

Report of the Head of Planning, Transportation and Regeneration

Address 30/32 BLYTH ROAD HAYES MIDDLESEX

Development: Application for demolition of all buildings on site to enable redevelopment to provide 118 new residential units (Use Class C3) and commercial floor space (Use Class A1-A5 and B1) with a new vehicle access, associated vehicle and cycle parking, communal amenity space, child play space and associated landscaping and plant.

LBH Ref Nos: 68974/APP/2018/2146

Drawing Nos: 1021-P-1001 Rev A
1021-P-1002 Rev A
1021-P-1003 Rev A
1021-P-1004 Rev A
1021-P-0010
1021-P-0030
1021-P-0090
1021-P-0109 Rev A
Landscape Management Plan June 2018 2786-MP-01 Rev P1
Landscape and Open Space Strategy Rev P1 June 2018
2786-DT-01 Rev P1
2786-LA-01 Rev P1
2786-LA-02 Rev P1
2786-LA-03 Rev P1
2786-PP-01 Rev P1
1021-P-0100 Rev E
1021-P-1000 Rev F
1021-P-1008 Rev A
BlythRd-ArchaeologyDBA-June18
1021-P-0001 Site Location Plan
1021-P-1006 Rev A
1021-P-1009
1021-P-2102 Rev A
1021-P-2010
1021-P-2100 Rev A
1021-P-2101 Rev A
1021-P-2104
1021-P-2105
1021-P-3001 Rev A
1021-P-3002 Rev A
1021-P-3003 Rev A
1021-P-3004 Rev A
1021-P-3005 Rev A
1021-P-4001
1021-P-4002
1021-P-4003
1021-P-4004

Date Plans Received: 08/06/2018

Date(s) of Amendment(s):

16/10/2018
08/06/2018

1. SUMMARY

The application proposes the mixed use redevelopment of a site on Blyth Road in Hayes, including the demolition of the existing buildings and the site's redevelopment to provide 118 new residential units (Use Class C3) with 330m² of additional commercial floor space (Use Class A1-A5 and B1), a new vehicle access, associated vehicle and cycle parking, communal amenity space, child play space and associated landscaping and plant.

The proposed development is considered an appropriate mix of uses, scale and built form that is well designed and will enhance the locality. The provision of additional residential units to the local area is supported by local policy and the London Plan (2016). The application is therefore recommended for approval.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning, Transportation and Regeneration 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:

The obligations sought are as follows:

- 1. On-site Affordable Housing (Including review mechanism)**
- 2. Accessibility - provision of a through floor lift if required.**
- 3. Public Open Space contribution of £175,000 (£160,000 + £15,000)**
- 4. Local Bus Services contribution**
- 5. Carbon off set contribution of £174,497.49**
- 6. Air Quality contribution of £45,917**
- 7. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - up to £9,600 per phase or an in kind scheme to be provided.**
- 8. Highway Works: S278/S38 for required Highways Works**
- 9. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.**
- 10. Travel Plan plus £20,000 bond.**

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/or 278 Agreements 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) If the Legal Agreements have not been finalised by 24th January 2019 (or such other timeframe as may be agreed by the Head of Planning, Transportation and Regeneration), delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse planning permission 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 affordable housing, public open space improvements, local bus services, carbon offset, air quality, construction training, highway works and travel plan). The proposal therefore conflicts with Policies contained within the adopted Hillingdon Local Plan Saved Policies (November 2012).'

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

1021 P 0001 Location Plan
1021 P 0010 Existing Site Plan
1021 P 0030 Existing context elevations North and South
1021 P 0100 Rev F Proposed Ground and Landscape Plan
1021 P 0109 Rev A Proposed Masterplan
1021 P 1000 Rev F Proposed Ground Floor
1021 P 1001 Rev A Proposed First Floor
1021 P 1002 Rev A Proposed Second Floor
1021 P 1003 Rev A Proposed Third Floor
1021 P 1004 Rev A Proposed Fourth to Fifth Floor
1021 P 1006 Rev A Proposed Sixth to Seventh Floor
1021 P 1008 Rev A Proposed Eighth Floor
1021 P 1009 Proposed Roof Plan
1021 P 2010 Proposed Context Elevations North and South
1021 P 2100 Rev A Proposed North Elevation
1021 P 2101 Rev A Proposed West Elevation
1021 P 2102 Rev A Proposed South Elevation
1021 P 2104 Proposed Detailed Elevation Block A
1021 P 2105 Proposed Strip Elevation Block C
1021 P 3001 Rev A Proposed Section 01

1021 P 3002 Rev A Proposed Section 02
 1021 P 3003 Rev A Proposed Section 03
 1021 P 3004 Rev A Proposed Section 04
 1021 P 3005 Rev A Proposed Section 05
 1021 P 4001 Wheelchair Accessible Unit 2B4P Type 1
 1021 P 4002 Wheelchair Accessible Unit 2B4P Type 2
 1021 P 4003 Wheelchair Accessible Unit 2B4P Type 3
 1021 P 4004 Wheelchair Accessible Unit 3B5P
 2786 DT 01 Rev P1 Indicative Sections - Landscaping
 2786 LA 01 Rev P1 General Arrangements Ground Floor (Landscaping)
 2786 LA 02 Rev P1 General Arrangement Plan Podium (Landscaping)
 2786 LA 03 Rev P1 Illustrative Landscape Masterplan
 2786 PP 01 Rev P1 Planting Plan Ground Floor (Landscaping)
 1021 P 0090 Key Plan; and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Planning Statement June 2018
 Design and Access Statement June 2018
 Landscape Management Plan Ref: 2786-MP-01
 Archaeological Desk Based Assessment
 Geotechnical Investigation Report Reference: LP1624/WM/SI
 Interim Phase 2 Ground Contamination Investigation & Assessment ref. LP1264SI
 Phase 2 Ground Contamination Investigation & Assessment ref LP1624/SI
 SUDS Drainage Design letter from GTA Civils 21st September 2018
 Air Quality Assessment June 2018
 Energy Strategy 8th June 2018
 Transport Assessment ref. JW/JN/ITB1621-001a R TS
 Travel Plan ref. JW/JN/ITB13621-002a R TP
 Heritage Statement June 2018
 Daylight and Sunlight Report 4th June 2018
 Fire Strategy June 2018
 Overheating Assessment Rev C 8 June 2018
 Sustainability Statement Rev C 8 June 2018
 Environmental Noise and Vibration Assessment Rev A 08/06/2018

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

REASON

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

4 COM9 Landscaping (car parking & refuse/cycle storage)

Prior to the commencement of above ground works a landscape scheme shall be 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 Means of enclosure/boundary treatments
 - 2.b Car Parking Layouts (including demonstration that 24 car parking spaces (20%) are served by active electrical charging points, 24 car parking spaces (20%) are served by passive electrical charging points, 12 accessible car parking spaces, 6 motorcycle spaces and 128 cycle spaces)
 - 2.c Hard Surfacing Materials
 - 2.d External Lighting
 - 2.e Other structures (such as play equipment and furniture)
3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
4. Schedule for Implementation
5. Other
 - 5.a Existing and proposed functional services above and below ground
 - 5.b Proposed finishing levels or contours

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

REASON

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

5 COM7 Materials (Submission)

Prior to the commencement of above ground works details of all materials and external surfaces have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

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

6 COM15 Sustainable Water Management

Prior to commencement (excluding demolition and site clearance) 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 the submitted letter dated 21st September from GTA Civils. 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. This rate should be presented per hectare as well as the total for the whole site.
- iii. 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).
- iv. Where infiltration techniques (soakaway) 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).

b) Minimise water use

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

c) 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.

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 (July 2018), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

7 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.

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 excising 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 (2016) Policies 7.1 and 7.3.

8 NONSC M4(2)/M4(3) Dwellings

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 in accordance with London Plan Policy 3.8 d, is achieved and maintained.

9 NONSC Internal Noise Level

The noise level in rooms at the development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

Reason:

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic, rail traffic, air traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) .

10 NONSC Residential Sound Insulation

Prior to occupation of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/ uses in adjoining dwellings, namely living room and kitchen above bedroom of separate dwelling. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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).

11 NONSC Commercial Sound Insulation

Prior to occupation of the development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from noise sensitive premises. Details shall demonstrate that the sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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).

12 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 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, 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. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

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).

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 site 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

14 COM22 Operating Hours

The commercial premises shall not be open for customers outside the following hours: -
0800 and 2300 Mondays - Fridays
0800 to 2300 Saturdays
1000 to 1800 Sundays, Public or Bank Holidays.

REASON

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

15 COM27 Traffic Arrangements - submission of details

Prior to the commencement of above ground works details of access traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, closure of existing access 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 parking areas, sight lines and

loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

16 NONSC Parking Allocation

Prior to occupation of the development, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall be for residential use of the flats and ancillary commercial use hereby approved and as agreed within the Parking Allocation Plan unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure availability and management of parking, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3 and 6.13 of the London Plan (2016).

17 NONSC Radar Mitigation Scheme 1

No construction shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with NATS (En Route) plc and approved in writing by the Local Planning Authority.

Reason:

In the interests of aircraft safety in compliance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

18 NONSC Radar Mitigation Scheme 2

No construction work shall be carried out above 12m above ground level unless and until the approved Radar Mitigation Scheme has been implemented and the development shall thereafter be operated fully in accordance with such approved Scheme.

Reason:

In the interests of aircraft safety in compliance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 COM30 Contaminated Land

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

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

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly

identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

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

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

20 NONSC Imported Soils

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

21 NONSC Balconies

Prior to occupation of the development full details, including drawings showing the siting, design and finish heights of obscure glazed privacy screens, balustrades, and railings on all balconies and terraces and roof terraces as shown on the plans hereby approved, shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure the safe operation of the Network Rail infrastructure and that the development presents a satisfactory appearance and adequate privacy in accordance with Policies BE13 and BE24 of the Hillingdon Local Plan (November 2012).

22 NONSC Energy

Prior to the commencement of above ground works, full details including specifications of the low (CHP) and zero carbon (PVs) technology to be used onsite shall be submitted and approved in writing by the Local Planning Authority. The details shall demonstrate compliance with the energy strategy (Energist, 8 June 2018) and provide the necessary information relating to the type, size and location of the relevant technology. In the case of the PVs, the details shall include a roof plan and elevations showing their inclusion. The development must proceed in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure the development contributes to the management of carbon emissions in accordance with London Plan Policy 5.2.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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
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.
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
BE3	Investigation of sites of archaeological interest and protection of archaeological remains

BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 4.3	(2016) Mixed use development and offices
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.8	(2016) Innovative energy technologies
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.9	(2016) Heritage-led regeneration
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy

OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R7	Provision of facilities which support arts, cultural and entertainment activities

3 159 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 (2016). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4 170 LBH worked applicant in a positive & proactive (Granting)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

5 173 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillington.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

6

Thames Water have provided the following information:

1. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk.

Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

2. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>.

Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

3. With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

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Network Rail have provided the following information:

A restriction should be placed in the apartment leases for those apartments that will have railway-facing balconies. The restriction shall state that Lease Holders shall not have lightweight materials on the balcony that project above the height of the balconies.

The reason for this is for safety purposes and to avoid any future damage to the railway infrastructure in particular any existing or future electric overhead lines.

3. **CONSIDERATIONS**

3.1 **Site and Locality**

The application site is located on Blyth Road, to the southwest of Hayes Town Centre. The existing site contains a large single storey warehouse building and is now vacant. The site includes a 'Safeguarding Zone' development constraint along it's western edge which is required by Network Rail for access to the railway. Current vehicular access to the site is via a dropped kerb on Blyth Road measuring some 70 metres along the site frontage.

The site measures 0.39 hectares and is bound to the south by the West Coast railway line

and to the north by Blyth Road and a terrace of two storey residential houses. To the south of the railway line lies further residential dwellings. To the west is a newly constructed block of apartments known as the Gatefold Building, which was recently developed for a 4-7 storey height building comprising 132 residential units, a cafe, community room and workshop units with associated car parking pursuant to planning permission 51588/APP/2011/2253 dated 27 March 2012 (as amended). To the east is a residential development which is currently under construction. This new 11-storey building will provide 123 residential units, 540m² of commercial floorspace and 95 car park spaces under a landscaped podium deck and to the south of the site.

Beyond the Gatefold building to the west is The Old Vinyl Factory development site and to the north west is Enterprise House, which is a Grade II listed industrial building for which planning permission and listed building consent was granted in October 2014 for the restoration, refurbishment and conversion of the building as part of a mixed use development comprising approximately 4,500sqm GIA of employment space (Use Class B1 and B8 with ancillary cafe) and 96 residential units (Use Class C3), ref. 11623/APP/2013/3606.

The site currently has a Public Transport Accessibility Level (PTAL) of 4, which indicates good accessibility to public transport. The site is situated within a Developed Area and sits to the east of the Botwell Thorn Conservation Area. The site is within an Industrial and Business Area, as identified in the Policies of the Hillingdon Local Plan (November 2012) but also within the emerging Local Plan Part 2 the site is allocated for residential led mixed use development and has been released from the Industrial and Business Area.

3.2 Proposed Scheme

The form of the proposal presents similar principles to the recently built Paradigm and Gatefold schemes to the east and west of the site, respectively. A row of three-storey terraced houses with front gardens together with Block A which includes the commercial space would face onto Blyth Road. The terraced houses and set-back upper storey with a 'roof' corresponds with the smaller scale residential character of the northern side of Blyth Road. The car parking area is under a landscaped podium located behind the terraced houses. It is not visible from the street and its presence along Blyth Road is limited to an access gate adjacent the neighbouring Gatefold Scheme.

Proposed Blocks B & C to the south are taller and therefore provide the majority of the residential units. Together they create an L-shaped form which wraps around the courtyard. There is a gap proposed between them to avoid overlooking whilst allowing for daylight and sunlight into the landscaped courtyard. Block B has been set back from Blyth Road and its southern end has been chamfered as a direct response to the Paradigm scheme's footprint. Additionally, Block C is set back from the railway tracks to allow for private amenity spaces and, due to its orientation and massing, to provide acoustic screening from the trains.

The proposed scheme includes 118 dwellings across the 0.39 ha site and 330sqm of commercial space. The unit types range from studios to 3-bed units:

Studio x 2 units

1 Bedroom x 32 units

2 Bedroom 3 Person x 23 units

2 Bedroom 4 Person x 45 units

3 Bedroom x 16 units

Total = 118

There are 12 adaptable units proposed that would be Part M4(3) compliant, comprising 10% of the overall accommodation; all the other units are proposed to be Part M4(2) compliant. The commercial unit is located along Blyth Road, east of the proposed terraced houses. It provides 330 sqm of commercial space which can be serviced from Blyth Road as well as from the car park to the rear.

The 330sqm of commercial space is located in the north east corner of the site and would face on to Blyth Road, servicing access would be located to the rear. The proposed use for the space is flexible across Use Class A1-A5 and B1 to maximise the potential range of occupiers for this unit.

Vehicular access to the site is proposed to be on the western edge of the site off Blyth Road, adjacent to the vehicular access for the neighbouring Gatefold development. The access is provided in this location as it is the 'Safeguarding Zone' required for access to the railway by Network Rail and there is no built form proposed in this area. The proposed parking strategy utilises a ground floor car park, which includes spaces for cars, motorbikes, and secure communal cycle storage. The total number of car parking spaces equals 88, which gives a ratio of 0.75 car parking spaces/dwelling. Eight of these are for blue badge holders. In addition, three more car parking spaces are allocated for commercial use. The secure cycle stores have a combined capacity of 128 spaces in both stacking and Sheffield-type stand. In addition, 6 motorbike spaces have been provided within the car parking area.

Landscaped amenity space at podium level is provided within the scheme, with 110sqm of this to be dedicated to child play space for under 5's. The first floor dwellings benefit from private terraces facing the courtyard and/or south and east. All other units are provided with private amenity in the form of balconies or roof terraces. The communal amenity space provides access to the different cores and includes shared amenity spaces, play areas and private amenity spaces to the terraced houses and flats at first floor level.

Communal refuse stores are provided per block and are adjacent to the cores at ground floor level to minimise travel distance for users. A bin holding area for refuse collection is provided by the car parking access gate off Blyth Road.

3.3 Relevant Planning History

Comment on Relevant Planning History

The site has no directly relevant planning history, however the adjacent sites benefit from planning consent which is considered relevant to the proposals.

Gatefold site to the west:

51588/APP/2011/2253 - Demolition of warehouse extension to Apollo House and erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (Class A3), community room (Class D2), 5 x workshop units (Class B1, B8 or A2 uses), and associated car parking and landscaping - Approved 27-03-12

Paradigm site to the east:

1425/APP/2011/3040 - Comprehensive redevelopment of the site to provide a part 11, part 9, part 5 and part 4 storey building comprising 120 residential units, office floorspace, 97 car parking spaces and hard and soft landscaping Approved 08-04-13

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
 London Plan (March 2016)
 National Planning Policy Framework
 Hillingdon Supplementary Planning Document - Accessible Hillingdon
 Hillingdon Supplementary Planning Document - Noise
 Hillingdon Supplementary Planning Document - Planning Obligations
 Hillingdon Supplementary Planning Guidance - Air Quality
 Hillingdon Supplementary Planning Guidance - Community Safety by Design
 Hillingdon Supplementary Planning Guidance - Land Contamination
 Technical Housing Standards (2015)

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.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E6	(2012) Small and Medium-Sized Enterprises (SME)
PT1.E7	(2012) Raising Skills
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.HE1	(2012) Heritage
PT1.T1	(2012) Accessible Local Destinations

Part 2 Policies:

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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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
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.
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
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.1	(2016) Developing London's economy
LPP 4.2	(2016) Offices
LPP 4.3	(2016) Mixed use development and offices
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions

LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.8	(2016) Innovative energy technologies
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2016) Better Streets and Surface Transport
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.9	(2016) Heritage-led regeneration
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
R7	Provision of facilities which support arts, cultural and entertainment activities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **15th August 2018**

5.2 Site Notice Expiry Date:- Not applicable

15th August 2018

6. Consultations

External Consultees

Consultation letters were sent to 296 local owner/occupiers on 17/07/18. The application was also advertised by way of site and press notices. Thirteen comments of objection to the proposal have been received. The concerns raised can be summarised as:

- decreased natural sunlight.

One letter has been received from a local Councillor that states:

Can the developers/contractors take into consideration that there are residential properties opposite this site, also that the footway is used by people going to and from work/college/to the shops etc. As local councillors we expect the area outside the site to be kept clean and debris and dust free, and if necessary, which is probably likely, the properties opposite the site in Blyth Rd be jet washed at the expense of the contractors. We in Hillingdon expect contractors/ developers to be good neighbours.

Case Officer's comments:

A Construction Environmental Management Plan condition is recommended to be attached to any grant of planning consent.

HAYES CONSERVATION AREA ADVISORY PANEL

I am writing on behalf of Hayes Conservation Area Advisory Panel. We do not like the appearance of this proposed development which may not look much worse than the rest of the planned redevelopment of the EMI site and adjacent properties along Blyth Road, but is certainly no improvement on the mediocre standards accepted there. We are concerned at the high density of residential units and the low ratio of car parking spaces as parking is already an issue in this very busy and congested part of central Hayes, which has virtually no public parking available. The local road network cannot cope with the existing traffic, let alone the additional vehicle movements this development will produce. Even the 'low-rise' part of this development fronting onto Blyth Road is higher and more massive in appearance than the existing housing on the other side of the road and no attempt has been made to produce a design that is sympathetic to the housing opposite - even the brick colour fails to match! Overall we feel this scheme is overdevelopment of the site so we trust the current proposals will not be approved.

Case Officer's comments:

The Council's Urban Design and Conservation Officer has been involved throughout the pre-application process and the Council's Highways Engineer has raised no objections to the proposal. In addition significant contributions have been agreed with the applicant in terms of public open space and bus service provision. The Council's Urban Design and Conservation Officer has provided comments stating that 'Overall the scheme raises the bar for residential-led development in Hayes. The applicant and consultant team have engaged positively with Officers to revise and refine the scheme to advance level of detail that is supported in design terms. It will be a positive addition to the emerging context of Hayes'.

MET POLICE

I do not wish to object to this proposal. I do request that a planning condition is added that the site must achieve secured by design accreditation. If further justification for this request is needed please contact me. I have met with representatives for this meeting, explained what is required for SBD accreditation and am satisfied that it can be done.

THAMES WATER

Waste Comments

Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission:

"A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk.

Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality." The proposed development is located within 15m of our underground waste water assets and as such we would like the following informative attached to any approval granted.

The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planningyour-development/Working-near-or-diverting-our-pipes>.

Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Case Officer's comments:

The requested informative are recommended to be attached to any grant of planning permission.

CROSSRAIL

The implications for the Crossrail proposals on the application have been considered and I write to inform you that Crossrail Limited do not wish to make any comments on this application as submitted providing all previously agreed 'conditions' have been satisfied.

Case Officer's comments:

The previously agreed 'conditions' have been provided to the applicant. They relate to access licenses to the Safeguarding Zone within the site and as such are a private legal matter between the two parties.

HISTORIC ENGLAND

On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation advisers, as relevant.

NATIONAL AIR TRAFFIC SERVICES (NATS)

I refer to the application referenced above which has been assessed by NATS against its infrastructure and operations.

NATS has identified a detrimental impact upon its radar located at Heathrow Airport. This radar, known as H10 PSR/SSR, provides data to the NATS London Terminal Control Centre located in Swanwick, Hampshire as well as to a number of airports in the South.

The users of the radar provide an En-route air traffic service as well as an Approach function to a number of airfields. Data from this radar is also provided to other aviation operators. Following a technical assessment, NATS is satisfied that the proposed development is expected to impact its operations and cause an unacceptable impact. However, NATS can also confirm that it is content that the impact can be mitigated through a modification to the radar system.

Accordingly, NATS would be supportive of the LPA granting the scheme subject to the imposition of the standard aviation conditions, on any consent.

Standard aviation conditions:

1. No construction shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with the Operator and approved in writing by the Local Planning Authority.

Reason:

In the interests of aircraft safety and the operations of NATS En-route PLC.

2. No construction work shall be carried out above 12m AGL unless and until the approved Radar Mitigation Scheme has been implemented and the development shall thereafter be operated fully in accordance with such approved Scheme.

Reason:

In the interests of aircraft safety and the operations of NATS En-route PLC.

For the purpose of conditions above; "Operator" means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act). "Radar Mitigation Scheme" or "Scheme" means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the H10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

Case Officer's comments:

The requested conditions and informative are recommended to be attached to any grant of planning permission.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS)
Recommend - No Archaeological Requirement

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

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.

I agree with the applicant's archaeological desk-based assessment that the site has at most limited archaeological potential principally related to Palaeolithic (Old Stone Age) artefacts within the gravels. Bearing in mind the negative results from archaeological evaluation at the neighbouring Old Vinyl Factory site I agree that there is unlikely to be a significant negative impact.

No further assessment or conditions are therefore necessary.

NATURAL ENGLAND

Natural England has no comments to make on this application.

NETWORK RAIL

After studying the details submitted and consultation with our Asset Protection Engineer, Network Rail submits a holding objection and requests further details.

Can the applicant confirm how maintenance on the building's railway face could be carried out without needing entry on to the railway (e.g. scaffolding erection).

The balconies on the railway face are a concern due to the risk of objects blowing/falling/being thrown on to the railway and high voltage overhead electrified wires. How will these risks be mitigated. (Possible measures may be increasing the railing height to 1.5m and covenant/lease prohibitions on residents having lightweight items on the balconies).

A small strip of land that is within Network Rail's ownership has been included in the red line plan, it should be noted that no building works must be carried out on this section of land. Once we have received the requested details and they have been reviewed, we will then be in a position to submit our final comments.

Case Officer's comments:

The above comments were provided to the applicant who has responded to the concerns raised directly with Network Rail.

NETWORK RAIL 2nd comments:

Our Asset Protection team have confirmed the following: -

Applicant response is acceptable.

a) A restriction in the apartment leases for the apartments that will have railway-facing balconies would be acceptable e.g. Lease Holders shall not have lightweight materials on the balcony that project above the height of the balconies.

b) A balcony parapet height of 1.5m would be acceptable in principle. Applicant to agree details with NR Asset Protection Engineer prior to construction and should contact Network Rail's Asset Protection team on AssetProtectionWestern@networkrail.co.uk before works begin.

The reason for the comments above is to minimise the risk of accidental damage and disruption to the electrified railway from windswept objects such as drying washing. The planning authority should

include a and b as planning conditions. Provided these are included then Network Rail are happy to withdraw their holding objection.

Case Officer's comments:

The above suggested condition 'a' is not considered to be enforceable by the LPA, therefore following consultation with Network Rail they have confirmed writing their agreement to the following informative:

'A restriction should be placed in the apartment leases for those apartments that will have railway-facing balconies. The restriction shall state that Lease Holders shall not have lightweight materials on the balcony that project above the height of the balconies.

The reason for this is for safety purposes and to avoid any future damage to the railway infrastructure in particular any existing or future electric overhead lines.'

It is recommended that this informative is attached to any grant of planning consent. A condition is also recommended as set out above regarding the design of the proposed balconies.

Internal Consultees

FLOOD AND WATER MANAGEMENT

Objection

The proposals control water to the 1 in 100 year plus only 20%. Developments should consider their lifetime and the Environment Agency guidance states this should be an allowance of 40%. It is stated in our guidance that a 5ls assumed rates to avoid blockage is not acceptable and a 2ls is considered much more appropriate. It is known that the invert levels in the Thames Water Surface Water sewers are high and there is little cover and so a long section of how and the level of the proposed drainage into a surveyed connection point is required to demonstrate a gravity flow is important. The access road should be made permeable and further green infrastructure options used along Blyth road and the access, setting the building back and improving the environment for future residents. An underground tanks system is the last option in the SuDs hierarchy and there appears to be no consideration of at source suds such as blue and or living roofs and or walls integrated with the play space and PVs as well as rainwater harvesting.

Case Officer's comments:

The above comments were provided to the applicant. GTA Civils have responded to the concerns raised via letter dated 21st of September 2018.

FLOOD AND WATER MANAGEMENT 2nd comments

An additional letter dated 21st September has been provided by the applicant setting out a number of principles for the drainage strategy. The PTA Drainage Strategy should therefore be removed from the list of approved documents as this letter supersedes it. A condition will then be acceptable to cover the more detailed design.

Prior to commencement (excluding demolition and site clearance) 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 the submitted letter dated 21st September from GTA Civils. 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. This rate should be presented per hectare as well as the total for the whole site. iii. 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).

iv. Where infiltration techniques (soakaway) 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).

b) Minimise water use

i. incorporate water saving measures and equipment.

ii. provide details of how rain and or grey water will be recycled and reused in the development.

c) 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.

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 (July 2018), and the Planning Practice Guidance (Flood Risk and Coastal Change March 2014).

WASTE STRATEGY OFFICER

According to BS5906:2005 'Roads should have a minimum width of 5m and be arranged so that collecting vehicles can continue mainly in a forwards direction. If reversing is unavoidable then the distance should not exceed 12 metres. Vehicles operating in a service area should enter and leave in a forwards direction.' The submitted plan suggests that the refuse vehicle would enter the site in a reverse motion and exceed the maximum allowed reversing distance. If a gate were to be positioned on the bottom left corner of the submitted plan, adjacent to the neighbouring residential property, this could allow the vehicle to enter and exit in a forwards motion. According to the planning statement submitted, there will be a total of 218 bedrooms within the development. The London Borough of Hillingdons 'guidance for waste and recycling storage and collection' provides advice to calculate the volume of waste generated. Based on the above number of bedrooms a minimum of 24 x 1100 litre bins should be provided for the development. The current plans show that the 'bin holding area' will accommodate 18 bulk bins. Without additional space being provided in the collection area it is highly likely that there will be a build up of excess waste at the site. Although a separate storage area for commercial waste has been planned, no details have been provided regarding where the commercial collection point will be. Collection vehicles will be unable to enter the car park due to height restrictions. Commercial waste should be stored and collected separately to residential

waste. Any surface over which the bins will be pulled should be smooth and free from steps. The door frame of the bin stores and holding area should allow a clearance of 150mm either side of the bin when it is being pulled out for collection. A latch or clasp should be fitted to the bin store and holding area doors to hold the doors open while the collection process takes place. The roadway where the vehicle stops should be able to withstand the load of a 26 tonne vehicle.

Case Officer's comments:

The above comments were provided to the applicant who has responded to the concerns raised through amended the proposed refuse storage and collection proposals.

WASTE STRATEGY OFFICER 2nd Comments

I am happy that the waste and recycling capacities have been adjusted to a more suitable level. I'm also happy for the holding area to be used for commercial collections on the basis that the business owner will take measures to ensure that the scheduled collection day will differ from the residential collections.

I would strongly favour the option to relocate the bin holding area to immediately behind the houses on Blyth Road. I would still expect that the vehicle reversed into the property rather than block traffic on Blyth Road. We strongly advise that vehicles should enter and exit sites in a forward motion however this option would reduce the reverse distance to within 12 metres, which does fall within our health and safety guidelines. As all of our vehicles operate with a banksman I would deem this option as acceptable.

All other points relating to bin store access are suitable.

ENVIRONMENTAL PROTECTION UNIT

I have taken a look through the submitted documentation and as I can see the development is considered to be noise and vibration sensitive I have the following comments to make should you be mindful to grant the application:

1. The noise level in rooms at the development hereby approved shall meet the noise standard specified in BS8233:2014 for internal rooms and external amenity areas.

Reason: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (rail traffic) (air traffic) (other) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

2. Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of an enhanced sound insulation value $D_{nT,w}$ and $L_{nT,w}$ of at least 5dB above the Building Regulations value, for the floor/ceiling/wall structures separating different types of rooms/uses in adjoining dwellings, namely [eg. living room and kitchen above bedroom of separate dwelling]. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

3. Vibration should meet a level that has low probability of adverse comment as specified in BS 6472:2008. No part of the development shall be occupied until the approved details have been implemented. Approved details shall thereafter be permanently retained.

Reason: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by vibration in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

4. Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the commercial part(s) of the premises from noise sensitive premises. Details shall demonstrate that the sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ is enhanced by at least 10dB above the Building Regulations value and, where necessary, additional mitigation measures are implemented to contain commercial noise within the commercial premises and to achieve the criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reason: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

5. 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 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, 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. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Case Officer's comments:

The conditions are recommended to be attached to any grant of planning consent with the exception of the proposed Condition 3, this is considered to be covered by Building Regulation requirements.

LANDSCAPE ARCHITECT

This brownfield site is occupied by an industrial works on the south side of Blyth Road, to the west of Station Road. The site forms a part of the old industrial area of Hayes centred on the HMV / Thorn EMI buildings which are currently undergoing a renaissance as a residential area, conveniently located close to Hayes Station and the Crossrail link. The plot is sandwiched between the Gatefold Building and a development by Paradigm. There are no trees or other landscape features on the site and no tree / landscape planning constraints affecting the site.

Comment

No trees or other landscape features of merit will be affected by the proposal. A landscape and public open space strategy has been prepared by Allen Pyke Associates. The illustrated report provides a palette of attractive and robust hard and soft landscape materials. It explains the design rationale and proposes landscape features incorporated at ground level (to include street tree and other planting), podium level (communal gardens with play space) and some private gardens. Detailed proposals, including plans and sections, are provided in dwg. Nos. 2786-LA-01, 02, DT-01 and PP-01. A single communal garden has been proposed at podium level. Adequate soil depths have been specified to support multi-stem trees and large shrubs as accent features within undulating landforms. Private terrace gardens have been incorporated in the south-east corner of the building. The higher level roofs will be used to accommodate photovoltaics cells. Due to the phasing of the neighbouring developments the layout has resulted in an access/ service road to the west of the development which runs parallel to the service road for the Gatefold Building. This

appears to be a missed opportunity for a more rational shared access point. The landscape layout plan (groundfloor) indicates that soft landscape detailing will be used to soften the visual impact of the otherwise wide expanse of hard surfacing at ground level.

Recommendation

No objection subject conditions RES9 (parts 1,2,3,4,5 and 6). - Please note that much detail has been provided, but there are some details which have not been specified, including (but not limited to) a full landscape specification, podium level soil and subsoil / drainage construction, street tree pits details, which should incorporate extended topsoil volumes using cellular systems.

Case Officer's comments:

The conditions are recommended to be attached to any grant of planning consent.

ACCESS OFFICER

The proposal is to redevelop the site to provide 118 residential dwellings, with 86 car parking spaces, communal amenity space to include play space for children. The proposal includes a commercial element of 330m². The development would predominantly be a flatted development, however, 7 terraced townhouses are also proposed.

In assessing this application, reference has been made to the London Plan 2016, Policy 3.8 (Housing Choice), 7.2 (Inclusive Environment), and Approved Document M to the Building Regulations 2015 (ADM 2015). Reference is also made to the council's Supplementary Planning Document 'Accessible Hillingdon', adopted September 2017.

The plans and submitted Access Statement has been reviewed and the following comments are provided:

1. The principal entrance to the townhouses would be at ground level from Blyth Road, leading to a hallway, ground floor bedroom and ensuite bathroom, and includes an identified area for a through floor lift, if required. Step free access to the living area on the first floor would be achieved using the lift provided in the adjacent stair core from street level, via the first floor podium. Wheelchair access would also be possible from the basement car park, using the two lifts located adjacent to the accessible parking bays. Given the need to balance the wider design considerations, the accessibility provisions proposed for the townhouses are considered to be acceptable.
2. In accordance with London Plan policy 3.8, and the Technical Housing Standards set out in Building Regulations M, it would be unacceptable for the affordable units not to be suitable for 'day one occupation' by a nominated wheelchair user. The S106 agreement should include a proviso that requires the Registered Provider to install a through floor lift, at their cost, if a wheelchair user occupies one of the affordable townhouses within the first 10 years of building completion.
3. Details of the paver types intended for the podium and other areas of amenity should be submitted and agreed as part of any planning approval. The finished ground surfaces should be in accordance with the principles and tolerances set out in BS8300:2018. It would be acceptable to secure this provision by way of a suitable planning condition.
4. No details have been submitted on the play equipment that would be accessible to disabled children, including those with a sensory impairment, or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other provisions that stimulate the olfactory senses. A suitable planning condition should be attached to any grant of planning permission.

Conclusion: acceptable, subject to suitable planning conditions and legal agreements.

Planning 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 in accordance with London Plan Policy 3.8 d, is achieved and maintained.

Case Officer's comments

The conditions are recommended to be attached to any grant of planning consent.

SUSTAINABILITY OFFICER

Energy

The energy strategy does not demonstrate compliance with the London Plan (policy 5.2) through onsite measures to achieve zero carbon. The energy strategy demonstrates the proposal will only deliver the minimum requirements (35% onsite). The requirement for zero carbon means the development has a shortfall of c96tCO₂. This shortfall requires a saving to be made offsite in compliance with the offsite contributions set out by the GLA.

Consequently, the proposal will only be policy compliant through an offsite contribution secured in the S106 - the contribution is £174497.49 i.e. (96.96tCO₂ per annum) x (£60 cost per carbon tonne) x (30 years). This is set out in page 39 of the Energy Strategy.

In addition, the following condition is required:

Condition

Prior to the commencement of above ground works, full details including specifications of the low (CHP) and zero carbon (PVs) technology to be used onsite shall be submitted and approved in writing by the Local Planning Authority. The details shall demonstrate compliance with the energy strategy (Energist, 8 June 2018) and provide the necessary information relating to the type, size and location of the relevant technology. In the case of the PVs, the details shall include a roof plan and elevations showing their inclusion. The development must proceed in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason

To ensure the development contributes to the management of carbon emissions in accordance with London Plan Policy 5.2.

Daylight/Sunlight Assessment

I acknowledge the site constraints are such that the layout becomes complex, particularly regarding the northern boundary and the need to keep lower storey heights with the southern and eastern boundaries being higher. However, this results in a courtyard area behind the lower level northern elevation, whilst bordered by higher rise on the rest of the east and southern border. The sunpath analysis shows significant shading to this courtyard area at a given time in March. The analysis indicates that the summer months would be adequate, but the assumption is (based on the limited information provided) that the spring and autumn months would severely constrain the usability of the courtyard area as amenity space.

In lieu of more detailed information, and recognising the constraints on the site, the applicant should contribute to offsite recreational improvements to make up for the impacts on the onsite amenity area through the overshadowing.

The Council would recommend a contribution of £15,000.

Contaminated Land

The site investigations have identified a range of contaminants across the site but not of an extraordinary nature that would require further investigation and remediation prior to the granting of any approval. Notwithstanding that, the contaminants found are not appropriate in relation to the proposed end use (residential). The potential for demolition to mobilise further contaminants cannot be ruled out.

The standard condition requiring a remediation and method statement is necessary. It is also necessary to impose a condition in relation to a verification/validation report but this should not be pre-occupation, it should be before above ground works.

Finally, it is necessary to impose the standard pre-occupation condition in relation to the importation of soils and final site investigation.

HIGHWAYS

The development site is located along Blyth Road which connects to the A437 (Dawley Road) via a 5-arm roundabout westbound. Within the vicinity of the site, Blyth Road is single carriageway and benefits from traffic calming measures in the form of chicanes. Street lighting is also provided with pedestrian footway along both edges of the carriageway.

Whilst parking restrictions in the form double yellow lines are implemented along the southern edge of the carriageway, on-street parking takes place along the northern edge by way on permit restriction.

You will be aware that this application seeks planning consent for the demolition of all buildings comprising industrial usage to provide 118 residential units (Use Class C3) with some elements of commercial floor space measuring 330sqm. Having assessed the submitted information, I have the following observations.

Vehicle Trip Generation

To determine the existing number of trips associated with the site, the submitted Transport Assessment makes reference to the Employment Density Guide (2015) which identifies that the site currently comprises 1,583sqm and could employ up to 34 employees. A person trip assessment has therefore been undertaken which includes both the Employment Density Assessment along with Travel Survey data included within the Old Vinyl Factory Site (ref, 59872/APP/2012/1838) which identifies that 84% of employees could use private vehicles as their preferred choice of travel.

The existing traffic movements have therefore been compared to the trip rates associated with the proposed residential use of the site which has based its findings on data sourced from the Trip Rate Information Computer System (TRICS) database.

A multi modal split for the proposed residential use has been estimated using 2011 census data, specifically method of travel to work data for the local area. The mode split highlights that 46% of trips would be undertaken via private car.

When comparing the findings, it is considered that the net change in vehicle trips as a result of the development would be negligible with an increase of 2 movements in the AM peak hour and a reduction of 3 movements in the PM peak hour.

It should be noted that trip rates for the proposed commercial unit (based on Use Class A1) has not been carried out given that it is anticipated that the unit will be used by occupiers of the development and those in or passing through the immediate environment. On this basis, the Transport

Assessment highlights that trips associated with commercial element are unlikely to be new, but rather pass by/linked trips.

Parking Provision

The proposed development of 118 units would be served by 86 parking spaces within the confines of the site. This level of parking would equate to a parking ratio of 0.73 spaces per unit. This provision is consistent with that previously discussed during pre-application advice. Parking associated for the commercial unit is also to be provided with 3 spaces to be deemed as short stay publically accessible parking for visitors. A condition should be imposed allocating parking provision.

In accordance with the London Plan, 10% of parking should be allocated as disabled parking. Whilst the submitted site plan shows 8 bays depicted as disabled, I note 4 additional spaces are to be provided if/when required. The Highway Authority requires the full 10% to be provided and trusts this can be secured by way of condition.

Provision for electric vehicles should also be provided in accordance with The London Plan. This requires that 20% of parking associated with the proposals should have active electric vehicle charging points with 20% passive spaces. This is also to be dealt with by way of condition.

With regard to cycle parking, a total provision of 128 spaces is to be provided by way of two dedicated cycle stores. Whilst 24 spaces (19%) are to be provided via Sheffield stands, this is in keeping with the London Cycling Design Standards. The Highway Authority is satisfied with the level of cycling provision provided.

Access and servicing provision

Access to the proposed residential development is to be taken from the most western section of the site also adjacent to the neighboring access. It should be noted that a pedestrian tactile paved crossing is located here and whilst this provision will be retained upon implementation of the proposals, the distance between both access points (15 metres) is considered excessive. To overcome this, the applicant has provided a pedestrian refuge area between the proposed and neighboring access point although not in accordance with the 'Guidance on use of Tactile Paving Surfaces' document. This however can be addressed by way of condition.

It should be noted that at present the site makes use of dropped kerb measuring some 70 metres along the site frontage onto direct forecourts. Whilst the proposed access is located directly adjacent to the neighboring access point, the proposed arrangement would not only provide a centralised access enabling forward access and egress, but would remove a considerable level of dropped kerb along this section of Blyth Road therefore providing an improvement to the current situation.

In terms of refuse access, whilst I am aware the waste collection vehicles would have to reverse into the access, it is noted that refuse collection is an infrequent event. Revised swept path analysis drawings have been provided demonstrating that associated vehicles are able to reverse clear of the public highway. I trust the Councils waste team have been consulted and provided their advice on the waste collection distance.

In any case, when considering the very nature of Blyth Road, in that it is a one-way side street which is lightly trafficked and does not function as a key through route, this arrangement is not considered to result in a significant delay in the free flow of traffic to the detriment of highway safety.

Mindful of the above, subject to the further details being provided in relation to the pedestrian crossing, parking and obligations towards the improvements of the bus services and S106 agreement incorporating all off-site highway works, the London Borough of Hillingdon (Highways Engineer) does not have any objections.

Case Officer comments:

Following the information that there is a shortfall in external amenity space that results in the scheme failing to be policy compliant, it has been agreed that a £160,00 public realm contribution be paid. The funding will contribute towards proposed improvements to the Coxwell paths at Lake Farm Country Park. An estimate for resurfacing both the 3m wide paths and the 2m wide paths comes to £163,000. There are 1,490 linear metres of 3m wide paths and 1,870m of 2m wide paths. It should also be noted that car parking has been increased to 88 spaces, which achieves a ratio of 0.75 spaces per dwelling.

URBAN DESIGN AND CONSERVATION

The Principle of development is acceptable. The site is proposed for SIL release (LPP2).

There will be on-site reprovion of employment use(s) that has a sufficiently deep floor plan and ceiling height to suit non-residential uses.

The site is very constrained, but the proposed scheme makes best use of the land in this location and does respond positively to its various edge conditions.

The podium deck typology is efficient and keeps the public realm free of parking and the services required to support the development - it contains car parking, with an amenity deck above, and is capped in active uses in the correct locations.

The development is scaled appropriately to address the prevailing character and setting of Blyth Road - it successfully bridges the gap between the higher density housing blocks and traditional terraced housing. Therefore it mitigates any overbearing concerns that normal high density schemes pose.

It is a contemporary interpretation of terraced houses, with 'front doors' onto the street and set back from the street edge, with traditional dwarf walls, railings and gates to provide defensible space at the street level. The rhythm, slenderness and set-back upper storey with a 'roof' reinforces the domestic scale morphology that is a strong characteristic of Blyth Road in this location.

These dual-aspect 'scissor' dwellings are large family units that provide 'back-gardens' to the rear of the dwelling on the first floor podium area that is segregated, and thus provides adequate defensible space that is appropriate for family dwellings.

The employment space will provide activity and animation for the public realm.

These elements combined make a positive contribution to the streetscene.

The on-site amenity level, location and size has been optimised, considering the site constraints. This has been well thought out and therefore will be well used and overlooked by residents.

The use of high quality materials and detailing is well considered, robust and refined.

This has helped to breakdown the mass and scale of the larger residential blocks to the south (rear) of the development. This is further helped by the setbacks and insets at the upper levels of the taller buildings

Access to the main podium deck is clear and legible for residents, with an entrance lobby at street level that serves to make the transition (and break) between the employment and residential frontages.

The unit mix is considered to appropriate for this location, with the larger family dwellings placed at

the ground and lower levels of the development. Or areas where they can utilise the layout to maximise dual aspects. This approach is considered practical for outlook, access and making best use of the podium areas for private amenity space.

Overall the scheme raises the bar for residential-led development in Hayes. The applicant and consultant team have engaged positively with Officers to revise and refine the scheme to advance level of detail that is supported in design terms. It will be a positive addition to the emerging context of Hayes.

AIR QUALITY OFFICER

Assuming they only generate 86 cars section 106 damage cost will be £51,019.

If we however consider around 127 cars onto the network, which is their assumed 43.4% of the trips for work purposes by car, the damage cost is £75,341.

Both values are without the travel plan 10% reduction. If you are happy with the travel plan achievements then we can further reduce.

Case Officer's comments

The above comments have been discussed with the Council's Highways Engineer and Air Quality Officer and a contribution of £45,917 (£51,019 - 10%) agreed. This figure was presented to the applicant and they have confirmed acceptance of this contribution.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Within the adopted UDP the site is classified as an Industrial Business Area. Saved Policy LE2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) 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 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.

The proposal does not strictly adhere to Policy LE2 as it is for a residential-led development. However within the emerging Local Plan Part 2, Policy SA3, the site is allocated for residential led mixed use development and is released from its current SIL designation. The LDF Employment Land Study - July 2009 supports the release of this site. Planning permission has been granted for both the adjoining sites to the east and west and the wider area surrounding Blyth Road for residential led development. As such, it could be considered that the principle of mainly residential use of the wider locality has already been established.

For Hillingdon, the London Plan sets a housing delivery target of a minimum of 5,593 new homes between 2015 and 2025 (559 per annum). Local Plan Core Strategy Policy H1 seeks to maximise the supply of additional housing in the Borough and states the Council will meet and exceed its minimum strategic dwelling requirement, where this can be achieved, in accordance with other Local Plan policies.

With regard to the proposed use, the development comprises a residential scheme (within Use Class C3) with ancillary commercial uses. The National Planning Policy Framework 2018 (NPPF) seeks to significantly boost the supply of housing and as such, the supply of housing is considered to be a public benefit. Paragraph 61 of the NPPF states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward and where it is needed, that the needs of groups with specific housing requirements are addressed. London Plan Policy 3.3 recognises the need for more homes in London in order to promote opportunity and provide a real choice for all Londoners.

Policy at local, regional and national levels therefore acknowledges the need to provide new homes. It is considered that the nature and deliverability of the proposed development within a now predominantly residential area would contribute positively and actively to meeting the overall housing requirement for Hillingdon over the Local Plan period.

The proposed commercial space (Use Class A1-A5 and B1) is deemed ancillary to the residential use of the site. Amenity issues relating to this proposed commercial use are discussed throughout the report.

Accordingly the proposals accord with Local Plan Core Strategy Policy H1, the emerging Local Plan Part 2, Policy SA3, the London Plan (2016) and the NPPF.

7.02 Density of the proposed development

The proposed scheme includes 118 dwellings across the 0.39 ha site area, which equates to 300 dwellings/ha (867 habitable rooms/ha).

The site has a PTAL score of 4 and Policy 3.4 of the London Plan seeks for new developments to achieve the appropriate density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 4, with smaller sized units of 2.7 to 3 habitable rooms that a density of 70-260 is appropriate. The proposed scheme has a density of 300 units per hectare which sits just outside the upper density range recommended by the London Plan (March 2016). However given the close proximity of the site to the new Crossrail Station at Hayes and Harlington and its proximity to the adjacent Town Centre, as well as the density of adjacent sites already brought forward, the proposed density is considered acceptable in this location.

Unit Mix

In ensuring a range of housing choice is provided to residents, London Plan Policy 3.8 states that new developments should offer a range of choices, in terms of the mix of housing sizes and types. Saved Policies H4 and H5 of the Hillingdon Local Plan (November 2012) seek to ensure a practicable mix of housing units are provided within residential schemes.

The development proposes the following mix of units:

Studio x 2 units

1 Bedroom x 32 units

2 Bedroom 3 Person x 23 units

2 Bedroom 4 Person x 45 units
3 Bedroom x 16 units

One and two bedroom developments are encouraged within town centres and given the location of the site in close proximity to Hayes town centre the mix proposed, which includes a proportion of larger units, is deemed acceptable and appropriate and in accordance with Saved Policies H4 and H5 of the Hillingdon Local Plan (November 2012).

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

The site is located to the east of the Botwell Thorn Conservation Area. Beyond the Gatefold building to the west is The Old Vinyl Factory development site and to the north west is Enterprise House, which is a Grade II listed industrial building for which planning permission and listed building consent was granted in October 2014 for the restoration, refurbishment and conversion of the building as part of a mixed use development. In addition within The Old Vinyl Factory development site to the east are Apollo House, Neptune House, The Record Store and The Shipping Building, which are all locally listed. To the west of the site beyond the adjacent development is Hayes and Harlington Station, which is also locally listed.

The Council's Conservation and Design Officer has been involved throughout the pre-application discussions and has requested some amendments to the scheme. These have been incorporated into the final design and no objections have been made to the proposals. As such the impact of the proposals on the nearby Enterprise House, locally listed buildings and the Conservation Area are considered acceptable and in accordance with Policies BE4 and BE10 of the Hillingdon Local Plan (November 2012).

Archaeology

The Greater London Archaeological Advisory Service were consulted on the proposals and concluded that the development is unlikely to have a significant effect on heritage assets of archaeological interest.

7.04 Airport safeguarding

National Air Traffic Services (NATS) have been consulted on the proposals and whilst they are the view that the proposed development is expected to impact its operations, NATS also confirm that it is content that the impact can be mitigated through a modification to the radar system.

Conditions are recommended to be attached to any grant of planning consent as put forward by NATS. As such the proposals are deemed to have an acceptable impact on airport safeguarding.

7.05 Impact on the green belt

The site is not located within or close to the Green Belt, as such there are no Green Belt issues relating to this application.

7.07 Impact on the character & appearance of the area

The application site is located on the southern side of Blyth Road, which has two storey properties on the northern side. Along the southern side the site sits between two previously consented development proposals. The Gatefold buildings to the west is a seven storey development, whilst to the east is the Paradigm scheme which has an eleven storey element. The proposed scheme will have a maximum height of nine storeys, which is considered appropriate between the two adjacent developments and reinforces the step down in building heights away from Hayes and Harlington Station. In addition the scheme incorporates three storey buildings on Blyth Road, which are considered appropriate opposite the existing two storey dwellings. The majority of the facades are brick with

decorative elements and details which is consistent with the architectural language and the character of the neighbourhood.

The built form of the proposal comprises of a single three storey building running the full frontage of Blyth Road, there is a further 'L' shaped residential block to the rear of the running along the sites western and southern boundary. This 'L' shaped block rises to 4 storeys as an L shape, at fourth and fifth floor level, the L shape is broken into two separate blocks which rise to a maximum of 9 stories at their highest. The building height is stepped in on the western boundary of this L shape to be a maximum of 6 stories in height to offer an appropriate transition and relationship with the recently completed Gatefold development to the west of the site. Along the sites eastern boundary, the height of the proposal is 9 stories where the site adjoins the Paradigm development, which is a maximum of 11 stories in height. This step down in building height away from Hayes and Harlington station accords with the wider built form and emerging environment on Blyth Road.

A primary material of brickwork provides a contextual, robust appearance which unifies the scheme. Areas of feature brickwork add visual interest in key locations. The plinth and decorative elements such as reveals and cornice detail at parapet level are highlighted with a lighter brick to reinforce the residential aesthetic of the proposal. The townhouses are treated with a distinctive material - fibre cement slate that wraps the elevation starting at second floor level up to the roof, emphasising the set back from the street.

The main entrance staircase located on Blyth Road connects the street, the entrance and the courtyard. This is covered in glass which allows for those visual connections and also highlights the building's entrance. The provision of townhouses along the Blyth Road frontage creates a traditional and active street frontage for Blyth Road and the commercial premises located in the north east of the site would provide activity throughout the day.

The proposed scheme has been subject to lengthy pre-application discussions and the applicant has responded positively to suggestions made by officers to improve the quality of design. The Council's Urban Design and Conservation Officer has provided the following conclusion to their comments:

'Overall the scheme raises the bar for residential-led development in Hayes. The applicant and consultant team have engaged positively with Officers to revise and refine the scheme to an advanced level of detail that is supported in design terms. It will be a positive addition to the emerging context of Hayes.'

As such the overall development is considered to be well designed and will have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan.

7.08 Impact on neighbours

Policy BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas. The Council's Supplementary Planning Document 'Hillingdon Design and Access Statement' (HDAS) states that where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over domination. The distance provided will be dependent on the bulk and size of the building but generally 15m would be the minimum acceptable separation distance.

In terms of overdominance, the massing of the 3 storey terraces relative to the properties

on the opposite side of Blyth Road is considered satisfactory. It is considered that the separation distance of 16.85m would be sufficient to avoid overdominance to these adjoining properties and as such, would not detract from the amenities of neighbouring occupiers.

The proposed development would be separated by a minimum of 17m from the adjacent Gatefold Building at the front of the development site where the proposed building heights are three storey and windows in the side elevation will be conditioned to remain fixed shut and obscure glazed. Separation distances would increase to a minimum of 19.4m at the southern section of the site between the building height increases, with 21m between windows. A separation distance of 6.2m is proposed between the development and the adjacent paradigm site to the east, however there are no windows in this elevation that would be impacted on in terms of overdominance. It is considered that the separation distances proposed would be sufficient to avoid overdominance to these adjoining properties and as such, would not detract from the amenities of neighbouring occupiers, in compliance with Saved Policy BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).and relevant design guidance.

Privacy

Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that the design of new buildings protects the privacy of the occupiers and their neighbours. The supporting text to this policy states that 'the protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space is an important feature of residential amenity'.

The Council's HDAS also provides further guidance in respect of privacy, stating in particular that the distance between habitable room windows should not be less than 21m. The Council's HDAS at paragraph 4.12 states that 'new residential development should be designed so as to ensure adequate privacy for its occupants and that of the adjoining residential property from windows above ground floor, an angle of 45 degrees each side of the normal is assumed in determining facing, overlooking distances. This requirement has been adhered to so as to respect the residential amenity of existing residents by maintaining a minimum distance of 21 metres from existing and approved residential developments to the east and west of the site. Where there is a shortfall in this provision it is between the proposed terraced units and the existing properties to the north on Blyth Road. However this is a public street and therefore the 21m separation distance is not as rigorously applied given that members of the public already use the intervening space. The proposed separation distance of 16.85m is therefore considered to be consistent with Saved Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and relevant design guidance.

The proposed development would be separated by a minimum of 17m from the adjacent Gatefold Building at the front of the development site and windows in the side elevation of the end of terrace unit will be conditioned to remain fixed shut and obscure glazed. These windows are secondary windows and serve a bathroom so the proposed condition would not unduly impact on resident amenity or outlook. Separation distances would increase to 21m between existing windows in the Gatefold development and window within the southern part of the site. A separation distance of 6.2m is proposed between the development and the adjacent Paradigm site to the east, however there are no windows in the Paradigm elevation that would be impacted on in terms of loss of privacy. Angled windows are proposed in the eastern elevation of the development to ensure sufficient outlook and to prevent overlooking. The proposed separation distances are therefore

considered to be consistent with Saved Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and relevant design guidance.

Daylight and Sunlight

The application is supported by a daylight and sunlight report that considers the potential daylight / sunlight effects of the proposed development. The quality of the daylight and sunlight within the neighbouring properties has been assessed using processes recommended within the BRE document 'Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice'. In developing a former low-rise industrial site a degree of change is inevitable, however the results demonstrate that the scheme responds to its context in order to limit the effect on the amenity of neighbouring dwellings in terms of either daylight or direct sunlight.

The BRE guidelines are not mandatory and the document should not be seen as an instrument of planning policy. Although it gives numerical guidelines, these should be interpreted flexibly because natural lighting is only one of many factors in site layout design. The application site is heavily constrained by a number of factors and the proposed scheme has been designed so as to reflect the built form of the adjacent residential units and protect the character of the locality.

Where there are limited deviations to below the BRE targets, the report concludes that these are minor, with retained levels of at least 0.7 times former values in respect of the terraced dwellings to the north at 23 - 59 Blyth Road. All main living rooms retain good overall daylight levels being lit by multiple windows within a bay. As such it is not considered that there would be a material loss of daylight or sunlight to neighbouring occupiers to such an extent as to warrant a refusal of the current application. The proposal is considered to be consistent with Policy BE20 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Commercial Use

There are no concerns raised regarding the impact of the proposed commercial unit on adjacent occupiers subject to conditions regarding hours of use, noise and extraction flues. These conditions are recommended to be attached to any grant of planning consent.

7.09 Living conditions for future occupiers

Internal Space Standards

All of the dwellings proposed will comply with the internal space standards as set out in Table 3.3 'Minimum Space Standards for New Dwellings' of the London Plan 2016 and the Technical housing standards - nationally described space standard (2015).

Amenity Space

The roof of the car park serves as a communal courtyard and can be accessed from Blyth Road via the entrance lobby between the terraced houses and Block A. Access is also provided directly from each core. The communal courtyard features 618sqm of landscaped area, 110sqm being dedicated to children play space for under 5's. The proposed development also provides 1,644sqm of private amenity space in the form of balconies and private garden areas. In total 2262m² of amenity spaces is therefore proposed.

The development includes:

2 x studio units and 32 x 1 bedroom flats (requiring 20m² each = 680m²)

68 x 2 bedroom flats (requiring 25m² each = 1700m²)

9 x 3 bedroom flats (requiring 30m² each = 270m²)

7 x 3 bedroom houses (requiring 60m² each = 210m²)

In total therefore 3070m² of external amenity space is required, which means there is a shortfall of 808m². The on-site amenity level, location and size is considered to have been optimised, considering the site constraints. However the amount of amenity space proposed does not accord with the requirements outlined in Hillingdon's Design and Accessibility Statement Supplementary Planning Document - Residential Layouts SPD (2006). The Council are looking at footpath improvements at Lake Farm, which is the closest public open space to the site. A planning contribution to fund the delivery of enhancements to the local park has been agreed with the developer at £160,000, which is considered to mitigate the impact of the shortfall in amenity space provision.

Overshadowing of Amenity Space

The site layout, orientation of the proposed buildings, avoidance of single aspect north facing units where possible, and the separation distance between the two tallest buildings along the southern edge adjacent to the railway tracks are intended to minimise overshadowing across the site. However the Council's Sustainability Officer has reviewed the scheme and whilst he acknowledges the site constraints are such that the layout becomes complex, the sunpath analysis shows significant shading to the courtyard area at a given time in March. The analysis indicates that the summer months would be adequate, but the assumption based on the limited information provided is that the spring and autumn months would severely constrain the usability of the courtyard area as amenity space.

In recognising the constraints on the site, the applicant should contribute to offsite recreational improvements to make up for the impacts on the onsite amenity area through the overshadowing. The Council's Sustainability officer has recommended a contribution of £15,000, which the developer has agreed.

Privacy

As detailed within section 7.08 of this report the separation distances between the existing properties and the proposed development are considered to be acceptable.

Internally the separation distance between the rear of the three storey terrace and the larger blocks to the south will be a minimum of 21m to protect residential privacy and amenity where windows will directly face each other. Within the internal corners of the scheme where blocks meet at right angles the windows have been located to reduce overlooking and allow only acute angled views. This is deemed preferable to the use of large numbers of privacy screens which could have a detrimental impact on the outlook of properties. It is considered that the separation distances proposed and the location and angle of windows will create a development that provides acceptable levels of privacy for future occupiers. The proposal is therefore considered to be consistent with Saved Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and relevant design guidance.

Overbearing

As detailed within section 7.08 of this report the separation distances between the existing properties and the proposed development are considered to be acceptable in terms of overbearing.

Outlook

79 of the proposed units will be dual aspect with the number of single aspect dwellings (39no.) reduced through the design process in discussions with officers. All of the larger 3

bed units will be dual aspect, whilst the single aspect units are mostly one bed units. Given the constraints of the site and the use of standard access lift cores/corridors in developments of this nature, the mix of single and dual aspect units is deemed acceptable. The majority of units will have outlook over the internal podium area, the existing Blyth Road streetscene or have longer views over the railway line to the south and beyond and will benefit from acceptable levels of outlook. There are two studio units proposed within the development. One on the 2nd and another on the 3rd floor at the pinch point between the two blocks. These units will have a more limited level of outlook due to their size and location within the proposed layouts. Given that 116 of the 118 units proposed, including all 1, 2 and 3 bed units, will achieve acceptable levels of daylight/sunlight, the proposals are deemed to be in accordance with Policy BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) in terms of outlook.

Daylight and Sunlight

The application is supported by a Daylight/Sunlight report which concludes that 336 of the 341 rooms proposed will achieve acceptable levels of daylight and sunlight. Of the 5 rooms that fall below the targets, 4 are kitchen/dining rooms and one is a studio on the third floor. Three of the affected rooms, including the studio are served by windows placed beneath balconies, or recessed from the main facade. This limits the amount of sky visibility within the units but provides valuable private external amenity. It is considered that on balance the proposals are deemed acceptable and broadly consistent with Policy BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Commercial Use

There are no concerns raised regarding the impact of the proposed commercial unit on residential occupiers of the new development, subject to conditions regarding hours of use, noise and extraction flues. These conditions are recommended to be attached to any grant of planning consent.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states: The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

Policy 6.3 of the London Plan requires development proposals to ensure that the impacts on transport capacity and the transport network are fully assessed.

To assess traffic impact of the proposed development a Transport Assessment has been submitted in support of the proposed development. In summary, the report concludes that there are no highway or transport reasons why the proposed development should not be granted planning permission

Trip Generation

The Council's Highway Engineer notes the traffic generation of the proposed development is likely to be no more than the existing use of the site and raises no objection in this

regard.

Car Parking

88 car parking spaces are proposed that will include 3 spaces for the proposed commercial unit. The site has a PTAL rating of 4 and is located adjacent to the new Crossrail Station at Hayes and Harlington, as well as close to the local Town Centre. The developer has agreed to a Bus Service Contribution to assist with additional services running north to south through the borough, where there is currently an under provision. It is considered that a balance of providing sufficient on-site car parking to meet demand arising from the proposal, as well as reducing the impact on the capacity of surrounding streets and meeting wider sustainability objectives has been achieved. The proposed car parking provides for electric vehicle charging points, however to ensure policy compliance of 20% active and 20% passive this will be secured by condition.

Cycle/Motorcycle Parking

The proposed scheme will provide a total of 128 spaces by way of two dedicated cycle stores. 24 spaces (19%) are to be provided via Sheffield stands, this is in keeping with the London Cycling Design Standards. In addition 6 motorcycle spaces are proposed and these will be secured by condition. The Highway Authority is satisfied with the level of provision provided.

Access and servicing provision

Access to the proposed residential development is to be taken from the most western section of the site also adjacent to the neighbouring access. This is due to the requirement to leave an easement in this location for Network Rail which is a development constraint within the site. It should be noted that a pedestrian tactile paved crossing is located here and whilst this provision will be retained upon implementation of the proposals, the distance between both access points (15 metres) is considered excessive. To overcome this, the applicant has provided a pedestrian refuge area between the proposed and neighbouring access point. However whilst the current proposed solution is not in accordance with the 'Guidance on use of Tactile Paving Surfaces' document, the Council's Highway Engineer has advised that this can be addressed by way of a suitably worded planning condition.

It should be noted that at present the site makes use of dropped kerb measuring some 70 metres along the site frontage onto direct forecourts. Whilst the proposed access is located directly adjacent to the neighbouring access point, the proposed arrangement would not only provide a centralised access enabling forward access and egress, but would remove a considerable level of dropped kerb along this section of Blyth Road, therefore providing an improvement to the current situation. These highway works will be subject to the final design under the Legal Agreement. Subject to condition the Highway Engineer raises no objection to the access arrangements.

Servicing Provision

In terms of refuse access, waste collection vehicles would have to reverse into the access. The Council's Highways Engineer has noted that refuse collection is an infrequent event and revised swept path analysis drawings have been provided demonstrating that associated vehicles are able to reverse clear of the public highway. This arrangement is not considered to result in a significant delay in the free flow of traffic to the detriment of highway safety. The Council's waste team have been consulted and raised no objections to the layout proposed.

It is considered that the network can accommodate the flows produced by the development

without any severe impact. Overall, it is considered that the proposals strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking. Subject to conditions and transport and highways obligations being covered within the S106 Agreement including a bond to secure the Travel Plan, it is considered that safe and suitable access to the site can be achieved and the the residual cumulative impacts of development are not so severe as to prevent or refuse the proposed development on transport grounds.

7.11 Urban design, access and security

It is considered that there are no urban design or security issues arising from the proposal. The Council's Urban Design Officer has reviewed the scheme and raised no objections to the appearance of the building or materials proposed.

The Metropolitan Police have been consulted on the proposals and raised no objections to the details submitted subject to the development being covered by a Secured by Design condition.

7.12 Disabled access

There are 12 adaptable units proposed that would be Part M4(3) compliant, comprising 10% of the overall accommodation; all the other units are proposed to be Part M4(2) compliant. The Council's Access Officer has reviewed the proposed scheme and raised no objections subject to the attachment of relevant conditions. These conditions cover the proposed paving material and play equipment, plus a condition to secure M4(3) and M4(2) compliance. The conditions are recommended to be attached to any grant of planning consent.

In accordance with London Plan policy 3.8, and the Technical Housing Standards set out in Building Regulations M, it would be unacceptable for the affordable units not to be suitable for 'day one occupation' by a nominated wheelchair user. The Council's Access Officer has also requested that the S106 agreement should include a proviso that requires the Registered Provider to install a through floor lift, at their cost, if a wheelchair user occupies one of the affordable townhouses within the first 10 years of building completion.

Subject to the above the proposed scheme is considered to be in accordance with the London Plan 2016, Policy 3.8 (Housing Choice), 7.2 (Inclusive Environment), and the Council's Supplementary Planning Document 'Accessible Hillingdon', adopted September 2017.

7.13 Provision of affordable & special needs housing

The development would introduce a total of 118 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in London Plan policy 3.13. Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council notes however, that subject to the provision of robust evidence, it 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.

The proposed development comprises 350 habitable rooms in total and the applicant is proposing that 130 affordable rooms (31 units) would be provided as affordable housing, this equates to 37% of the total number of habitable rooms.

The applicants have lodged a Financial Viability Appraisal which has been independently reviewed and the above proposed affordable housing provision is deemed viable. Taking

the above matters into account, the affordable housing offer is considered to be justified. The details of the provision of affordable housing will be secured under the S106 Legal Agreement that will include an appropriate review mechanism.

7.14 Trees, landscaping and Ecology

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. Trees and landscaping have been implicit in the scheme from pre-application discussion through to the current application.

The landscaping proposals include the provision of areas of soft landscaping around the building and the creation of a large central podium which provides communal amenity space. The Council's Landscape Architect has been involved throughout the pre-application process and raises no objections to the application subject to conditions to secure further details of landscape specifications and soil depths for the podium areas.

As such, the overall landscaping proposal is considered to be in accordance with the character of the surrounding area in accordance with Policy BE38 of the Hillingdon Local Plan.

7.15 Sustainable waste management

Local Plan Policy EM11 requires proposed development to address waste management at all stages of a development life. London Plan Policy 5.17 requires suitable waste and recycling facilities in all new developments. HDAS - New Residential Layouts provides further details on waste management to guide development proposals.

In order to address the above policies, the scheme incorporates provision for refuse and recycling in dedicated bin enclosures. Each core is served by a dedicated refuse & recycling store, located close to each building at ground floor level. This ensures the travel distance for residents between their property and the refuse store is within the recommended maximum of 30m (excluding vertical travel), as set out in BS 5906 'Waste management in buildings'. Periodically, the bins will be moved into the bin holding area to be collected. This bin holding area is located near the car parking access road with an independent external door for access when the refuse and recycling vehicle enters the site.

The bin store areas and collection arrangements have been amended following comments received from the Council's Waste Management Officer. The amended proposals have been reviewed by the Council's Highways Engineer and Waste Management Officer and no objections are raised. As such the proposed scheme is considered to accord with Local Plan Policy EM11 and London Plan (2016) Policy 5.17.

7.16 Renewable energy / Sustainability

Policy 5.3 of the London Plan requires development proposals to demonstrate sustainable design standards are integral to the proposal. It requires major development proposals to meet minimum sustainable design standards set out in the Mayor's SPG. Policy 5.2 of the London Plan seeks to minimise carbon dioxide emissions and requires major residential developments to achieve a zero carbon standard. However if this cannot be achieved, then a cash in lieu contribution will be sought.

The submitted Energy Strategy demonstrates how the development will adopt sustainable design and construction techniques. However the Energy Strategy does not demonstrate compliance with the London Plan (policy 5.2) through onsite measures to achieve zero carbon. The Energy Strategy demonstrates the proposal will only deliver the minimum requirements (35% onsite). The requirement for zero carbon means the development has

a shortfall of c96tCO₂. This shortfall requires a saving to be made offsite in compliance with the offsite contributions set out by the GLA.

The Council's Sustainability Officer has reviewed the application proposals and confirmed that they have no objections to the application subject to an offsite contribution. The proposal will only be policy compliant through an offsite contribution secured in the S106 - the contribution is £174,497.49 i.e. (96.96tCO₂ per annum) x (£60 cost per carbon tonne) x (30 years). This is set out within the submitted Energy Strategy.

In addition, The Council's Sustainability Officer has requested a condition regarding details of the proposed low (CHP) and zero carbon (PVs) technology to be used onsite to be submitted and approved in writing by the Local Planning Authority.

Subject to a Section 106 Legal Agreement securing the carbon off set contribution and the above condition, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDPPolicies (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. A flood risk assessment is therefore not a requirement, although a Drainage Strategy would need to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

The Council's Flood and Water Management Officer assessed the submitted documentation and raised an objection to the proposed Drainage Strategy as it failed to demonstrate a number of drainage requirements. The applicant was informed of these comments and has provided confirmation via letter (dated 21st September 2018) that the requirements listed by the Council's Flood and Water Management Officer will be met. The Council's Flood and Water Management Officer has confirmed that this is acceptable subject to the submitted Drainage Strategy being superseded and has recommended a condition be attached requiring a scheme for the provision of sustainable water management.

It is considered that sustainable drainage and water management issues can be addressed by the imposition of a suitably worded condition, in the event of an approval. Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan:Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan 2016 and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

NOISE

The Government's National Planning Policy Framework (NPPF) gives the Government's guidance on noise issues. Policy 7.15 of the London Plan seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals.

A noise assessment has been carried out in support of the application and concludes that the principle of residential accommodation is acceptable in this location, subject to mitigation measures. The mitigation includes enhanced glazing spec as well as enhanced facade specification to deal with potential noise and vibration.

The application site is not located on a busy road. However, it is located adjacent to the West Coast Main Line to the south and it is reasonable to expect that rail traffic is likely to create sufficient noise to affect the residential amenities of future occupiers.

The Council's Environmental Protection Unit has reviewed the submitted scheme and requested a number of conditions, those which will not be covered by Building Control Regulations are recommended to be attached to any grant of planning consent.

Subject to conditions it is considered that the scheme would be in compliance with Policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

AIR QUALITY

The proposed development is within a declared Air Quality Management Area (AQMA). The development is introducing sensitive receptors into a poor air quality area. In order to secure improvements to air quality, Policy 5.2 of the London Plan seeks a reduction in CO2 emissions. Policy 7.14 of the London Plan and Policy EM8 of the Local Plan Part 1 require development to be at least 'air quality neutral' and where appropriate, contribute towards the promotion of sustainable transport modes such as vehicle charging points.

The Council's Air Quality Officer has reviewed the proposals and requested a contribution of £45,917 towards Air Quality improvements. The Applicant has confirmed acceptance of the contribution.

7.19 Comments on Public Consultations

Consultation letters were sent to 296 local owner/occupiers on 17/07/18. The application was also advertised by way of site and press notices. Thirteen comments of objection to the proposal have been received. The concerns raised can be summarised as:

- decreased natural sunlight.

Concerns raised regarding the loss of daylight and sunlight are covered within section 7.08 of this report. Whilst some loss of daylight/sunlight is likely as a result of the redevelopment of a former low rise industrial site, it is not deemed sufficiently detrimental to warrant a refusal of the application. As such the proposal is considered to be consistent with Policy BE20 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Saved Policies (November 2012) is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

The obligations sought are as follows:

1. On-site Affordable Housing (including review mechanism)
2. Accessibility - provision of a through floor lift if required.
3. Public Open Space contribution of £175,000 (£160,000 + £15,000)
4. Local Bus Services contribution
5. Carbon off set contribution of £174,497.49
6. Air Quality contribution of £45,917
7. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs - up to £9,600 per phase or an in kind scheme to be provided.
8. Highway Works: S278/S38 for required Highways Works
9. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.
10. Travel Plan plus £20,000 bond.

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £95 per square metre of gross internal residential floor area and £35 per square metre of gross internal office floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £826,785 (residential) and £11,550 if the commercial space is used for offices.

It should be noted that there is no Hillingdon CIL charge for the commercial unit if it is utilised as A1 Use as it is below 1,000 sqm. There is also no Hillingdon CIL charge for A2 - A5 Uses.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £401,660.

7.21 Expediency of enforcement action

No enforcement action is required in relation 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

None

10. CONCLUSION

The application proposes the mixed use redevelopment of a site on Blyth Road in Hayes, including the demolition of the existing buildings and the site's redevelopment to provide 118 new residential units (Use Class C3) with additional commercial floor space (Use Class A1-A5 and B1), a new vehicle access, associated vehicle and cycle parking, communal amenity space, child play space and associated landscaping and plant.

The proposed development is considered an appropriate mix of uses, scale and built form that is well designed and will enhance the locality. The provision of additional residential units to the local area is supported by local policy and the London Plan (2016). The

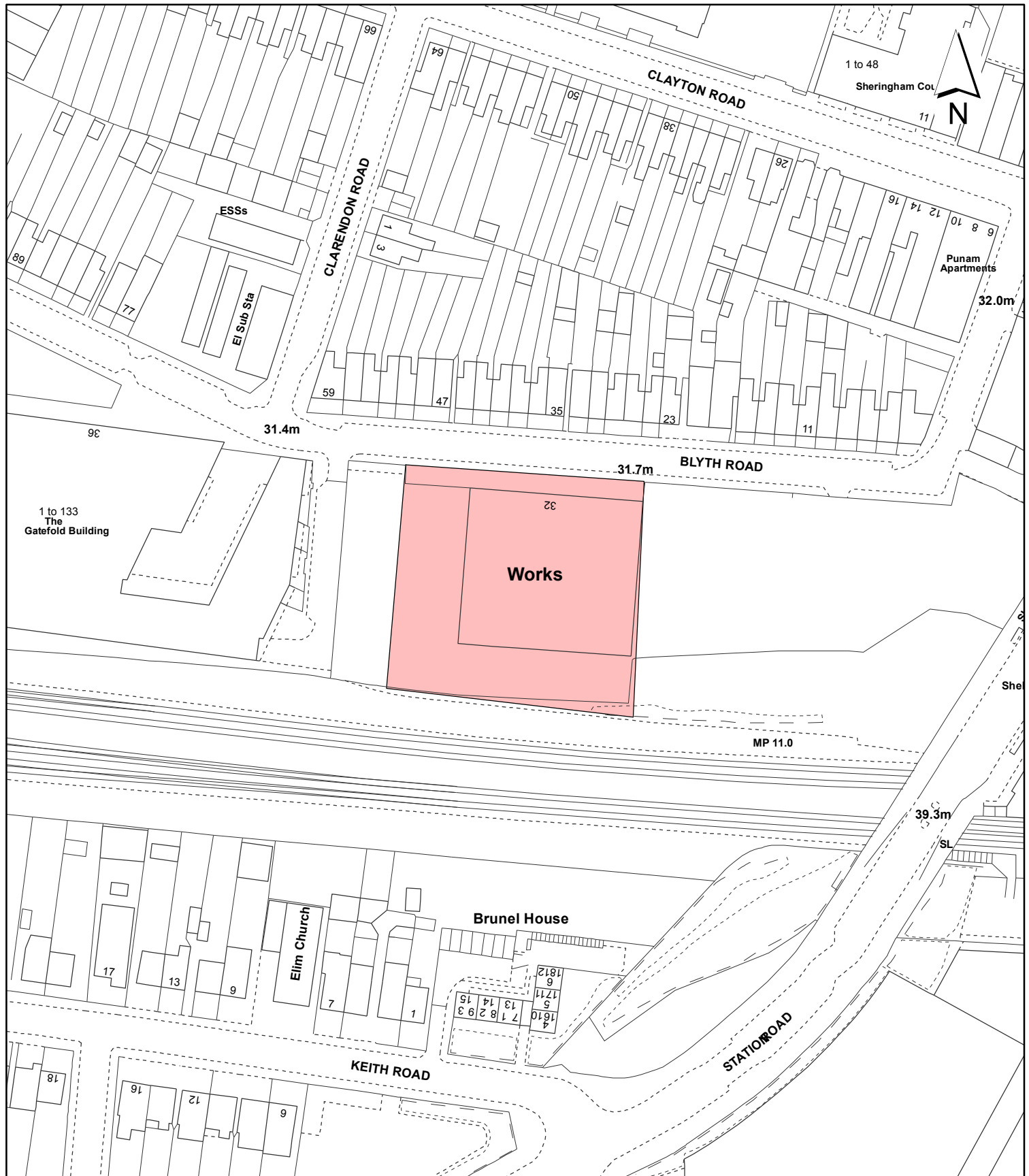
application is therefore recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination
Technical Housing Standards (2015)
Site Allocations and Designations (Emerging)

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.

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Site Address:

**30-32 Blyth Road
Hayes**

Planning Application Ref:

68974/APP/2018/2146

Planning Committee:

Major

Scale:

1:1,250

Date:

November 2018

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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