

## Report of the Head of Planning, Sport and Green Spaces

**Address** ONSLOW MILLS TROUT ROAD YIEWSLEY

**Development:** Demolition of existing building and erection of new building comprising 24 apartments, amenity space and car parking.

**LBH Ref Nos:** 1724/APP/2016/3513

**Drawing Nos:**

- 207 - Onslow Mills - DAS Part 1
- 207 - Onslow Mills - DAS Part 2
- 207 - Onslow Mills - DAS Part 3
- 207 - Onslow Mills - DAS Part 4
- 207 - Onslow Mills - DAS Part5
- 207-PL-030-00 Existing North East and North West E
- 207-PL-031-00 Existing South East and South West E
- 207-PL-032-00 Existing Street Scene
- 207-PL-040-00 Existing Site Sections
- 207-PL-050-00 Demolition Plan
- 207-PL-100-00 Proposed Site Plan
- 207-PL-200-02 Proposed Ground Floor Plan
- 207-PL-011-00 Existing Site Plan.compressed
- 207-PL-010-00 Site Location Plan
- 207-PL-200-02
- 207-PL-202-02
- 207-PL-203-02
- 207-PL-204-01
- 207-PL-209-01
- 207-PL-300-02
- 207-PL-301-02
- 207-PL-303-02
- 207-PL-400-01
- 207-PL-302-01
- 207-PL-304-02
- 207-PL-201-02

**Date Plans Received:** 21/09/2016                      **Date(s) of Amendment(s):** 21/09/2016  
**Date Application Valid:** 10/11/2016                      09/08/2017

### 1. SUMMARY

This application seeks permission to erect a four storey building with semi basement parking comprising 24 residential flats, involving the demolition of the existing industrial buildings.

The application site is identified in paragraph 5.12 of the Local Plan Part 1 as part of the Trout Road IBA which is suitable for the managed release of industrial and warehousing land while the wider site within which the application site is located in was granted planning permission in January 2014 for a comprehensive redevelopment to provide a residential led mixed-use scheme. No objections are therefore raised to the loss of the existing building and, likewise, to the re-development of the site in principle.

The re-development of this site will provide 7 shared ownership affordable residential housing units. The building, following various revisions made to its design, would enhance the visual amenity of the street scene. The accommodation provided, including the provision of external amenity space which includes a large communal roof top garden is acceptable and the scheme would not result in any unacceptable loss of residential amenity to surrounding residential properties.

Adequate off-street parking is provided and the access arrangements to the semi basement car park are acceptable.

Therefore, it is recommended that the application is approved subject to conditions and the satisfactory completion of a section 106 Legal Agreement.

## **2. RECOMMENDATION**

**1. That delegated powers be given to the Head of Planning & Enforcement to grant planning permission subject to:**

**A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:**

**i. Highways: S278/S38 agreement may need to be entered into to secure highways works subject to comments from the Highways Officer.**

**ii. Affordable Housing: The scheme to deliver 7 Shared Ownership units as Affordable Housing.**

**iii. Air Quality: a contribution in the sum of £12,500 is sought.**

**iv. Construction Training: either a contribution equal to the formula ( $\text{£}2,500 \text{ for every } \text{£}1\text{m build cost} + \text{number of units}/160 \times \text{£}71,675 = \text{Total Contribution of } \text{£}19,710.63$ ) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.**

**v. The provision of a Travel Plan including £20,000.00 Bond.**

**vi. Carbon Offset Contribution - £5,580**

**vii. Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.**

**B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and any abortive work as a result of the agreement not being completed.**

**C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.**

**D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the expiration of 6 months**

form the date of this committee, or such other date as agreed by the Head of Planning & Enforcement delegated authority be given to the Head of Planning & Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of affordable housing, travel plan, construction training and air quality). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'

E) That subject to the above, the application be deferred for determination by the Head of Planning & Enforcement under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That if the application is approved, the following conditions be imposed:

**1 COM3 Time Limit**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

**REASON**

To comply with Section 91 of the Town and Country Planning Act 1990.

**2 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plan numbers:

207-PL-100-00 Proposed Site Plan  
207-PL-302-01 - Proposed South East Elevation  
207-PL-304-01 - Proposed Streetscene  
207-PL-011-00 Existing Site Plan.compressed  
207-PL-010-00 Site Location Plan  
207-PL-200-02  
207-PL-202-02  
207-PL-203-02  
207-PL-204-01  
207-PL-209-01  
207-PL-300-02  
207-PL-301-02  
207-PL-303-02  
207-PL-304-02  
207-PL-400-01  
207-PL-201-02

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

**REASON**

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two

Saved UDP Policies (November 2012) and the London Plan (2016).

### **3 COM7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces, including details of balconies, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

Details should include information relating to make, product/type, colour and photographs/images.

#### **REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **4 COM31 Secured by Design**

The building(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 building shall be occupied until accreditation has been achieved. Details shall be submitted ensuring that the car park is secured from unauthorised access.

#### **REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

### **5 COM9 Landscaping (car parking & refuse/cycle storage)**

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

#### **1. Details of Soft Landscaping**

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

#### **2. Details of Hard Landscaping**

2.a Refuse Storage, including size and design of refuse lift, room, door and maintenance of the same

2.b Cycle Storage for 42 bicycles

2.c Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front and rear of the ground floor flats as to ensure the privacy of these residents and position, height and material proposed for the boundaries at roof level

2.d Car Parking Layouts for 24 vehicles (including demonstration that 6 parking spaces are served by electrical charging points - 3 active and 3 passive) and 2 motorcycle spaces.

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as play equipment and furniture)

4. Details of Landscape Maintenance

4.a Landscape Maintenance Schedule for a minimum period of 5 years.

4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

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

## **6 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 dedicated and 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 (July 2011).

## **7 NONSC Non Standard Condition**

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

-Management of any flat/shallow pitched/ green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'. The Bird Hazard Management Plan shall be implemented as approved and shall remain in force to the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

In the interest of Aircraft safety. It is necessary to manage the flat/ green roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

## **8 NONSC Non Standard Condition**

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 40% from a

2010 Building Regulations compliant development. The assessment shall clearly show:

- 1) The baseline energy demand (kwhr and kgCO<sub>2</sub>) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses (e.g. residential, commercial, etc).
- 2) The methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
- 3) Full details, specification and location of low and zero carbon technologies and how they impact on the baseline
- 4) How the technology will be maintained and managed throughout the lifetime of the development.

The development must proceed in accordance with the approved details.

#### REASON

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

### **9 COM15 Sustainable Water Management**

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
  - iv. provide details of water collection facilities to capture excess rainwater;
  - v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall proceed in accordance with the approved scheme.

#### REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 5.12.

### **10 NONSC Non Standard Condition**

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

- (a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;
- (b) A site investigation, including where relevant soil, soil gas, surface and groundwater

sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

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

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

(d) Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination. 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 Non Standard Condition**

Prior to the commencement of development full details including specifications of the Photovoltaics required to deliver the CO2 reductions as set out in the Energy Statement (September 2016). The details shall include the type and size of PVs, as well as a roof plan showing their incorporation on the roof space and the method for fixing them to the roof. The details shall also include the methods for monitoring the use of the PVs and the collection and use of any 'feed in tariffs'. The development must proceed in accordance with the approved plans.

#### REASON

To ensure the development achieves CO2 reductions in accordance with Policy 5.2 of the London Plan (2016).

#### **12 NONSC Non Standard Condition**

Prior to the commencement of development a scheme for the 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: Part Two Saved UDP Policies (November 2012).

**13 NONSC Non Standard Condition**

The development hereby approved shall ensure that 10% of the residential units are constructed 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, and all such provisions shall remain in place for the life of the building.

**REASON**

To ensure an appropriate standard of housing stock is achieved and maintained in accordance with Policy 3.8(d) of the London Plan (March 2016).

**14 NONSC Non Standard Condition**

Development shall not begin until details of the access to the basement car parking area (including where appropriate carriageways, footways, kerb radii, levels, ramps and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the access arrangements must be permanently retained and used for no other purpose at any time.

**REASON**

To ensure pedestrian and vehicular safety and convenience and to ensure adequate access is provided to the basement car park in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

**15 RES6 Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

**REASON**

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**16 NONSC Non Standard Condition**

Details of the physical measures to prevent overlooking between flats, including the height, colour and material of balcony privacy screens and fins for each phase of the development shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The approved details shall be implemented prior to first occupation of the flats in each phase hereby approved and shall be retained thereafter.

**REASON**

To safeguard the amenity of future occupiers in accordance with policy BE24 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

**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).

## **2 153 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

LPP 1.1	(2011) Delivering the strategic vision and objectives for London
BE1	Development within archaeological priority areas
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
LPP 2.1	(2011) London in its global, European and UK context
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.16	(2011) Waste self-sufficiency
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation

	measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H4	Mix of housing units
H5	Dwellings suitable for large families
R1	Development proposals in or near areas deficient in recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LE2	Development in designated Industrial and Business Areas
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

### **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](http://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            I58                    Opportunities for Work Experience**

The developer is requested to maximise the opportunities to provide high quality work experience for young people (particularly the 14 - 19 age group) from the London Borough of Hillingdon, in such areas as bricklaying, plastering, painting and decorating, electrical installation, carpentry and landscaping in conjunction with the Hillingdon Education and Business Partnership.

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: petersale@hillingdontraining.co.uk

**5            I59                    Councils Local Plan : Part 1 - Strategic Policies**

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

**6            I1                        Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

**7            I2                        Encroachment**

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

**8            I21                        Street Naming and Numbering**

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

**9            I3                        Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans

must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

#### **10            I48                    Refuse/Storage Areas**

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Residents Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

#### **11            I60                    Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp))

#### **12**

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, Wind Turbines and Aviation (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

#### **13**

New planting should seek to enhance biodiversity, by including appropriate species of known value to wildlife which produce berries and/or nectar. This may include selected native species but should not be restricted to them.

### **3.            CONSIDERATIONS**

#### **3.1           Site and Locality**

The site lies within the designated Trout Road Industrial and Business Area which is identified in paragraph 5.12 of the Local Plan Part 1 as part of the Trout Road IBA which is suitable for the managed release of industrial and warehousing land. Extant planning permissions for residential development surround the site. The site itself does not form part of any extant permission for re-development although still has potential to be included in the comprehensive re-development of the area. No current permissions relate to the land and the planning history is very dated and thus no longer relevant.

The site is located on the south side of Trout Road just off West Drayton High Street. It is within walking distance of West Drayton Station and the town centre. The site is 0.14 hectares in size and comprises a series of dilapidated buildings that are currently being used for a car valeting centre, which is an unauthorised use.

#### **3.2           Proposed Scheme**

The proposal is for the demolition of existing building and erection of new building

comprising 24 apartments, amenity space and car parking.

#### The Development

- 4 storey apartment building with recessed top floor;
- 24 apartments including 8 x 1 bedroom, 14 x 2 bedroom and 2 x 3 bedroom apartments;

#### Access and Parking

- 20 car parking spaces in part basement/undercroft car park;
- Secure cycle storage provision in basement/undercroft area, 26 spaces;

#### Amenity Provision

- Shared landscaped amenity space located to the side of the proposed building;
- Units provided with private balconies;

#### Refuse / Recycling Provision

- Secure refuse and recycling store;

#### Sustainability and Accessibility

- All units have been designed to be adaptable through the life cycle of the block and seek to meet Part M(2) of Building Regulations 2015.

### 3.3 Relevant Planning History

#### Comment on Relevant Planning History

In January 2014 a scheme with reference 38058/APP/2013/1756 seeking the re-development of the wider Rainbow and Kirby Industrial Estate was granted planning permission for a mixed use scheme providing housing, community facilities and affordable business units.

As part of the current application the applicant has submitted evidence demonstrating that the amended application building relates sympathetically to the approved wider Rainbow and Kirby Industrial Estate re-development scheme.

## 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.E1 (2012) Managing the Supply of Employment Land
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- LPP 1.1 2011)Delivering the strategic vision and objectives for London
- BE1 Development within archaeological priority areas

NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
LPP 2.1	(2011) London in its global, European and UK context
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.16	(2011) Waste self-sufficiency
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H4	Mix of housing units

- H5 Dwellings suitable for large families
- R1 Development proposals in or near areas deficient in recreational open space
- R16 Accessibility for elderly people, people with disabilities, women and children
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- LE2 Development in designated Industrial and Business Areas
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
  - (i) Dial-a-ride and mobility bus services
  - (ii) Shopmobility schemes
  - (iii) Convenient parking spaces
  - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

## **5. Advertisement and Site Notice**

**5.1 Advertisement Expiry Date:- 21st December 2016**

**5.2 Site Notice Expiry Date:- Not applicable**

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 80 local owner.occupiers and site and press notices were posted. No letters of comment or objection were received.

### **HEATHROW AIRPORT SAFEGUARDING**

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition/s detailed below:

#### **Submission of a Bird Hazard Management Plan**

"Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of: - Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting and roosting birds. The management plan shall comply with Advice Note 8 potential Bird Hazards from Building Design. The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport."

Information: The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

We would also make the following observation:

#### Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, Cranes and Other Construction Issues (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above condition is applied to any planning permission.

#### CANAL & RIVER TRUST

Thank you for consulting the Canal & River Trust on this application. We have no comments to make.

#### METROPOLITAN POLICE

I have reviewed the plans on-line. I have no objections in principle but would like the development to achieve Secured by Design accreditation. Good access control and car park lighting is a must as well as a purpose access controlled system on the front communal door.

#### **Internal Consultees**

##### HIGHWAYS

Vehicle access would be from Trout road and the proposed arrangements are shown on drawing no. 923/SK04, attached as Appendix F to the submitted Transport Assessment. Visibility splays are adequate for the type of access and in line with current highway standards.

The existing access is not shown on the supplied plan. It is recommended that the existing redundant access be closed the footway reinstated: these works should be fully funded by the applicant and secured through an appropriate S106 agreement.

The site access has a width along the kerb of 12.9m approximately and of some 9m along the middle of the footway. This is considered too wide for pedestrian safety. As a result, it is proposed that provisions should be made to improve pedestrian movements along Trout Road southern footway; as an example, a pedestrian refuge could be considered or an entry treatment to provide a path for pedestrians flush to the footway. A revised layout should be submitted to the council for review and approval. The associated works should be secured through a S106 agreement. No major concerns are raised with reference to the proposed pedestrian access.

The parking internal layout is shown on drawings no. 207/PL/200 Rev 00 and 207/PL/209 Rev 00. Vehicle swept paths are provided on drawing no. 923/SK02 in Appendix H to the submitted Transport Assessment.



The swept paths should be resubmitted with a 300mm error margin to account for potentially inaccurate manoeuvres, as per Council's design standards. The vertical alignment should be revised in order for the ramp gradient not to exceed the maximum of 1:10 required by Council's current design standards.

With reference to the horizontal alignment, the visibility between vehicles entering the site and those manoeuvring in parking bays nos. 1 and should be assessed in greater detail. Forward visibility diagrams should be produced to determine whether safe stopping distances can be provided between vehicles on conflicting movements. The design may need to be revised in order to improve forward visibility.

In light of the acceptable PTAL level and the availability of local amenities along the High Street, it is considered that a parking ration of 1 could be considered acceptable. The scheme was amended to achieve 24 car parking spaces at a ratio of 1:1.

In order to comply with standards included in the London Plan, the following requirements should be also met:

- 3 parking bays minimum should be for blue badge holders;
- 3 parking bays minimum equipped with active Electric Vehicle Charging points;
- 3 parking bays minimum equipped with passive Electric Vehicle Charging points;

A car park allocation plan should be submitted to and approved by the council showing which parking bay is allocated to which residential unit. The proposals include the provision of 42 covered bicycle storage spaces in the basement car park, which is in line with current standards. In order to comply with requirements of the London Plan (see Table 6.3) a minimum of 1 short stay bicycle parking space should be provided at ground floor level, which should be covered and secure. The location and details of the short stay bicycle parking space should be submitted to and approved by the council prior to commencement of works.

The submitted transport assessment presents, in paragraphs 3.8 and 3.9, an estimate of trips generated by the existing development, produced using the TRICS database. The estimate suggests that the existing land use generates 30 trips / hour in the AM peak and 29 trips / hour in the PM peak. The trip generation associated to the proposed development is presented in Section 5 of the submitted transport assessment and has been carried out using the TRICs database. The analysis suggests that car trips, under the proposals, would reduce to 5 and 6 vehicle / hours in the AM and PM peak respectively. With reference to the existing trips, it is the Council's position that, when the existing development is still operational, these should be surveyed rather than estimated. With reference to the estimated future trips, the submitted site selection appears to include sites that are comparable to the proposed development and located in edge of town / suburban areas, possibly with the sole exception of Site no. 2, which is a town centre location.

While the presented methodology is not fully compliant with Council's recommendations, it is considered that the overall conclusions are sufficiently accurate in that the proposed development would not result in any significant increase in trip generation.

It is therefore concluded that the proposed development would not have any severe impact on the local transport and highway network.

The proposed refuse collection strategy is mentioned in paragraph 4.5 of the submitted Transport Assessment. However, the location of the refuse bin stores is not shown on the submitted drawing no. 207/PL/200 Rev 00 (Proposed Ground Floor Plan). It is therefore recommended that the location be shown on the submitted plans.

When selecting the location of the bin store, the applicant should consider the following guidance:

- Building regulations 2010, Part H, Section H6, Paragraph 1.8;

- Manual for Streets, Paragraphs 6.8.9 to 6.8.11;
- BS 5906:2005, Section 11.

#### SUSTAINABILITY OFFICER

I have no objection to the proposed development.

The energy strategy shows the development will achieve close to the minimum requirement of a 35% reduction in CO<sub>2</sub> from 2013 Building Regulations. The application was first considered at pre-application stage in January 2016 and was submitted to the Council prior to 1 October 2016. Accordingly, the higher zero carbon standard of the London Plan is not applied to this proposal. Nonetheless, the development does not deliver the required 35% saving and is a little over 3tCO<sub>2</sub> shy of the target.

Accordingly, the following S106 requirement and condition are necessary:

#### S106 Requirement

The S106 for the development will need to include an allowance for the CO<sub>2</sub> target shortfall. The calculation is set out in the London Plan energy assessment guidance:

£60 per carbon tonne (tCO<sub>2</sub>) annually for 30 years

Applying this to the development:

£60 x 3.1tCO<sub>2</sub> x 30years = £5,580

For the development to meet the London Plan CO<sub>2</sub> reduction targets the applicant must provide a contribution of £5,580 for offsite carbon reduction schemes in the S106.

#### Condition

Prior to the commencement of development full details including specifications of the Photovoltaics required to deliver the CO<sub>2</sub> reductions as set out in the Energy Statement (September 2016). The details shall include the type and size of PVs, as well as a roof plan showing their incorporation on the roof space and the method for fixing them to the roof. The details shall also include the methods for monitoring the use of the PVs and the collection and use of any 'feed in tariffs'. The development must proceed in accordance with the approved plans.

#### Reason

To ensure the development achieves CO<sub>2</sub> reductions in accordance with London Plan Policy 5.2.

#### Ecology Comments

I have no objection to the proposed development.

The development needs to make a positive contribution to wildlife creation and enhancement. Accordingly the following condition is required:

#### Condition

Prior to the commencement of development a scheme for the 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.

## S106 OFFICER

### Heads of Terms

1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status and Highway Engineers Comments
2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.
3. Air Quality Monitoring: A financial contribution to the sum of £12,500 is likely- to be required- . However, it is subject to comments from LBH air quality specialists.
4. Travel Plan to include £20,000 Bond.
5. 35% Affordable Housing in line with London and Local Plans unless subject to development viability verification
6. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

Please be advised that this is an initial response and the matters contained within may be subject to change and/or addition as further details come to light.

## FLOOD WATER MANAGEMENT

A Flood Risk Assessment has been submitted with the application which goes some way towards answering key questions in managing the risks to and from the site. However the applicant proposes a lower ground floor and no information is provided about the potential risks to the basement or as a result of the basement to the surrounding area. Further clarification is also required as it is not a detailed design and further investigation is underway to determine the feasibility of the use of the existing drainage system to the south east. This may be dependant on off site works to connect to the existing drainage system. Information on this connection, ability to connect and access agreements where across private land must be provided. This also fundamentally affects the proposed drainage and whether the scheme has to be pumped so further detail is required. In addition rainwater harvesting should be considered within the proposals.

Officer comment: It is considered that as the site is only in flood zone one and not locate din a critical drainage area these matters can be dealt with via condition.

## EPU

Contaminated land report submitted - Geo environmental Desk Study and Preliminary Risk Assessment by Jomas Associates, 'Jomas' for Onslow Mills dated 3 August 2016.

A desk study by Jomas referenced above has been submitted to support the application. No site investigation information is submitted so the actual ground conditions cannot be confirmed.

The site appear to be at the location of a former respraying / mechanical garage, Swan Motors. There may be contamination issues at the site for the former use which involved the use of oils, and paints on the site. Although this would not be as onerous as a fuel garage with underground tanks these type of garages can also cause significant contamination in the soil, especially if oils or paints were incorrectly disposed of to the ground drainage.

The ground water could be affected if any of the contaminants are mobile although the report indicates this is a low risk considering the geology.

The desk study is sufficiently detailed, and covers the history of the site with a walkover, observations such as solvent / oil containers, and a risk assessment. The desk study has noted the motor garage use above that may have affected the land. It also mentions a nearby canal feeder, surrounding works / factories and on site demolitions likely to leave made ground with possible soil asbestos contamination from old building materials. gas monitoring would be required due to the presence of made ground and possible volatile organics such as solvents.

I would prefer some intrusive investigation at this site prior to a permission being given as it is a residential site with landscaped areas on an old garage site. This would give an initial idea of the actual ground conditions. The residential block is situated on the old garage building where there were paints stored and used for respraying vehicles in addition to mechanical works so there will be a risk. Given the desk study and recommendations for an intrusive investigation (boreholes / trial pits) is dated August 2016 then any intrusive work may not have been implemented yet. It is worth asking if there is any investigation report to support this application. In any event it is essential that a contaminated land condition is attached to this permission should a permission be given.

#### WASTE STRATEGY (SUMMARY COMMENTS)

No objections subject to a condition to secure details of refuse storage.

#### URBAN DESIGN

No objections raised to the amended development, which has been designed with the support of the Urban Design Officer.

### **7. MAIN PLANNING ISSUES**

#### **7.01 The principle of the development**

UDP Policy LE2 states: Industrial and Business Areas (IBAs) are designated for business, industrial and warehousing purposes (Use Classes B1-B8) and for Sui Generis uses appropriate in an industrial area. The Local Planning Authority will not normally permit development for other uses in IBAs unless it is satisfied that:

- i) There is no realistic prospect of the land being used for industrial or warehousing purposes in the future, and;
- ii) The proposed alternative use does not conflict with the policies and objectives of the plan
- iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.

In applying Policy LE2, the Local Planning Authority will, where appropriate, take into account (1) evidence of a lack of demand for industrial and warehousing uses; (2) the length of time the vacant premises or land have been marketed and interest expressed by potential occupiers; (3) the amount and nature of vacant industrial and warehousing floorspace and land in the Borough, as well as outstanding unimplemented planning permissions and development under construction; (4) the size and layout of existing premises will also be taken into account.

Notwithstanding these policy requirements, it is worth noting that in paragraph 5.12 of the Local Plan Part 1 the part of the Trout Road IBA in Yiewsley is identified as suitable for the managed release of industrial and warehousing land and, as such, the loss of the existing uses within the application site is considered acceptable in principle.

The draft Local Plan Part 2 document and draft Site Allocations and Designations Document provide specific details on the process of industrial land release and other employment land release, and should be given limited weight. In advance of the publication of this document the Local Plan Part 1, paragraph 5.12 and an Employment Land Study carried out in 2009 are the material planning considerations in the determination of this

planning application.

The Employment Land Study 2009 is particularly relevant to the current application as it notes that, with the exception of this site within the Trout Road Industrial Estate, much of this IBA has already been released for alternative uses, including for a DIY store and petrol station, for housing and for a large Tesco supermarket. Similarly, the redevelopment of the wider Rainbow and Kirby Industrial Estate site to provide a mixed-use scheme, including housing and community facilities and affordable business units was granted planning permission in January 2014 with reference 38058/APP/2013/1756.

In terms of specific proposals for the future use of the site, the application seeks a 24 flat housing development for this site and there are a number of mitigating reasons as to the acceptability of the proposed residential land use. These include:-

- The site is located immediately adjacent to Yiewsley/West Drayton Town Centre boundary and the proposed new West Drayton Crossrail station is located 500 metres distance from the site. It is therefore considered to be a site well suited to a residential use development of an urban density given its immediacy to town centre facilities and services and good levels of public transport accessibility.
- The wider Rainbow and Kirby Industrial Estate site was recently granted consent for a mixed use residential led development.

As such, it is considered that the loss of this local employment land is broadly accepted in strategic terms having regard to the Council's employment land study which forms the evidence base informing the emerging Core Strategy. The employment land study advises that the site does not have the locational and size characteristics necessary to be a Strategic Industrial Location (SIL) and its proximity to sensitive uses means it is of less strategic importance as an industrial location.

There are no objections in principle to increasing residential densities near crossrail stations. In this case the immediate proximity to the town centre and a crossrail station make a compelling case for a residential scheme.

As such, it is considered that the change of use sought to provide residential uses within this site is acceptable in principle, subject to other policies in the Development Plan.

## **7.02 Density of the proposed development**

The scheme would achieve a residential density of 171 dwellings per hectare (493 hr/ ha) which would be in excess of the range of 170 dwellings per hectare (200 to 450 habitable rooms/ha) recommended in the London Plan for urban areas with a moderate PTAL (3) level.

Moreover, it is worth noting that whilst the proposal might be over the required density ranges, density is only an indicator of the acceptability in comparison to its surroundings. The development is to provide flats with internal floor areas in compliance with the standards of Policy 3.5 of the London Plan and has an acceptable level of external amenity space for each dwelling. The height and massing of the development is considered acceptable in the context of the site and the mixed character of the surrounding area.

In this instance, whilst 24 residential units are proposed within the site, the overall density of development is not considered excessive and in this respect, the development would not be out of character with the immediate or wider surrounding area. Therefore, no objection is offered in this regard.

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

Not applicable to this application.

### **7.04 Airport safeguarding**

No Airport Safeguarding issues arise from the proposed development.

### **7.05 Impact on the green belt**

Not applicable to this application.

### **7.07 Impact on the character & appearance of the area**

Local Plan Part 1 Policy BE1 requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. Policies BE13 and BE19 of the Hillingdon Local Plan (November 2012) seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features of merit and provision of new planting and landscaping in development proposals.

Policy BE13 states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance.

London Plan Policy 7.1 sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant.

Saved UDP Policies (November 2012) and the Council's Supplementary Planning Document - Residential Layouts.

The building has been designed using careful detailing and high quality light and dark brick materials to create an attractive and refined appearance. It employs large windows to ensure maximum daylight and sunlight levels for future occupiers. The extensive provision of balconies and terraces ensures all apartments benefit from private amenity space. The use of three contrasting materials and steps, projections and insets in facades help to break up its massing and reduce its overall appearance of scale. These materials are used simply and efficiently composing a simple brick facade whose approach breaks down the scale of the building into a series of smaller elements adding to the sense of stepping in the mass.

The overall design of the scheme is considered to enhance the visual amenities of the surrounding area and the Council's Urban Design officer has raised no objection over the proposed impact to the streetscene.

Therefore, the development is considered to comply with Policies BE13, BE19, BE38 and Policy 7.30 of the London Plan (2016).

### **7.08 Impact on neighbours**

In relation to outlook, Saved Policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15 metres is required, although this distance will be dependent on the extent and bulk of the buildings.

Policies BE20 and BE24 seek to ensure that new development does not generate adverse

impacts in respect to sunlight and privacy. Because of the orientation of the site, and the size and siting of the proposed building, no significant loss of daylight and sunlight to adjoining properties would result from this development. The proposed development is considered to be consistent with Policies BE20 and BE24 of the Local Plan.

#### DAYLIGHT AND OUTLOOK

The application building would be set approximately 16.4 metres at its nearest point from the front elevations of the residential buildings on the opposite side of Trout Road. The building was redesigned to be set back back from neighbouring houses. It should be noted that other buildings on Trout Road have less of a setback and if the building was moved further back it would be at odds with the street scene. In this case the separation distance is considered to be acceptable. To the sides of the new building 21m distances would be exceeded for window to window relationships with neighbouring buildings.

The applicant has also submitted massing and fenestration details demonstrating that the proposed development would form an acceptable and neighbourly relationship with the care home, which has been granted consent in the vacant plot adjacent to the south west, where construction is yet to commence. Similarly, the applicant has shown that the proposed scheme will not restrict, in terms of massing, amenity of future occupiers and fenestration position, the development of the adjacent vacant plot to the north east. Therefore, the development is considered to have an acceptable impact on daylight and outlook to these, or any other, neighbouring occupiers, in compliance with Policies BE20 & BE21 of the Hillingdon Local Plan: Part 2 Policies.

#### **7.09 Living conditions for future occupiers**

##### Unit Sizes

The London Plan (March 2016) sets out minimum sizes for various sized residential units. The proposal is for 8 x 1 bedroom flats, 14 x 2 bedroom and 2 x 3 bedroom flats. The applicant submitted plans with all unit sizes meeting the minimum floor space standards as set out above.

##### Amenity Space

Policy BE23 of the Unitary Development Plan requires the provision of external amenity space which is sufficient to protect the amenity of the development and surrounding buildings, and which is usable in terms of its shape and siting. In addition, the Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document) Residential Layouts seeks to ensure that an adequate amount of conveniently located amenity space is provided in new residential developments.

The minimum requirement for private amenity space, as set out in the SPD, is 20sq metres for a 1 bedroom flat, 25sq metres for a 2 bedroom flat and 30sq metres for a 3 bedroom unit of shared amenity space. Therefore the proposed development for 8 one bedroom, 14 two bedroom units and 2 three bedroom unit has a requirement of 570sq metres of amenity space. The proposal provides approximately 653sq metres of amenity space in the form of balconies, private terraces and a shared courtyard.

Overall, it is considered that the proposals meet with the aims and objectives of the Council's HDAS SPD and would provide an acceptable quality living environment for all of the proposed units, in accordance with Policies BE20, BE23, BE24, OE1 and O5 of the UDP, HDAS 'Residential Layouts' and 'Accessible Hillingdon' and the provisions of the London Plan.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

##### CAR PARKING

The proposal would provide 24 parking spaces for the 24 residential units, which equates to a ratio of 1 space per dwelling. The Highways Officer reviewed this proposal and considered that as the site is for flats within a town centre location, no objection was raised to the parking provision provided at the site. Therefore, the development is considered to comply with Policy AM14 of the Hillingdon Local Plan: Part 2 Policies.

#### CYCLE PARKING

The development would provide 42 cycle spaces for the 24 residential units. The Highways Officer has reviewed the proposal and has advised that a minimum ratio of at least one space per dwelling should be achieved. Therefore, the proposed development is in accordance with the adopted CYCLE Parking Standards, Policy AM9 of the Hillingdon Local Plan: Part 2 Policies and Policy 6.9 of the London Plan (2016).

#### TRAFFIC IMPACT

The Highways Officer has reviewed the proposal and does not consider that it would give rise to a significant increase in traffic and parking or have a detrimental impact on the local highway network. The Highways officer has also reviewed the location of the refuse and recycling storage and considers this to be acceptable, in terms of their collection and the impact of this to highway safety. Therefore, the development is considered to comply with Policy AM2 of the Hillingdon Local Plan: Part 2 Policies.

### **7.11 Urban design, access and security**

The site lies adjacent to Trout Road and directly to the north east is the Yiewsley/West Drayton Town Centre which contains a variety of building types and heights but is predominantly commercial in character. It is considered that the proposal will have an impact on the setting of this area.

Whilst likely to be visible on the skyline and in medium to long views within the town centre and its environs, it is considered the impact of the proposed building, owing to its modern design, staggered front and height, elevational articulation and materials would not be detrimental to the streetscene.

There are no objections to the general design approach to the new buildings, and it is noted that a number of the issues raised during the application course have been addressed. The reduction in height/ stepped arrangement at the Trout Road frontage is particularly welcomed and is an improvement that will form a new urban edge and be noted in the resulting streetscene.

In terms of security, the entrance to the building has been amended to provide a more open aspect and enhance natural surveillance. However, secure by design will be governed by the imposition of a planning condition.

### **7.12 Disabled access**

In assessing this application, reference has been made to policy 3.8 'Housing Choice' of the London Plan (2016); Approved Document M to the Building Regulations (2015); and Accessible Hillingdon SPD adopted 2013.

The property is accessed off Richmansworth Road. The scheme incorporates a clear network of routes that are easily understandable, inclusive, safe and secure that connect to the main entrance to the building. The plans indicate that the development would provide step free access to and from the proposed building and that all of the units would comply with the Technical Housing Standards for internal floor space and category M4(2) 'Accessible and adaptable dwellings' of Approved Document M to the Building Regulations (2015). The proposal should also provide 10% category M4(3) 'wheelchair user dwellings'



as outlined in Approved Document M to the Building Regulations (2015). Compliance with these standards will be secured by condition should the application be approved.

The development would also provide four disabled car parking spaces which is more than the 10% required by policy.

Overall, the layout of the development is inclusive and will function well, creating a safe and accessible environment. It would ensure the delivery of a range of house types that meet the diverse needs of Londoners and an ageing population, in accordance with regional and local planning requirements.

#### **7.13 Provision of affordable & special needs housing**

In order to establish the level of planning contributions and affordable housing that can be supported by the proposed development the Council will take into account the economic viability of a scheme and the most effective use of public subsidy, as well as any particular costs associated with the development of the site. In such cases, the Council will request that the developer provides a financial appraisal of the scheme so that a fair contribution can be agreed.

The applicant's Financial Viability Assessments concluded that the current proposal could not support any affordable dwellings. The Council's independent consultants, DVS, have reviewed the FVA and based on their findings it has subsequently been agreed with the applicant that the scheme can provide 7 shared ownership units.

#### **7.14 Trees, landscaping and Ecology**

The site has no significant trees within it and no landscaping features of merit. The proposal will provide a soft landscaped strip between the building and the back edge of the pavement in Trout Road and also a sizeable amenity area at the rear as well as a roof terrace for communal use by the applicant.

The level of detail provided in support of the application gives only an indication of the landscaping at the site. Therefore, to ensure the proposal complies with Policy BE38 of the Hillingdon Local Plan: Part 2 Policies, conditions relating to a detailed landscaping plan, planting plans and landscape maintenance plans are recommended.

#### **7.15 Sustainable waste management**

The applicant has provided plans showing the provision of separate storage of waste and recycling for the residential use with sufficient space for up to 4 x 1,100 litres Eurobins (with a total capacity up to 4,400 litres). The standing advice from Waste Services required 100 litres of storage for a 1 bedroom flat, 170 for a two bedrooms flat and 240 litres for a 3 bedroom flat, equating to a site wide provision of 4,100 litres. The refuse bins would be managed by an instructed building management team on days of refuse collection. Therefore, an acceptable level of refuse and recycling storage is considered to have been provided and no objection is raised in this regard.

#### **7.16 Renewable energy / Sustainability**

The energy strategy shows the development will achieve close to the minimum requirement of a 35% reduction in CO<sub>2</sub> from 2013 Building Regulations. The application was first considered at pre-application stage in January 2016 and was submitted to the Council prior to 1 October 2016. Accordingly, the higher zero carbon standard of the London Plan is not applied to this proposal. Nonetheless, the development does not deliver the required 35% saving and is a little over 3tCO<sub>2</sub> shy of the target.

In order to offset this shortfall a carbon Offset contribution of £5,580 will be sought through the S106 Agreement.

With these condition attached, the proposed development is considered to comply with Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 Policies.

#### **7.17 Flooding or Drainage Issues**

The application site does not fall within a designated Flood Zone and the Flood Water Management Officer has reviewed the provided Flood Risk assessment and raised no objections to the proposal on the grounds of increased flood risk.

The Flood Water Management Officer has requested further drainage details to be submitted however, given the site is not in an area flood risk area or in a critical drainage area, it is considered that a condition be attached in relation to sustainable water management at the site. With this condition attached, the proposed development is considered to comply with Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 Policies.

#### **7.18 Noise or Air Quality Issues**

##### **NOISE**

The proposed development is for residential dwellings and is considered not to give rise to unacceptable levels of noise disturbance to neighbouring occupiers. The residential units are located adjacent to Trout Road in close proximity of West Drayton / Yiewsley Town Centre. As such, the Environmental Protection Officer has requested an informative is included in the decision notice relating to construction work standards be incorporated as part of the scheme, in order to prevent nuisance to the occupiers of neighbouring dwellings. With this condition attached, the proposed development is considered to comply with Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 Policies.

##### **AIR QUALITY**

The application site is located within the Borough's Air Quality Management Area, as such a financial contribution of £25,000.00 is sought by way of legal agreement towards local air quality monitoring initiatives.

#### **7.19 Comments on Public Consultations**

None.

#### **7.20 Planning obligations**

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:

Non-monetary contributions:

. Highways: S278/S38 agreement may need to be entered into to secure highways works subject to comments from the Highways Officer.

.1. Highway Works: S278/S38 for required Highways Works subject to surrounding network adoption status and Highway Engineers Comments

2. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost

plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided.

3. Air Quality Monitoring: A financial contribution to the sum of £12,500 is likely- to be required- . However, it is

subject to comments from LBH air quality specialists.

4. Travel Plan to include £20,000 Bond.

5. 35% Affordable Housing in line with London and Local Plans unless subject to development viability verification

6. Carbon Offset Contribution - £5,580.

6. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

Please be advised that this is an initial response and the matters contained within may be subject to change and/or addition as further details come to light.

The proposal would be liable for the Mayor of London's And Hillingdon CIL, as the scheme provides 24 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

Should a decision be issued after 1st August 2014 the development may also be liable for Hillingdon's Local CIL, which would offset the requirement for certain planning obligations. The recommendation reflects this potential scenario.

#### **7.21 Expediency of enforcement action**

None.

#### **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**

## **10. CONCLUSION**

This application seeks permission to erect a four storey building with semi basement parking comprising 24 residential flats, involving the demolition of the existing industrial buildings.

The application site is identified in paragraph 5.12 of the Local Plan Part 1 as part of the Trout Road IBA which is suitable for the managed release of industrial and warehousing land while the wider site within which the application site is located in was granted planning permission in January 2014 for a comprehensive redevelopment to provide a residential led mixed-use scheme. No objections are therefore raised to the loss of the existing building

and, likewise, to the re-development of the site in principle.

The re-development of this site will provide 7 shared ownership affordable residential housing units. The building, following various revisions made to its design, would enhance the visual amenity of the street scene. The accommodation provided, including the provision of external amenity space which includes a large communal roof top garden is acceptable and the scheme would not result in any unacceptable loss of residential amenity to surrounding residential properties.

Adequate off-street parking is provided and the access arrangements to the semi basement car park are acceptable.

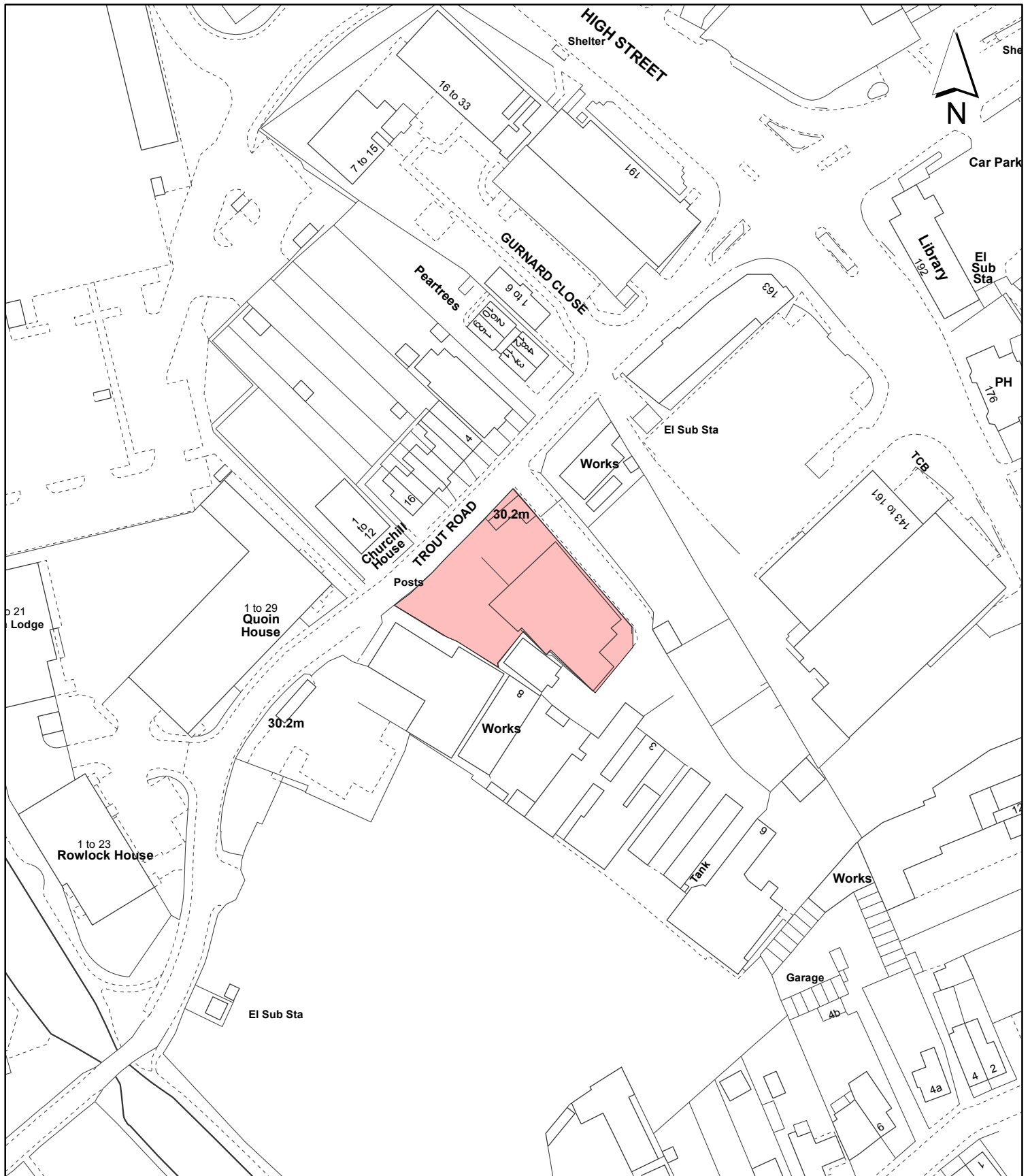
Therefore, it is recommended that the application is approved subject to conditions and the satisfactory completion of a section 106 Legal Agreement.

## **11. Reference Documents**

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (2016)  
National Planning Policy Framework (2012)  
Technical Housing Standards - Nationally described space standards (2015)  
Council's Supplementary Planning Guidance - Air Quality  
Council's Supplementary Planning Guidance - Community Safety  
Council's Supplementary Planning Guidance - Land Contamination  
Council's Supplementary Planning Document - Accessible Hillingdon  
Council's Supplementary Planning Document - Affordable Housing  
Council's Supplementary Planning Document - Noise  
Council's Supplementary Planning Document - Planning Obligations  
The Mayor's Housing Supplementary Planning Guidance

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**Notes:**

 Site boundary

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Site Address:

**Onslow Mills**

Planning Application Ref:  
**1724/APP/2016/3513**

Planning Committee:  
**Major**

Scale:  
**1:1,250**

Date:  
**August 2017**

**LONDON BOROUGH OF HILLINGDON**  
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