

Report of the Head of Planning, Building Control, Sport & Green Spaces

Address SOUTHALL GAS WORKS HAYES BY PASS HAYES

Development: Details pursuant to condition 7 (Construction Management Plan) of planning permission 54814/APP/2009/430; Outline application
Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping, public realm, open space and children's play space.
Full application
New access roads from the Hayes by-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a bus lane and three new accesses onto Beaconsfield Road. Two bridges over the Grand Union canal and
Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road.

LBH Ref Nos: 54814/APP/2016/119

Drawing Nos: Construction Management Scheme Rev 1.2 A720-E03-SW-MACE-PL-PR-0001-P1

Date of receipt: 12/01/2016

Date(s) of Amendment(s):

1. MAIN PLANNING CONSIDERATIONS

Planning Permission

Outline planning permission ref 54814/APP/2009/430 dated 29/09/2010 was granted by the Mayor of London for the demolition of 16-32 (even) The Crescent; 1-11 (odd) Randolph Road; remediation of the land and redevelopment of the site to deliver a mixed use development for up to: 320,000m² of residential, up to 14,200m² for non-food retail, up to 5,850m² of food retail, up to 1,750m² of Class A2-A5 uses, up to 9,650m² of hotel, up to 3,000m² of conference and banqueting, up to 4,700m² of leisure forming a cinema, up to 2,550m² of health care facilities, up to 3,450m² of education facilities, up to 3,500m² of office/studio units, up to 390m² of sports pavilion, an energy centre and associated car, coach and cycle parking, landscaping, public realm, open space and children's play space; and full details submitted (layout, scale, appearance and landscaping) for the following accesses:
Pump Lane Link Road New access road from the Hayes bypass to the Application Site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Eastern Access New access road from Southall centre to the site, including land currently occupied by properties on The Crescent. Minet Country Park Footbridge Central pedestrian and cycle access to the Minet Country Park, bridging

over the Canal and Yeading Brook. Springfield Road Footbridge Northern pedestrian and cycle access to Minet County Park and Springfield Road. Widening of South Road across the railway line - Widening of south road over the railway line for the creation of a bus lane. Accesses onto Beaconsfield Road (Outline Application with full details of accesses).

The Site

The Southall Gasworks application site is roughly triangular in shape and occupies approximately 44.7Ha in area. The application site is bounded to the south by the Wales and Great Western Mainline Railway (with commercial and employment uses beyond), to the west by the Grand Union Canal (with Minet Country Park beyond) and to the north by residential development in Southall (off Beaconsfield Road).

The majority of the application site is located within the London Borough of Ealing. The boundary between the London Boroughs of Ealing and Hillingdon is defined by the centre line of the Grand Union Canal. The canal also forms the western boundary of the main site.

The land between the Grand Union Canal and Yeading Brook is owned by British Waterways and managed as a wildlife area. This land was formally used as a landfill tip and is known to be subject to contamination. The Minet Country Park is owned by the London Borough of Hillingdon and maintained as a public country park. The Yeading Football Club grounds are located in the north east corner of the site.

Proposal

The applicant seeks to discharge condition 7 (Construction Management Plan) of planning permission ref: 54814/APP/2009/430, dated 29/09/2010, for the demolition of 22 houses; remediation of the land and redevelopment of the site to deliver a mixed use development (Outline Application with full details of accesses).

Condition 7 reads:

Site remediation, preparatory works and the development hereby permitted shall not commence until a proposed Construction Management Scheme for the development within the London Borough of Hillingdon has been submitted to and approved in writing by the London Borough of Hillingdon as the Local Planning Authority in consultation with Transport for London (where relevant as strategic highway authority). Details to include:

- a) A detailed specification of construction works at each part of development
- b) The best practical means available in accordance with British Standard Code of Practice BS5228: 1997 to be employed at all times to minimise the emission of noise and dust from the site;
- c) A suitable and efficient means of monitoring and suppressing dust, vapours and odours must be provided and maintained, including where necessary the use of deodorising agents and adequate containment of stored or accumulated material so as to prevent it becoming airborne at any time and giving rise to nuisance.

- d) Engineering measures, acoustic screening and the provision of sound insulation required to mitigate specific environmental impacts identified;
- e) Identification of the most sensitive receptors, both residential and commercial where assessment and monitoring of impacts will be undertaken as work progresses;
- f) Means of enclosure and security of the site and individual phases
- g) A framework travel plan for construction workers
- h) Defined access routes to the site for all vehicles relating to the remediation and construction of the development.
- i) Details of the arrangements for the delivery of materials to the site for the construction of the development - including hours and restrictions on construction traffic having regard to the need to control construction traffic during peak hours.
- j) Construction waste management strategy
- k) Unless otherwise agreed as part of the Construction Management Strategy and Code of Practice, the operation of site equipment and / or plant and machinery generating noise that is audible at the facade of residential or noise sensitive premises shall only be carried out between the hours of 0800 to 1800 Mondays to Fridays, 0800 to 1300 on Saturdays and at no time on Sundays and Bank Holidays unless otherwise agreed by London Borough of Hillingdon as the local planning authority;
- l) Details of the proposed timing sequence and location of the development within the London Borough of Hillingdon:
- m) Adoption and implementation of the Considerate Contractor Scheme (or similar to be agreed with the LPA) registration and operation:
- n) Details of how vehicles transporting contaminated waste that leave the site (including wheel washing and covering of loads) will be managed to prevent any contaminants from entering the environment:
- o) Details of and restriction on the heights of cranes, having regard to Air Safeguarding Zones:
- p) Measures to mitigate disturbance to nesting birds on site:
- q) Arrangements for publicity and promotion of the scheme during construction:
- r) Details of an advertised 'hotline' to be operated and funded by the developer to enable any complaints to be recorded;
- s) Liaison with the Local Authority's Environmental Health Unit to register complaints received and response/action taken;
- t) The availability of a site manager(s) or other persons with appropriate seniority

within the organisation capable of authorising proper remedial action where appropriate: and

u) Details of how access is to be provided for vehicles, plant and machinery to the two bridges and to the Pump Lane Link Road, while protecting the amenities of the Minet Country Park Green Belt land.

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

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

The following details have been submitted in support of the conditions discharge application:

- Construction Management Scheme Rev 1.2 10.05.2016 A720-E03-SW-MACE-PL-PR-0001-P1

Details within the Construction Management Scheme include:

i) Construction traffic management

St James will minimise the impact of road based construction traffic by identifying clear controls on routes for large goods vehicles which will govern vehicle types, vehicle quality and hours of site operation. The primary traffic management measures that will be adopted are as follows:

- Traffic management plans will be implemented to minimise the potential impact of the reduced highway capacity during the construction of the off-site highway and access works;
- Where practicable and consistent with carrying out the proposed development, existing public access routes and rights of way will be maintained during construction;
- Access routes to the site to be used by HGVs and other construction traffic will avoid sensitive receptors;
- Only those routes approved by the relevant bodies will be used by vehicles accessing the site;
- Access routes to the site will be clearly identified with signage;
- Movement of construction traffic will be minimised through the use of dedicated construction routes around the site and 'just in time' deliveries;
- No long-stay, day-time or overnight parking of HGVs in the vicinity of the site will be permitted;
- Vehicles waiting to deliver or remove materials from the site will be directed to specified holding areas located within the construction site;
- Emergency access protocols and rendezvous points will be agreed with the relevant highway authorities and the emergency services;
- Traffic marshals will be used and will be trained to bank vehicles and ensure the site rules are followed, provide ad hoc traffic management support where required, as well as providing escorts for heavy plant, cranes and abnormal loads; and
- The timing of vehicle movements to and from the site will align to the working

hours except in the case of an emergency.

ii) Working Hours

The site 'core hours' will be Monday-Friday 08.00-18.00 and Saturday 08.00-13.00. In order to maximise the use of these hours, half an hour start-up and close-down periods will be requested on Monday- Friday from 07:30 - 08:00 in the morning and from 18:00 - 18:30 in the evening. On Saturdays the start-up and close-down periods requested will be between 07:30 - 08:00 and 13:00 - 13:30 respectively.

iii) Deliveries 6:00 - 7:30 and 9:30 - 15:00

A delivery management system will be operated to support the development needs for the duration of the programme. The primary objectives of the system will be to:

- Regulate the number, flow, frequency and timing of vehicles;
- Regulate the number of vehicles within the site specifically during the build stages of the individual phases;
- Avoid congestion on the approach roads;
- Minimise the impact on the local and regional road networks;
- Minimise the impact on local communities; and
- Provide material delivery and security assurance.

The proposed system will require suppliers to book a delivery window prior to arrival on-site. Suppliers will be required to provide basic details of the materials being delivered (e.g. description, quantity, weight and size), the delivery vehicle and offloading equipment for approval by St James. The maximum number of deliveries allowed in any given time slot will be managed by St James thus allowing control of the flow of deliveries to site and deliveries to avoid peak hours if required. Any deliveries required that have not been booked in advance will be managed through an 'unplanned booking' process whereby justification for allowing such deliveries will need to be submitted for approval by St James.

Risk assessments will consider safety in the transportation of deliveries and will include:

- Personnel falling from vehicles;
- Vehicles being struck by loading equipment (e.g. fork lift trucks) or by other vehicles;
- Loads or parts of loads falling off during loading, transit, unloading and striking people;
- Straps under tension potentially springing back and hitting people; and
- Slips and trips on the vehicle bed.

iv) Transportation of Contaminated Waste

In addition to the infrastructure management measures previously described, the following practices will be adopted for the transportation of contaminated waste to comply with hazardous waste regulations:

- Full duty of care details for persons removing waste will be provided;
- Hazardous waste consignment notes will be fully and correctly completed before waste leaves site;
- Evidence that the waste has been received by the final waste facility for disposal or recovery will be obtained;

- All hazardous waste will be kept separate to other wastes and labelled as such;
- Contaminated and uncontaminated soils will be segregated to prevent cross contamination;
- Environment Agency Technical Guidance WM2 on the assessment and classification of hazardous wastes will be followed;
- Completed consignment notes will be obtained, demonstrating that the waste has been correctly disposed/recycled; and
- Full copies of waste permits / exemptions/ licences for waste management contracts handling the waste will be obtained.

Consults

TFL: No objection

Highways: No objection

It is therefore recommended that the condition be discharged.

2. **RECOMMENDATION**

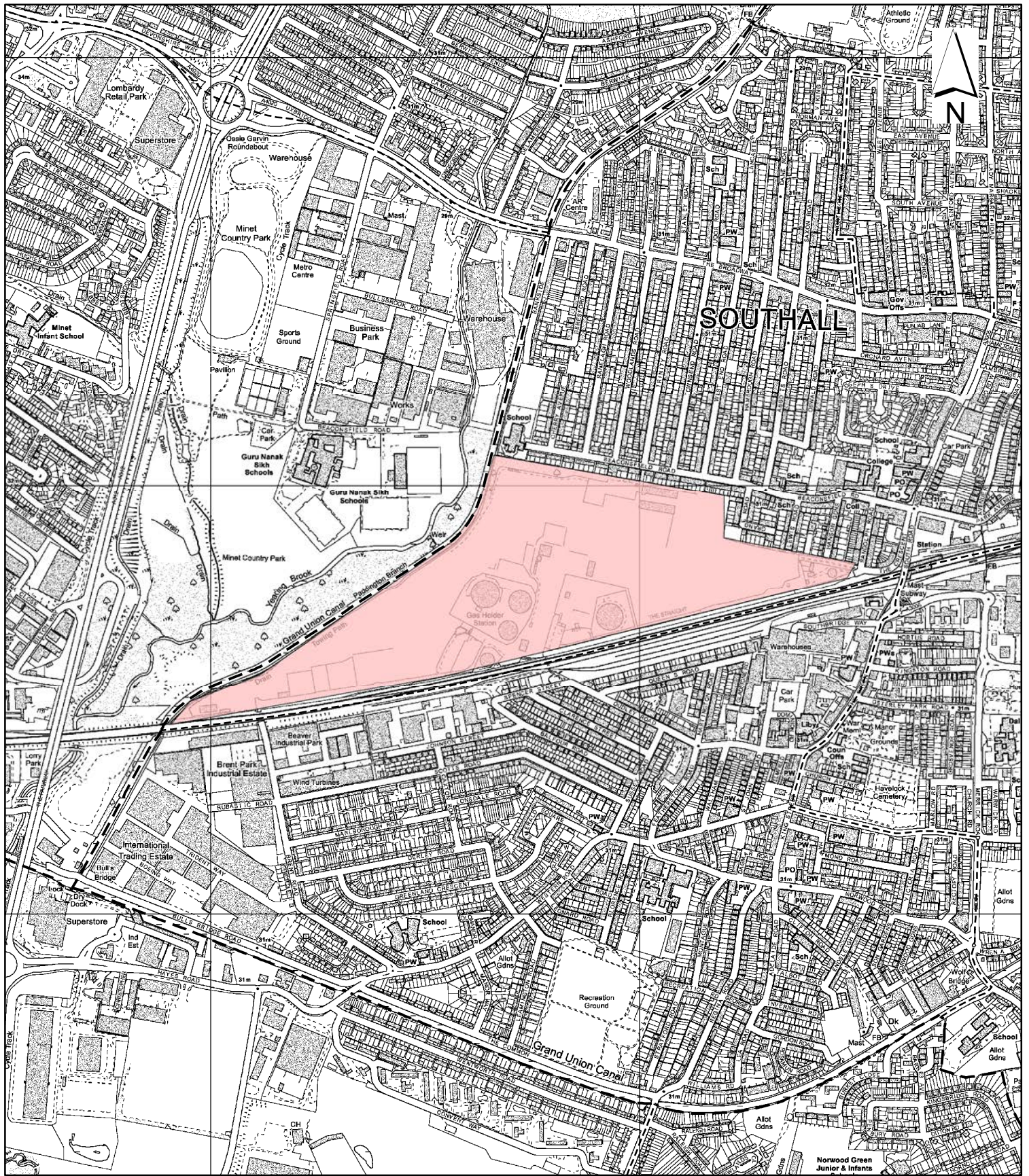
APPROVAL

INFORMATIVES

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| 1 | I52 | 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 | 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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance. |
| 3 | I59 | On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions. |

Contact Officer: Matt Kolaszewski

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Southall Gasworks Site
 Hayes By Pass
 Hayes**

Planning Application Ref:

54814/APP/2016/119

Planning Committee:

Major

Scale:

1:12,000

Date:

October 2016

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111



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