights) modern industrial buildings. The existing corrugated metal-clad structures have no special interest.

Existing character: The existing character of the area is made up of the remaining small scale Victorian Cottages and also the industrial/wharf-like nature of the new development. The proposed building picks up on the wharf-type style of the newer buildings.

Further plans have now been provided indicating how the new building relates to the street scene and the wider views along Trout Road. I am satisfied that the proposal will sustain the appearance of the area by respecting the local character and history, generally. I am also satisfied that the housing scheme meets the requirements within the Planning Practice Guidance which suggests that proposals should be well-designed, functional, attractive and sustainable.

Layout: I was concerned about the relationship with the proposal and how it relates to the scheme for the wider site. The new Massing Diagram, however, indicates that the designs relate well to what is proposed for the development site (note the final reserved matters approval relating to this development are outstanding), that streets are connected and spaces complement one another. The proposal does follow prevailing and existing building lines and creates new links between existing streets.

Legibility: The current front pedestrian entrance is not entirely legible and I would still like to see a detail showing this made more prominent. The quality of new development can be spoilt by poor attention to detail. In terms of legibility through the site, I note a much improved masterplan, which indicates routes through the site and connectivity.

Height/Scale: The overall height is slightly larger than the existing blocks on Trout Road which are of four storeys. However, the proposal sustains the general building size, mass and scale within the area and is functional when viewed and used from neighbouring streets.

Design/Appearance/materials: I am fairly happy with the overall design of the building. It is similar to the block opposite. A further revised drawing of the entrance is required. The proposals meet the NPPF's core principles; particularly that planning should be seeking to ensure high quality design.

Conditions: Details of materials to be provided including hard landscaping, paving and boundary treatment.

Conclusion: Acceptable, subject to conditions.

TREES AND LANDSCAPING

Landscape Character/Context: The site is occupied by a cleared and vacant plot on the south side of Trout Lane. The site lies on the edge of the former Rainbow Industrial Estate which has recently been cleared prior and is the subject of planning application ref. 38058/APP/2013/1756. Opposite the site, across the road, there is a recent development of new flats. The site is covered by TPO No. 420. However, neither of the specified trees on the TPO schedule remain in situ. The most visually significant vegetation remaining is the line of short-pollarded Limes along the front boundary at the southern end.

Landscape Considerations: Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- A recent Tree Survey (Arboricultural Impact Assessment & Method Statement), ref. JBA 13/130-AR01 by James Blake Associates, has assessed the condition and value of 6No. individual specimens, 6No. groups and one hedge.

- There are no 'A' (good) or 'B' (moderate) category trees and all the remaining specimens and groups are rated 'C' (poor) or 'U' (justifying removal in the interests of sound arboricultural management. All of these trees are due to be removed in order to facilitate the development.

- The Design & Access Statement (6.8) sets out the landscape objectives for the site and refers to the need for well-designed accessible and attractive amenity spaces. This will be achieved by the use of good quality hard and soft landscape detailing, the provision of trees along the frontage, play provision in accordance with the London Plan SPG ('Providing for Children and Young People's Play and Informal Recreation'), ground level planting around the site and the provision of cantilevered balconies and top floor roof terraces.
- The statement refers to the retention of existing healthy trees. However, the plans reflect the conclusions of the Tree Report, and no existing trees will be retained.
- A proposed roof garden is illustrated in fig. 6.8.1. This indicates an interesting variety of spaces for use by residents with a mix of hard surfacing and significant areas of planting. A high quality scheme is required if the roof garden is to be both functional and attractive to residents.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

Recommendations: No objection subject to the above observations and conditions RES6, RES9 (parts 1,2,3,4,5 and 6) and RES11.

HIGHWAYS

The development is for the construction of 44 residential apartments including 9 x 1 bedroom, 27 x 2 bedroom and 8 x 3 bedroom units within the site. As part of the proposals, 44 car and 52 cycle parking spaces will be provided under-croft. A new vehicle access to the site will be provided directly from Trout Road, adjacent to the existing site access, which will be stopped up. It is proposed that servicing of the development will be undertaken adjacent to the site from Trout Road.

When undertaking assessment of the development it is noted that a Transport Statement (TS) has been submitted in support of the proposals. This has demonstrated that the proposed car parking provision is acceptable to serve the development, based on the existing accessibility to all public transport facilities within the area of the site. In addition, the TS has demonstrated that adequate visibility will be provided from the proposed means of access along the highway, which has been based on speed surveys undertaken adjacent to the site.

An assessment of the likely trip generation has been undertaken within the TS using the TRICS Database. However, some of the selected sample sites are not considered representative due to their location. Nevertheless, the resultant trip rates are appropriate to be used within the assessment.

As a result, the TS has identified that there would be approximately 19 and 14 two-way trips during the AM and PM peak periods respectively. Therefore, it is considered that the expected traffic generation would not have a material impact along the adjacent highway network.

In order to assess the proposed car parking layout, a swept path analysis has been undertaken within the TS. This has identified that the most remote parking spaces within the car park would be difficult to access for a larger car. However, it is considered that a medium sized car can access all parking spaces, which is considered acceptable.

In addition, vertical swept paths have been provided for a large vehicle exiting the site. This has demonstrated the provision of adequate headroom above the access ramp for vehicles entering the site.

Therefore, it is considered that the development will not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, and an objection is not raised in relation to the proposals, provided that the details below are provided under a suitably worded planning condition or S106

agreement.

Conditions/S106.

The parking provision within the site shall include 20% active and 20% passive electric charging points, which shall be provided before first occupation of the development.

The development shall not be occupied until details of the proposed cycle parking facilities have been submitted to and approved in writing by the LPA. Thereafter, the approved cycle parking facilities shall be provided before occupation and maintained and retained at all times for the use of the development.

Development shall not commence until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

Visibility splays along the adjacent highway from the proposed access shall be provided in accordance with the approved drawing No. IT1399/TS/02, produced by Intermodal Transportation. Thereafter, the visibility splays shall be maintained free of all obstructions between the heights of 0.6m and 2.0m above the level of the adjoining highway.

A Construction Management Plan is required to be submitted and approved in writing by the LPA prior to commencement of any works at the site. The Construction Management Plan shall provide the details in relation to access (vehicular and pedestrian) to the site along and from Trout Road, the parking provision for contracting staff and the delivery of materials' during construction.

The area of land within the site fronting Trout Road, that is required for a future highway alignment improvements is required to be transferred into the ownership of the council before commencement of any works at the site.

Officer Comments: All issues raised by the highways engineer have been addressed by way of amended plans, conditions and a legal agreement.

SUSTAINABILITY OFFICER

Energy: The proposed energy solution suggests that the 40% Co2 reduction target could be met, but does not detail the final solution to be used. The specific energy reduction measures are therefore difficult to ascertain at this stage. The following condition is therefore necessary:

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The assessment shall clearly show:

- 1) The baseline energy demand (kwhr and kgCO2) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses (e.g. residential, commercial etc).
- 2) The methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
- 3) Full details, specification and location of low and zero carbon technologies and how they impact

on the baseline

4) How the technology will be maintained and managed throughout the lifetime of the development. The development must proceed in accordance with the approved details.

REASON: To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

Ecology: In addition, the ecology report shows pockets of overground vegetation as the site was left unmanaged. These areas on disused or underused sites play a very important role in London's ecology. The development of sites generally results in the loss of these areas of ecology value and therefore contributes to a net reduction. The following condition is therefore essential:

Prior to commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings including measures such as habitat walls, bird and bat boxes and nectar rich planting. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

REASON: To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

HOUSING SERVICES

Hillingdon have agreed in principal to support a bid from Paradigm for GLA funding to deliver affordable housing on this site for the following reasons.

Generally the units are well laid out and appear to meet the London Housing Design Guide size standards. They are designed to meet level 4 of the Code for Sustainable Homes with a site wide CHP system. The flats benefit from 1:1 parking and provide a range of private and communal amenity space along with a play area for young children. The Planning Application offers 12 units 8 x one bed, 4 x two bed and 4 x three bed (44 hab rooms) as S106 affordable housing and meets our 35% affordable housing requirement but we anticipate further affordable housing will be offered.

The mix of unit sizes suits our current demand for housing where the highest demand is for 2 bed units but also provides 8 x three bed units which are rarely provided in flatted developments. The mix of units sizes is also largely in line with the GLA funding Prospectus and Mayors Housing Strategy which aims for predominantly smaller units with 36% larger homes.

Plots 2, 4 appear to 1 bed wheelchair accessible units at 61 sqm and plots 9 & 10 2 bed 4 person wheelchair units at 71sqm. These 4 units are all on the ground floor with allocated disabled parking bays in the undercroft parking area. There are several communal doors to negotiate to access the wheelchair flats both from the street and the underground car park and it's important that these are designed to easily operable from a wheelchair, the flats don't show a charging space for a wheelchair and this should be included. The ensuite shower rooms in plots 9 & 10 are an excellent idea but look too tight for a wheelchair user.

Subsequent comments: It may not have been clear in my original response on this development that I am aware that this scheme does not offer any intermediate housing only rented accommodation but the development is more suited to rented accommodation as it provides a number of larger three bed family units.

The developing RP Paradigm Housing have submitted a bid for GLA funding on this site which

Hillingdon has supported. The bid is based on the development only providing rented accommodation on this particular site as Paradigm they will be meeting the 60:40 split across their programme and in Hillingdon we are benefitting from a higher ratio of intermediate housing on both the Blyth Road and Drayton Garden Village sites where Paradigm have purchased private units.

There is a real demand for rented accommodation as we currently have 127 families in B&B accommodation and rented accommodation is strongly supported on this development.

Officer Comments: The application scheme has been amended to meet the Housing Services requirements.

S106 OFFICER

Heads of Terms:

1. Highways: S278/S38 agreement may need to be entered into to secure highways works subject to comments from the Highways Officer.
2. Affordable Housing - provision of 36% Affordable Housing to be secured as per the submission.
3. Education: £160,216 (full nominations rights must be secured)
4. Health: £15,177.73
5. Libraries: £1,611.15
6. Construction Training: Training cost: £2,500 per £1m build cost + coordinator cost: 44/100 x £71,675 = 19,710.63 or in kind provision.
8. Air Quality Monitoring: £25,000
9. Project Management & Monitoring: 5% of total cash contributions.

All calculations are based on formulas contained within Hillingdon Council's Planning Obligations Supplementary Planning Document July 2008.

FLOODING

A Flood Risk Assessment has been produced which identifies the site is not in a fluvial flood risk zone, it also demonstrates that a minimum 50% reduction in surface water rates can be made on the site through sustainable methods which are appropriate in principle. However all sites should aim to reach greenfield runoff rates and this should be demonstrated in the FRA up front. There is also little reference to the undercroft car parking proposed, and no investigation provided or assessment of the potential groundwater risks that are faced in the Hillingdon area. A brief site investigation should provide the evidence of the risk that this basement could pose to others, and should also be included in the FRA. Further consideration should also be provided of the use of rainwater harvesting or water use on the site, as Hillingdon is currently in an over abstracted area.

Subsequent comments:

In this case considering its location, and the likely depths of foundations already impact on groundwater flows, I am prepared to advise a condition is sufficient to cover the groundwater issues. However it should be made clear that providing the minimum reduction in surface water runoff is not sufficient and further reductions will be required.

Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it (follows the strategy set out in incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.

b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;

d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.

iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

iii. incorporate water saving measures and equipment.

iv. provide details of water collection facilities to capture excess rainwater;

v. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON: To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011 or Jan 2014), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

EPU

NOISE PROTECTION

No objection to the planning application. Please attach Control of environmental nuisance from construction work informative.

LAND CONTAMINATION AND AIR QUALITY

The proposal will introduce a number of sensitive receptors to the site, and they have acknowledged this in the application but have provided no site investigation information. It would be better to have any ground investigation information they have prior to determining the application. As a minimum a desk top study. As a former industrial use (printing works indicated in OS maps), contamination is a possibility on site. We do have some ground investigation information for the adjacent Rainbow Estates which indicates some soil and groundwater contamination which needs to be addressed. There were contamination issues at the new housing development opposite.

Please include the standard contaminated land condition should permission be given along with the imports/landscaping condition to ensure the soils are suitable for use.

Air Quality

An air quality assessment is required in an AQMA where sensitive receptors are being introduced. The assessment should consider the impact of local air quality on the development and also from the development if this is likely on nearby residential receptors. All emissions associated with the proposed use should be considered including any energy related emissions such as CHP, boilers. As there have been a number of proposed developments in the area, it is important cumulative

impacts are also considered. Receptor locations need to be considered on the ground floor and residential floors above, especially if the development includes a stack/flue that could impact. For this area and this site in particular (where there is a narrow road and tall buildings), we are also concerned about the likelihood any canyoning effects, although it seems likely the roads are not heavily trafficked and the tall buildings do not extend along the entire road.

Subsequent comments:

The proposed development is within the declared AQMA and in an area which may be a little under the European Union limit value for annual mean nitrogen dioxide (under 40.0 mg/m³). Air quality modelling undertaken by CERC for Hillingdon for 2011 indicated, at the worst location on site, NO₂ was at 36.58 mg/m³, with all areas of the site just below 40 mg/m³. It should be noted the CERC air quality modelling may be slightly underestimating in the vicinity of this site due to likely misalignment of the modelling data. The background air quality in the area is probably in the low 30s. The location of the site away from the High Street would suggest NO₂ levels at the facade of the building may be below the EU limit value, however the nearer the facade of the proposed building is to Trout Road, the greater the NO₂ levels are likely to be.

The air quality assessment appears to be quite conservative in its approach, and has used the DEFRA mapped background for 2012 of 34.1 mg/m³ for 2016 as well, which assumes no improvement in background levels. The assessment also indicates contribution from traffic and CHP/boiler at the site has been assessed, although car park emissions have not been considered. Car park emissions are likely to be limited, however further clarification on the location of car park ventilation is required in relation to openable windows. Further information on the emissions associated with the CHP and boiler to be used at the site is also required. The air quality assessment does not cover GLA requirements for CHPs, building emissions and transport emissions benchmarks to demonstrate the development is at least 'air quality neutral'. 'Street canyons' have not been considered as part of the assessment.

The air quality assessment indicates the development would generate 124 two-way vehicles movement per day (19 more than the current use based on the Transport Statement), and an additional 234 vehicle movements are indicated per day on Trout Road by 2016. The modelling also reduced speed down to 5kph at approaches to junctions to account for slow moving traffic. It is not clear if this includes the traffic lights at the bridge on Trout Road.

Model verification was undertaken for HD51 which indicated the model was slightly underestimating, however no adjustments of the modelled concentrations were made as the majority of results were considered to be within +/-25 %. This may account for the lower NO₂ levels indicated at the proposed development receptor locations in the report compared to the 2011 CERC modelling and the monitored data. It seems likely NO₂ levels will be at least slightly lower than the EU limit value at the facade of the building. The assessment does also indicate and increase in NO₂ levels (although it is indicated to be negligible) at a couple of the existing modelled receptors. A number of residential developments have been given planning permission or are likely to be given planning permission in the area and this could potentially have a more significant cumulative impact on air quality in the area.

As the development is in and may cause increases in an area already suffering poor air quality the following are requested:

Section 106

Section 106 obligation up to £25,000 should be sought for contribution to the air quality monitoring network in the area.

The Sustainability and Energy Statement dated April 2014 indicates a boiler and/or CHP is proposed for the development and NO_x emissions are anticipated to be kept 40 mg/kWh. No biomass is proposed. It is also indicated in the code for sustainable homes pre-assessment

referred to within the document that the full 3 points will be picked up for NOx emissions.

The air quality assessment indicates an additional NO2 contribution from the CHP and boiler, with the contribution exceeding 1 mg/m3 (1.1 to 1.7 mg/m3) at three locations at the proposed development (note, table 6 with emission rates needs to be queried to confirm the figures are correct). There is a possibility of exceedance on site, as a consequence of the energy source. Further clarification is required for the flue location, which should be away from openable windows and any air inlets. Further information with regard to what will actually be implemented at the site is required. The following condition is recommended.

Air Quality Condition

Before the development is commenced details of any plant, machinery or fuel burnt, as part of the energy provision and the location of the flue for the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and below the building emissions benchmark.

REASON: To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Notes: This condition relates to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. They should contact Planning Specialists if they have any queries.

Officer comments: The applicant has agreed to a contribution of £25,000.00 towards air quality monitoring.

ACCESSIBILITY

The site is located in Trout Road, West Drayton, an area which consists mainly of commercial and industrial warehouses, with some residential apartment buildings. The proposal is to erect a block comprising 44 apartments ranging in size and providing a mix of one, two and three bedrooms.

In assessing this application, reference has been made to London Plan July 2011, Policy 3.8 (Housing Choice) and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted May 2013. Compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan. An additional 10% of the dwelling should satisfy the Wheelchair Home Standards as prescribed in the above SPD.

The Design & Access Statement refers to local amenities and local transport links in close proximity to the application site, thereby reducing the demand for on-site parking. The proposal would, however, provide one allocated parking space per dwelling, in addition to four accessible parking spaces, all of which would be accommodated within an undercroft car park (Drawing No. 193.203C).

The design is said to be in compliance with the 'London Housing Design Guide' and other planning guidance with accessibility design principles fully incorporated. It is understood that the main entrance would be visible and clearly identifiable from the public realm. Within the apartments, the layout is said to meet the Lifetime Home Standards, including the specifications into the dual aspect living rooms. The apartments would feature a balcony of 5m² (minimum), at a minimum width of 1500mm, in addition to a level access threshold to achieve wheelchair access. It is stated that all entrances would be illuminated with a minimum opening width of 800mm and a 300mm leading edge achieved as necessary. Lift access has been incorporated to allow wheelchair access

to all floors, however, plans indicate that the lifts would each serve unconnected quadrants on floor one, two and three, which would prevent wheelchair access to the flats should a lift fail in the same zone.

The following access observations are provided:

1. Level access should be achieved. Details of level access to and into the proposed dwelling should be submitted. A fall of 1:60 in the areas local to the principal entrance should be incorporated to prevent rain and surface water ingress. In addition to a levels plan showing internal and external levels, a section drawing of the level access threshold substructure, and water bar to be installed, including any necessary drainage, should be submitted.

2. There is no evidence on plan to suggest that 10% of the proposed flats would be designed to satisfy the Wheelchair Home Standards. In line with the GLA 'Wheelchair Housing BPG', the Council's SPD referred to above, and the London Housing Design Guide, the wheelchair accessible flats should be evenly distributed between the proposed blocks. As the proposed flats on floors one, two and three would effectively be served by only one lift, the wheelchair accessible units should be evenly distributed on the ground and fourth floor. The internal layout of the flats should be designed to the criteria outlined on page 31 of the Council's 'Accessible Hillingdon' SPD (May 2013).

3. The remaining 40 flats, should each provide a minimum of one bathroom that achieves 700mm to one side of the toilet pan, with 1100mm in front to any obstruction opposite.

4. The Design & Access Statement should be revised to demonstrate how the requisite Lifetime Home Standards and Wheelchair Home Standards have been successfully incorporated into the proposed development.

Conclusion: revised plans and amendments to the Design and Access Statement should be submitted for re-evaluation prior to any planning approval.

Officer comments: The plans have been amended as requested by the Accessibility Officer and are fully compliant with Lifetime Home Standards.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

UDP Policy LE2 states: Industrial and Business Areas (IBAs) are designated for business, industrial and warehousing purposes (Use Classes B1-B8) and for Sui Generis uses appropriate in an industrial area. The Local Planning Authority will not normally permit development for other uses in IBAs unless it is satisfied that:

i) There is no realistic prospect of the land being used for industrial or warehousing purposes in the future, and;

ii) The proposed alternative use does not conflict with the policies and objectives of the plan

iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.

In applying Policy LE2, the Local Planning Authority will, where appropriate, take into account (1) evidence of a lack of demand for industrial and warehousing uses; (2) the length of time the vacant premises or land have been marketed and interest expressed by potential occupiers; (3) the amount and nature of vacant industrial and warehousing floorspace and land in the Borough, as well as outstanding unimplemented planning permissions and development under construction; (4) the size and layout of existing premises will also be taken into account.

Notwithstanding these policy requirements, it is worth noting that in paragraph 5.12 of the Local Plan Part 1 the Part of the Trout Road IBA in Yiewsley is identified as suitable for the managed release of industrial and warehousing land and, as such, the loss of the existing uses within the application site is considered acceptable in principle.

The draft Local Plan Part 2 document and draft Site Allocations and Designations Document provide specific details on the process of industrial land release and other employment land release, and should be given limited weight. The proposal with these draft objectives. In advance of the publication of this document the Local Plan Part 1, paragraph 5.12 and an Employment Land Study carried out in 2009 are the material planning considerations in the determination of this planning application.

The Employment Land Study 2009 is particularly relevant to the current application as it notes that, with the exception of this site within the Trout Road Industrial Estate, much of this IBA has already been released for alternative uses, including for a DIY store and petrol station, for housing and for a large Tesco supermarket. Similarly, the redevelopment of the wider Rainbow and Kirby Industrial Estate site to provide a mixed-use scheme, including housing and community facilities and affordable business units was granted planning permission in January 2014 with reference 38058/APP/2013/1756.

In terms of specific proposals for the future use of the site, the application seeks a 44 flat housing development for this site and there are a number of mitigating reasons as to the acceptability of the proposed residential land use. These include:

- The site has been vacant and cleared for a number of years.
- The site is located immediately adjacent to Yiewsley/West Drayton Town Centre boundary and the proposed new West Drayton Crossrail station is located 500 metres distance from the site. It is therefore considered to be a site well suited to a residential use development of an urban density given its immediacy to town centre facilities and services and good levels of public transport accessibility.
- The wider Rainbow and Kirby Industrial Estate site was recently granted consent for a mixed use residential led development.

As such, it is considered that the loss of this local employment land is broadly accepted in strategic terms having regard to the Council's employment land study which forms the evidence base informing the emerging Core Strategy. The employment land study advises that the site does not have the locational and size characteristics necessary to be a Strategic Industrial Location (SIL) and its proximity to sensitive uses means it is of less strategic importance as an industrial location.

There are no objections in principle to increasing residential densities near crossrail stations. In this case the immediate proximity to the town centre and a crossrail station make a compelling case for a residential scheme, in particular, given that it seeks to provide a development scheme delivering 35% affordable housing.

As such, it is considered that the change of use sought to provide residential uses within this site is acceptable in principle, subject to other policies in the Development Plan.

7.02 Density of the proposed development

The scheme would achieve a residential density of 244 dwellings per hectare (780 hr/ ha) which would be in excess of the range of 170 dwellings per hectare (200 to 450 habitable rooms/ha) recommended in the London Plan for urban areas with a moderate PTAL (3) level.

The scheme includes basement parking, which effectively means the site size is such it can accommodate more dwellings along with the infrastructure to support the proposal. In these case, if the site area was to include the basement parking area at ground level, the total site area would have been approximately 3.050m² which would equate to a density of 144 dwelling per hectare. The proposal would therefore fall within the London Plan range

indicated, in this instance.

Moreover, it is worth noting that whilst the proposal might be over the required density ranges, density is only an indicator of the acceptability in comparison to its surroundings. The development is to provide flats with internal floor areas in compliance with the standards of Policy 3.5 of the London Plan and has an acceptable level of external amenity space for each dwelling. The height and massing of the development is considered acceptable in the context of the site and the mixed character of the surrounding area.

In addition, it is worth noting that Public Transport Accessibility Levels (PTAL) for the location falls within the medium range (level 3) but are expected to increase with the opening of the West Drayton Cross Rail Station where, in accordance with policy 3.4 of the London Plan, higher densities are expected and desired. It is worth noting that the site lies in very close proximity (within 500 metres) of the West Drayton British Rail Station where much higher densities would normally be expected.

In this instance, whilst 44 residential units are proposed within the site, the overall density of development is not considered excessive and in this respect, the development would not be out of character with the immediate or wider surrounding area. Therefore, no objection is offered in this regard.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

Not applicable to this application.

7.04 Airport safeguarding

National Air Traffic Services (NATS) have reviewed the proposal and raised no objection in relation to airport safeguarding. However, Heathrow Airport Limited (former BAA) has expressed concerns regarding potential bird hazards arising from the proposed roof garden areas. A condition is therefore recommended to request the submission and approval of a Bird Hazard Management Plan.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

The application site is in a central location within the north eastern section of Trout Road with its main frontage facing Trout Road. The height of the building has been partially reduced and the footprint amended to set the building back from Trout Road to reduce its prominence from vantage public viewpoints. The proposal has also increased the depth of the landscaped area between the building and the public highway, which allows for the widening of the highway if required and reduced the prominence of the building. This is considered to be a more appropriate design solution than the original scheme, which was built in much closer proximity to the back of the footway.

The main entrance to the building has also been simplified during the course of the application process, with the balcony proposed above it replaced by a metal canopy to improve the building's security credentials and legibility. The submitted drawings indicate a mix of the two toned yellow stock brick and bronze/brown cladding with powder coated aluminium windows and railing guardings for balconies and roof gardens (set in by a minimum 1 metre distance from the parapet walls), which it is considered will give the scheme an acceptable contemporary appearance in keeping with the character of the area generally and reflect the appearance of the flatted developments on opposite side of Trout Road. The final choice of facing materials will be controlled by planning condition. The fifth floor of the building is to have a Bronze/brown cladding to lighten the top of the

building and further reduce its prominence in the streetscene.

The overall design of the scheme is considered to enhance the visual amenities of the surrounding area and the Council's Urban Design officer has raised no objection over the proposed impact to the streetscene.

Therefore, the development is considered to comply with Policies BE13, BE19, BE32 and Policy 7.30 of the London Plan (July 2011).

7.08 Impact on neighbours

In relation to outlook, Saved Policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15 metres is required, although this distance will be dependent on the extent and bulk of the buildings.

Policies BE20 and BE24 seek to ensure that new development does not generate adverse impacts in respect to sunlight and privacy. Because of the orientation of the site, and the size and siting of the proposed building, no significant loss of daylight and sunlight to adjoining properties would result from this development. The proposed development is considered to be consistent with Policies BE20 and BE24 of the Local Plan. A condition requiring details of exact layouts of each block is recommended.

DAYLIGHT AND OUTLOOK

The application building would be set approximately 15 metres at its nearest point from the front elevation of Quoin House, a four storey residential block containing 29 residential flats on the opposite side of Trout Road. The applicant has also submitted massing and fenestration details demonstrating that the proposed development would also form an acceptable and neighbourly relationship with the care home, which has been granted consent in the vacant plot adjacent to the south west, where construction is yet to commence. Similarly, the applicant has shown that the proposed scheme will not restrict, in terms of massing, amenity of future occupiers and fenestration position, the development of the adjacent vacant plot to the north east. Therefore, the development is considered to have an acceptable impact on daylight and outlook to these, or any other, neighbouring occupiers, in compliance with Policies BE20 & BE21 of the Hillingdon Local Plan: Part 2 Policies.

7.09 Living conditions for future occupiers

INTERNAL FLOOR AREA

Policy 3.5 of the London Plan (July 2011) requires a 1 bedroom (2 person) flat to have an internal floor area of 50m², a 2 bedroom (3 person) flat to have 61m², a 2 bedroom (4 person) to have 70m² and a 3 bedroom (5 person) flat to have 86m².

The accommodation schedule and floor plans submitted show that all of the 44 residential units meet the required minimum internal floor area for their respective size, in accordance with Policy 3.5 of the London Plan (July 2011).

EXTERNAL AMENITY SPACE

The Hillingdon Design and Accessibility Statement Residential Layouts (HDAS) requires the provision of 20m² of amenity space for a one bedroom flat, 25m² of amenity space for a two bedroom flat and 30m² for three bedroom flats. Therefore, a total of 1,095m² of external amenity space would be required for the 44 unit proposal. The development would provide each dwelling with either a balcony or winter garden, providing a total area of 275m² between the 44 units. In addition, 30m² of children's play space would be provided at ground floor level together with 475m² of communal amenity space at ground

floor while 345m² of shared amenity is proposed as a rooftop garden. Therefore, the total amenity space for the site would equate to 1,125m², exceeding the requirements of the HDAS Residential Layouts and in accordance with Policy BE23 of the Hillingdon Local Plan: Part 2 Policies.

CHILDRENS PLAY SPACE

The applicant proposes 30m² of children's play space at ground floor level, in an area which would be subject to appropriate levels of natural surveillance. The GLA Supplementary Planning Guidance - Shaping Neighbourhoods: Play and Informal Recreation states that the maximum distance to play space should be 100 metres for under 5's and 400 metres for 5-11 year olds. The application site is approximately 250 metres from Yiewsley Recreation Ground, therefore, onsite play space would only be required for under 5's. The GLA's SPG requires the provision of 10 square metres of play space per child. Therefore, given that the development is for 9 x one bed units, 27 x two bed units and 8 x three bed units, located adjacent a town centre, the provision of children play space for 6 children under the age of five is considered an acceptable provision and no objection is raised.

OUTLOOK AND LIGHT

The internal layout of the original proposal has been amended and it is considered that all the proposed habitable rooms within the amended scheme would have an adequate outlook and source of natural light, therefore complying with Policy BE20 of the UDP (Saved Policies September 2007) and 3.5 the London Plan (2011).

PRIVACY

As originally submitted the proposal created an issue of loss of privacy between the flats with bedrooms with an aspect to external walkways (positioned within the inner elevations of the building) at first floor level, which was in turn replicated through each floor of the building. In order to overcome this privacy/ perception of overlooking issue between residents circulating in the walkways and the occupiers within the proposed flats, the applicant has submitted amended layout plans for the affected flats, effectively rotating the position of kitchens and bedrooms by 180 degrees in the northern arm of the building and providing planting alongside the affected windows in the southern of the building , ensuring that loss of privacy to sensitive rooms would not occur to future occupiers of the flats.

Likewise, two double aspect flats at ground floor level have the potential to be overlooked from the communal areas at the front and rear. However, this can be addressed with the provision of a defensible buffer zone with suitable planting (up to 1.8 metres in height) between the affected windows and the front communal amenity area. A condition has been recommended to that effect.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

CAR PARKING

The proposal would provide 44 parking spaces for the 44 residential units, which equates to a ratio of 1 space per dwelling. The Highways Officer reviewed this proposal and considered that as the site is for 1, 2 and 3 bedroom flats within a town centre location and has a PTAL score of 3, no objection was raised to the parking provision provided at the site. Therefore, the development is considered to comply with Policy AM14 of the Hillingdon Local Plan: Part 2 Policies.

CYCLE PARKING

The development would provide 52 cycle spaces for the 44 residential units. The

Highways Officer has reviewed the proposal and believes a ratio of at least one space per dwelling should be achieved. Therefore, the proposed development is in accordance with the adopted Parking Standards, Policy AM9 of the Hillingdon Local Plan: Part 2 Policies and Policy 6.9 of the London Plan (July 2011).

TRAFFIC IMPACT

The highways officer has reviewed the proposal and considered that the proposal would have an acceptable impact to traffic in the surrounding streets. The Highways officer has also reviewed the location of the refuse and recycling storage and considers this to be acceptable, in terms of their collection and the impact of this to highway safety. Therefore, the development is considered to comply with Policy AM2 of the Hillingdon Local Plan: Part 2 Policies.

A strip of land to the front of the proposed building and located adjacent to Trout Road should be safeguarded for public highways widening, as part of the S106 agreement.

7.11 Urban design, access and security

The site lies adjacent to Trout Road and directly to the north east is the Yiewsley/West Drayton Town Centre which contains a variety of building types and heights but predominantly commercial in character. It is considered that the proposal will have an impact on the setting of this area.

Whilst likely to be visible on the skyline and in medium to long views within the town centre and its environs, it is considered the impact of the proposed building, owing to its modern design, staggered front and height, elevational articulation and materials would not be detrimental to streetscene.

There are no objections to the general design approach to the new buildings, and it is noted that a number of the issues raised during the application course have been addressed. The reduction in height/ stepped arrangement at the Trout Road frontage is particularly welcomed and is an improvement that will form a new urban edge and be noted in the resulting streetscene.

In terms of security, the entrance to the building has been amended to provide a more open aspect and enhance natural surveillance. However, secure by design will be governed by the imposition of a planning condition.

7.12 Disabled access

The Accessibility Officer has reviewed the proposal and has raised no objection to the development. Additional information was requested with regard to level access into the building, wheelchair flats evenly distributed between the proposed elements of the building and manoeuvring areas within the bathrooms, to allow for wheelchair use. The applicant has submitted amended plans showing these requirements have been met and the scheme is therefore considered to comply with the Lifetime Homes Standards.

7.13 Provision of affordable & special needs housing

The proposed development is to provide 35% of the residential units as affordable housing, which will be secured as part of the S106. Therefore, the development is in compliance with Policy 3.12 of the London plan (July 2011). The applicant has indicated that the proposal would provide all affordable units on an affordable rent tenure which is a maximum of 80% of open market rent and will include the service charges.

7.14 Trees, landscaping and Ecology

The trees and landscaping officer has reviewed the proposal and considers that the principle of the landscaping at the site is acceptable. The site has no significant trees

within the site and no landscaping features of merit. The proposal will provide a soft landscaped strip between the building and the back edge of the pavement in Trout Road and also a sizeable amenity area at the rear as well as a roof terrace for communal use by the applicant.

The level of detail provided in support of the application gives only an indication of the landscaping at the site. Therefore, to ensure the proposal complies with Policies BE32 and BE38 of the Hillingdon Local Plan: Part 2 Policies, conditions relating to a detailed landscaping plan, planting plans and landscape maintenance plans are recommended if the Committee is minded for approval.

7.15 Sustainable waste management

The applicant has provided amended plans showing the provision of twelve 1,100 litre eurobins (with a total capacity up to 13,200 litres) for the storage of waste and recycling within the basement with a 'Lyft Haus' service lift with access to Trout Road. The standing advice from Waste Services required 100 litres of storage for a 1 bedroom flat, 170 for a two bedrooms flat and 240 litres for a 3 bedroom flat, equating to a site wide provision of 7,410 litres. The refuse bins would be managed by an instructed building management team on days of refuse collection.

Therefore, an acceptable level of refuse and recycling storage is considered to have been provided and no objection is raised in this regard.

7.16 Renewable energy / Sustainability

The applicant has submitted an energy strategy in support of the application which details that the proposed development would meet Code for Sustainable Homes Level 4 and the building would have 350m² of Photovoltaic Solar Panels on the flat roof sections of the building. The Sustainability Officer has reviewed the proposal and raised no objection to the renewable energy and carbon reduction strategy adopted but requires details of the specific energy reduction measures to be incorporated at the site. As such, the Sustainability Officer has requested that a condition be attached in relation to the submission of a detailed energy assessment for the site.

Moreover, as the scheme would lead to the loss of pockets of overgrown vegetation, which carry an ecological value and play an important role in London's ecology, the Sustainability Officer has requested a condition be imposed requiring the submission of an ecological enhancement scheme detailing the measures proposed to promote and enhance wildlife opportunities within the landscaping and the fabric of the building.

With these condition attached, the proposed development is considered to comply with Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 Policies.

7.17 Flooding or Drainage Issues

The application site does not fall within a designated Flood Zone and the Sustainability Officer has reviewed the provided Flood Risk assessment and raised no objections to the proposal on the grounds of increased flood risk.

The Sustainability Officer has requested that a condition be attached in relation to sustainable water management at the site. With this condition attached, the proposed development is considered to comply with Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 Policies.

7.18 Noise or Air Quality Issues

NOISE

The proposed development is for residential dwellings and is considered not to give rise to

unacceptable levels of noise disturbance to neighbouring occupiers. The residential units are located adjacent to Trout Road in close proximity of West Drayton / Yiewsley Town Centre. As such, the Environmental Protection Officer has requested an informative is included in the decision notice relating to construction work standards be incorporated as part of the scheme, in order to prevent nuisance to the occupiers of neighbouring dwellings. With this condition attached, the proposed development is considered to comply with Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 Policies.

AIR QUALITY

The application site is located within the Borough's Air Quality Management Area, as such a financial contribution of £25,000.00 is sought by way of legal agreement towards local air quality monitoring initiatives.

7.19 Comments on Public Consultations

No further comments in relation to public consultation are required.

7.20 Planning obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:

Non-monetary contributions:

- . Highways: S278/S38 agreement may need to be entered into to secure highways works subject to comments from the Highways Officer.
- . Affordable Housing: The scheme to deliver 35% as Affordable Housing with the tenure to be agreed.
- . Safeguarding the strip of land to be used for public highway widening.

Monetary contributions:

- . Education: a contribution in the sum of £160,216.00 is sought.
- . Health: a contribution in the sum of £15,173.73 is sought.
- . Libraries: a contribution in the sum of £1,611.15 is sought.

. Air Quality: a contribution in the sum of £25,000.00 is sought.

. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + number of units/160 x£71,675 = Total Contribution of £19,710.63) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

. Canal and River Trust: a contribution in the sum of £15,000.00 is sought.

. Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

Discussions have been initiated in this respect, and the applicant has confirmed that the planning obligations listed above would be acceptable and a signed legally binding legal agreement will be submitted to the Council pending approval of the current application.

The proposal would be liable for the Mayor of London's CIL, as the scheme provides 44 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

Should a decision be issued after 1st August 2014 the development may also be liable for Hillingdon's Local CIL, which would offset the requirement for certain planning obligations. The recommendation reflects this potential scenario.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

There are no further planning issues for consideration.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal.

Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

The redevelopment of Caxton House will replace a derelict and outdated vacant building and an extensive area of hardstanding which represents a visual blight in this section of Trout Road with a high quality building comprising 100% affordable housing. The development makes the best and most efficient use of a previously developed site. All of the flats would have a good standard of both internal and external space and it is considered there would be an adequate provision of off-street parking. The scheme would provide affordable housing only which would help meet the housing needs of the local area whilst the planning contributions would meet key infrastructure priorities in the area, including the transfer of land to the Council for future widening of Trout Road.

The building would be of an appropriate design and scale and would not be out of character with the appearance of the area due to careful design and use of compatible materials that will ensure it is visually integrated in its surroundings.

Furthermore it would effectively address its location through the use of stepped taller elements and distinct stepped design which adds rhythm to the new urban edge whilst successfully distributing the scale and mass within the site.

Overall the development would strongly reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of Local Council Policy.

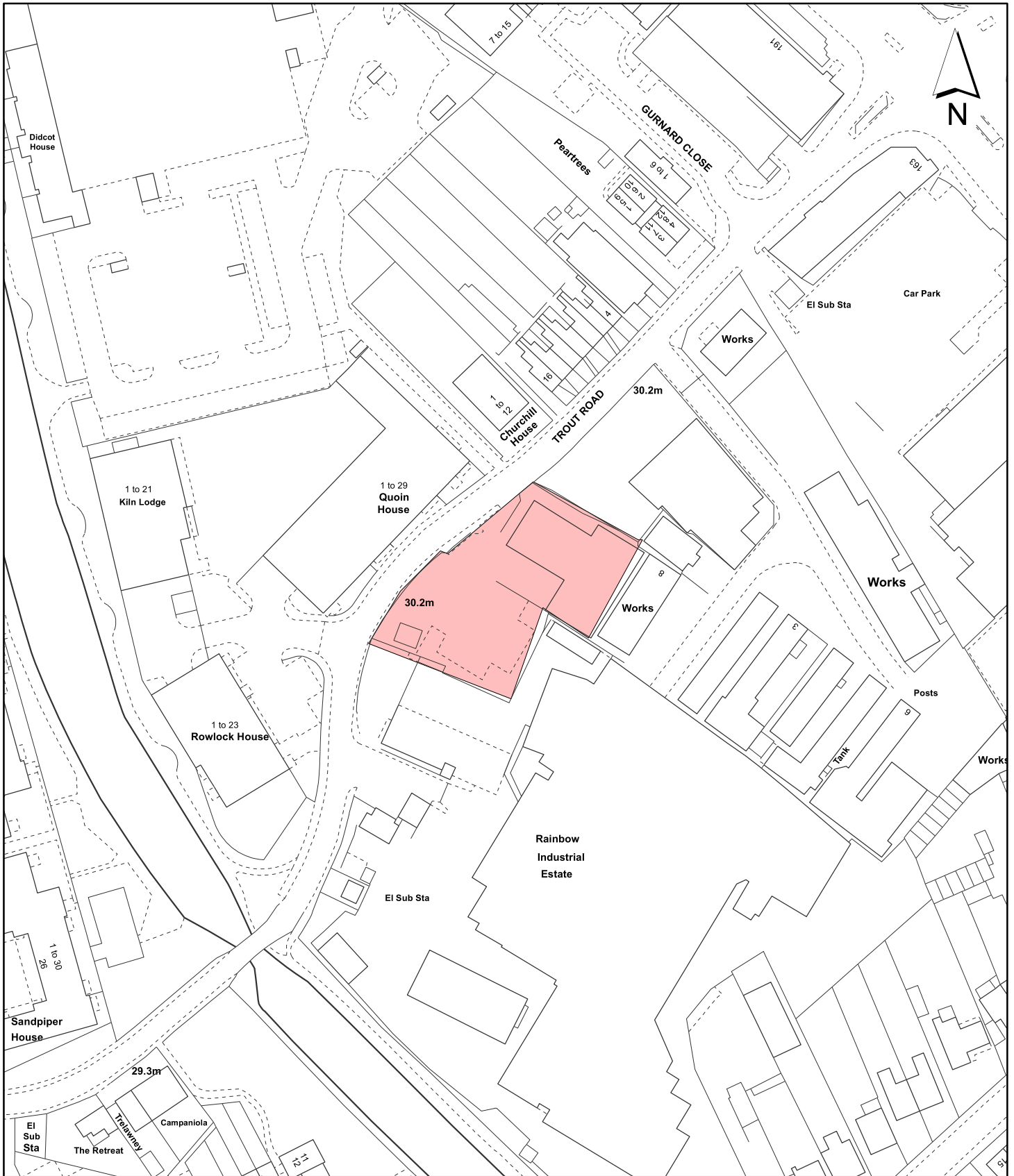
It is therefore recommended that planning permission be granted subject to conditions and the completion of a planning obligation under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of the report.



11. Reference Documents

Hillingdon Local Plan (November 2012);
The London Plan (July 2011);
National Planning Policy Framework;
Hillingdon Supplementary Planning Document: Planning Obligations (July 2008) and Revised Chapter 4 (September 2010)
Hillingdon Supplementary Planning Guidance: Noise;
Hillingdon Supplementary Planning Guidance: Noise Air Quality;
Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006)
Hillingdon Design and Accessibility Statement: Accessible Hillingdon (January 2010)
GLA's Supplementary Planning Guidance - Housing;
GLA's Supplementary Planning Guidance - 'Shaping Neighbourhoods: Play and Informal Recreation'

Contact Officer: Tiago Jorge

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2014 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center">Caxton House Trout Road Yiewsley</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p align="center">Residents Services Planning Section</p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center">3678/APP/2013/3637</p>	<p>Scale</p> <p align="center">1:1,250</p>	 <p align="center">HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p align="center">Major</p>	<p>Date</p> <p align="center">July 2014</p>	