

Report of the Head of Planning, Sport and Green Spaces

Address 5 STATION ROAD WEST DRAYTON

Development: Demolition of existing public house and erection of 38 flats and 237sqm of retail floorspace with parking, landscaping and amenity space.

LBH Ref Nos: 65480/APP/2014/1018

Drawing Nos: 1720-104 C
1720-103 C
1720-102 C
1720-100 D
1720-114 C
01 Rev. R0
02 Rev. R0
1720-101 L
1720-105 D
1720-106 E
1720-113
1720-107 B
1720-108 B
1720-110
1720-111
Planning, Design and Access Statement, March 2014 (including all appendices)
1720-112
1720-109 C
J-D1132.00/605 Rev. R2

Date Plans Received:	24/03/2014	Date(s) of Amendment(s):	24/07/2014
Date Application Valid:	24/03/2014		03/06/2014
			24/03/2014

1. SUMMARY

This application seeks permission to re-develop this 0.27 hectare town centre site which comprises The Blues Bar Public House fronting Station Road and open yard areas behind in use for parking and open storage. The site is semi-derelict and provides a poor quality environment.

The proposal is for a mixed retail and residential scheme providing 237sqm of retail floorspace fronting Station Road and 38 one and two-bedroomed flats within 2 three to four storey 'L'- shaped blocks. The scheme has been informed by pre-application advice and a previous application which was subsequently withdrawn. The scheme has also undergone a number of revisions following officer advice.

There is no objection to the loss of the public house use or the building, which is of little architectural or historical interest. The retail unit would provide an acceptable use within the primary shopping frontage of the town centre, helping to maintain and enhance the centre's vitality and retail interest.

The scheme has been well designed and would provide two courtyard areas, a landscaped area at the front of the site which would separate the new retail unit and the

adjoining Grade II listed Railway Arms Public House and a central courtyard, which would mainly provide car parking. The Council's Design/ Conservation Officer considers the scheme to be of an appropriate scale within the town centre and one which integrates successfully with the existing built and historic environment.

The proposed residential units would provide an acceptable standard of residential accommodation of which 35% would be affordable. Shared amenity space would mainly be provided in the form of roof top gardens and a children's play area would be provided on Tachbrook Road.

The scheme would not be detrimental to the amenities of surrounding residential occupiers and would not be prejudicial to highway safety.

The scheme also provides a commensurate package of planning benefits. It is recommended accordingly.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission, subject to the following:

A) 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. Affordable Housing: 34% Provision as proposed.**
- 2. Highway: S278/S38 for Highways works to include the reconfiguration and extension of the existing loading bay adjacent to the site along Station Road, in accordance with the details first to be submitted and agreed in writing by the LPA and the existing vehicle crossover providing access to the site from Station Road, is reinstated as pedestrian footway, prior to occupation of the development.**
- 3. Construction Training: Training Cost: £2500 per £1m build cost + coordinator costs: 38/160 x £71,675**
- 4. Air Quality: £12,500**
- 5. Project Management & Monitoring Fee: 5% of total cash contributions**

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement 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 the 31st August 2014, or any other period deemed appropriate that delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse the application for the following reason:

'The applicant has failed to provide a commensurate package of planning benefits to maximise the health and social benefits, namely affordable housing, highway improvements, construction training and project management of the scheme to the community. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).'

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 pay the required levy on the additional floorspace actually created.

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

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 1720-100 D, 1720-101 L, 1720-102 C, 1720-103 C, 1720-104 C, 1720-105 D, 1720-106 E, 1720-107 B, 1720-108 B, 1720-109 C and 1720-114 C and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 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)

4 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)

5 RES9 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, to include tree planting in the courtyards and the children's play area.
 - 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 Covered and Secure Refuse Storage
 - 2.b 38 Covered and Secure Cycle Storage Spaces for the Residential Flats and 12 Spaces for the Retail Unit
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that 7 spaces are served by active electric charging points and 7 have passive capacity)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures
3. Living Walls and Roofs
 - 3.a Details of the inclusion of 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (July 2011)

6 NONSC Non Standard Condition

Notwithstanding the car parking layout shown on Drw. Nos. 1720-101 L and 1720-114 C, prior to the occupation of the first residential unit, a revised car parking layout and scheme, involving the use of a minimum of 6 car parking stackers shall be submitted to and approved in writing by the Local Planning Authority. This should include details of the management and maintenance regime of the car parking stackers proposed within the

revised car park layout. The strategy and layout shall only be installed in strict accordance with these approved details, unless otherwise agreed in writing with the Local Planning Authority.

REASON

To ensure that accessible off-street car parking is provided, in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7 RES11 Play Area provision of details

No development shall commence until details of play areas for children, including safety and security measures 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 and 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.

8 NONSC Non Standard Condition

None of the development hereby permitted shall be commenced until a method statement has been submitted to, and approved in writing, by the Local Planning Authority to include arrangements to secure that, during any period when concurrent construction is taking place of both the permitted development and of the Crossrail structures and tunnels in or adjacent to the site of the approved development, the construction of the Crossrail structures and tunnels is not impeded.

REASON

To ensure that the development does not prejudice the construction of Crossrail, in accordance with Policy 6.2 of the London Plan (July 2011).

9 RES13 Obscure Glazing

The bedroom windows of Flat 5 on the first floor and Flat 10 on the second floor facing the Railway Arms Public House shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

10 NONSC Non Standard Condition

Prior to the commencement of development, a detailed energy assessment showing how the development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development shall be submitted to and approved by the Local Planning Authority. 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 carbon and renewable energy technology and the impacts they have 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.

11 NONSC Non Standard Condition

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 Flood Risk Assessment and Surface Water Drainage Strategy, produced by POUS dated October 2013 Ref D1132 R03 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 surface 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:-

- iv. incorporate water saving measures and equipment.
- v. provide details of water collection facilities to capture excess rainwater;
- vi. 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 (November 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), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

12 NONSC Non Standard Condition

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

REASON

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

13 NONSC Non Standard Condition

The development shall not begin until a sound insulation scheme for the control of noise transmission to the adjoining dwellings has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

14 NONSC Non Standard Condition

Before the development is commenced, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the LPA for approval. This shall include pollutant emission rates with or without mitigation technologies. Where a scheme to mitigate emissions is required, this shall be submitted to the LPA for approval. The said scheme should be implemented, and maintained for the life of the development.

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).

15 NONSC Non Standard Condition

The double glazing/ ventilator acoustic specification recommended in the in the Noise and Vibration Assessment Report 31429 shall be implemented in full, including the recommendations regarding balconies in Section 5.8 of the report and shall thereafter be retained.

REASON

To ensure a satisfactory residential environment is achieved, in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

16 RES24 Secured by Design

The dwelling(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 dwelling 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.

17 RES26 Contaminated Land

(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 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.

(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.

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

(iii) All works which form part of the remediation scheme shall be completed and a verification report 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.

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).

18 NONSC Non Standard Condition

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils, or reused onsite topsoils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

19 NONSC Non Standard Condition

None of the development hereby permitted shall be commenced until a method statement has been submitted to, and approved in writing, by the Local Planning Authority to include arrangements to secure that, during any period when concurrent construction is taking place of both the permitted development and of the Crossrail structures and tunnels in or adjacent to the site of the approved development, the construction of the Crossrail structures and tunnels is not impeded.

REASON

To ensure that the development does not prejudice the construction of Crossrail, in accordance with Policy 6.2 of the London Plan (July 2011).

INFORMATIVES

1 152 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).

2 153 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.

NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding costal
NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 2.15	(2011) Town Centres
LPP 3.1	(2011) Ensuring equal life chances for all

LPP 3.2	(2011) Improving health and addressing health inequalities
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 3.6	(2011) Children and young people's play and informal recreation (strategies) facilities
LPP 3.8	(2011) Housing Choice
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 3.14	(2011) Existing Housing - Efficient use of stock
LPP 3.16	(2011) Protection and enhancement of social infrastructure
LPP 4.7	(2011) Retail and town centre development
LPP 4.8	(2011) Supporting a Successful and Diverse Retail Sector
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.9	(2011) Overheating and cooling
LPP 5.10	(2011) Urban Greening
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.15	(2011) Water use and supplies
LPP 5.21	(2011) Contaminated land
LPP 6.2	(2011) Providing public transport capacity and safeguarding land for transport
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.8	(2011) Heritage assets and archaeology
LPP 7.9	(2011) Heritage-led regeneration
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.21	(2011) Trees and woodland
LPP 8.2	(2011) Planning obligations
BE10	Proposals detrimental to the setting of a listed building
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.
BE26	Town centres - design, layout and landscaping of new buildings
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
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

3 I2 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.

4 I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

5 113 **Asbestos Removal**

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

6 115 **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.

7

Network Rail advise that:-

Fencing

If not already in place, the developer/applicant must provide at their expense a suitable trespass

proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for

its future maintenance and renewal without encroachment upon Network Rail land.

Network Rail's

existing fencing / wall must not be removed or damaged and at no point either during construction

or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

Drainage

Network Rail would require details of any additional drainage works (temporary or permanent) to ensure there will be no adverse effect upon Network Rail's earthworks.

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 20 metres of Network Rail's boundary.

Safety

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer must contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

Ground Levels

The developers should be made aware that Network Rail needs to be consulted on any alterations to ground levels. No excavations should be carried out near railway embankments, retaining walls or bridges.

Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

Site Layout

In order to avoid the need for access to their infrastructure, Network Rail recommend that all buildings should be situated at least 2 metres from their boundary fence, to allow construction and any future maintenance work to be carried out. You need to be satisfied that these works can take place from within your site. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network

Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Excavations/Earthworks

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

Environmental Issues

The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.

Landscaping

It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

Plant, Scaffolding and Cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

3. CONSIDERATIONS

3.1 Site and Locality

The 0.27ha roughly rectangular site is located on the eastern side of Station Road within Yiewsley/West Drayton Town Centre, just to the south of the railway bridge where the Great Western Main Line crosses the road. The site comprises the detached two storey Blues Bar PH with a beer garden on its southern side at the front of the site and associated informal parking at the rear, accessed from Tachbrook Road/ Warwick Road on the eastern side of the site. On the northern side of the public house, the site provides a small retail unit/open yard area which is accessed via a gated entrance from Station Road and on the eastern side, the site comprises open yard areas which are in use for car parking and storage. There are a number of trees on site, mainly along its boundaries.

Station Road adjoins the site to the west which slopes down towards the north to pass under the railway bridge. Immediately adjoining the site to the north is the Grade II Listed Railway Arms PH which is elevated above the sunken level of Station Road and to the north and rear of this building is the raised embankment of the railway line. On the other side of the railway is the De Burgh Arms Hotel and Station Approach which provides access to the locally listed West Drayton Station. Adjoining the site at the rear is Tachbrook Road, on the opposite side of which is Kitchener House, a two storey commercial building and an attached large single storey garage/workshop which contains a number of commercial occupiers. Beyond this to the east and south east is a traditional housing area. Adjoining the site to the south at the rear of the site is a single storey office building, beyond which is terraced housing which fronts Warwick Road. To the south of the site on Station Road is a mix of two and three storey retail properties/parades with residential and commercial uses on the upper floors, which mainly characterise this part of the town centre.

The whole of the site is located within the Yiewsley/West Drayton Town Centre, with the front of the site forming part of the town centre's primary shopping frontage. The site is

also located within the Hayes/West Drayton Corridor. The site has a Public Transport Accessibility Level (PTAL) ranging between 2 on the eastern part of the site and 3 on the west, on a scale of 1 to 6 where 1 denotes the lowest level of accessibility and 6 the highest.

3.2 Proposed Scheme

This scheme involves the demolition of the existing public house and erection of two 'L'-shaped buildings sited around an internal courtyard comprising 14 x one-bedroom and 24 x two-bedroom flats and 237sqm of retail floorspace with associated parking, landscaping and amenity space.

The scheme has formed the subject of a pre-application enquiry and a previous application which was subsequently withdrawn and a number of revisions following the advice of officers as part of the consideration of the current proposal. This has included extending the red line boundary to include the adjoining unadopted Tachbrook Road and an appropriate notice has been placed in the local paper by the applicant.

Block A would front Station Road where the ground floor would provide 237sqm of retail space, returning along the side of the listed Railway Arms PH where the block would be set back from the road to accommodate a landscaped paved courtyard area. The remainder of the ground floor of Block A would provide parking and servicing areas, with the main pedestrian entrance being provided from the paved courtyard which also links through to the internal courtyard. The block would be predominantly three storeys and on the upper floors comprise a total of 10 flats (2 x one-bedroom and 3 x two-bedroom units on each of the first and second floors), and incorporate a cut away pitched roof which would conceal two roof gardens, accessed from small four storied lift and staircase towers within the internal corner of the block.

Block B would front Tachbrook Road where it would be three storeys, but return along the railway embankment within a four storey block. The three storey element would incorporate the same cut away pitched roof, concealing a roof top garden, whereas the four storey wing would have a more conventional crown roof, matching the slope and proportions of the rest of the roof. The main pedestrian entrance would be from Tachbrook Road, towards the southern end of the block with a new section of pavement provided to link Warwick Road with the lobby and bin storage areas. A separate footpath at the rear of the block would access the internal courtyard which would also directly link through to Station Road via the lobby area of Block A and the paved courtyard. A separate footpath would also run around the northern side of Block B, which would access the internal courtyard, but this would be gated from Tachbrook Road and is intended for emergency use. The block would comprise a total of 28 units, 6 units (1 x one-bedroom and 5 x two-bedroom units) together with servicing areas on the ground floor (of which 1 of the one-bedroom and 3 of the two-bedroom units would be fully wheelchair accessible), 9 units (3 x one-bedroom, 6 x two-bedroom units) on the first floor, 10 units (6 x one-bedroom and 4 x two-bedroom units) on the second floor and 3 units (all two-bedroomed) on the third floor.

Of the 38 flats, 25 (6 x one-bedroom and 19 x two bedroom units) would be for market housing with 13 (8 x one-bedroom and 5 x two bedroom) or 34% of the total being for social rental.

Residential parking for 28 cars, including 4 disabled person spaces would be provided within the internal courtyard and adjoining ground floor parking area within Block A which would be accessed through a gated archway entrance at the southern end of Block B

from Tachbrook Road/ Warwick Road. Two main cycle storage areas would be provided, with residential provision being made on the opposite sides of the vehicular entrance within Block B which would provide a total of 20 spaces and retail provision sited at the side of the returning wing of Block A adjacent to the Railway Arms PH which would provide 18 spaces. Servicing of the retail unit would take place from an enlarged servicing bay on Station Road. The internal courtyard also provides a play park area. Bin storage would be provided within each of the two blocks, adjacent to their main entrances.

The application is supported by the following documents (which have mainly been attached as appendices to the Planning, Design and Access Statement):-

Planning, Design and Access Statement:-

This provides an introduction to the statement and describes the site and surroundings. The planning history of the site is outlined, the proposed development described and relevant planning policy and legislation assessed. A planning analysis of the proposals is then provided and the design principles and concept discussed. Climate change mitigation and planning obligations are then briefly discussed before the report concludes that the scheme would satisfy a number of policy objectives and act as a catalyst for further regeneration to the south side of the railway line, which would add to the vitality of the centre. The layout, scale and massing of the development is appropriate to the local context and the opportunities arising through the emerging gateway associated with the Crossrail station at West Drayton.

Transport Statement:-

This provides an introduction to the study and assesses relevant national and local planning policy and guidance. The existing site is described, together with the local highway network and transport infrastructure. The assessment methodology is outlined, the proposed development described and likely impacts evaluated. The proposed parking provision and alternative sustainable transport options are discussed. The report then goes on to assess junction capacity and results are presented. A review of personal injury records is then undertaken. The report concludes by advising that the retail element would be unlikely to generate new vehicular trips due to its size and nature in its town centre surroundings where it would benefit from 'linked trips'. The junction capacity results show that committed development sites and traffic growth from 2013 to 2023 has the greatest bearing on increased traffic flows within the study area, and not the impact of the proposed development itself. The Station Road/ Station Approach mini-roundabout is the key junction in the vicinity and this junction is already likely to encounter capacity issues, prior to the introduction of committed development traffic and overall, the scheme would have a negligible impact on the adjacent highway network and no further assessment is required.

Arboricultural Report:-

This provides survey information and explains the tree classification used. It advises that all 12 trees on the site are self seeded and are growing either immediately adjoining existing buildings or within fence lines which should either be removed or are of low quality which do not merit retention.

Phase 1 (Desk Study) Investigation Report:-

This provides an introduction to the study, describes the site and its recorded history. The

geology, hydrogeology and hydrology of the site are briefly described and potential sources of pollution identified. A preliminary geotechnical assessment describes the construction techniques likely to be required and potential remediation measures. The study concludes by recommending that further intrusive ground investigation is carried out to assess on site ground conditions, chemical characteristics of the site, nature and strength of underlying strata, infiltration rates and potential gas emissions.

Sustainability, Energy and Environmental Report:-

This provides an introduction to the study and describes the proposed development. The report identifies and evaluates the various measures and available technologies that would assist in maximising the energy efficiency of the two blocks and conclusions are drawn and recommendations are made. The report then assesses the Code for Sustainable Homes and considers noise and vibration issues and results are presented and mitigation measures recommended.

Noise and Vibration Assessment:-

This provides an introduction to the study and a description of the site and the development proposals. Relevant acoustic criteria are discussed and the noise and vibration survey methodology outlined. Results of the noise and vibration surveys are presented, daytime and night-time noise levels determined and mitigation measures recommended.

Air Quality Assessment:-

This provides an introduction to the study and describes relevant legislation and policy. The study then establishes baseline conditions for air quality using Hillingdon's monitoring data and describes the study's methodology. Results are presented and the report concludes that air quality should not prevent planning permission from being granted.

Flood Risk Statement:-

This provides the background to the report and describes the site. The report identifies the site as being within Flood Zone 1 and assesses the source and extent of possible flood risk. Results are presented and storm water management and attenuation discussed. The report concludes by stating the development is suitable in this location which is free from any identified flood risk and flood risk therefore should not prevent planning permission from being granted, subject to suitable conditions to control the discussed proposed drainage strategy.

3.3 Relevant Planning History

Comment on Relevant Planning History

An application for a similar redevelopment scheme on this site (App. No. 65480/APP/2013/3034 refers) was withdrawn by the applicant on 20/1/14 to allow revisions to be made to the scheme in the light of various officer responses received.

A scheme for the re-development of Kitchener House on the opposite side of Tachbrook Road, approved on 10/12/13 is also relevant to the consideration of this application (App. No. 18218/APP/2013/2183 refers). This scheme is for a part single, two, three and four storey building with 250sqm of retail/commercial space and parking on the ground floor and 23 residential units (with the exception of a single bedroom and toilet of one of the flats on the corner of the ground floor) on the upper floors.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.E3	(2012) Strategy for Heathrow Opportunity Area
PT1.E5	(2012) Town and Local Centres
PT1.E7	(2012) Raising Skills
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage
PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.T1	(2012) Accessible Local Destinations
PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation

Part 2 Policies:

NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding costal
NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 2.15	(2011) Town Centres
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.2	(2011) Improving health and addressing health inequalities
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 3.6	(2011) Children and young people's play and informal recreation (strategies) facilities

LPP 3.8	(2011) Housing Choice
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 3.14	(2011) Existing Housing - Efficient use of stock
LPP 3.16	(2011) Protection and enhancement of social infrastructure
LPP 4.7	(2011) Retail and town centre development
LPP 4.8	(2011) Supporting a Successful and Diverse Retail Sector
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.9	(2011) Overheating and cooling
LPP 5.10	(2011) Urban Greening
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.15	(2011) Water use and supplies
LPP 5.21	(2011) Contaminated land
LPP 6.2	(2011) Providing public transport capacity and safeguarding land for transport
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.8	(2011) Heritage assets and archaeology
LPP 7.9	(2011) Heritage-led regeneration
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.21	(2011) Trees and woodland
LPP 8.2	(2011) Planning obligations
BE10	Proposals detrimental to the setting of a listed building
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.
BE26	Town centres - design, layout and landscaping of new buildings
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
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H3	Loss and replacement of residential accommodation
H4	Mix of housing units
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **23rd April 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

52 neighbouring properties have been consulted and re-consulted on revised plans, the application was advertised in the local press on 9/4/14 and 2 notices have been displayed on site on 9/4/14. No responses have been received.

A former ward councillor:

I am against this application because the density will create significant problems in an already overcrowded area of the ward. There will be additional traffic movements which will further deteriorate the air quality, parking requirements whilst may be in accordance with policy will never be sufficient. There will be additional retail which based on previous development in Yiewsley will remain vacant and will do nothing to stimulate confidence and thus trade in/for the local economy.

ENGLISH HERITAGE:

We do not wish to offer any comments on this occasion.

Recommendation

This application should be determined in accordance with national and local policy Guidance, and on the basis of your specialist conservation advice.

ENVIRONMENT AGENCY:

You should be using our Flood Risk Standing Advice (FRSA) to determine if we need to be consulted directly on an application regarding flood risk. This site is in Flood Zone 1 and is under a hectare. Therefore cell F5 of the consultation matrix applies and you did not need to consult us.

The main flood risk issue at this site is the management of surface water run-off and ensuring that drainage from the development does not increase flood risk either on-site or elsewhere.

We recommend the surface water management good practice advice in cell F5 is used to ensure sustainable surface water management is achieved as part of the development.

Surface water runoff rates and volumes from the site must be managed in accordance with the London Plan (July 2011) - which sets higher standards than the NPPF for the control of surface water run-off. Policy 5.13 - Sustainable drainage (page 155) of the London Plan states that "development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible" in line with the drainage hierarchy.

If you have identified drainage problems at this site through your Strategic Flood Risk Assessment or Surface Water Management Plan, you may want to request a formal Flood Risk Assessment from the applicant in line with Flood Risk Assessment Guidance Note 1.

NETWORK RAIL:

Whilst there is no objection in principle to this proposal I give below my comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

Fencing

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for

its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

Drainage

It is noted in the Flood Risk Statement states that existing drainage to be utilised. Network Rail would require details of any additional drainage (temporary or permanent) to ensure there will be no adverse effect of Network Rail's earthworks. Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 20 metres of Network Rail's boundary.

Safety

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer must contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

Ground Levels

The developers should be made aware that Network Rail needs to be consulted on any alterations to ground levels. No excavations should be carried out near railway embankments, retaining walls or bridges.

Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

Site Layout

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Excavations/Earthworks

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection

Engineer should be undertaken.

Environmental Issues

The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.

Landscaping

It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

Plant, Scaffolding and Cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

Officer's comments:-

Network Rail's comments have been included within an informative. As regards their comments as regards site layout and that buildings should be sited at least 2m from their boundary, the nearest part of Block B would be sited some 0.9m from the boundary with the railway. However, Network Rail confirmed that they do not object to the proposals and the informative advises the applicant that they should be satisfied that they are able to carry out construction and future maintenance work within the confines of their site.

CROSSRAIL:

Thank you for your letter dated 30 October 2013 and the accompanying planning application documents relating to the above site, requesting the views of Crossrail Limited on the above application.

Crossrail is a proposed new railway that will link Heathrow and Maidenhead in the west to Shenfield and Abbey Wood in the east using existing Network Rail tracks and new tunnels under Central London.

The Crossrail Bill which was introduced into Parliament by the Secretary of State for Transport in February 2005 was enacted as the Crossrail Act on the 22nd July 2008. The first stage of Crossrail preparatory construction works began in early 2009. Main construction works have started with works to the central tunnel section to finish in 2018, to be followed by a phased opening of services.

Crossrail Limited administers a Direction issued by the Department for Transport on 24th January 2008 for the safeguarding of the proposed alignment of Crossrail.

The site of this planning application is identified outside the limits of land subject to consultation under the Safeguarding Direction.

The implications of the Crossrail proposals for the application have been considered and the detailed design of the proposed development needs to take account of the construction of Crossrail.

Therefore if, as the Local Planning Authority, you are minded to grant planning permission for the development, Crossrail Limited are of the view that the following condition should be applied: (in

view of the proximity of the site to our works).

Crossrail condition - concurrent working

None of the development hereby permitted shall be commenced until a method statement has been submitted to, and approved in writing, by the Local Planning Authority to include arrangements to secure that, during any period when concurrent construction is taking place of both the permitted development and of the Crossrail structures and tunnels in or adjacent to the site of the approved development, the construction of the Crossrail structures and tunnels is not impeded.

YIEWSLEY AND WEST DRAYTON TOWN CENTRE ACTION GROUP:

Comments on Revised Plans:

Amended plans have been noted.

However, they do not offer anything significant to change the comments submitted in the withdrawn application and the re-submission.

This development will have an adverse effect on the local environs and is an over development of the site.

Initial comments:

Following the withdrawal of the previous application, it has been noted that these proposed plans do now give some indication as to how the development will look in relation to the Grade II listed building and Station Road.

However, the current application does not really address the points raised in the previous application.

Previous comments (on App. No. 65480/APP/2013/3034):-

The redevelopment of the site situated next door to the Blues Bar is long overdue. However, the proposed demolition of the public house is not welcome.

The historical context in para 2.3 on page 4 of the Planning Statement is incorrect. There is both written and photograph evidence that The Engine PH (renamed Blues Bar 5 to 10 years ago) has been in situ since the mid/ late Victorian period (not the 1960s as stated) and was completely separate from the People's Cinema and the later garage.

It is difficult to assess from line drawings (no artist impression/graphics) the impact of the proposed West elevation on the Grade II listed building (The Railway Arms) particularly when it is not included on the plans - drawing 105. From studying the other various aspects and elevations it is clear that both Block A and Block B will have a detrimental effect both on the setting of the Railway Arms (Grade II) and on the street scene in Station Road/Tachbrook Road/Warwick Road.

The proposed 4 storey building (Block B) will, in itself, have a major impact on the houses in Warwick Road.

The design of Block A has no architectural value as it mimics the design of the existing buildings to the South of the Blues Bar, which in themselves are of a nondescript style and value. The proposals for Block A have no merit and do nothing to enhance the street scene. It is clear from the

drawings that the 3 storey elevation will in fact dominate this particular area of the street scene.

The 4 storey tenement design of Block B also has no architectural value and its dominance will be overbearing on all fronts.

There is concern over the impact of vehicular access onto Tachbrook Road; Warwick Road and the junction with Station Road.

The Planning Statement includes, presumably in justification of these proposals, photographs of modern developments in Yiewsley High Street. They have no bearing whatsoever in relation to Station Road.

The proposals clearly show that this will be an over development of the site and will have a detrimental effect on the local environs.

Internal Consultees

CONSERVATION/URBAN DESIGN OFFICER:

Proposal: Demolition of existing public house and erection of 38 flats and 237sqm of retail floorspace with parking, landscaping and amenity space

Background: This is a tight site adjacent to the statutory designated (Grade II listed) Railway Arms on West Drayton's principal shopping street. It extends to the rear to a narrow street with warehousing and small scale domestic housing. To one side, it is bounded by the railway tracks. Its current appearance is semi-derelict and the site is suitable for redevelopment and proper enhancement.

Comments: The scheme proposes two 'L' blocks (A & B) which are generally three storeys in height (plus roof). The layout provides for a courtyard arrangement as well as siting away from the heritage asset. The scale of the blocks has also been considered; three storey to Station Road and Tachbrook elevations, but higher to the railway cutting, reflecting the urban street scale.

The form and massing of the blocks are fairly extensive, but the applicant has provided a design which is traditional in appearance, and is convincing and well-articulated. It seeks to reinforce local distinctiveness which is characterised by inter-War development and is vaguely in the ' Tudorbethan' style. It therefore addresses the connections, by integrating the new development into existing built and historic environment.

The elevation to Station Road has a more commercial appearance/character with the upper levels more domestic in appearance. The open metal balconies pick up on the design from the public house. The roofscape has deep eaves with projecting half timbered gabled elements a feature. This is carried through to the courtyard where there are more projecting gables (with glazed balconies) at regular intervals. To the rear, more gables. The north elevation features a tower element decorated with diamond-shaped brick panels.

Inspiration has been taken from particular local materials, building forms and features within this locality of West Drayton. The massing is broken down by projecting vertical elements giving depth to the elevations and visual interest. The design should help raise the standard of design more generally in the area.

Servicing of the residential accommodation is from the courtyard and the proposed layout for vehicles and pedestrians appears rational and logical. The layout will also provide a buffer to the road, and sustain the appearance of the area.

The facades will mainly be finished in a combination of London Stock brick walls, sections of render and timber cladding and slate roof tiles. Solid timber doors, brick arches, stone cills are also a feature.

Unfortunately, there is limited scope for soft landscaping, with amenity space located to the roof. However, the curtilages and boundaries are well defined with soft landscaping where possible. More detail over materials and hard landscaping will be required.

This is a major thoroughfare. A good design and finish is a key aspect of sustainable development. The new building and final elevations contribute positively to streetscene. As such, the proposal would generally adhere to the advice given in the Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential Layouts, in particular, Section 1.0, which states 'Above all, development should seek to enhance and contribute positively to the appearance of an area.'

Condition all sample materials.

Conclusion: Acceptable.

HIGHWAY ENGINEER:

The development is for the demolition of an existing public house and the construction 38, 1 and 2 bedroom apartments and a single retail unit (237m²) within the existing site. As part of the proposals, 36 car and 38 cycle parking spaces will be provided to serve the proposed residential use. There are no proposals to provide car parking for the retail use, however, 12 cycle parking spaces will be provided for the use of staff and customers.

Vehicle and pedestrian access to the proposed residential use will be provided from Tachbrook Road with dedicated pedestrian link provided from Station Road. Servicing of the proposed apartments will be undertaken along Warwick Road and for the retail use, from Station Road via an existing lay-by, which will be extended.

When reviewing the Transport Assessment (TA) submitted in support of the proposals, an assessment of the existing and proposed trip generation at the site has been undertaken using the TRICS Database. However, it is noted that the number of selected sample sites are limited and not all sites are representative. Nevertheless, it is considered that any increase in vehicle trips as a result of the development, would not have a material impact along the adjacent highway network.

From assessment of the PTAL index within the adjacent area, this has been identified as 3, which is classified as moderate. Furthermore, it is noted that the site is located adjacent to all public transport facilities including West Drayton Rail Station, which will be upgraded as part of the Cross Rail development. As a result, it is considered that the proposed car parking provision is acceptable to serve the proposals.

In order to assess the proposed car parking layout, a swept path analyses has been undertaken within the TA. This has identified that some parking spaces within the site would be difficult to access for a larger car and would require excessive manoeuvring. While it is considered that these spaces can be accessed by a medium sized car, it is preferable that a car stackers are provided within the site, which should be covered by a suitably worded planning condition.

Therefore, subject to the details below being provided under a suitably worded planning condition/S106 Agreement, it is considered that the development would not be contrary to the policies of the adopted Hillingdon Local Plan, 2012, (Part 2).

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 proposed cycle parking shall be provided before occupation and maintained and retained at all times for the use of the development.

The development shall not be occupied until the existing loading bay adjacent to the site along Station Road has been reconfigured and extended in accordance with the details first to be submitted and agreed in writing by the LPA.

The development shall not be occupied until the existing vehicle crossover providing access to the site from Station Road, is reinstated as pedestrian footway.

The development shall not be occupied until a Delivery and Servicing Management Plan has been submitted and approved in writing by the LPA.

Prior to the commencement of the development, 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) and the parking provision for contracting staff and the delivery of materials' during construction.

TREE /LANDSCAPE OFFICER:

Landscape Character / Context:

The 0.27 hectare site is occupied by a pub fronting onto Station Road within the West Drayton's town centre. To the north, south and east the building is surrounded by open hard-standing which is currently used for parking and open storage. To the north lies the listed building, The Railway Arms, and the wooded embankment of a railway lines. The mixed uses of retail/commercial high street buildings with residential accommodation above lie to the south. The rear of the site (east) can be accessed via a side street off Warwick Road.

There is a line of self-set trees (Sycamores) running through the site which currently provide some visual relief from the semi-derelict, poor quality environment. These trees are not protected by TPO or Conservation Area designation.

Proposal:

The proposal is to demolish the existing public house and erect 38 flats and 237m² of retail floorspace with parking, landscaping and amenity space. This application follows a previous submission (ref. 2013/3034) which was withdrawn.

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 topographic survey by Midland Survey, drawing No.12195/1, confirms the location and approximate spread of the existing trees, which are to be found around the site boundaries
- The trees have been assessed in an Arboricultural Report by Floyd Matcham. The report confirms that the 12No. trees surveyed are self sets (ash and sycamore) which have been permitted to grow hard against buildings and fences. Many of the trees are multi-stemmed and some have been damaged.

- Of the twelve trees, 2No. are 'R' graded ('U' according to the current British Standard) and the remaining trees are 'C' - poor quality trees which are not considered a constraint on development. All will be removed to facilitate the development.
- These trees have a limited useful life expectancy amenity value and their loss is justified, provided that suitable replacement planting is secured as part of the new development.
- The report confirms that 'replacement trees in long term sustainable positions are an important part of the landscape proposals for the site'.
- The Design & Access Statement includes reference to the landscape enhancement objectives in sections 5.3, 5.6, 5.8, 5.12 and 5.13.
- Wythe Holland drawing No. 1720_101 Rev E Ground Floor Plan, indicates a building layout which wraps around the north, east and west boundaries, with parking spaces and limited amenity space in a central courtyard which extend to the southern boundary. This masterplan indicates areas of soft landscape within the proposed layout.
- New planting will feature in the open courtyard to the side of the retail unit fronting onto Station Road. This open space with tree planting has the potential to make a significant and welcome contribution to the west Drayton public realm, as illustrated on sketch ref. 1720-110.
- Within the site, at ground level, areas of soft landscape are indicated around the edges of the building and, notably, associated with the 'play park' within the central courtyard. Indicative greening of this space is shown on sketch ref. 1720-113
- Additional private / communal space and environmental enhancement is to be provided in the form of intensive green roofs, which will create additional accessible amenity space for residents in the form of roof gardens, as illustrated on sketch ref. 1720-112.
- 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 in accordance with the submitted plans and illustrations.

Recommendations:

This application addresses the landscape issues discussed at a post-application meeting on 22 January 2014, in response to the 2013/3034 submission.

No objection subject to conditions RES6, RES7, RES9 (parts 1, 2, 3, 4, 5 and 6) and RES11.

Comments on amendments received 2/7/14:

Since the attached comments were made, revised drawing were submitted in early July to address a shortfall in car parking spaces. The affect of this is the removal of the childrens' play area from the central courtyard. A new play area and soft landscape has been proposed at the north end of Tachbrook Road, a cul de sac, bounded to the north by the railway embankment.

Recommendations:

No objection subject to the previous landscape conditions and:

- Specifically, provision should be made for the planting of a suitable specimen tree (20-25cm girth, minimum) within the centre of the courtyard. The tree should be selected to create a focal point and reduce the detrimental impact of the car park on this residential scheme.
- The space for the childrens' play area is potentially an improvement on the original location. The opportunity should be taken to screen the area with a high quality landscape scheme for children and their carers, with soft landscape screening (trees and hedges) particularly at the southern end.

ACCESS OFFICER:-

The site has a total area of 0.27 hectares and comprises a rectangular area of land, located on the eastern side of Station Road within Yiewsley/West Drayton town centre.

The proposed residential flats are to be located in one block of 10 flats situated over and attached to the retail unit fronting Station Road, Block A, in addition, there is to be one block of 28 flats fronting Tachbrook Road, Block B. There are to be a mixture of 1 and 2 bedroom flats in each

block.

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.

Lifts and stairs are to be provided giving access to the upper floors. It is stated within the Design & Access Statement that four wheelchair accessible units have been incorporated into the design; these are confirmed on plan. 28 car parking spaces are to be provided of which four would be accessible. The retail area would not provide car parking facilities.

The remaining flats demonstrate compliance with the requisite Lifetime Homes Standards for planning purposes.

Conclusion: No objection - Level access should be provided which is covered by the Building Regulations.

ENVIRONMENTAL PROTECTION OFFICER (NOISE):

I have considered the Noise and Vibration Assessment report 31429 prepared by Hepworth Acoustics. The report makes recommendations for the acoustic specification of double glazing in the residential properties in order to provide satisfactory internal noise levels. I agree that the recommendations on double glazing acoustic specification together with acoustically treated ventilation system contained on the Hepworth Acoustics report are satisfactory and, when implemented and maintained, will provide suitable internal noise climate.

In order to ensure that the recommendations of the report are complied with, I suggest informing the applicant as follows:

It is important that the double glazing /ventilator acoustic specification recommendations in Noise and Vibration Assessment report 31429 are implemented in full, including the recommendations regarding balconies in section 5.8 of the report. Failure to comply with the recommendations could result in a requirement for expensive remedial works.

I also agree the measured vibration levels are within the guidelines provided in BS6472:2008 and no additional mitigation measures will be required.

The following two conditions are recommended for fixed mechanical plants and separation between commercial/residential premises respectively:

Noise affecting residential property

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

Reason:

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Sound insulation of commercial premises

The development shall not begin until a sound insulation scheme for the control of noise

transmission to the adjoining [dwellings] [premises] has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

Reason:

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

I also recommend the following informative:

Control of environmental nuisance from construction work

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

ENVIRONMENTAL PROTECTION OFFICER (AIR QUALITY):

The following information was submitted with regard to air quality:

- Air Quality Assessment Station Road, West Drayton by REC Ltd for Caldecotte Consultants, dated 10 May 2013

The following information was submitted with regard to land contamination:

- Phase 1 (Desk Study) Investigation Report on a Site at Blues Bar Public House, West Drayton, by Opus International Consultants (UK) Ltd for Caldecotte Consultants, dated 18 June 2013

Please consider the following comments with regard to air quality and land contamination. It is recommended the following conditions are included in any permission that may be given.

Air Quality

The proposed development is within the declared AQMA and in an area which currently appears to

be exceeding the EU limit value based on CERC modelling for 2011 carried out on behalf of the London Borough of Hillingdon. The emission sources in the modelling appears to be from the main road and the railway, which appears to be contributing significantly to the modelling output, which is indicated to be slightly above 45.0 mg/m³ across the application site.

The nearest NO_x tubes in the area are located at HD51 (located to the north east on Colham Road a little over 300 metres from the site on a residential road), HD67 (located to the north west on Tavistock Road a little over 400 metres from the site on a residential road), and HD204 (located to the north of the site, just over 450 metres away on Fairfield Road) indicated a bias adjusted NO₂ level of 36.2, 29.2 mg/m³ and 38.7 mg/m³ respectively for 2012. The NO₂ levels at HD51 is slightly higher than 2011, and for HD67, it was slightly lower. HD204 is a new tube located approximately 37 metres from the High Street on Fairfield Road. (Only 6 months of data was collected in 2012, therefore the tube results had to be annualised as well as bias adjusted. However, full year of monitoring for 2013 at HD204 is likely to be consistent with the previous year's results.) Based on this monitoring location it is considered possible the NO₂ annual mean may be exceeding 40 mg/m³ at the facade of the proposed building at the ground floor level, as it is located almost immediately adjacent to the High Street. It is possible it may be close to but below the EU limit value at the first floor level, however, it is unclear how the building would impact on the dispersion of NO_x from the road or railway. We would discourage balconies or residential rooms on the High Street facade of the development as a precaution.

The air quality assessment considers the impact on the receptors to be introduced to the site at the ground floor and first floor level, however the impact from the development has been scoped out as only 28 parking spaces were indicated. The air quality assessment did not have trip generation information as the Transport Assessment does not appear to have been available until August 2013. Clarification is required with regard to the AADT data used in the air quality assessment, as the Transport Assessment has been updated again (dated March 2014). It is not clear from the information that the cumulative impacts from other nearby developments were considered within the air quality assessment. Although the air quality assessment indicates the use of data from 2011 to be more conservative and 'robust', it appears it still underestimates NO₂ annual mean in the vicinity of the development site which is indicated to be 34.1 to 37.4 at ground floor level and 34.1 to 36.1 at the first floor level.

As the development is in an area already suffering poor air quality and is likely to make the air quality worse the following are requested:

Section 106

Section 106 obligation for a £12,500 should be sought for contribution to the air quality monitoring network in the area.

There is a likelihood the EU limit value would be exceeded at the facade of the building on the ground floor, although it is less clear if this would be the case on the first floor. The facade of the building is not far removed from the edge of the road. It is also unclear how the building would impact on the dispersion of NO_x from the road and the railway (more likely to have stationary diesel trains due to proximity to the station). The ingress of polluted air condition is recommended for the block facing the High Street and should also be considered with regard to any exhaust flue(s) at the site and in relation to car park emissions. Natural ventilation indicated in the Sustainable Design and Construction Report - Energy and Environmental Aspects, and includes trickle ventilation. However this may not be sufficient, especially for the residential units nearest and facing the High Street. Therefore the ingress of polluted air condition is still recommended for the application.

Air Quality Condition 1: Ingress of Polluted Air

Before the development is commenced a scheme for protecting the proposed accommodation from external air pollution, and pollution emissions shall be submitted and approved by the LPA. Any works which form part of such a scheme shall be completed before any part of the development is first occupied or used and measures put in place to ensure it is maintained for the life of the development.

Reason: To safeguard residential amenity in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Notes: In areas where there the air pollution levels are above, or close to, the national and European limits, this is designed to safeguard the future residents/users of the site from the ingress of the poor outdoor air quality. The design must take into account climate change pollutants and ensure there are no trade-offs between local and global pollutant emissions. Suitable ventilation systems will need to: take air from a clean location or treat the air and remove pollutants; designed to minimise energy usage; be sufficient to prevent summer overheating; have robust arrangements for maintenance.

(Officer comment:- Air quality is covered by Part F of the Building Regulations and there is no reason why a separate planning condition is required to deal with this point.)

Based on the Sustainable Design and Construction Report - Energy and Environmental Aspects - the use of a gas fired CHP is no longer proposed due to insufficient space and choice issues, and biomass has been excluded on air quality grounds. The Code for Sustainable Homes Pre-Assessment Estimator Tool indicated boilers that emit less than 40mg/kWh of NOx is assumed to be used to pick up three points, and this is also referred to in the Sustainable Design document. No details of the unit or the flue details have been provided, although broad specifications provided in relation to CO2. The following condition is recommended with regard to energy generation on site. We would recommend using ultra low NOx boilers, to limit emissions. If it is clear low NOx boilers will be used at the site, the condition below will not be necessary.

Air Quality Condition 2 - Details of Energy Provision

Before the development is commenced, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the LPA for approval. This shall include pollutant emission rates with or without mitigation technologies. Where a scheme to mitigate emissions is required, this shall be submitted to the LPA for approval. The said scheme should be implemented, and maintained for the life of the development.

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 or commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the types of authorised fuels and appliances can be found at www.defra.gov.uk.

Land Contamination

The desk study is quite limited and has not identified any specific contamination issues, although there was a reference to possible asbestos containing materials in the building and made ground on site and contamination associated with fuel spills and leaks due to historical garage on site. The proposed development is such that direct contact pathways are largely minimised, although there does appear to be amenity space at ground floor level in the middle of the site based on one drawing. Suitable assessment of gas and vapour contamination is required as well as any contamination that could affect building materials and water pipes etc. The application also seems

to have areas of green landscaping at and above ground floor level, therefore please ensure any imported soils are tested for contamination. The standard contaminated land condition and imported soils condition are recommended.

RES26 - Contaminated Land

(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.

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 Unitary Development Plan Saved Policies (September 2007).

Imported Materials Condition

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils, or reused onsite topsoils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition.

REASON: To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

SUSTAINABILITY OFFICER:-

I have no objections to the proposed development. However, the energy report is dated last year and refers to an out of date London Plan Policy 5.2. The following following condition is therefore necessary:

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 carbon and renewable energy technology and the impacts they have 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.

FLOOD AND WATER MANAGEMENT OFFICER:

The FRA is acceptable and I would just like the following condition applied.

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 Flood Risk Assessment and Surface Water Drainage Strategy, produced by POUS dated October 2013 Ref D1132 R03 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 surface 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), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

S106 OFFICER:

Proposal

Demolition of existing public house and erection of 38 flats and 237sqm of retail floorspace with parking, landscaping and amenity space

38 Flats

25 market units - 6 x 1bed & 19 x 2bed

13 Social Rent units - 8 x 1 bed & 5 x 2 bed

237sqm of retail floorspace

Resulting population = 61.19

S106 Obligations sought:

1. Highway: S278/S38 for Highways works sought.
2. Affordable Housing: 34% Provision as proposed.
3. Education: £98,896 (with full nomination rights).
4. Health: £216.67 x 61.19 = £13,258.04
5. Construction Training: Training Cost: £2500 per £1m build cost + coordinator costs: 38/160 x £71,675
6. Libraries: £23 x 61.19 = £1407.37
7. Air Quality: £12,500
8. Project Management & Monitoring Fee: 5% of total cash contributions

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The National Planning Policy Framework (NPPF) at paragraph 2 states that "Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise". Within Policy 3.3 of the London Plan, the Mayor recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford. Policy 3.4 of the London Plan seeks to ensure new development proposals make optimum use of the site with housing that respects local context and its location.

Further, Government guidance requires Local Authorities to make the best use of urban land within the Borough while safeguarding the quality of the surrounding environment and the amenity of neighbouring residents. This guidance is reflected in Development Plan Policy. The National Planning Policy Framework states that local authorities should actively promote sustainable development attaching significant weight to the provision of housing and affordable housing.

No objections are raised to the loss of the existing public house building which not being statutorily or locally listed, does not have sufficient architectural or historical merit to warrant its retention. Furthermore, there are no policies that specifically resist the loss of a public house use and given the proximity of surrounding public houses either side of the railway line, no objections could be raised on social grounds to the loss of this facility.

The application site forms part of the Yiewsley/West Drayton Town Centre. Policy 2.15 of the London Plan advises that proposals should sustain and enhance the vitality and viability of the centre and accommodate economic and/or housing growth through intensification and selective expansion in appropriate locations. The front part of the site also forms part of the town centre's primary shopping frontage and the scheme does not involve the loss of any retail floor space, whereas 237sqm of retail floor space is proposed along approximately half of the site's Station Road frontage. This amount is considered to be appropriate to the overall size of the town centre and would enhance its role and function and being within the town centre, the site is sequentially preferable so as to accord with Policy 4.7 of the London Plan.

At the local level, in terms of specific housing policy, Policy H4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the Council will seek to achieve a balance in the mix of housing types and sizes in order to create a more mixed and balanced community. Of the 38 units, 13 would be affordable.

The provision of a total of 38 self-contained flats and 237sqm of retail floor space is considered acceptable in principle, in land use terms, given the site's location within the town centre.

7.02 Density of the proposed development

The London Plan (July 2011) provides guidance on appropriate densities for residential development, depending upon the type of location and the Public Transport Accessibility Level (PTAL). This site has a PTAL ranging from 2 to 3 (where 6 represents the highest level of public transport accessibility and 1 the lowest), and Table 3.2 in the London Plan advises that an appropriate residential density for this urban site would range from 200-450 habitable rooms per hectare (hr/ha) and 70-170 units per hectare (u/ha) for the size of proposed units which have a typical size of 2.7 - 3.0 habitable rooms per unit (hr/u). The Council's HDAS: 'Residential Layouts' also advises that larger rooms over 20sqm and capable of subdivision should be counted as 2 rooms and this has been factored into the density calculation, adding another 15 habitable rooms.

Although this is a mixed use scheme, the majority of the proposed floor space is for residential. Taking the residential element, this scheme equates to a unit density of 141 u/ha and a habitable room density of 426 hr/ha, which is in accordance with the Mayor's guidelines.

The Council's design guidance also advises that numerical densities, whilst useful for undertaking an initial assessment should not be relied upon as the sole means of assessing housing proposals, as density is only an indicator of the acceptability of a

scheme in comparison to its surroundings and a more fuller assessment is required to assess the acceptability of proposed schemes. The development is in accordance with the internal floor area standards of Policy 3.5 of the London Plan and has an acceptable level of external amenity space for the dwellings. Furthermore, the height and massing of the development is also considered acceptable in the context of this town centre site and the mixed character of the surrounding area.

In this respect, the development would not be out of character with the immediate or wider surrounding area and the scheme would have an appropriate density, which would accord with strategic guidance.

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

The proposals would not be likely to affect any archaeological remains and the application site is not located within or on the fringes of a conservation area or an area of special local character.

The application site is adjacent to the Grade II Listed Railway Arms PH and therefore any re-development on this site would have an impact upon the setting of this listed building. However, it is considered that the scheme has been sufficiently set back from this heritage asset and has been sensitively designed so that it would not harm the setting of the listed building. An open landscaped courtyard area would be provided adjacent to the listed building and the Council's Urban Design/Conservation Officer is fully supportive of the scheme.

7.04 Airport safeguarding

There are no airport safeguarding issues raised by this application.

7.05 Impact on the green belt

This site does not form part of the Green Belt, nor is it located close to the Green Belt boundary. As such, no Green Belt issues are raised by the proposal.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires new development to harmonise with the existing street scene or other features of the area which it is desirable to retain or enhance. Policy BE19 requires development within residential areas to complement and improve the character of the area whereas Policy BE26 requires the design, layout and landscaping of new buildings within town centres to reflect the role, overall scale and character of the town centre, particularly as a focus for shopping and employment activity.

The existing site is characterised by the two storey public house fronting Station Road and its enclosed beer garden on its southern side with open yard areas comprising the majority of the remainder of the site at the rear. The site has a somewhat unkempt appearance and its sensitive redevelopment would improve the character and appearance of this part of the town centre.

The Council's Urban Design /Conservation Officer advises that the overall scale of the proposed buildings is appropriate, reflecting the urban street scale, with the blocks generally being three storied in height with pitched roofs above adjoining the road frontages, one of which steps up to four storeys on the northern part of the site, adjacent to the elevated railway line.

The block fronting Station Road would roughly maintain the alignment of the adjoining retail parade to the south. A landscaped courtyard would open onto Station Road and separate the new development from the listed Railway Arms PH to the north. The layout

of the buildings also provides an opportunity to enclose an internal courtyard which offers the scope for some planting, with a landscaped children's play area sited at the rear, at the end of Tachbrook Road, adjacent to the railway embankment.

Although the form and massing of the scheme is fairly extensive, the application proposes a design which is traditional in appearance and is both convincing and well-articulated. The massing of the blocks is broken down by projecting vertical elements giving depth to the elevations and visual interest and the design seeks to reinforce local distinctiveness which is characterised by inter-war development and is vaguely in the 'Tudorbethan' style. On the Station Road frontage, the commercial retail unit on the ground floor integrates with the residential units above. Adjacent to the listed Railway Arms PH, open metal balconies pick up on the balconied design of the public house which would help to frame the courtyard. The roofscape has deep eaves with projecting half timbered gabled elements being a feature which is carried through to the courtyard where there are more projecting gables (with glazed balconies) at regular intervals and to the rear. The north elevation features a tower element decorated with diamond-shaped brick panels.

The facades would mainly be finished in a combination of London Stock brick walls, sections of render and timber cladding and slate roof tiles. Solid timber doors, brick arches, stone cills would also feature. Although there is limited scope for soft landscaping, with the main amenity space located on the roof, the Urban Design/ Conservation Officer considers that curtilages and boundaries have been well defined with soft landscaping where possible. The children's play area would replace a car wash facility at the end of Tachbrook Road and with appropriate landscaping, this would significantly enhance the appearance of Tachbrook Road.

It is therefore considered that the development successfully integrates with surrounding buildings in this urban and historic environment and the development will contribute positively to the streetscene. Subject to the conditioning of all materials, no objections are raised on design grounds and the scheme complies with Policies BE13, BE19 and BE26 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policies 7.4 and 7.6 of the London Plan (July 2011).

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to protect the amenities of surrounding residential properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively. The Council's Supplementary Planning Document HDAS: Residential Layouts provides further clarification in that it advises that buildings of two or more storeys should maintain at least a 15m separation distance from adjoining properties to avoid appearing overdominant and a 21m distance between facing habitable room windows and private amenity space (considered to be a 3m deep 'patio' area adjoining the rear elevation of a property) should be maintained to safeguard privacy.

As regards loss of sunlight, the proposed blocks would mainly overshadow the railway embankment and the Railway Arms PH to the north. Although the public house does contain residential accommodation, this is on the first floor, where there are no first floor side windows facing the application site and its rear facing windows would not be materially affected by overshadowing. The rear garden space is also mainly used as a beer garden. As such, it is considered that the proposal would not result in any unacceptable overshadowing of neighbouring residential property.

In terms of dominance and overlooking, the nearest main elevations of residential

properties would be the first floor rear elevation of the Railway Arms PH and the flats above the shops on the opposite side of Station Road. Although there are currently no residential properties immediately opposite the site on Tachbrook Road, there is an extant permission for the partial residential redevelopment of this site (App. No. 18218/APP/2013/2183 refers).

As regards the Railway Arms, the proposed side elevation of Block B would be sited directly to the rear of the building but at a distance of over 22m from the public house's main rear elevation. Block A would be sited to the side of its curtilage. Taking a 45 degree line of sight from the nearest first floor rear window, at its nearest point Block A would be sited some 11.9m away from this window and at this point, the block would be set back some 2.3m from the side boundary. This proposed elevation would also contain main habitable room windows and balconies but given their siting, it is only the two bedroom windows of Flat 5 on the first floor and Flat 10 on the second floor that would allow more direct views overlooking the rear elevation of the public house, but given the design of the block, with the bedrooms being within a projecting gable feature, which also includes windows serving the bedrooms in its sides, the rear windows could be obscure glazed and made to be unopenable below a height of 1.8m, controlled by condition. On this basis, it is considered that the scheme, given the proposed relationship and separation distances would not be harmful to the residential amenity of the public house occupants in this town centre location.

As regards the flats on the upper floors within the retail parades on the opposite side of Station Road, the frontages of these units face the road and would be sited some 20.9m away from the nearest part of Block A so that their existing amenity would not be unduly affected.

As regards the proposed redevelopment at Kitchener House, that scheme was for a part three storey block fronting Tachbrook Road, rising to 4 stories at the northern end of the site, with residential accommodation on the upper floors with main habitable room windows overlooking the road. That scheme would be set back some 0.9m from the back edge of Tachbrook Road, which would reduce to 0.5m on the overhanging upper floors as compared to this scheme, which would be set back some 3.5m from the road. The main elevation of Block B of the current proposal would be sited some 15.0m from the nearest part of the proposed frontage of the flatted block at Kitchener House, with its balconies sited some 13.7m away. Although this distance does comply with the Council's minimum 15m distance as regards dominance, it does not comply with the 21m distance regarding privacy. However, this is an across the road relationship, where privacy is naturally compromised. Furthermore, a landscaped children's play area would be sited along much of the length of the two proposed buildings and with appropriate selective tree planting, additional screening could be provided in the longer term. A landscaping scheme to include tree planting in Tachbrook Road/the children's play area has been conditioned.

As regards the roof top amenity areas, their design, concealed within the pitched roofs of the buildings would ensure that the potential for overlooking from their use would not arise.

It is therefore considered that the scheme would not result in any significant adverse impact upon the amenities of existing and proposed surrounding residential occupiers, in accordance with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

The proposed flats would have internal floor areas ranging from 50sqm to 53sqm for the 1 bedroom, 2 person and 70sqm to 92sqm for the 2 bedroom, 4 person flats. These areas are sufficient to ensure that all the units satisfy the Mayor's minimum floor space standards for these types of unit of 50sqm and 70sqm respectively.

The residential amenity afforded by the flats would be acceptable, with their habitable rooms providing an acceptable outlook and natural lighting. All the units would have their own patio areas/balconies, which would range in size from 4sqm to 8sqm, with a typical average size of 6sqm. The distance across the internal courtyard between the two blocks would be greater than 21m and the scheme has been carefully designed to ensure that there is defensible space to ground floor habitable room windows and the opportunities for overlooking between adjoining flats in the internal corners of the blocks has been minimised. As mentioned in Section 7.08 above, if the planning permission on Kitchener House on the opposite side of Tachbrook Road were to be implemented, there would be main habitable room windows overlooking each other within a 15m distance, which reduces to 13.7m on the proposed balconies, but this is an across the street relationship where reduced standards of privacy can be expected. In the longer term, the provision of landscaping on Tachbrook Road/ children's play area between the two buildings could provide ample scope for tree planting which could provide an element of screening between the buildings. This has been conditioned.

As regards external amenity space, the Council's amenity space standards require a minimum total of 880sqm of shared amenity space to be provided for the 38 units. The patio areas/balconies would provide a combined total of 222sqm of private amenity space, with the two roof gardens on Block A and the larger garden on Block B providing 525sqm of shared space. In addition, the children's play area would provide a further 350sqm of usable amenity space, to give a good mix and interest of space that totals 1,097sqm, satisfying the Council's standard.

It is therefore considered that the scheme would afford an appropriate level of amenity for future occupiers, in accordance with policies 3.5 and 3.6 of the London Plan (July 2011) and policies BE20, BE21, BE23 and BE24 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The application site is centrally located within the Yiewsley/West Drayton town centre, adjacent to West Drayton Railway Station and bus services on Station Road. The site has a moderate public transport accessibility with a PTAL rating ranging from 2 to 3 which would be further upgraded once Crossrail has been implemented.

The Highway Engineer advises that the proposals include 36 car and 38 cycle parking spaces to serve the residential element. There would be no parking to serve the retail unit, although 12 cycle spaces would be provided for use by staff and customers.

Vehicle and pedestrian access to the proposed flats would be provided from Tachbrook Road, with a pedestrian link provided from Station Road. Servicing of the flats would also be undertaken via Tachbrook Road with the retail unit being serviced from Station Road via an existing service lay-by which would be extended.

A Transport Assessment has been submitted in support of the application. The Council's Highway Engineer has reviewed the report and advises that the existing and proposed trip generation at the site has been undertaken using the TRICS Database. However, the number of selected sample sites are limited and not all sites are representative.

Nevertheless, The Highway Engineer concludes that any increase in vehicle trips as a result of the development would not have a material impact along the adjacent highway network.

The scheme has been revised, following advice from the Council's Highway Engineer, and now includes 36 off-street car parking spaces which equates to a ratio of 1:0.95. This is the same ratio used on two recently approved schemes on Padcroft Works and 21 High Street and is very close to the 1:1 ratio on the Kitchener House scheme. This has involved more of the central courtyard area being used for car parking where the children's play area was originally proposed. The application site has now been extended to include the adjoining unadopted Tachbrook Road and an appropriate notice has been placed in the local paper by the applicant.

The Highway Engineer advises that given the PTAL level of the site, which is located immediately adjacent to all public transport facilities including West Drayton Rail Station, which will be upgraded as part of the Cross Rail development, the proposed car parking provision is now acceptable to serve the proposals. Furthermore, in order to assess the proposed car parking layout, a swept path analyses has been undertaken. The Highway Engineer advises that some of the parking spaces within the site would be difficult to access for a larger car and would require excessive manoeuvring. While it is considered that these spaces can be accessed by a medium sized car, it is preferable that car stackers are provided within the site, which should be covered by a suitably worded planning condition.

The Highway Engineer concludes that subject to conditions/S106 Agreement to ensure that the parking provision within the site shall include 20% active and 20% passive electric charging points; details of the proposed cycle parking facilities; the existing loading bay adjacent to the site along Station Road being reconfigured and extended; the existing vehicle crossover providing access to the site from Station Road, being reinstated as pedestrian footway; the submission of a Delivery and Servicing Management Plan and Construction Management plan, the scheme is acceptable from a highway perspective.

7.11 Urban design, access and security

A secure by design condition has been added.

7.12 Disabled access

Policies 3.8 and 7.2 of the London Plan (July 2011) promote housing choice and require all new development to provide an inclusive environment that achieves the highest standards of accessibility and inclusive design respectively. The Council's Supplementary Planning Document "Accessible Hillingdon" (May 2013) provides detailed design guidance on accessibility issues.

The scheme would provide four wheelchair accessible units on the ground floor within Block B, with the remainder being compliant with Lifetime Home Standards. The development proposes a lift within each of the blocks that would allow wheelchair access to all of the flats and roof top amenity space on Block B.

The Council's Access Officer has reviewed the proposals and advises that the scheme is acceptable from an accessibility perspective.

7.13 Provision of affordable & special needs housing

The development would introduce a total of 38 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in Policy 3.13 of the London Plan.

Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council note however, that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2, to take account, of tenure needs in different parts of the borough as well as the viability of schemes.

The scheme proposes 13 units of affordable housing which equates to 34.2%, the nearest split of the proposed housing to satisfy the 35% recommended requirement and the scheme would therefore fully comply with relevant Local Plan and London Plan policies and make a valuable contribution towards the Borough's affordable housing stock.

7.14 Trees, landscaping and Ecology

Saved policy BE38 of the Hillingdon Local Plan advises that new development should retain topographical and landscape features of merit and that new planting and landscaping should be provided wherever it is appropriate.

The Council's Tree/Landscaping Officer advises that there is a set of self-seeded Sycamore trees running through the site and a wooded railway embankment adjoins part of the site's northern boundary. The trees are not protected by TPO or conservation area designation.

The trees have been assessed within the submitted Arboricultural Report which identifies them as Ash and Sycamore trees which are of poor quality and do not constrain development. They are all proposed for removal.

The Council's Tree Officer advises that the trees have a limited useful life expectancy and are not significant in terms of their amenity value so that their loss is justified, provided that suitable replacement planting is secured as part of the new development.

The proposed layout, with most of the amenity space being provided at roof top level and the ground floor, particularly the central courtyard being utilised for parking, only allows limited opportunities for landscaping. However, the Council's Tree Officer advises that new planting, including tree planting will feature in the open courtyard fronting onto Station Road which has the potential to make a significant and welcome contribution to the west Drayton public realm. Within the site, there is limited landscaping and the small central area would be suitable to provide a specimen tree. The landscaped children's play area on Tachbrook Road would also be suitable to provide additional landscaping and tree planting which would make a significant improvement to the street scene. Landscaping within the roof top gardens would also assist in greening the area.

The Council's Tree Officer concludes that landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area in accordance with the submitted plans and illustrations. As such, the scheme complies with Saved policy BE38 of the Hillingdon Local Plan (November 2011).

Ecology

The site has no significant ecological interest.

7.15 Sustainable waste management

The scheme makes adequate provision, integral within the buildings for waste and recycling at two points adjacent to the main entrances to each of the blocks.

7.16 Renewable energy / Sustainability

The Council's Sustainability Officer advises that the submitted energy assessment is

inadequate as it refers to outdated London Plan policy but subject to the imposition of a condition, the scheme could be made to comply with current sustainability policies. The recommended condition has been attached.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer advises that the submitted Flood Risk Statement is acceptable and no objections are raised to the granting of permission of flood risk grounds subject to the imposition of a suitable condition. This forms part of the officer recommendation.

7.18 Noise or Air Quality Issues

The application site is located within the Borough's Air Quality Management Area (AQMA). The Council's Environmental Protection Officer has assessed the Air Quality Assessment submitted with the application and details a number of limitations of the study but concludes that given the nature of the scheme, the impact of the proposal upon air quality would not be significant and recommends two conditions which are attached.

7.19 Comments on Public Consultations

No comments have been received from neighbouring properties.

7.20 Planning obligations

Policy R17 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of development. The policy is supported by more specific supplementary planning guidance.

The following would be required to mitigate the impact of the development:

1. Affordable Housing: 34% Provision as proposed.
2. Highway: S278/S38 for Highways works sought.
3. Education: £98,896 (with full nomination rights).
4. Health: £216.67 x 61.19 = £13,258.04
5. Construction Training: Training Cost: £2500 per £1m build cost + coordinator costs: 38/160 x £71,675
6. Libraries: £23 x 61.19 = £1407.37
7. Air Quality: £12,500
8. Project Management & Monitoring Fee: 5% of total cash contributions

The applicant has agreed to the above heads of terms. As such, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

The development also represents chargeable development under the Mayor's Community Infrastructure Levy which would equate to £35 per sq.m of floorspace (including within the basement car park) adjusted for inflation.

7.21 Expediency of enforcement action

There are no enforcement issues raised by this application.

7.22 Other Issues

Land Contamination

A land contamination desk study has been submitted with the application which concludes that further investigation of the site is required. The study has been reviewed by the Council's Environmental Health Protection Officer. They advise that the study is quite limited, but do not raise objection to the scheme, subject to appropriate conditions to ensure that further assessment of gas and vapour contamination as well as any

contamination that could affect the buildings and water pipes etc. is undertaken. They also require a condition to ensure that imported soils are tested for contamination. These conditions are recommended.

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

10. CONCLUSION

This application would remove a poor quality building and an extensive area of hardstanding and provide a mixed retail and residential re-development scheme comprising 38 residential units of 35% affordable housing, four of which would be fully wheelchair accessible.

It is considered that the scheme would make a positive contribution to the street scene and the character and appearance of the area and would provide suitable accommodation for its future occupiers. It is considered that there would be no adverse impacts upon surrounding residential occupiers or the surrounding highway network.

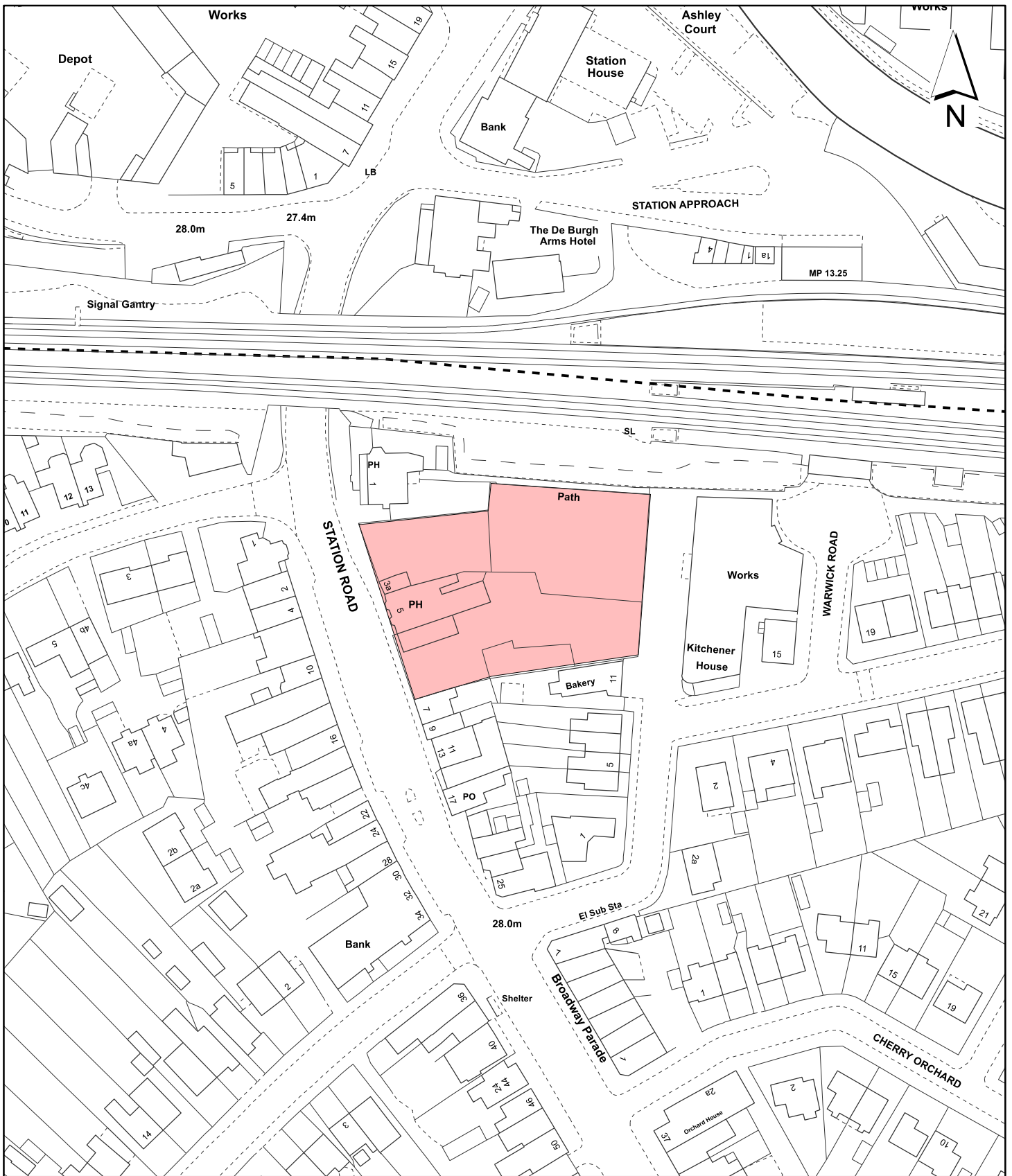
The scheme would also provide a commensurate package of planning benefits and is therefore recommended for approval.



11. Reference Documents

National Planning Policy Framework (March 2012)
Planning Practice Guidance (March 2014)
London Plan (July 2011)
Mayor's Housing Supplementary Planning Guidance, November 2012
Hillingdon Local Plan (November 2012)
Consultation Responses

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<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 style="text-align: center;">5 Station Road West Drayton</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services Planning Section</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;">65480/APP/2014/1018</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	
	<p>Planning Committee</p> <p style="text-align: center;">Major</p>	<p>Date</p> <p style="text-align: center;">August 2014</p>	