

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

Address SOUTHALL GAS WORKS HAYES BY PASS HAYES

Development: Submission of Details for condition 34(Flood Relief Channel) and 35 (Flood Storage Area) for planning permission ref 54814/APP/2009/430 dated 29 September 2010; hybrid planning application for Southall Gasworks Redevelopment.

LBH Ref Nos: 54814/APP/2015/3931

Drawing Nos: A720-E05-PL-BR-ARU-EW-DR-0004-P2
VD15290-ID-DR-00-0002
VD15290-ID-DR-20-C0100_D
VD15290-ID-DR-20-C0501_C
VD15290-ID-DR-20-C0511_A
VD15290-ID-DR-20-C0521_A
VD15290-ID-DR-20-C0531_A
VD15290-ID-DR-20-C0601_D
VD15290-ID-DR-25-0001_A
VD15290-ID-DR-25-0002_A
VD15290-ID-DR-25-0003_A
VD15290-ID-DR-25-0004_A
VD15290-ID-DR-25-0005_A
VD15290-ID-DR-25-0006_A
VD15290-ID-DR-25-0007_A
VD15290-ID-DR-25-0008_A
VD15290-ID-DR-25-0009_A

Date of receipt: 27/10/2015

Date(s) of Amendment(s): 21/10/2015

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 Country 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 conditions 34(Flood Relief Channel) and 35 (Flood Storage Area) 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 34 requires:

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

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

Condition 35 requires:

Development of the Pump Lane Link Road bridge shall not begin until the detailed design of the surface water drainage pond for the relevant Part, including the flood storage area, based on the principles set out in the FRA West Southall Yeading Brook A012564 V4 dated August 2008 by White Young Green, have been submitted to and approved in writing by the London Borough of Hillingdon as the local planning authority. The detailed design and management proposal for the flood storage area shall incorporate appropriate management measures in respect of flooding and

control of pollutants from road runoff, and provisions to ensure this occurs in the longer term. The scheme shall subsequently be implemented in accordance with the approved details and the agreed timing / phasing arrangements embodied within the scheme.

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

The following information was submitted in support of the discharge of conditions application:

Condition 34:

- Western Access Planning Condition Areas (Vectos: DR-00-0002);
- Western Access Site Plan (Vectos: DR-20-C0100 Rev E);
- Western Access Earthworks Plan (Vectos: DR-20-C0601 Rev E);
- Pump Lane Access Works - Earthworks Standard Details (ARUP: DR-0004 P2);
- River Crane Diversion - General Arrangement (Vectos: DR-25-0001 Rev A);
- River Crane Diversion - Chainage Plan (Vectos: DR-25-0002 Rev A);
- River Crane Diversion - Long Section (Vectos: DR-25-0003 Rev A);
- River Crane Diversion - Sections 1/4 (Vectos: DR-25-0004 Rev A);
- River Crane Diversion - Sections 2/4 (Vectos: DR-25-0005 Rev A);
- River Crane Diversion - Sections 3/4 (Vectos: DR-25-0006 Rev A);
- River Crane Diversion - Sections 4/4 (Vectos: DR-25-0007 Rev A);
- Flood Compensation Scheme - Additional Flood Plain Volume (Vectos: DR-25-0008 Rev A); and
- Flood Compensation Scheme - Cross Sections (Vectos: DR-25-0009 Rev A).

Condition 35:

- Western Access Drainage Longitudinal Sections (Vectos: DR-20-C0511 Rev B);
- Western Access Drainage Details (Vectos: DR-20-C0531 Rev D);
- Western Access Drainage Manhole Schedule (Vectos: DR-20-C0521 Rev A);
- Western Access Drainage Plan (Vectos: DR-20-C0501 Rev C);
- Flood Compensation Scheme - Additional Flood Plain Volume (Vectos: DR-25-0008 Rev A); and
- Flood Compensation Scheme - Cross Sections (Vectos: DR-25-0009 Rev A).

Key matters include:

i) Paragraph 3.1.2 of YB FRA confirms the details of the diversion to the drainage channel (also known as the River Crane) as approved under the 2010 planning permission. The approved proposal is to replace 225m of highly engineered U-shaped concrete channel with an enhanced diversion, in a more natural channel, provide a larger full span bridge for the crossing and avoid culverting. The hydraulic calculations which were included as Appendix 6 to the FRA demonstrated the impact of the diversion to be negligible.

ii) The YB FRA confirms at paragraph 3.1.4 that the embankment's footprint will reduce the potential volume of flood storage by approximately 3,400m³. Whilst WYG's report considered that the volume lost would be too small to impact on flood flows as assessed by the river model with due regard to the fact that the effects of loss of storage are cumulative it was proposed to excavate an equivalent volume upstream of the crossing outside of the existing flood plain.

In consultation with the Environment Agency, an area adjacent to the flood relief

channel was identified as being a suitable location for a compensatory storage site. The YB FRA outlines that the storage is to be formed by excavating a layer from the channel bank which is already an artificially formed surface. It is in accordance with these principles that the detailed plans which have been submitted for the purpose of the discharge of Condition 35 have been developed.

iii) The drainage for the Western Access Road has been designed in accordance with the WYG Flood Risk Assessment. The outfall of the drainage system is to the Yeading is via a redundant section of the River Crane. In order to attenuate the water and provide a green run off rate, the scheme has been designed with oversized pipes, which will then limit the flow into the redundant River Crane to the south of the access road and then into the Yeading Brook.

iv) Under Condition 3 (Western Access Bridge Design) Planning Application Ref: 54814/APP/2015/3928 a footpath is provided under the bridge over the Grand Union Canal as part of the canal towpath. The design of the footpath has been developed in consultation with the Canal and River Trust and meets with the technical requirements of their Code of Practice. Through on going dialogue with the Canal and River Trust SJWL are alive to other works planned along this stretch of the Grand Union Canal.

As shown on Grand Union Canal Bridge General Arrangement (ARUP: DR-0040 P7), as the Western Access bridge passes over the Yeading Brook there is a 4m wildlife corridor provided on either side of the channel. No footpath or cycleways are required in this area.

Where the Western Access oversails the Grand Union Canal, as previously stated a footpath / cycleway has been provided which is in accordance with the Canal and River Trust Code of Practice. A wildlife corridor has also been provided along the western bank. Details of bank protection for the Flood Alleviation Channel are set out in Earthworks Standard Details (Drawing Ref: A720-E05-PL-BR-ARU-EW-DR-0004 P2). These measures have been agreed in dialogue with the Environment Agency.

It should be noted that SJWL have been in dialogue with the Environment Agency since acquiring the Gasworks site in 2014 and the designs for flood alleviation have been developed accordingly. SJWL consultant's Waterman has submitted a Water Framework Directive Compliance Assessment to the Environment Agency for Flood Defence Consent to enable the provision of the western access road to the new development including works to be undertaken on the River Crane Flood Relief Channel and Yeading Brook. The Environment Agency have confirmed that they have approved the Water Framework Directive Compliance Assessment which has been submitted.

Consults

Environment Agency: No objection.

Flood & Water Management Officer: No objection.

Officer Comment: It should be noted that extensive correspondence occurred between the applicant and the Council's Flood and Water Management Officer and various revisions to the approved information was obtained.

It is therefore recommended that the condition be discharged.

2. RECOMMENDATION

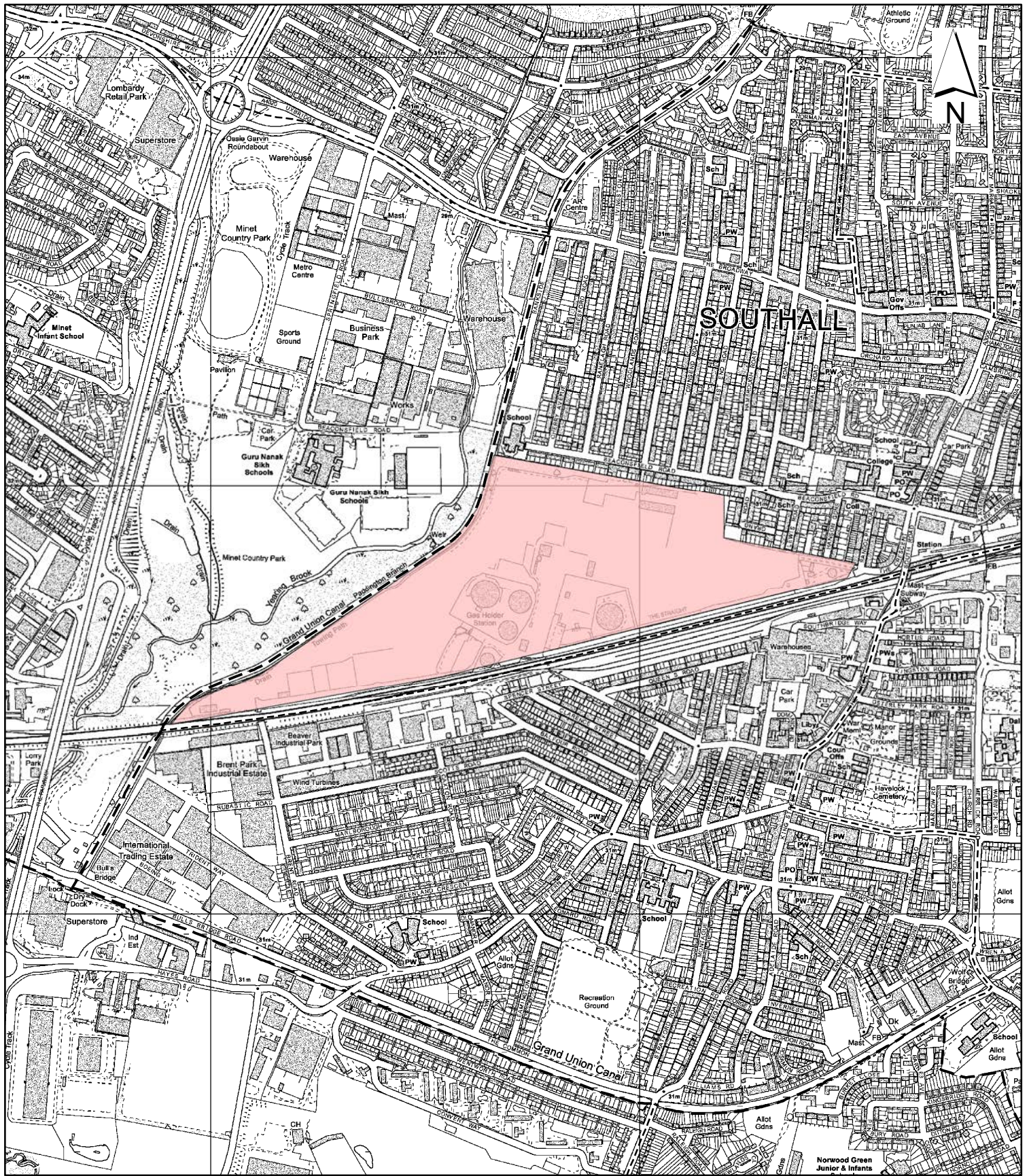
APPROVAL

INFORMATIVES

- 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.

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Notes:

 Site boundary

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Site Address:

**Southall Gasworks Site
 Hayes By Pass
 Hayes**

Planning Application Ref:

54814/APP/2015/3931

Planning Committee:

Major

Scale:

1:12,000

Date:

October 2016

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

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