

Report of the Head of Planning, Sport and Green Spaces

- Address** LAND REAR OF 2-24 HORTON ROAD YIEWSLEY
- Development:** Demolition of existing buildings and redevelopment to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access, and relocated sub-station
- LBH Ref Nos:** 71582/APP/2016/4582
- Drawing Nos:** Landscape Design Statement Rev C 12 December 2016
Noise Assessment December 2016
Statement of Community Involvement December 2016
Drainage Design Strategy December 2016
Planning Statement December 2016
Drawing Issue Schedule April 2017
Flood Risk Assessment G22018 December 2016
Air Quality Assessment
15-214/D500 Rev A Block A Bay Study
15-214/D502 Rev A Block C Bay Study
15-214/D501 Rev A Block B Bay Study
1452-01 Rev F Layout showing Proposed Hard and Soft Landscape General Arrangements
1453-02 Rev F Layout showing Proposed Landscaping Details
Geotechnical Desk Study Report December 2016
15.214/D02 Rev A Topographical Survey
15.214/D10 Rev A Existing Block Plan
15.214/D49 Rev A Proposed Site Plan - Basement Level
15.214/D130 Rev A Block D - Proposed Plans
15.214/D100 Rev A Block A - Proposed Plans
15.214/D120 Rev A Block C - Proposed Plans
15.214/D230 Rev A Block D - Proposed Elevations
15.214/D200 Rev A Block A - Proposed Elevations
15.214/D220 Rev A Block C - Proposed Elevations
15.214/D01 Rev A Location Plan
Extended Phase 1 Habitat Survey & Bat Assessment Rev B 01 September 2016
Commercial Viability Report 08 December 2016
Statement of Principles in relation to the Scheme-Towpath Boundary Design and Access Statement (Revised Feb 2017)
Residential Travel Plan December 2016
Arboricultural Survey & Arboricultural Impact Assessment Rev D 12 December 2016
Viability Report
Energy Statement and Sustainability Report Issue 3 December 2016
Transport Assessment December 2016
15.214/D300 Rev B Proposed Sectional Elevations 01, 02
15.214/D210 Rev B Block B - Proposed Elevations
15.214/D110 Rev B Block B - Proposed Plans
15.214/D52 Rev B Proposed Site Roof Plan

15.214/D51 Rev B Proposed Site Plan - 1st Floor
15.214/D50 Rev B Proposed Site Plan - Ground Level
15.214/D11 Rev B Proposed Block Plan
15.214/D301 Rev A Proposed Sectional Elevations 03, 04
15.214/D302 Proposed Section 05

Date Plans Received:	21/12/2016	Date(s) of Amendment(s):	21/12/2016
Date Application Valid:	23/12/2016		10/02/2017
			02/05/2017
			13/02/2017
			28/04/2017
			11/01/2017
			03/01/2017

1. SUMMARY

Planning permission is sought for the demolition of existing buildings and redevelopment of the site to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, an A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access, and a relocated sub-station.

There is no land use policy objection to the principle of a residential-led development of the site given the town centre location of the site, which is in an identified 'growth area' and will be the focus for future housing development. The proposal provides a regeneration opportunity to improve the character and appearance of the canal side, and would provide an acceptable level of residential amenity for residents in regards to sunlight/daylight, privacy, internal floor space and external amenity space.

The proposed development is considered to comply with Policies AM7, AM14, BE13, BE19, BE20, BE21, BE23, BE24 and LE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

The application is therefore recommended for approval, subject to conditions and a S106 Agreement.

2. RECOMMENDATION

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

1. That the applicant submit a Unilateral Undertaking, or the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:

(i) Highways Works: S278/S38 for required Highways Works subject to surrounding network adoption status (works to include: Installation of a Legible London 'finger sign'; Resurfacing of the canal path adjacent to the site boundary in a suitable material)

(ii) 14% of hab rooms to be affordable housing including the 3-bed house.

(iii) Air Quality Monitoring: A financial contribution to the sum of £32,062

(iv) Construction Training: A financial contribution or scheme in hand.

(v) Affordable Housing including a review mechanism.

(vi) A project management and monitoring fee of 5% of the total cash contributions for the management and monitoring of the resulting agreement (in the event that a S106 Agreement is completed).

(vii) Canal Improvements (to cover landscaping of land outside the ownership of the applicant).

2. That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the preparation of any S106 Agreement and any abortive work as a result of the agreement not being completed.

3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.

4. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by the 1st August 2017, or any other period deemed appropriate by the Head of Planning and Enforcement then delegated authority be granted to the Head of Planning and Enforcement to refuse the application for the following reason:

The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of highways improvement works, construction and employment training facilities, residential travel plan and affordable housing). The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

5. 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.

6. That if the application is approved, the following conditions be attached:

1 RES3 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 RES4 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,

15.214/D01 Rev A Location Plan
15.214/D02 Rev A Topographical Survey
15.214/D10 Rev A Existing Block Plan
15.214/D11 Rev B Proposed Block Plan
15.214/D49 Rev A Proposed Site Plan - Basement Level
15.214/D50 Rev B Proposed Site Plan - Ground Level
15.214/D51 Rev B Proposed Site Plan - 1st Floor
15.214/D52 Rev B Proposed Site Roof Plan
15.214/D100 Rev A Block A - Proposed Plans
15.214/D110 Rev B Block B - Proposed Plans
15.214/D120 Rev A Block C - Proposed Plans
15.214/D130 Rev A Block D - Proposed Plans
15.214/D200 Rev A Block A - Proposed Elevations
15.214/D210 Rev B Block B - Proposed Elevations
15.214/D220 Rev A Block C - Proposed Elevations
15.214/D230 Rev A Block D - Proposed Elevations
15.214/D300 Rev B Proposed Sectional Elevations 01, 02
15.214/D301 Rev B Proposed Sectional Elevations 03, 04
15.214/D302 Proposed Section 05
15-214/D500 Rev A Block A Bay Study
15-214/D501 Rev A Block B Bay Study
15-214/D502 Rev A Block C Bay Study
1452-01 Rev F Layout showing Proposed Hard and Soft Landscape General Arrangements
1453-02 Rev F Layout showing Proposed Landscaping Details

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the London Plan (2016).

3 RES7 Materials (Submission)

No development shall take place until details of the following materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority:

- (a) materials for the buildings
- (b) brick detailing
- (c) detail of balconies and balustrades
- (d) PVs, windows and doors
- (e) materials for the roofs
- (f) roof lights
- (g) lift over runs
- (h) roof top plant

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

4 RES8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of off-site trees, hedges and other vegetation along the Canal boundary to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with Policy BE38 of the 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 (to include the full list of species to be planted along the site's boundary with the Grand Union Canal corridor and details of any measures necessary to protect the structural integrity of the waterway, as a result of such planting).
2. Details of Hard Landscaping
 - 2.a Refuse Storage (including for the commercial unit)
 - 2.b Cycle Storage for 134 cycles

2.c Means of enclosure/boundary treatments (including the treatment of the site's boundary with the Grand Union Canal corridor (the canal, towpath and adjacent vegetation).

2.d Car Parking Layouts (including four motorcycle parking spaces and demonstration of 20% active and 20% passive electrical vehicle charging points)

2.e Hard Surfacing Materials (details to include the design, appearance and materials to be used on the hard landscaped area at the west of the site, to be used for access to the towpath of the Grand Union Canal and an outdoor seating area)

2.f External Lighting

2.g Details of the children's play area equipment and furniture.

3. Schedule for Implementation

4. Other

4.a Existing and proposed functional services above and below ground

4.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2016).

In the interests of visual amenity of, access to, and structural integrity of the Blue Ribbon Network in accordance with Policy EM3 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

6 RES14 Outbuildings, extensions and roof alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to the dwellinghouse shall be erected without the grant of further specific permission from the Local Planning Authority.

REASON

To protect the character and appearance of the area and amenity of residential occupiers in accordance with Policies BE13, BE21, BE23 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

7 RES15 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 follow the strategy set out in 'Flood Risk Assessment' and 'Surface Water Drainage Strategy', produced by Tomasons dated December 2016 Ref G22018.

The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most

sustainable solution, justification must be provided,

- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. where identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site
- iv. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Capacity of Receptors

- i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.
- ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
- iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
- iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

c) Minimise water use.

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and grey water will be recycled and reused in the development.

d) Long Term Management and Maintenance of the drainage system.

- i. Provide a management and maintenance plan
- ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
- iii. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

- i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (March 2016); and

To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016); National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

8 RES19 Ecology

Prior to the commencement of development a scheme for the protection, creation of biodiversity features and enhancement of opportunities for wildlife shall be submitted to and approved in writing by the Local Planning Authority. The plans shall detail measures to promote, encourage and support wildlife through the use of, but not limited to, bat and bird boxes, specific wildlife areas within the landscape schemes and the inclusion of living walls/screens and living roofs. The development must proceed in accordance with the approved plans.

REASON

To ensure the development makes a positive contribution to the protection and enhancement of flora and fauna in an urban setting in accordance with Policy BE1 of the Hillingdon Local Plan - Strategic Policies (November 2012), Policy EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.19.

9 RES22 Parking Allocation

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

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

10 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.

iv) 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 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.

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)

11 NONSC Energy

Prior to the commencement of development full specification of the PVs shall be submitted in writing to the Local Planning Authority. The specification shall include the type of PV and full details of their position and fitting to the roofs of the development. The specifications shall be accompanied by a roof plan and elevations showing the panels on the roof. Details including specifications and location of the air source heat pumps shall also be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the approved designs.

REASON

To ensure the development delivers the CO2 savings as set out in the energy strategy and in accordance with the London Plan Policy 5.2.

12 COM17 Control of site noise rating level

The rating level of noise emitted from the plant and/or machinery for the commercial unit and the undercroft parking extraction hereby approved shall be at least 5dB 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 to the 2014 British Standard 4142, 'Methods for rating and assessing industrial and commercial sound'

REASON

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

13 COM20 Air extraction system noise and odour

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the commercial unit and the undercroft parking extraction has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the

approved measures.

REASON

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

14 COM21 Sound insulation /mitigation

The development shall not begin until a scheme for the control of noise transmission from the commercial unit 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 COM25 Loading/unloading/deliveries

The commercial premises shall not be used for delivery and the loading or unloading of goods outside the hours of 22:00 and 07:00, Monday to Friday, and between the hours of 22:00 and 08:00 on Saturdays. The premises shall not be used for delivery and the loading or unloading of goods on Sundays or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

16 LB6 Inspection of the building prior to demolition

Prior to demolition, the buildings should be recorded to Level 1 as defined by Historic England and following agreement with London Borough of Hillingdon and where appropriate Historic England, copies of the document sent to the Uxbridge Local History Library archive and English Heritage for inclusion in the London Heritage Environment Record.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

17 NONSC Construction Environmental Management Plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority.

The Construction Environmental Management Plan (CEMP) shall address issues including the phasing of the works; hours of work; noise and vibration; air quality; waste management; site remediation; plant and equipment; site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, and the

distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction.

Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. The Construction Environmental Management Plan (CEMP) shall also include details of the measures to be taken to protect the Grand Union Canal from contamination during construction.

All demolition, construction and enabling work at the development shall be carried out in accordance with the approved Construction Environmental Management Plan (CEMP) unless otherwise agreed in writing by the Local Planning Authority.

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and to protect the water quality, ecology and users of the canal during construction of the development in accordance with Policy EM3 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

18 NONSC External Lighting

Prior to the installation of any external lighting, a lighting plan shall be submitted to and approved in writing by the Local Planning Authority. Only external lighting agreed in that plan shall be installed, unless otherwise agreed in writing by the Local Planning Authority.

REASON

In the interests of the ecology of the Blue Ribbon Network in accordance with Policy EM3 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

19 RES24 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2015) Policies 7.1 and 7.3.

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 - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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.
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves Replaced by PT1.EM7 (2012)
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H8	Change of use from non-residential to residential
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 5.17	(2016) Waste capacity
LPP 7.19	(2016) Biodiversity and access to nature
NPPF	National Planning Policy Framework

3 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

4 147 Damage to Verge - For Council Roads:

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

5

The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust and contact the Trust's Works Engineer (toby.pearce@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works are compliant (<https://canalrivertrust.org.uk/business-andtrade/undertaking-works-on-our-propertyandour-code-of-practice>)".

6

The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust (Jonathan.Young@canalrivertrust.org.uk) regarding the required access agreement.

3. CONSIDERATIONS

3.1 Site and Locality

The application site currently contains industrial buildings and associated hard standing and car parking and is surrounded by a combination of residential and industrial buildings.

45-50 Otter Way is located north-east of the site with 15-44 Otter Way to the east. To the south, the site fronts the Grand Union Canal, a site of Metropolitan Importance for Nature Conservation, with the mainline railway on the other side.

Vehicular and pedestrian access to the site is provided via the Bignell House/Horton Parade access which is mainly commercial. The site has a PTAL rating of 3. West Drayton Station is planned as a stop on the Crossrail route development. It is anticipated that this will improve the site's current PTAL rating from a 3 to a 4.

The site is located within the Yiewsley/West Drayton Major Town Centre, as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), but outside both the primary and secondary shopping areas. The site does not fall within an Archaeological Priority Area and there are no Conservation Areas or Listed Buildings within the vicinity.

3.2 Proposed Scheme

Planning permission is sought for the demolition of existing buildings and redevelopment of the site to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, an A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access, and a relocated sub-station.

The 86 residential units would comprise of:

57 One-Bed Flats

29 Two-Bed Flats

These units would be located with three separate blocks; Block A, Block B and Block C.

Block A, located at the front of the site, would have 21 flats comprising 20 one-bed two-person units and one two-bed three-person unit. The proposed A1/A2 or A3 unit would be located on the ground floor of this block.

Block B, located in the middle of the site, would have 36 flats comprising 20 one-bed units, 13 two-bed three-person units and 3 two-bed four-person units.

Block C, located at the rear of the site, would have 29 flats comprising 17 one-bed two-person units, 8 two-bed three-person units and 4 two-bed four-person units.

Each of the proposed flats would be provided with private terraces or balconies.

The three-bed dwelling (Block D) would be three-storey and comprise of a kitchen/dining room, living room and w.c on the ground floor, a double bedroom, a single bedroom and a bathroom on the first floor, and a master bedroom and bathroom within the roof space. The dwelling would be provided with a garden.

The basement would be located underneath Blocks B and C and would provide 65 car parking spaces; six spaces would be for disabled parking. 13 car parking spaces would be provided between Blocks A and B; two of the spaces would be for disabled parking.

3.3 Relevant Planning History

71582/PRC/2016/17 Land Rear Of 2-24 Horton Road Yiewsley

Demolition of existing buildings and redevelopment to provide residential units, amenity space, car parking, new access and landscaping

Decision: 17-03-2017 PRM

71582/PRC/2016/180 Land Rear Of 2-24 Horton Road Yiewsley

Demolition of existing buildings and redevelopment to provide 87 residential units, amenity space, car parking, new access and landscaping

Decision: 09-02-2017 NFA

71582/PRC/2016/84 Land Rear Of 2-24 Horton Road Yiewsley

Demolition of existing buildings and redevelopment to provide residential units, amenity space, car parking, new access and landscaping

Decision: 21-09-2016 OBJ

Comment on Relevant Planning History

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.BE1 (2012) Built Environment
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H2 (2012) Affordable Housing

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- 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.
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves Replaced by PT1.EM7 (2012)
EC2	Nature conservation considerations and ecological assessments
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H8	Change of use from non-residential to residential
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.15	(2016) Water use and supplies
LPP 5.17	(2016) Waste capacity
LPP 7.19	(2016) Biodiversity and access to nature
NPPF	National Planning Policy Framework

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st February 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 101 local owners/occupiers and three site notices were displayed. Three responses were received:

- i) disturbance during construction
- ii) already noise disturbance from busy road and railway
- iii) adjoining landowner/freeholder not formally notified of the application
- iv) loss of light to Crusader House from six-storey buildings
- v) loss of privacy

Canal & River Trust:

The Trust has reviewed the application. This is our substantive response under the Town and Country Planning (Development Management Procedure) (England) Order 2015.

The main issues relevant to the Trust as statutory consultee on this application are:

- a) Impact on the character and appearance of the waterway corridor.
- b) Impact on the structural integrity of the canal
- c) Impact on the biodiversity of the waterway corridor.
- d) Impact on the water quality of the Grand Union Canal.

On the basis of the information available our advice is that suitably worded conditions are necessary to address these matters. Our advice and comments are detailed below:

Character and appearance of the waterway corridor

We consider that the scheme appears to be well designed and of a high quality. The development should bring greater natural surveillance to the canal and its towpath, which should encourage greater use of this valuable asset. The open spaces between the proposed buildings are welcomed and will help to break up the development when viewed from the canal.

We welcome the proposal to improve access through the site to the canal corridor alongside the High Street Bridge. If, as is the intention, this is combined with active ground floor uses at the western edge of the site, there is the opportunity to significantly improve the waterside environment here. There is already a mooring bollard on the canal edge in this location and a shop or cafe, for example, developed as part of this scheme could be attractive to boaters.

We are not convinced, however, that the approach of retaining some sections of existing 6' wall, and introducing sections of 6' railings makes for the best boundary in this location. The existing wall already suffers from graffiti, and we consider that there is a good chance that this will continue to occur along the retained sections. The tall railing boundaries risk creating a strange hinterland between the development and the towpath. Our suggestion would be that, in order that the development complies with Local Plan Policy BE1, the wall be reduced in height, to improve passive surveillance along the towing path, and the reclaimed bricks used to create matching dwarf wall along the rest of the boundary, all topped with a new coping and lower railings, to an overall height of 1.8m. We suggest that this matter could be addressed by a landscaping condition.

We are disappointed by the proximity of the external parking between blocks A and B to the canal corridor, which risks detracting somewhat from the views through the site. It is especially disappointing that the location of the parking corresponds with a proposed length of railings, rather than wall. The revised boundary treatment that we have suggested above, or an alternative that the applicant would be able to develop in accordance with the proposed condition (such as a revised planting plan for this location), should help to address this. We are not convinced that the limited tree planting and the hedge of Lonicera is sufficient to address the issue in this part of the site, given the height that this shrub usually grows to.

Impact on the structural integrity of the canal

We question the tree choice of Alder and Willow which, although traditional waterside species, seek out significant quantities of water through their root networks. This has the potential in the future to impact on the structural integrity of the waterway wall. We suggest that some form of root barrier be installed to prevent this, or that alternative native species be considered. This could be addressed through the landscaping condition that we suggest.

During the construction phase, we note that the Geotechnical Desk study recommends the use of techniques close to the canal that minimise risk to our assets. This is welcomed. The developer should follow the Trust's Code of Practice for Works Affecting the Canal & River Trust to ensure that there is no adverse impact and to ensure that the necessary consents are obtained from the Trust. An informative, set out below, is recommended.

Impact on biodiversity of the canal corridor

In accordance with Local Plan Policies EM3 and EM7, we recommend that the installation and use of external lighting is controlled by condition to ensure compliance with the recommendation in the Phase 1 Habitat Survey that "a bat friendly lighting scheme is implemented to ensure that there is no fragmentation of surrounding habitat as a result of high levels of light spillage".

Surface Water Drainage

The Drainage Strategy states that surface water will drain into below-ground attenuation tanks and then into two soakaways. No discharge is intended into the canal. Should the applicant/developer wish to discuss opportunities to drain surface water into the canal then they should contact the Trust's utilities surveyor, Liz Murdoch (liz.murdoch@canalrivertrust.org.uk).

The route of the existing surface water drainage network is unknown, and it is not stated whether there are any existing discharge outfalls into the canal. In the absence of a submitted contaminated land assessment, and with the possibility that there may be existing outfalls to the canal from the site, we would need to adopt a precautionary approach and require that:

- No surface water (either via drains or surface water run-off) or extracted perched water or groundwater is allowed to be discharged into the canal during the demolition/construction works;
- Any stockpiles of soil from the site are located at a suitable distance away from the canal and suitable methods are used to minimise dust emissions from the site during demolition/ construction;
- If it is found that there are any surface water drains connecting the site with the canal that these be immediately capped off at both ends for the duration of the demolition & construction works.

In order to comply with Local Plan Policy EM8, we would suggest that these matters should be controlled through a Construction Environmental Management Plan (CEMP), which should be required by condition.

Towpath and towpath access improvements

As the Council will be aware, the Trust is working with TfL to deliver a Quietway along the towpath in this location. This will deliver a 2m wide tar spray and chip surface along this length of the towpath. The intention is that the cobble setts at the entrance from the High Street will be filled in to smooth the surface, but they will be retained. The "Legible London" sign will also be retained. These improvements will be delivered from summer 2018 onwards.

(Officer comments: The Canals & River Trust has confirmed that they are not seeking a contribution towards improvements to the Canal towpath as this is planned to be undertaken as part of the previously approved Quietway works.)

We support measures to improve access to the towpath from the High Street/Horton Road. We

would like to see a smooth and ramped access to the canal, down from Horton Road within the boundary of the development site. We note that the applicant proposes to use natural stone paving, which is to be agreed. We would also like to see further details on the interaction between towpath, towpath access path and the cafe/outdoor seating area. This will need to be managed to ensure that the outdoor seating doesn't spill into the way of people on the towpath. The integration/boundary treatment between the towpath and the towpath access/outside seating area will also need to be considered. We suggest that these issues should be addressed through the landscaping condition that we propose.

Any proposal to open up the frontage of the site onto the towpath would require agreement from the Trust. For this right, we would require a formal agreement be entered into and a one off premium being paid, along with our fees in making the agreement (if applicable). We have suggested an informative relevant to this issue below.

We consider that the following planning conditions are required to make the development acceptable in planning terms:

"Prior to the occupation of the development hereby permitted, full details of the proposed hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall be carried out in accordance with the approved details. Notwithstanding details submitted with the permitted application, the required landscaping details shall provide for:

- The treatment of the site's boundary with the Grand Union Canal corridor (the canal, towpath and adjacent vegetation).
- The full list of species to be planted along the site's boundary with the Grand Union Canal corridor and details of any measures necessary to protect the structural integrity of the waterway, as a result of such planting.
- The design, appearance and materials to be used on the hard landscaped area at the west of the site, to be used for access to the towpath of the Grand Union Canal and an outdoor seating area.

Reason: In the interests of visual amenity of, access to, and structural integrity of the Blue Ribbon Network."

"Prior to the commencement of the development hereby permitted, a Construction Environmental Management Plan (CEMP) shall be submitted detailing the measures to be taken to protect the Grand Union Canal from contamination during construction. Construction works will be undertaken in accordance with the CEMP".

Reason: The CEMP is required prior to commencement to protect the water quality, ecology and users of the Canal & River Trust during construction of the development.

"Prior to the installation of any external lighting, a lighting plan shall be submitted and agreed in writing by the Council. Only external lighting agreed in that plan shall be installed, unless otherwise agreed in writing by the Council"

Reason: In the interests of the ecology of the Blue Ribbon Network.

Should planning permission be granted we request that the following informative is appended to the decision notice:

The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust and contact the Trust's Works Engineer (toby.pearce@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works are compliant (<https://canalrivertrust.org.uk/business-andtrade/undertaking-works-on-our-propertyandour-code-of-practice>)".

The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust (Jonathan.Young@canalrivertrust.org.uk) regarding the required access agreement.

For the Trust to effectively monitor our role as a statutory consultee, please send me a copy of the decision notice.

Historic England Greater London Archaeology Advisory Service:

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

The site lies adjacent to the Colne Valley Archaeological Priority Zone and to the historic settlement of Colham which was a locally important Anglo-Saxon settlement which declined after the establishment of Uxbridge. However, as the site lies outside the historic settlement and is likely to have been disturbed by construction of the existing development, and perhaps the canal, there appears to be low potential for significant archaeological discoveries.

No further assessment or conditions are therefore necessary.

Internal Consultees

Access Officer:

The proposed scheme is for 87 residential units with 78 car parking spaces.

A basement car park would accommodate 65 car parking spaces, with a further 13 provided at surface level. The site incorporates shared surface access from Horton Road with the entrances to Blocks A, B, and C accessed from this zone. Block D would be a townhouse family home fronting Horton Road.

In assessing this application, reference has been made to the London Plan 2016, Policy 3.8 (Housing Choice), and Approved Document M to the Building Regulations (ADM 2015).

The Design & Access Statement refers to VISIBLE Dwellings M4(1) and Accessible and Adaptable Dwellings M4(2) Dwellings. Whilst the M4(2) specifications would satisfy the policy requirements referred to above, the proposed M4(1) standard units would not.

The development should therefore be amended to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015.

Conclusion: unacceptable. In addition to a revised Design & Access Statement, revised plans should be requested as a prerequisite to any approval.

Officer comments:

An amended Design & Access Statement has been received confirming that units would comply with Category 3 M4(3). The Access Officer has confirmed the proposed scheme is acceptable in regards to accessibility.

Conservation Officer:

There are no objections in principle to the redevelopment of this site, it does not fall within a CA, nor would it impact on any historic buildings, however, the canal must be considered as an historic asset. Given the size of the site and the inclusion of a basement GLAAS should be consulted on this

application.

This scheme has been subject to considerable pre application discussion, to refine its design and layout.

We will need to condition samples of all materials for the buildings, brick detailing, detail of balconies and balustrades, PVs, windows and doors, roof and roof lights, lift over runs and roof top plant. The boundary treatment of the site should also be conditioned to ensure this remains as open as possible, and to avoid a very solid boundary treatment.

The design and surface treatment of the link area from Horton Road to the canal should also be detailed. The buildings on the site should be recorded to Historic England Level 1 prior to demolition

Additional Conservation Officer comments:

As at least one of the buildings, Horton House, is Victorian and the others are early/mid 20th century, the recording of the buildings on the site to Historic England Level 1 (photographic record) is important as the area is changing so rapidly.

Environmental Protection Unit:

Contamination:

The above site at Horton Road is a commercial/industrial site and has a number of factories (works)/offices. The desk study is a geotechnical desk study primarily but provides a history of the previous uses of this industrial site (Chapter 5) and details of a site walkover. There is a printing works on the site which is a potentially contaminating use. In the past there are industrial uses on the site found from historic maps, these are generally annotated as 'Works'. In the north west corner of the site was the Victoria Oil Works, which appears to have extended on to part of the application site. A dock and old cement works were adjacent to the eastern boundary of the site.

Due to the current and past industrial uses I would advise the standard contaminated land condition. There is a phased version of this condition should you wish to use this as there are three blocks of flats and sometimes the developer prefers a phased condition so the condition can be part discharged when a block is remediated before the end of the project.

Noise:

I have reviewed the noise report ref: P16-293-R01v2 dated December 2016 by Hepworth Acoustics. I require further information as follows:

The sound reduction indices in tables 4 and 5 are provided as octaves, could they provide the single figure Rw or provide octave data for measurements at all measurement positions.

I also recommend the following conditions/informative:

- Noise affecting residential property
- Air extraction system noise and odour
- Sound insulation of commercial/entertainment premises
- Loading/unloading/deliveries
- Construction environmental management plan

'Control of environmental nuisance from construction work' Informative

Officer comments:

The applicant has provided additional information in regards to noise which have satisfied the concerns of the EPU's concerns with regards to noise.

Environmental Protection Unit:

The additional information addresses my concerns, I therefore have no further objections subject to proposed glazing mitigation measures as per the report P16-293-R01v2 dated December 2016 by Hepworth Acoustics.

Air Quality:

I have evaluated this proposal and it is OK for approval on Air Quality grounds subject to payment on S106 of £32,062. This value is calculated on the basis of 3 years of operation and has not taken into account construction emissions. The applicant has only assessed the impact at receptors within 200m of the proposed development and we need to account for the pressures on the operation traffic in the near by Focus Area (Yiewsley).

Floodwater Management Officer:

Blue Ribbon Network

The current proposal has taken on board many of the concerns of the Council in how the development addresses the Canal. The design will open up the access to the Canal and create an enhanced area along the Canal for use by the wider area as well as residents.

It is supported that this development contributes to Canal towpath improvements in this locality, as suggested by Canal and River Trust.

A plan showing the exact distance of Block A away from the Canal is required as it does not meet the required 12m buffer zone that has been achieved and required on neighbouring sites and with other blocks within the site.

Sustainable Drainage

An FRA and Drainage Design Strategy have been provided showing proposed use of infiltration where possible. The site must restrict rates to greenfield run off rates. That is not explicit in the document provided but there is sufficient information to demonstrate a suitable scheme is viable.

However as a further more detailed design is required I request the following condition be attached to any approval:

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 follow the strategy set out in 'Flood Risk Assessment' and 'Surface Water Drainage Strategy', produced by Tomasons dated December 2016 Ref G22018.

The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. where identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site
- iv. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Capacity of Receptors

- i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.
 - ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
 - iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
 - iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;
- c) Minimise water use.
- i. incorporate water saving measures and equipment.
 - ii. provide details of how rain and grey water will be recycled and reused in the development.
- d) Long Term Management and Maintenance of the drainage system.
- i. Provide a management and maintenance plan
 - ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
 - iii. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
 - iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.
- f) From commencement on site
- i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy DME1 10 Water Management, Efficiency and Quality in emerging Hillingdon

Local Plan Part 2 Development Management Policies, Policy 5.12 Flood Risk Management of the London Plan (March 2016); and

To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016); National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

Highways:

This application is for the demolition of existing buildings on a site in Horton Road West Drayton and the construction of four blocks of flats. The red line boundary plan shows that the applicant owns the access to the Grand Union canal off Horton Road adjacent to Colham Bridge that is used by the public (pedestrians and cyclists) on a regular basis.

The applicant has supplied a Transport Assessment by Connect dated December 2016 in support

of the application.

The proposed development of 86 flats would appear to be another stage in a phased development of housing and has access off Horton Road. The site has a PTAL value of 3 (moderate) which indicates there will be a reliance on private cars for trip making. The area is within a controlled parking zone that operates 0900 to 1800 Monday to Saturday. Horton Road is a busy cross route in West Drayton and suffers from weekday peak hour delays.

The proposals involve the construction of 87 flats (57x1bed+29x2bed+1x3bed) using the existing vehicular access off Horton Road. The existing access off Horton Road will be modified for vehicles using the site and will require a S278 agreement. There will be car parking for 78 cars in the basement and at ground level. The proposed allocation works out to be approximately 0.9 spaces per dwelling which is slightly less than the existing levels of on-site car parking in the nearby development but is in line with the provision on Padcroft Works. A car club bay has been provided as part of the proposals.

There are no motorcycle parking spaces provided on site but this can be conditioned at 4 spaces. The car parking should be conditioned in terms of a car park management plan for the site. EV charging points for car parking should be 20% active and 20% passive and conditioned at this rate.

The proposals also include 134 cycle parking spaces on the site. The cycle parking spaces are provided in covered secure areas associated with the residential blocks.

The access to the canal is maintained along with a vehicular access for maintenance purposes and a public open space.

The TA provides an estimate of the traffic generation of the proposed development and that shows that the new development will generate an additional 35 trips over 24 hours which is not significant when compared with the existing use. The proposals have been designed to accommodate an 8m rigid service vehicle which is typical for emergency and service vehicles.

A Residential Travel Plan strategy has been provided as the basis for the development of a final document along with regular monitoring (to be conditioned).

A Construction Management Plan should also be conditioned. In order to maintain the adjacent road bridge a maintenance agreement is sought that allows access to the road bridge for maintenance purposes. In order to provide greater awareness to the local cycle route along the canal a Legible London 'finger sign' is requested to be installed by the applicant. Once the developer has completed the development it is requested that they resurface the canal path adjacent to their boundary in a suitable bitumen macadam material. The above four items can be part of a S106 agreement.

On the basis of the above comments I do not have significant concerns over the proposed development once conditions and agreements are provided.

Officer comments:

In regards to access to the road bridge for maintenance purposes, this section of land forms part of the adopted public highway and is already owned by the Council; as such it is considered that maintenance of the road bridge can be achieved without the need for a maintenance agreement.

Metropolitan Police:

I have reviewed this application and there is very little mention of security, other than a brief mention to contact me under point 5 in the Planning Statement. The crime analysis returns a high number of Anti-Social Behaviour crimes, with burglary and criminal damage/arson around the location of West Drayton train station to the south of the development. I would request that this development has a

site wide Secured by Design planning condition. This is to ensure that the property facing the canal has a good level of security. I also feel that faced with the ecological issues due to the canal, a good boundary will need to be installed.

Officer comments:

Although issues of Secure by Design are now dealt with under Building Regulations, the applicant has provided a statement detailing the existing and proposed boundary treatment along the site's boundary with the canal towpath and further details of the boundary treatment will be provided through the use of suitably worded conditions on any consent granted.

Sustainability Officer:

Bats have been recorded around the site but limited activity was recorded in the site. Based on the information provided, it is reasonable to assume a Natural England Bat Licence would be forthcoming. Accordingly, I have no objections subject to the following:

Condition

Prior to the commencement of development a scheme for the protection, creation of biodiversity features and enhancement of opportunities for wildlife shall be submitted to and approved in writing by the Local Planning Authority. The plans shall detail measures to promote, encourage and support wildlife through the use of, but not limited to, bat and bird boxes, specific wildlife areas within the landscape schemes and the inclusion of living walls/screens and living roofs. The development must proceed in accordance with the approved plans.

Reason

To ensure the development makes a positive contribution to the protection and enhancement of flora and fauna in an urban setting in accordance with Policy BE1 of the Local Plan.

Energy

Condition

Prior to the commencement of development full specification of the PVs shall be submitted in writing to the Local Planning Authority. The specification shall include the type of PV and full details of their position and fitting to the roofs of the development. The specifications shall be accompanied by a roof plan and elevations showing the panels on the roof. Details including specifications and location of the air source heat pumps shall also be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the approved designs.

Reason

To ensure the development delivers the CO2 savings as set out in the energy strategy and in accordance with the London Plan Policy 5.2.

Trees/Landscape Officer:

This site is occupied by a number of old industrial/warehouse units to the south of Horton Road. The site is located at the west end, close to the junction with Yiewsley High Street where it rises to approach the road bridge over the Grand Union Canal. The site to the east has recently been redeveloped to provide flats. The southern boundary is defined by the tree-lined towpath of the Grand Union Canal, to the south of which lies West Drayton Station. The functional and industrial nature of the site has resulted in very little vegetation of note within the site, largely restricted to self-set trees and shrubs. However, the wider environment and outlook from the site benefits off-site trees, particularly those on the Canals & Rivers Trust land, adjacent to the towpath.

There are no TPO's or Conservation Area designations affecting trees on, or close to, the site. A tree report by Viewpoint Associates has assessed the condition and value of 19 individual trees and

groups on, and close to, the site. Excluding hedges and shrubs, the survey has identified 10 'C' (poor) grade trees and 5 'U' grade trees - which should be removed in the interests of good management. 8 'C' grade trees (T1, 10, 11, 13, 15, 16, 17, and 18) - all 'off-site/canalside' - will be retained as part of the development. 7 trees will be removed to facilitate the development (2 'C' grade and 5 'U' grade). The report notes (clause 12) that many of the retained trees have root protection areas (RPA's) which extend into the site. However, it also notes that these areas are currently hard areas which will be soft landscaped as part of the proposed development. An Arb Method Statement will be required to inform the demolition and construction process.

At clause 13.0 it is noted that T13, on CRT land, may be vulnerable to the proposals and will require liaison with CRT and/or exploratory excavation to determine the extent of the RPA. A colour-coded summary 'Tree Removal & Tree Management Schedule' is provided on p.19.

There is no objection to the tree survey and its recommendations. The scheme is supported by a 'Landscape Design Statement', Viewpoint Associates. This report explains the design rationale and evolution of the scheme into 7 principle landscape character areas. In addition to creating a sense of place, one of the guiding objectives is to mitigate for the loss of existing trees. The scheme will include the planting of 26 semi-mature/advanced nursery stock species, together with hedges, shrubs, herbaceous plants and bulbs.

While there is no objection to the proposals, this urban site would benefit from additional tree planting:

- in character area 1 in the north-west corner near the canal access
- within character area 7 'access routes' which are dominated by large expanses of hard surfacing.

Some softening with trees should be feasible and is highly desirable to improve the outlook/intervisibility along the northern boundary. If the application is recommended for approval, landscape conditions will be required to safeguard the trees and refine the landscape proposals.

No objection subject to conditions RES8 (Arb Method Statement, Tree Protection Measures and supervision on site at key stages of the demolition and construction programme), RES9 (parts 1,2,3,5 and 6) (landscaping) and RES10 (tree retention).

Officer comments:

The applicant has confirmed that the proposal does not include the retention of any existing trees, hedges or shrubs within the red line site. All trees to be retained will be located outside of the red line site; it is therefore considered that in this instance condition S10 (tree retention) is not required.

Waste Strategy:

Volume of Waste and Recycling Arising

a) I would estimate the waste arising from the development to be as shown below: -

- Size of household	One bedroom	Two bedroom
- Number in development	57	29
- Projected Weekly Waste & Recycling per household	140 litres	170 litres
- Waste & Recycling produced from all households	7980 litres	4930 litres

Total Weekly Waste Arising: 12910 litres

Minimum number of 1,100 litre bins required = 12

Therefore the 9 eurobins shown would not be able to hold the predicted volume of waste and

recycling generated. I would suggest that initially 12 eurobins are on site for refuse only in owing to contamination issues, then recycling bins can be added later.

Design Considerations

b) The bin enclosures must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of storage area. The size and shape of the bin enclosures must also allow good access to bins by residents, and if multiple bins are installed for the bins to be rotated in between collections. The dimensions of a 1,100 litre bulk bin are shown in the table below:

Bin Size: 1,100 litre Eurobin
Height: 1,370 mm
Depth: 990 mm
Width: 1,260 mm

c) Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

d) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

e) The gate/door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Please ensure the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

f) Internal bin chambers should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly proofed.

g) If the chambers are inside the building they should have a light. The lighting should be a sealed bulked fitting (housings rated to IP65 in BS EN 60529:1992).

h) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

i) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

j) The roadway should be strong enough to withstand the load of a 26 tonne refuse collection vehicle

General Points

The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is not a designated Industrial or Business Area in the Hillingdon Local Plan: Part

One - Strategic Policies (November 2012), Employment and Land Map. Policy LE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) relates to the loss of employment land outside identified Industrial and Business Areas. This policy protects such uses subject to certain criteria. Also, Policy LE4 protects such uses unless:

1. The existing use seriously affects amenity, through disturbance to neighbours, visual intrusion, or an adverse impact on the character of the area;
2. The site is unsuitable for industrial or similar redevelopment due to its size, shape, location or lack of vehicular access;
3. There is no realistic prospect of the land being used for industrial, warehousing or employment generating land uses in the future;
4. The proposed use is in accordance with the Council's regeneration policies.

The Council's Employment Land Study 2009/2010 aims to assess the Borough's employment sites and premises in order to provide a robust evidence base to support the retention or release of existing employment land, where appropriate in the emerging Local Development Framework. It is acknowledged that the Employment Land Study 2009 and 2010 and 2014 updates confirm that there is an oversupply of industrial land in Hillingdon; the application site provides approximately 2563sq.m of commercial/light industrial floor space which makes up approximately 4.8% of the total industrial land availability on the West Drayton Sub-Market and approximately 0.024% of the total industrial floor space in Hillingdon. The loss of this employment land may therefore be considered to have a limited impact on the overall oversupply of employment land in Hillingdon, although the cumulative effect of such losses must be taken into consideration.

The application site is located within the Yiewsley/West Drayton Major Town Centre, as identified in the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), and is an identified 'growth area' with a large number of residential developments within the immediate area. The character and appearance of the commercial site visually impacts on the character and amenity of the surrounding residential area. It is considered that the proposal would provide an improvement to the amenity of the area.

Policy H4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to encourage additional housing, predominantly one or two-bedroom units, in town centres. Policy H8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that the conversion or change of use of premises to residential use will only be acceptable if a satisfactory residential environment can be achieved, as discussed elsewhere in this report.

Therefore, subject to compliance with other relevant policies of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), there is no objection in principle to the redevelopment of the site for residential use.

7.02 Density of the proposed development

The application site is located on Horton Road, West Drayton and has an area of 0.52 ha. The local area is considered to represent an urban context and has a Public Transport Accessibility Level (PTAL) of 3.

Policy 3.4 of the London Plan seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 3, a density of 200 - 450 hr/ha or between 70 -170 u/ha, (assuming 2.7 - 3.0 hr/u) could be achieved for the application site.

The proposed scheme would provide 87 residential units with a density of 167 units per

hectare, and so would fall within the guidelines set out within Table 3.2 density matrix of the London Plan. As such, the proposed development would achieve an acceptable level of density for the area, in accordance with Policy 3.4 of the London Plan (2016).

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

The application site is not located within a Conservation Area and does not contain any Listed Buildings. Although there are no Listed Buildings on the site, the Conservation Officer considers that as at least one of the buildings, Horton House, is Victorian and the others are early/mid 20th century it is important that the buildings on the site are recorded to Historic England Level 1 (photographic record) prior to demolition; this is particularly important as the area is changing so rapidly. A condition to this effect will be included on any consent granted.

Whilst the site lies adjacent to the Colne Valley Archaeological Priority Zone, Historic England's Greater London Archaeology Advisory Service considers that the proposed development would not impact on heritage assets of archaeological interest.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires developments to harmonise with the existing street scene and other features of the area that are considered desirable to retain or enhance. Policy BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that new development within residential areas compliments or improves the amenity and character of the area.

Policy BE26 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

Policy BE32 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that proposals adjacent to the Grand Union Canal enhance the environmental and visual qualities of the canal.

The current buildings are considered to have a relatively poor relationship to the street and the canal, with no active frontage or natural surveillance to either Horton Road or the waterway. The redevelopment of the site therefore presents an opportunity to improve the site's relationship with the street frontage and canal.

The immediate area does not have one specific architectural style with a variety of different residential buildings and some industrial and warehouse buildings with heights ranging from two to six storeys in places.

The proposal would provide three residential blocks ranging from six to four storeys and a three-storey dwelling. The Council's Conservation Officer raises no objection in principle to the redevelopment of this site; the heights of the proposed blocks and the three-bed dwelling are considered to be acceptable. In regards to appearance, the proposed buildings would use a range of materials to add interest to the buildings, further details of which can be provided by way of a condition on any consent granted.

Block A would be located at the front of the site and there would be an A1/A2 or A3 commercial unit on the ground floor. The proposed corner element of Block A and the proposed commercial unit on the ground floor would bring attention to the existing pedestrian access to the canal, providing an active frontage and creating an enhanced area along the Canal for use by the wider area as well as residents; this is welcome as the existing access is not clearly signposted and has a poor visual relationship with the street scene and a lack of natural surveillance.

Blocks B and C have been set back over 12m away from the canal in order to ensure that the proposed development retains the openness of the canal. Whilst Block A is set closer to the canal, the proposed commercial use of the ground floor and associated outdoor seating area would open up this section of the site, thereby improving views of the canal. On balance it is considered that the proposed buildings would have an acceptable relationship with the canal.

To further ensure that the proposed development would have an acceptable impact on the openness of the canal, the proposed boundary treatment will be as open as possible so to increase visibility between the site and the canal whilst retaining an acceptable level of privacy and security; further details of the proposed boundary treatment of the site will be provided by way of a condition on any consent granted.

Overall it is considered that the proposed development would have an acceptable impact on the character and appearance of the immediate street scene and surrounding area, would improve access to the canal and improve the visual amenity of this section of the Grand Union Canal. The proposal therefore complies with Policies BE13, BE19, BE26 and BE32 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.08 Impact on neighbours

Policies BE20 and BE21 of the Hillingdon Local Plan - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Layouts SPD seek to ensure that new buildings and extensions maintain and allow adequate levels of daylight and sunlight to penetrate into and between them. There should be a minimum distance of 15m between buildings to overcome possible overdomination. New developments should comply with the 45 degree principle. Furthermore these policies state that planning permission will not be granted for new buildings and extensions which by reason of their siting, bulk and proximity, would result in a significant loss of residential amenity.

Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires developments to protect the privacy of neighbouring dwellings. Furthermore, Paragraph 6.12 of the Council's HDAS: Residential Extensions SPD requires a 21m separation distance between habitable rooms to ensure no loss of privacy would occur.

There would not be an issue of overlooking and loss of privacy between Blocks A and B as a separation distance of over 21m would be achieved between the two blocks. Block A and the three-bed dwelling (Block D) would be located opposite each other with the access road between them; due to the orientation of the buildings and the positioning of the windows, it is considered that an acceptable level of privacy would be achieved for residents of the three-bed dwelling and Block A.

In regards to Blocks B and C, the two blocks are separated by at least 15m and so there would not be an issue of loss of daylight/sunlight between the two buildings. In regards to privacy, although parts of Blocks B and C would fall below the 21m separation distance, it is considered that an acceptable level of privacy would be achieved due to the positioning

and orientation of the two blocks, and the use of high level windows, which would not result in high levels of overlooking.

Concerns were raised during the public consultation over loss of light to Crusader House from six-storey buildings, along with the loss of privacy. Block A would be six storeys high and located over 40m away from Crusader House; Block B, five storeys high, would be located over 30m away; Block C, four storeys high, would be located 34m away. The proposed buildings would therefore exceed the 15m and 21m separation distances for daylight/sunlight and privacy, and so would not result in loss of daylight/sunlight and privacy to occupiers of Crusader House.

There would not be an issue of loss of daylight/sunlight or privacy to the neighbouring 15-44 Otter Way, located east of Block C, due to a 21m separation distance between the two buildings. 45-50 Otter Way, is located approximately 16m to the north of Block C and so would not result in a loss of daylight/sunlight. It is considered that the window treatment on the northern elevation of Block C would be acceptable and would not result in a significant impact on privacy to residents through the use of high level windows to kitchens and narrow secondary windows to living rooms.

Overall it is considered that adequate levels of daylight/sunlight and privacy could be provided for the proposed development and so would not cause harm to residential amenity, in accordance with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Extensions SPD.

7.09 Living conditions for future occupiers

Internal Floor Space:

Policy 3.5 of the London Plan sets out minimum internal floor space standards for residential units requiring 50sq.m for one-bed two person units, 61sq.m for two-bed three person units, 70sq.m for two-bed four person units and 86sq.m for three-bed five person units.

The proposed residential units within the three blocks of flats would comply with the recommended floor space standards for one-bed and two-bed units set out in Policy 3.5 of the London Plan.

In regards to the proposed three-bed dwelling, the London Plan requires three-bed five person three-storey dwellings to provide a minimum of 102sq.m of internal floor space. The proposed dwelling would be provided with 117.11sq.m of internal floor space and so would comply with Policy 3.5 of the London Plan.

External Amenity Space:

Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that adequate external amenity space is retained for residential properties. The Council's HDAS: Residential Layouts SPD states that one-bed units should be provided with a minimum of 20sq.m of external amenity space, 25sq.m for two-bed and 30sq.m for three-bed units.

The proposed scheme would provide 57 one-bed units and 29 two-bed units within the three blocks, and so would require a total of 1865sq.m of external amenity space. The proposal would provide each unit with a terrace or private balcony (the balconies would range from 4.7sq.m to 11.9sq.m) along with 1300sq.m of shared amenity space. The overall amount of external amenity space would exceed 2500sq.m and so would provide an

acceptable level of external amenity space for the proposed units.

The Council's HDAS: Residential Layouts SPD also states that three-bedroom houses are provided with a minimum of 60sq.m of external amenity space. The proposed three-bedroom dwelling house would be provided with a private garden that just complies with the recommended 60sq.m; to ensure that adequate amenity space is retained, a condition removing permitted development rights for extensions and outbuildings for the dwellinghouse shall be added to any consent granted.

The proposal therefore complies with Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Layouts SPD.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

The proposed development would be accessed off of Horton Road using the existing site entrance which would be widened to improve accessibility to the site; the alterations to the access road are considered to be acceptable and would require a S278 agreement which will be dealt with through a S106 Agreement.

A Transport Assessment has been provided as part of the application and has been assessed by the Council's Highways Engineer; the proposed development would generate an additional 35 trips over 24 hours which is considered to be acceptable and would not lead to a significant increase in traffic generation.

The proposed development is therefore considered to comply with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that developments should comply with the Council's Car Parking Standards. Given the site's PTAL rating, its location close to the High Street and within walking distance of West Drayton Station (which forms part of the Crossrail route) it is considered that a parking ratio of between 0.9 and 1 spaces per unit would be acceptable.

The proposed scheme would provide parking spaces for 78 cars in total; 13 car parking spaces would be provided at street level between Blocks A and B, and two of these spaces would be for disabled parking. The remaining 65 car parking spaces would be located within a basement that would be located underneath Blocks B and C; six spaces would be for disabled parking.

It should also be noted that the car-parking ration of just over 0.9 spaces per flat is the same as the nearby Padcroft development, hence no objection is raised in this regard.

The Council's Highways Engineer considers the proposed number of car parking spaces to be acceptable subject to the provision of a car park management plan, four motorcycle parking spaces and 20% active and 20% passive electric vehicle charging points; these issues can be dealt with by way of conditions on any consent granted.

The proposed development would also provide 134 cycle parking spaces which would be provided in three covered and secure areas associated with the residential blocks; the

proposed cycle storage is considered to be acceptable in regards to the number of space and the locations of the cycle stores.

The proposal is therefore considered to be compliance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) .

7.11 Urban design, access and security

Urban Design:

See Section 7.07 of this report.

Access and Security:

The Metropolitan Police have assessed the proposed development and requested secure boundary treatment between the proposed buildings and the canal. Whilst Secure by Design matters are now largely covered under Building Regulations, further details of the proposed boundary treatment of the site will be provided by way of a condition on any consent granted, so as to ensure acceptable levels of security.

7.12 Disabled access

The Council's Access Officer has assessed the application and considers that the proposed development would provide acceptable levels of accessibility for future residents

7.13 Provision of affordable & special needs housing

The development would introduce a total of 87 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in London Plan policy 3.13 (2016). Policy H2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that 35% of all new residential units in the borough should be delivered as affordable housing. Subject to the provision of robust evidence, the Council will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes. On this basis, 30 of the 87 units proposed in the scheme would have to be provided as affordable housing to comply with the requirements of Policy H2, to be secured by way of the S106 Agreement.

A full Financial Viability Appraisal (FVA) has been carried out in support of this application, which has been reviewed by an appropriately qualified, third party, financial consultant. The applicant has proposed 9 units which equates to 14% of the habitable rooms. The reason the habitable room percentage is much higher than the unit percentage is because the Council Housing officer wanted the 3-bed family dwellinghouse to form part of the affordable housing offer (which has been agreed by the applicant).

It should be noted that the scale of the basement parking area had a major impact on development viability. Officers are comfortable that the right size basement is proposed mindful of its impact on the scheme's viability.

7.14 Trees, landscaping and Ecology

Trees and Landscaping:

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that new development should retain topographical and landscape features of merit and that new planting and landscaping within development proposals should be provided wherever it is appropriate.

The site borders the Grand Union Canal, a site of Metropolitan Importance for Nature Conservation. There are established off-site trees on the towpath, along the southern site boundary. The site itself has limited vegetation due to the functional and industrial nature of

the site and mostly comprises of hard standing.

The development of the site would give rise to new landscaping opportunities that would potentially benefit the visual amenity of this part of West Drayton.

The Council's Trees/Landscape Officer has assessed the application and raises no objection to the proposed residential development subject to conditions to ensure that the detailed landscape proposals preserve and enhance the character and appearance of the area. It is considered that the scheme is on the whole acceptable and in compliance with Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Ecology:

Policy EM7 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) seeks to preserve and enhance Hillingdon's biodiversity, including protected species such as bats.

Policy EC1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to protect sites of Metropolitan Importance for Nature Conservation from unacceptable ecological effects.

Policy EC2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests whilst Policy EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Policy 7.30 seeks the protection of the Blue Ribbon Network (a network of strategic waterways identified within the London Plan with measures taken to improve the habitat and amenity value of the waterways).

The Council's Sustainability Officer has assessed the application and raises no objection to the proposed development in regards to its impact on ecology subject to a condition requiring the provision of a scheme to protect and enhance ecology within the site and alongside the canal boundary. The Canal & River Trust have also assessed the application, and subject to a condition in regards to external lighting, raises no objection to the proposed development in regards to ecology.

It is therefore considered that the proposed development would comply with Policy 7.19 of the London Plan (2016), Policy EM7 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies EC1, EC2 and EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.15 Sustainable waste management

The proposed scheme would provide covered and secure refuse storage on the ground floors of Blocks A, B and C; 22 1100 litre euro bins would be provided in total which is considered to be acceptable for the development. Further details of refuse storage for the proposed commercial unit can be provided by way of a condition on any consent granted.

7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2016), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires non domestic buildings to achieve a 35% improvement on building regulations 2013. Parts C & D of the policy require proposals to include a detailed energy assessment.

An Energy Statement and Sustainability Report has been submitted as part of the application and assessed by the Council's Sustainability Officer. The proposed development would provide energy through the provision of PVs on the roofs of the proposed buildings. The Council's Sustainability Officer raises no objection to the proposed development subject to further details of the proposed PVs.

The proposal therefore complies with Policies 5.2, 5.13 and 5.15 of the London Plan (2016), Policy EM1 of Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and the National Planning Policy Framework.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is within Flood Zone 1 on the Environment Agency maps; therefore a flood risk assessment is not required as part of this application.

A basement car park is included as part of this proposal. The Council's Floodwater Management Officer has assessed the submitted Drainage Design Strategy and considers that subject to the provision of a sustainable water management scheme by way of a condition, the proposed development would be acceptable in regards to drainage.

The proposal is therefore considered to comply with Policies OE7 and OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.18 Noise or Air Quality Issues

Noise:

Policy 7.15 of the London Plan (2016) seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals. Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) will not grant permission for uses detrimental to the character or amenities of surrounding properties due to noise unless sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable.

To ensure that the proposed development does not cause harm to residential amenity during construction, a condition requiring the provision of a Construction Environmental Management Plan (CEMP) shall be added to any consent granted.

The Council's Environmental Protection Unit raises no objection to the proposed commercial and residential uses on the site subject to conditions in relation to control of noise and odour from plant and/or machinery for the commercial unit and the undercroft parking extraction.

The proposal is therefore considered to comply with Policy 7.15 of the London Plan (2016) and Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Air Quality:

The proposed development is within the declared AQMA and in an area that is likely to be slightly below the European Union limit value for annual mean nitrogen dioxide (40.0mg/m³).

Besides the impact of the development on the existing residents, air quality consideration also needs to be given to the impact on the proposed development of existing air quality in the area, as a number of new sensitive receptors are being introduced into a poor air quality area. An air quality assessment has been provided as part of the application; the Council's Air Quality Officer considers the submitted air quality assessment to be acceptable; subject to a Section 106 obligation of £32,062 for contributions to the air quality monitoring network in the area the proposed development complies with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

7.19 Comments on Public Consultations

Three responses were received during the public consultation. Issues relating to noise and disturbance from construction and the proposed development have been discussed elsewhere in this report. In regards to concerns over consultation of the proposal, this has been carried out in accordance with statutory consultation requirements. Concerns over loss of light and privacy have been discussed elsewhere in this report.

7.20 Planning obligations

The proposed development would be Mayoral CIL Liable. The London Borough of Hillingdon falls within Charging Zone 2, therefore, a flat rate fee of £35 per square metre would be required for each net additional square metre added to the site as part of the development.

The proposal would also be liable under the London Borough of Hillingdon's Community Infrastructure Levy (CIL), which was introduced in August 2014. The charging schedule requires a fee of £95 per square metre for residential developments.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

Planning permission is sought for the demolition of existing buildings and redevelopment of the site to provide 86 residential units in three buildings of 4-6 storeys with private balconies together with one three-bed dwelling, an A1/A2 or A3 unit, associated car parking at basement and surface level, cycle parking, communal amenity areas, landscaping, improved access, and a relocated sub-station.

There is no land use policy objection to the principle of a residential-led development of the site given the town centre location of the site, which is in an identified 'growth area' and will be the focus for future housing development. The proposal provides a regeneration opportunity to improve the character and appearance of the canal side, and would provide an acceptable level of residential amenity for residents in regards to sunlight/daylight, privacy, internal floor space and external amenity space.

The proposed development is considered to comply with Policies AM7, AM14, BE13, BE19, BE20, BE21, BE23, BE24 and LE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

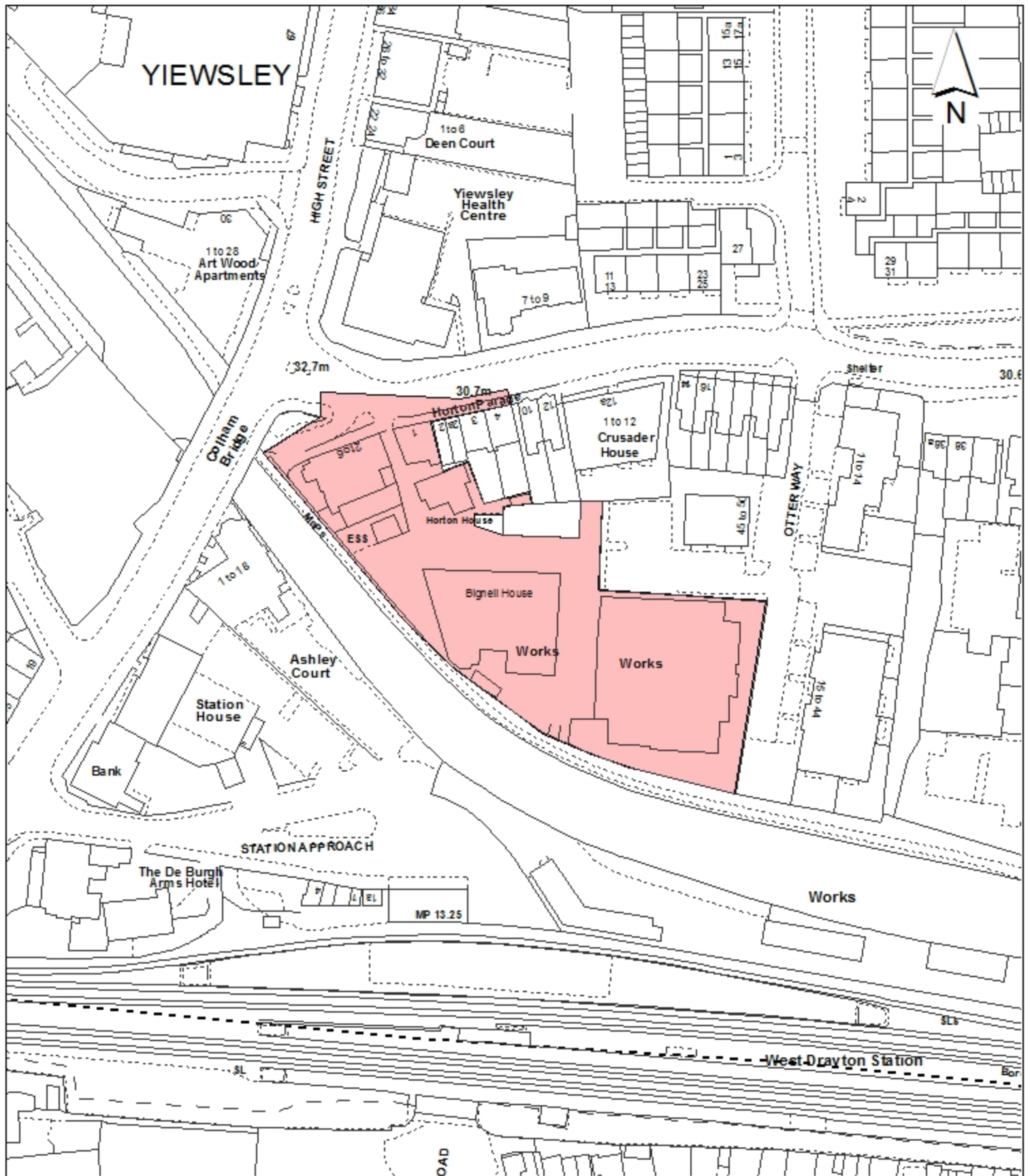
The application is therefore recommended for approval, subject to conditions and a S106 Agreement.

11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
National Planning Policy Framework
London Plan
HDAS: Residential Layouts

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

**Land r/o 2-24
Horton Road**

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

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

Planning Application Ref:

71582/APP/2016/4582

Scale:

1:1,250

Planning Committee:

Major

Date:

May 2017



HILLINGDON
LONDON