

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/2015/1862

Drawing Nos: 1720-104 E
1720-105 E
1720-106 F
1720-107 E
1720-108 E
20.04.15 Tracking Into Bays - BEM Plan 1
20.04.15 Tracking Into Bays - BEM Plan 2
Phase 1 (Desk Study) Investigation Report
Sustainability, Energy and Environmental Report
Planning, Design & Access Statement (including Appendices)
Transport Assessment
Flood Risk Statement
Air Quality Assessment
Noise and Vibration Assessment
1720-100 G
1720-101 Q
1720-102 E
1720-103 E
Addendum to the original Sustainability, Energy and Environmental Report
Arboricultural Report

Date Plans Received: 20/05/2015

Date(s) of Amendment(s):

Date Application Valid: 16/06/2015

1. SUMMARY

This application is a re-submission of a very similar consented scheme to re-develop this 0.27 hectare town centre site comprising the Blues Bar Public House fronting Station Road, together with the open yard areas behind to provide a mixed residential / retail scheme which was presented to the Major Application Planning Committee on 6/8/14 (App. No. 65480/APP/2014/1018 refers). With the exception of some very minor changes to the internal layout of some of the residential units, this scheme only differs from that previously approved in that the children's play area, instead of being located on the end of Tachbrook Road has been re-sited within the internal courtyard area as was initially proposed in the previous application and the car parking layout has been amended accordingly with 14 of the spaces now using stackers to provide a total of 36 spaces.

The site with the open yard areas being used for parking and open storage does currently present a poor quality environment. This proposal is for the comprehensive re-development of the site to provide a 237sqm retail store fronting Station Road and 14 x one and 24 x two-bedroomed flats within 2 three to four storey 'L'- shaped blocks.

Previously committee was advised that there is no objection to the loss of the public house

use or the building, which is of little architectural or historical interest and 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. Also, the scheme has been well designed and would provide two courtyard areas, a new publically accessible 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 more private central courtyard, which would mainly provide car parking and now a children's play area. The Council's Design/ Conservation Officer considered the scheme to be of an appropriate scale within the town centre and one which integrates successfully with the existing built and historic environment. Furthermore, the proposed residential units would provide an acceptable standard of residential accommodation of which 34% would be affordable, shared amenity space would mainly be provided in the form of roof top gardens, with the children's play area within the courtyard, 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.

There has been no change in policy to suggest that this assessment is no longer appropriate. Furthermore, there has been no significant change on the ground other than the redevelopment of the former Kitchener House on the opposite side of Tachbrook Road has now commenced, of which the implications of the approved scheme for this development were discussed in the previous report. As such, this revised scheme is recommended similarly for approval.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning and Enforcement 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% unit 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 13th November 2015, or any other period deemed appropriate that delegated authority be given to the Head

of Planning and Enforcement 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 and Enforcement 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, 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 G, 1720-101 Q, 1720-102 E, 1720-103 E, 1720-104 E, 1720-105 E, 1720-106 F, 1720-107 E and 1720-108 E and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

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

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

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Cycle Storage
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

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

4. Details of Landscape Maintenance

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

5. Schedule for Implementation

6. Other

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and

AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (March 2015).

6 NONSC Details of parking stackers

Prior to the occupation of the first residential unit, details and design specifications of the proposed vehicle stacker system as identified on Drw. No. 1720/101 Rev. Q 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 proposed car parking stackers, which should include a strategy for dealing with any stackers that fail. The stackers and their layout shall only be installed in strict accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.

The parking stackers shall be retained and maintained in good order to the reasonable satisfaction of the Local Planning Authority for so long as the development remains in existence.

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 RES22 Parking Allocation

No unit hereby approved shall be occupied until a car parking allocation scheme, that also include 2 motorcycling spaces, has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car and motorcycling parking provision is provided on site in accordance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (March 2015).

8 RES11 Play Area provision of details

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

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 3.16 of the London Plan (March 2015).

9 NONSC Crossrail infrastructure not impeded

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 (March 2015).

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

11 NONSC Revised Energy Assessment

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 Policy 5.2 of the London Plan (March 2015).

12 NONSC 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:-

- 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 (March 2015) 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 (March 2015).

13 NONSC Noise rating

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).

14 NONSC Sound Insulation

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 Local Plan: Part Two - Saved UDP Policies (November 2012)

15 NONSC Energy

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).

16 NONSC Glazing/ Ventilation Specification

The double glazing/ ventilator acoustic specification recommended 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).

17 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 Policies 7.1 and 7.3 of the London Plan (March 2015).

18 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).

19 NONSC Contaminated Soils

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).

20 NONSC Barrier Details

Prior to the commencement of the development hereby approved, details of the pedestrian/vehicular gates/barriers into the site, incorporating facilities for the operation of gates/barriers by disabled persons, and manual operation of any gates/barriers in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the gates/barriers shall be installed in accordance with the approved details and maintained for so long as the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (March 2015) and the HDAS - Accessible Hillingdon.

21 RES18 Lifetime Homes/Wheelchair Units

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

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (2015) Policies 3.1, 3.8 and 7.2

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2015) 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 coastal
NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 2.15	(2015) Town Centres
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.2	(2015) Improving health and addressing health inequalities
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.8	(2015) Housing Choice
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 3.14	(2015) Existing Housing - Efficient use of stock
LPP 3.16	(2015) Protection and enhancement of social infrastructure
LPP 4.7	(2015) Retail and town centre development
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and relate facilities and services

LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.9	(2015) Overheating and cooling
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.15	(2015) Water use and supplies
LPP 5.21	(2015) Contaminated land
LPP 6.2	(2015) Providing public transport capacity and safeguarding land for transport
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.21	(2015) Trees and woodland
LPP 8.2	(2015) 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 I13 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 I15 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:-

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 should contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

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

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.

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.

Childrens play areas/ Open spaces/ Amenities

Children's play areas, open spaces and amenity areas must be protected by a secure fence along the boundary of one of the following kinds, concrete post and panel, iron railing, steel palisade or such other fence approved by the Local Planning Authority acting in consultation with the railway undertaker to a minimum height of 2 metres and the fence should be not able to be climbed.

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.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere

with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

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This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

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 revised scheme, as per the consented 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.

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. The lobby area would link via an internal corridor to the rear entrance on Block B which would access the internal courtyard and link directly 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 would be provided 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 36 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 now provides a 192 sqm play/ amenity area which has been re-sited from the end of Tachbrook Road, adjacent to the railway embankment on the consented scheme due to ownership/ interest rights on this piece of land being contested. Bin storage would be provided within each of the two blocks, adjacent to their main entrances.

The following documents have been re-submitted in support of this application which were originally submitted in support of the previously consented scheme (App. No. 5480/APP/2014/1018 refers):-

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

With the exception of the siting of the children's play area, the layout of the car parking and very minor alteration to the internal layout of some of the units, an identical scheme was approved on this site on 26/9/14, following its presentation to the Major Application Committee on 6/8/14 and the completion of a S106 Agreement (App. No. 5480/APP/2014/1018 refers).

An application for a very similar redevelopment scheme (App. No. 65480/APP/2013/3034 refers) was also withdrawn by the applicant on 20/1/14 to allow revisions to be made to the scheme.

A scheme for the re-development of Kitchener House on the opposite side of Tachbrook Road, approved on 10/12/13 to provide 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 mainly on the upper floors is currently being implemented and relevant to the consideration of this application (App. No. 18218/APP/2013/2183 refers).

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 coastal
- NPPF12 NPPF - Conserving & enhancing the historic environment
- LPP 2.15 (2015) Town Centres
- LPP 3.1 (2015) Ensuring equal life chances for all
- LPP 3.2 (2015) Improving health and addressing health inequalities
- LPP 3.3 (2015) Increasing housing supply
- LPP 3.4 (2015) Optimising housing potential
- LPP 3.5 (2015) Quality and design of housing developments
- LPP 3.6 (2015) Children and young people's play and informal recreation (strategies) facilities
- LPP 3.8 (2015) Housing Choice
- LPP 3.12 (2015) Negotiating affordable housing (in) on individual private residential and

	mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 3.14	(2015) Existing Housing - Efficient use of stock
LPP 3.16	(2015) Protection and enhancement of social infrastructure
LPP 4.7	(2015) Retail and town centre development
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.9	(2015) Overheating and cooling
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.15	(2015) Water use and supplies
LPP 5.21	(2015) Contaminated land
LPP 6.2	(2015) Providing public transport capacity and safeguarding land for transport
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.21	(2015) Trees and woodland
LPP 8.2	(2015) 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:- 18th August 2015

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

53 neighbouring properties have been consulted, the application was advertised in the local press on 5/8/14 and 2 notices have been displayed on site, dated 4/8/15. One response from the general public has been received, objecting to the proposals on the following grounds:-

- (i) The traffic in the High Street and egressing of Warwick Road is terrible,
- (ii) The High Street is being completely ruined by all this building work, changing it for the worst, and
- (iii) We can not take any more flats as we do not have enough doctors, dentists and school places.

YIEWSLEY & WEST DRAYTON TOWN CENTRE ACTION GROUP:

Last time we were opposed to the proposed overall appearance of this development although it has been noted that planning approval was given on 26/9/14. This application raises the ongoing ownership dispute of Tachbrook Road. This application has put the proposed development back within the owner's boundary and to place the play area in the central courtyard. Other amendments have also been noted, and we would hope that approval will not be granted.

ENVIRONMENT AGENCY:

We recommend that the requirements of the National Planning Policy Framework and National Planning Policy Guidance (NPPG) are followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be additional to the risk to human health that your Environmental Health Department will be looking at.

We expect reports and Risk Assessments to be prepared in line with our 'Groundwater protection: Principles and practice' document (commonly referred to as GP3) and CLR11 (Model Procedures for the Management of Land Contamination).

In order to protect groundwater quality from further deterioration:

- No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution.
- Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

The applicant should refer to the following sources of information and advice in dealing with land affected by contamination, especially with respect to protection of the groundwater beneath the site:

From www.gov.uk:

- Groundwater Protection: Principles and Practice (August 2013)
- Our Technical Guidance Pages, which includes links to CLR11 (Model Procedures for the Management of Land Contamination) and GPLC (Environment Agency's Guiding Principles for Land Contamination) in the 'overarching documents' section
- Use MCERTS accredited methods for testing contaminated soils at the site

From the National Planning Practice Guidance:

- Land affected by contamination

British Standards when investigating potentially contaminated sites and groundwater:

- BS 5930: 1999+A2:2010 Code of practice for site investigations

- BS 10175:2011 Code of practice for investigation of potentially contaminated sites

- BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points

- BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

NETWORK RAIL:

Initial comments:-

Whilst there is no objection in principle to this proposal, we do have concerns over the building height, this is not clear on the documents submitted and could impact upon the signalling in the area, and we may have further comments to make other than those supplied below. We therefore request the applicant provides the requested details.

It should be noted that any interface with any Network Rail's structures e.g. bridges etc, will need to be considered and mitigated through Network Rail's Asset Protection process.

Also the applicant should be aware that this area is due to be electrified in the near future.

Notwithstanding the above I give below my comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

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 should contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin

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

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.

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.

Childrens play areas/ Open spaces/ Amenities

Children's play areas, open spaces and amenity areas must be protected by a secure fence along the boundary of one of the following kinds, concrete post and panel, iron railing, steel palisade or such other fence approved by the Local Planning Authority acting in consultation with the railway undertaker to a minimum height of 2 metres and the fence should be not able to be climbed.

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.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

Further comments:-

Further to my email dated 4th August regarding the above application, please note I have now received comments from our Drainage and Earthworks Engineer who would like to bring the following to your attention.

There has been no information provided with regards to hydrological impact, surface water and drainage considerations imposed by new development.

I trust full cognisance will be taken in respect of these comments.

Officer's comments:-

Network Rail's detailed comments have been included within an informative. As regards their query regarding the building height, it has been pointed out to Network Rail that the elevational drawings have marked heights on them which show that the development has a maximum ridge height of 13.4m on the railway side. As regards the lack of drainage information, the Council's Water and Flood Management Officer advises that the scheme is acceptable subject to a sustainable drainage condition.

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 I write to inform you that Crossrail Limited do not wish to make any comments on this application as submitted.

METROPOLITAN POLICE

This development should incorporate all of the Secured by Design requirements detailed in the New Homes 2014 Guide and detailed criteria are listed.

Officer's comment

A Secure by Design condition has been attached.

Internal Consultees

HIGHWAY ENGINEER:

This is a variation of an approved earlier application ref: 65480/APP/2014/1018. Condition 6 of that Planning Consent requires a minimum of 6 of the parking spaces to provide stackers.

This proposal is for the reduction in the number of surface car parking spaces, but an increase in the use of stackers so that 36 off-street car parking spaces would be provided. No further assessment of the Transport Assessment reports relevant to this proposed development have been made, in the

belief and understanding that those would have been reviewed at application stage under the approval referred to above.

On the substantive issue for consideration under this application, no highway objection is raised to the proposed stacker car parking system.

If you are minded to approve this application, please include (a) Condition(s) substantially similar to those in the existing approval, together with a new condition requiring the applicant to submit details and design specifications of the specific stacker system to be installed, to ensure that they comply with the applicant's parking layout as indicated in the drawings submitted with this application.

HOUSING OFFICER:

I note that this scheme is basically the same as the consented scheme 65480/APP/2014/1018 but that the footprint of the site has been reduced to remove land in Tachbrook Road which will reduce the communal amenity space but still meet the Hillingdon standards for amenity space.

It therefore seems unreasonable to make any significant changes to the affordable housing that was agreed although it is disappointing to note no larger 3 bed family homes are included in either application.

The previous application offered 13 affordable housing units or 34% affordable housing. This application proposes 13 affordable housing units 8 x 1 beds and 5 x 2 beds or 31 habitable rooms in total, which equates to just 31% affordable housing calculated on a habitable room basis.

A large number of 1 bedroom flats in any development can cause management issues for the landlord as the majority of eligible applicants are vulnerable in some way, the preference therefore would be for as higher % of 2 bed flats within the affordable housing quota. 5 x 1 beds and 8 x 2 bed flats would equal 34 habitable rooms and 34% affordable housing calculated on a habitable room basis.

I would like to see an accommodation schedule showing exactly which flats will be designated as affordable housing and the wheelchair accessible units to be included within the affordable housing.

To ensure the borough benefits from the maximum number of rented units and to avoid the requirement for any Deed of Variations at a later stage, I suggest the S106 simply allows a Registered Provider to deliver up to 40% of the affordable housing on a shared ownership basis.

All the affordable housing units will need to meet the London Housing Design guide standards.

EPU (NOISE):

I have considered the Noise and Vibration Assessment report Ref: 31429 (August 2013) for the above planning application prepared by Hepworth Acoustics. Since this report was drafted, two of the British standards referenced have been update, namely BS8233:2014 and BS4142:2014. The changes in BS8233 are that a new internal noise level of 35 dB for bedroom at daytime and there are no longer a separate good and reasonable standard, just single internal level for each different use. In terms of BS4142, as the 1997 version is referenced in our current noise spd we will continue to use that version and hence the assessment in the report is acceptable.

The report makes recommendations for the acoustic specification of double glazing in the residential properties in order to provide satisfactory internal noise levels. For habitable rooms facing the railway, glazing with a minimum 4-12-4.4 laminated and an acoustically treated ventilation system with

minimum acoustic rating Dn,e,w 35dB is recommended. For bedrooms/habitable rooms overlooking Station Road glazing with 4-12-6.4laminated together with acoustically treated ventilation system with minimum acoustic rating Dn,e,w 45dB is recommended. I agree that the recommendations on double glazing acoustic specification together with acoustically treated ventilation system contained in 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 (tables A4 to A11) are within the guidelines provided in BS6472:2008 and no additional mitigation measures will be required. However, the vibration monitor appears to be out of calibration when the measurements were made. This should not affect the results significantly but it is good practice to have monitors in calibration.

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)

EPU (LAND CONTAMINATION):

The previous permission (65480/APP/2014/1018) had two contaminated land conditions numbered 17 (standard contaminated land condition) and 18 (imported soil condition).

The information above is the same desk study that was previously submitted and reviewed by Nayani. I refer to our previous memo of 15 November 2013. The recommended site investigation has not been undertaken so I cannot comment on the actual site conditions and whether or not there are significant contamination works necessary. The garage is probably the key source of contamination as there is no information on any clean up available to us. The two advised conditions again are essential for any permission.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The acceptability of the principle of the mixed retail/ residential re-development of this town centre site has been established by the previous grant of planning permission (App. No. 5480/APP/2014/1018 refers). Although a new version of the London Plan has been adopted (in March 2015) since the previous application was considered, its changes are not material to the original assessment of the scheme. Furthermore, there has been no significant changes on site to warrant a re-assessment of the scheme.

7.02 Density of the proposed development

This scheme was previously considered to be in general conformity with the Mayor's density guidelines. These guidelines have not been revised since the last assessment.

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

The previous committee report advised that the proposals would be unlikely 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. Furthermore, as regards the adjoining Grade II Listed Railway Arms PH, the development would be sufficiently set back from this heritage asset, separated by the proposed open landscaped courtyard and has been sensitively designed so as not to affect the setting of the listed building. 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

The Council's Urban Design /Conservation Officer advised previously 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, which now includes a landscaped children's play area.

The Design Officer went on to advise that 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.

It is therefore considered that the development successfully integrates with surrounding buildings in this urban and historic setting and the development will contribute positively to the streetscene, enhancing the site which has a somewhat unkempt appearance and its sensitive redevelopment would improve the character and appearance of this part of the town centre. 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 (March 2015).

7.08 Impact on neighbours

Previously, the officer's report to committee advised that 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.

It went on to advise that 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, this involves 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 including main habitable room windows overlooking the road. The block 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 this scheme 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. The previous report went on to advise that the former siting of the children's play area on Tachbrook Road would allow some landscaping and selective tree planting to be provided along much of this frontage which would assist with providing additional screening in the longer term. Whilst this additional landscaping would no longer be provided on this revised scheme, the relationship remains as being across the street where privacy is often compromised. If future residents were concerned about privacy, it could be enhanced with planting on their private balconies.

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 very minor alterations made in this revised proposal do not alter the sizes of the flats but seek to improve the usability of the floor space by reducing length of hallways etc.

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.

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 re-sited children's play area would provide a further 192sqm of usable amenity space, to give a good mix and interest of space that totals 939sqm, 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 (March 2015) 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.

As on the previous consented scheme, this revised proposal includes 36 car and 38 cycle parking spaces to serve the residential element and there would be no parking to serve the retail unit, although 12 cycle spaces would be provided for use by staff and customers. As before, 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 which was reviewed at the time of the last application. The Council's Highway Engineer concluded that any increase in vehicle trips as a result of the development would not have a material impact

along the adjacent highway network.

This scheme, as did the previously approved scheme proposes 36 off-street car parking spaces to serve the residential units which equates to a ratio of 1:0.95. This is the same ratio used on two fairly recently approved schemes, at Padcroft Works and 21 High Street and is very close to the 1:1 ratio on the Kitchener House scheme.

The Highway Engineer previously advised 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 36 space provision would be acceptable to serve the proposals, however, some of the parking spaces within the site, although suitable for a medium sized car, would be difficult to access for a larger car and would require excessive manoeuvring and recommended that a condition be attached to ensure that some of the spaces would have stackers. A condition was attached, requiring a minimum of 6 spaces to be served.

The car parking layout has now been revised in view of the need to accommodate the children's play / amenity area within the internal courtyard with a consequent reduction in the number of surface car parking spaces (to 22) but with a corresponding increase in the use of stackers which would now serve 14 of the spaces to give the total of 36 spaces.

The Highway Engineer raises no objections to the revised scheme. Therefore, as per the previous permission, 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

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 Access Officer advised on the previously consented scheme that lifts and stairs are to be provided giving access to the upper floors, as regards car parking, four accessible spaces would be provided for the residential units, whereas the retail element would not be provided with car parking facilities. The officer advised that the flats demonstrate compliance with the requisite Lifetime Homes Standards for planning purposes. In conclusion, the Access Officer advised that there are no objections on accessibility grounds, with the need to provide level access being covered by the Building Regulations.

As this scheme and its revised parking layout re-provides 4 accessible spaces close to one of the entrances on Block B, it is considered that the scheme is acceptable from an accessibility perspective.

7.13 Provision of affordable & special needs housing

This revised scheme does not alter the provision made for affordable housing on the consented scheme, namely 13 units, comprising 8 x one-bedroom and 5 x two-bedroom units. This equates to 34.2% of the total number of units, although using habitable rooms, it

equates to 31% affordable as referred to in the Housing Officer's comments. Although the scheme is strictly contrary to guidance, the agent is not prepared to alter the provision and as there has been no material change in policy, it is considered that a reason to refuse permission of the application on this ground could not be justified. As regards the Housing Officer's comments as regards an accommodation schedule identifying the affordable units, this would be a matter for discussion at the detailed stage of the S106 Agreement.

7.14 Trees, landscaping and Ecology

The Council's Tree/Landscaping Officer previously advised that the only trees on or close to the site are a set of self-seeded Sycamore trees running through the site and Ash and Sycamore trees adjoining the wooded railway embankment which are not protected and have been assessed as being of poor quality which do not constrain the development. The Council's Tree Officer advised 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.

On the previous scheme the Council's Tree/ Landscape Officer noted that 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 limited opportunities for landscaping were afforded. However, the Council's Tree Officer did recognise 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 was limited landscaping potential but with the revised layout, including the landscaped children's play/ amenity area there is far greater opportunities for planting, including specimen trees. Landscaping within the roof top gardens would also assist in greening the area.

The Council's Tree Officer concluded 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 2012).

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 submitted energy assessment is considered to be 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. A condition, requiring a revised energy assessment has been attached to this revised application.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer advises that no objections are raised to the development of the site in principle but as insufficient information has been submitted at this stage, a condition is required. This forms part of the officer recommendation.

7.18 Noise or Air Quality Issues

NOISE ISSUES

The Council's EPU (Noise) Officer advises that since the Noise and Vibration Assessment report was drafted, two of the British standards referenced have been updated, but as these changes have not yet been incorporated in the current Noise Supplementary Planning Document, the assessment in the report is acceptable.

The officer advises that the recommendations for the acoustic specification of double glazing and ventilation are acceptable in order to provide a suitable internal noise climate and these would be controlled by condition. The officer also advises that vibration levels are within recommended guidelines and no further mitigation is required. The other recommended conditions to restrict noise generated by plant and/or machinery and a sound insulation scheme are recommended, together with the construction informative.

AIR QUALITY ISSUES:

The application site is located within the Borough's Air Quality Management Area (AQMA). On the previously consented scheme, the Environmental Protection Officer did assess the Air Quality Assessment which has now been re-submitted with this application and detailed a number of limitations of the study but concluded that given the nature of the scheme, the impact of the proposal upon air quality would not be significant and recommends two conditions and the need for a S106 contribution for air quality monitoring in the area which form part of the officer recommendation on this application.

7.19 Comments on Public Consultations

As regards the comments raised by the individual objector, the acceptability of the scheme in terms of traffic impacts, design and its implications for local services has already been established by the granting of an almost identical scheme (when no objections were raised by the general public). Furthermore, the scheme would not give rise to any significant increase in traffic using the High Street, or congestion at the Warwick Road/ High Street junction, particularly given the existing use of the site with much of the open yard areas which are accessed from the rear providing parking space (Point i). In terms of point (ii), the scheme is well designed and will improve a somewhat derelict and poor quality environment in the town centre and a commensurate package of public benefits would be provided as part of the S106/CIL contributions (point (iii)). As regards the comments raised by the Yiewsley & West Drayton Town Centre Action Group, which object to the scheme, mainly on visual appearance grounds, as raised by the individual objector, this has previously been considered in the officer's report to committee and the scheme found to be acceptable.

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. 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

The applicant has previously 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 both the Council's and the Mayor's Community Infrastructure Levies which would equate to £95 per sq. m and £35 per sq.m of floorspace 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.

Tachbrook Road Land

The previous scheme did also include within the application site the land at the end of Tachbrook Road that was in use for car washing/ valeting, although it is now in use to provide a builder's yard in association with the redevelopment of the adjacent Kitchener House site. The previous consented scheme would have seen this land utilised as a landscaped childrens' play/ amenity area which would have resolved the uncertainties over the future use of the land and improved the appearance of the street so that its omission from the current application is regrettable. Although appropriate notices etc were served at the time, since the granting of permission, ownership rights have been challenged so that this issue can not be resolved at this time.

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 is a revised submission for a scheme of mixed use re-development scheme on a town centre site which seeks to re-locate the childrens' play/ amenity area from the end of Tachbrook Road to within the proposed internal courtyard and re-configure the proposed parking which involves the greater use of stackers.

No objections are raised to the changes and there has been no material change in planning policy or site circumstances to suggest that the scheme should no longer be recommended favourably. The scheme is therefore recommended for approval, subject to a deed of variation/S106 Agreement and conditions.

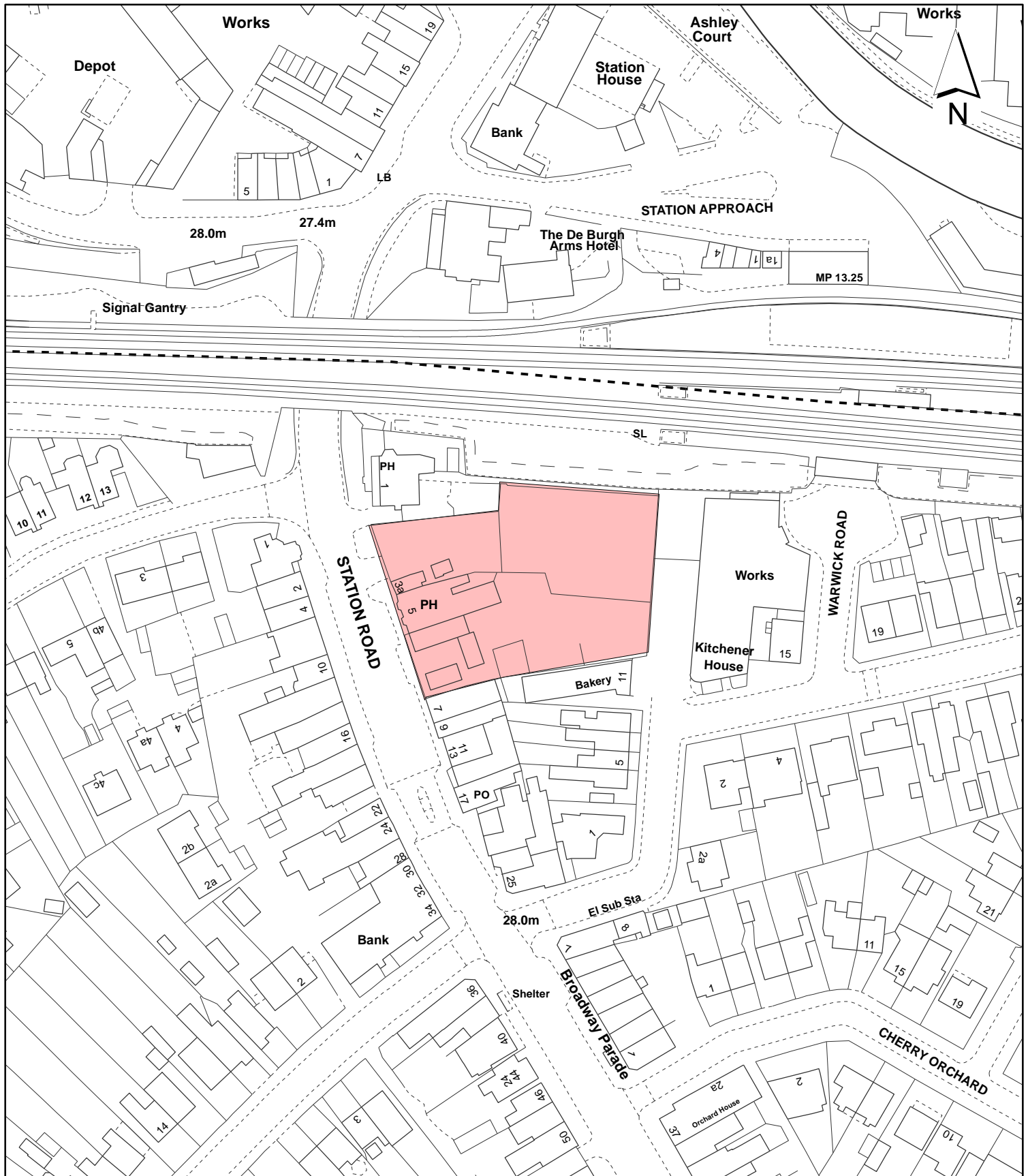
11. Reference Documents

National Planning Policy Framework (March 2012)

London Plan (March 2015)
Mayor's Housing Supplementary Planning Guidance, November 2012
Hillingdon Local Plan (November 2012)

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**5 Station Road
 West Drayton**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

65480/APP/2015/1862

Scale:

1:1,250

Planning Committee:

Major

Date:

October 2015



HILLINGDON
 LONDON