

Report of the Head of Planning, Transportation and Regeneration

Address 20-30 BLYTH ROAD HAYES

Development: Variation to Conditions 2, 7, 32 and 33 of planning application reference 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) to amend Car Stacker A, remove Car Stacker B and increase number of electrical vehicle charging points (reduction of car parking to 92 spaces).

LBH Ref Nos: 1425/APP/2018/2145

Drawing Nos: 0503D_A_2428-Rev A TrendVario 4200 Car Stacke
Parking Document Rev D
0503C-A-2414-B Site Location Plan
0503C-A-2400-C Ground Floor Plan
Waste Management - Refuse Collection Plan

Date Plans Received: 08/06/2018 **Date(s) of Amendment(s):** 08/06/2018

Date Application Valid: 28/06/2018 13/12/2018

1. SUMMARY

The application seeks variation to Conditions 2, 7, 32 and 33 of planning application reference 1425/APP/2011/3040 which granted consent for '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'.

The purpose of the current application is to amend the previously approved Car Stacker A, to remove Car Stacker B, to increase the number of electrical vehicle charging points within the development and introduce two car club spaces.

With Stacker A and B, the site has 97 car parking spaces, including 7 commercial spaces and 90 car parking spaces for residential use, which is equivalent to 0.75 spaces per residential dwelling. If planning permission were to be granted for the current application, the number of parking spaces provided off-street would fall from 97 to 92, with 3no. spaces proposed for the commercial unit and 89 car parking spaces for the residential units. This is equivalent to 0.742 spaces per dwelling.

As set out within this report the reduction in the number of car parking spaces is deemed acceptable and the application is 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) That the Council enters into a Deed of Variation to Planning Permission Section 106 agreement for planning application 1425/APP/2011/3040; with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate

legislation to secure:

The obligations sought are as follows:

- 1. Public Realm Contribution of £20,000**
- 2. Provision of Car Club Spaces**
- 3. The residents of this development not to be eligible for parking permits**
- 4. Disabled Parking allocation for each disabled unit**
- 5. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.**

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 9th June 2019 (or such other time frame 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 public realm improvements and car parking). The proposal therefore conflicts with Policies AM14 and AM15 contained within the adopted Hillingdon Local Plan Saved Policies (November 2012).'

E) The S106 Agreement remains valid and in force subject to the variations in this Deed.

F) That if the application is approved, the following conditions be imposed subject to any changes negotiated by the Head of Planning, Transportation and Regeneration prior to issuing the decision.

1 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved - plan Nos:

- 0503C-A-2400 C
- 0503C-A-2401 A
- 0503C-A-2402 A
- 0503C-A-2403
- 0503C-A-2404
- 0503C-A-2405 A
- 0503C-A-2406
- 0503C-A-2407
- 0503C-A-2408
- 0503C-A-2409
- 0503C-A-2410

0503C-A-2411 C
0503C-A-2412 B
0503C-A-2413 A
0503C-A-2414 A
0503C-A-2415
0503C-A-2418
0503C-SK-LD-002 P1
0503C- A-2428 A
Waste Management - Refuse Collection Plan

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

2 RES24 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in 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.

3 COM6 Levels

The existing and proposed ground levels and the proposed finished floor levels of all proposed buildings shall be in accordance with the details approved under planning application reference 1425/APP/2014/138 granted consent on 13.01.17. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

4 COM7 Materials (Submission)

The development shall not be occupied until details of all materials and external surfaces, including details of balconies, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

NB: This condition has been partially discharged only; planning application reference 1425/APP/2014/138 granted consent on 13.01.17

5 COM9 Landscaping (including refuse/cycle storage)

Within three months of the date of this permission a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b 188 Cycle Storage spaces
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts demonstrating the provision of 3 commercial car parking spaces and 89 residential car parking spaces (including demonstration of 15 disabled car parking spaces and that 25% of all parking spaces are served by electrical charging points)
 - 2.e Hard Surfacing Materials

3. Living Roofs
 - 3.a Details of the inclusion of living roofs

4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

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

REASON

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

NB: This condition has been partially discharged only; planning application reference 1425/APP/2014/138 granted consent on 13.01.17

6 COM17 Control of site noise rating level

The rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest noise sensitive premises. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

7 COM21 Sound insulation /mitigation

The scheme for the control of noise transmission between the B1 office space and the adjoining dwellings shall be in accordance with the details approved under planning application reference 1425/APP/2014/138 granted consent on 13.01.17. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (November 2012) .

8 COM22 Operating Hours

The Class B1 office space hereby approved shall not be used except between:-
[0700 and 2100], Mondays - Fridays
[0800 to 2100] 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 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

9 COM25 Loading/unloading/deliveries

There shall be no loading or unloading of vehicles, including the collection, delivery and the loading or unloading of goods outside the hours of [0700 and 1900], Monday to Friday, and between the hours of [0800 to 1900] on Saturdays. There shall be no loading or unloading of vehicles on Sundays 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).

10 COM27 Traffic Arrangements - submission of details

The development hereby approved shall not be occupied until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, 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.

All deliveries to and servicing of the site shall occur entirely within the site boundaries, and at no time from Blyth Road.

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 adopted Hillingdon Unitary Development Plan Saved Policies (November 2012) and Chapter 6 of the London Plan (2016).

11 NONSC Bollard Details

The development hereby approved shall not be occupied until details of a bollard to be installed to protect parked cars from damage in relation to the refuse storage arrangements have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To ensure appropriate waste and recycling facilities are provided and the protect residential amenity in compliance with Policies OE1 and AM7 of the adopted Hillingdon Unitary Development Plan Saved Policies (November 2012) and Chapter 6 of the London Plan (2016).

12 COM28 Visibility Splays - Pedestrian

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

13 RES8 Tree Protection

Within three months of the date of this consent details shall be submitted to the Local Planning Authority for approval in writing, with respect to:

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

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

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

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

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

14 RES11 Play Area provision of details

Details of play areas for children shall be in accordance with the details approved under planning application reference 1425/APP/2014/138 granted consent on 13.01.17. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 of the Hillingdon Unitary Development Plan Saved Policies (November 2012) and London Plan (2016) Policy 3.16.

15 RES16 Code for Sustainable Homes

The dwelling(s) shall achieve Level 4 of the Code for Sustainable Homes in accordance with details approved under application reference 1425/APP/2018/3543 granted consent on 28.11.18. The design stage certificate shall be retained and made available for inspection by the Local Planning Authority on request.

The development must be completed in accordance with the principles of the design stage certificate and the applicant shall ensure that completion stage certificate has been attained prior to occupancy of each dwelling.

REASON

To ensure that the objectives of sustainable development identified in London Plan (2016) Policies 5.1 and 5.3.

16 RES18 Lifetime Homes/Wheelchair Units

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. Further 10% of the units hereby approved shall be designed and constructed to be fully wheelchair accessible or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document 'Accessible Hillingdon'.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (2016) Policies 3.1, 3.8 and 7.2.

17 D11 Restrictions on Changes of Uses

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), the office element of the building as shown on the approved plans, shall be used only for purposes within Use Class B1 - office and high tech only of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

Given the mixed use nature of the scheme and the configuration and location of the servicing arrangements, the proposed B1 space would not be suitable for light industrial use given the likely servicing requirements arising in accordance with policies BE19 and BE24 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

18 NONSC Prevention of Overlooking

Prior to first occupation of the development hereby approved all south facing windows on floor 3, Block A, to be installed with opaque glazing except for living room serving unit A0301 and, notwithstanding the approved plans, the front of all balconies shall be glazed with permanently obscured glass. Thereafter the scheme shall be retained as such for the lifetime of the development.

REASON

In order to protect the amenity of the units affected and those directly opposite in accordance with policies BE23 and BE24 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

19 NONSC Vibration

The development shall be protected from vibration in accordance with the details approved under planning application reference 1425/APP/2014/138 granted consent on 13.01.17. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

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 Saved Policies (November 2012).

20 NONSC Lighting

Details of all external lighting within the development shall be in accordance with the details approved under planning application reference 1425/APP/2014/138 granted consent on 13.01.17. No floodlighting or other external lighting should be installed without the prior written approval of the Local Planning Authority.

REASON

To ensure the safety and security of occupants while safeguarding the amenity of surrounding properties in accordance with policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

21 NONSC Drainage

The development drainage strategy shall be in accordance with the details approved under planning application reference 1425/APP/2014/138 granted consent on 13.01.17. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

REASON

The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community in accordance with Policies OE7 and OE8 of the Hillingdon Unitary Development Plan Saved Policies (November 2012) and Policy 5.14 of the London Plan (2016).

22 NONSC Piling

Piling or any other foundation designs using penetrative methods shall be in accordance with the details approved under planning application reference 1425/APP/2014/4508 granted consent on 01.09.15. The development shall be carried out in accordance with the approved details.

REASON

To protect controlled waters. The previous history of use of the site is likely to have resulted in contamination. Piling or other penetrative foundation techniques could create a pathway for contamination at the surface to migrate into the underlying Principal Aquifer, in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

23 NONSC Noise

The residential development shall be protected from road and rail traffic noise in accordance with the details approved under planning application reference 1425/APP/2014/138 granted consent on 13.01.17. The scheme shall thereafter be retained and operated in its approved form for so long as the use hereby permitted remains on the site.

REASON

To safeguard the amenity of surrounding areas in accordance with policies OE3 and OE5 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

24 NONSC Bird Hazard Management Plan

The Bird Hazard Management Plan shall be implemented in accordance with the details approved under planning application reference 1425/APP/2014/138 granted consent on 13.01.17 and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

25 NONSC Height Limitation - Shrubs and Trees

No trees and shrubs planted on the application site as part of the approved landscaping scheme shall be permitted to grow above a height of 67.93metres AOD.

REASON

If trees or shrubs exceed this height they will penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger the movements of aircraft and the safe operation of the aerodrome in accordance with Policy A6 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

26 NONSC Surface Water Drainage

No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

REASON

To protect controlled waters. The previous history of use of the site is likely to have resulted in contamination. Infiltration of surface water would create a pathway for contamination at the surface to migrate into the underlying Principal Aquifer in accordance with Policies OE7 and OE8 of the Hillingdon Unitary Development Plan Saved Policies

(November 2012)and Policy 5.14 of the London Plan (2016).

27 NONSC Contamination 1

Within three months of the date of this consent details shall be submitted to the Local Planning Authority (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), that shall include the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- 1) A preliminary risk assessment which has identified:
 - a) all previous uses
 - b) potential contaminants associated with those uses
 - c) a conceptual model of the site indicating sources, pathways and receptors
 - d) potentially unacceptable risks arising from contamination at the site.
- 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

REASON

To Protect controlled waters. The site lies on a Principal Aquifer and there is a shallow depth to the groundwater level. The previous history of use of the site is likely to have resulted in contamination. This reason is in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

28 NONSC Contamination 2

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

REASON

To ensure that the site no longer poses a risk to groundwater. This reason is in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

29 NONSC Management and Maintenance of Car Parking Stackers

Prior to occupation of the development, details and specification for the exact make and model of car parking stackers to be used in the development, as well as a management and maintenance regime for the stackers, shall be submitted to and approved in writing by

the Local Planning Authority. The details and specifications for the stackers shall ensure that these have at least the capacity and functionality provided by the 'TrendVario 4200' car stacker included in the application submission. In particular, the operation of the stacker shall be such that each car parked on a stacker, can be independently accessed by the person to whom the stacked parking space is allocated.

The development shall there after accord with the approved details and prior to the occupation of the first residential unit the management and maintenance regime of the car parking stackers within the car park shall be adhered to for the life of the development.

REASON

To ensure that sufficient parking is maintained in perpetuity on the site in accordance with policy AM16 of the Hillingdon Unitary Development Plan Saved Policies (November 2016)

30 NONSC Parking Allocation Scheme

No residential unit nor any commercial space, hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Authority Planning Authority. The parking allocation scheme shall ensure not less than 89 parking spaces are allocated and dedicated to the residential elements of the scheme and at least 3 spaces for the commercial element of the scheme. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

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

31 NONSC Child Play Space

Within three months of the date of this submission, details demonstrating how the proposed communal amenity spaces would accommodate the secure play area requirements for children of different ages and how communal amenity spaces are to be managed and maintained, including security measures, and measures to prevent anti social behaviour, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the works shall be carried out prior to first occupation of the dwelling in accordance with the approved plans and details and maintained and managed for the life time of the development.

REASON

To ensure that adequate facilities are provided to meet the play requirements for children of different ages and to ensure that public and communal spaces are adequately managed and maintained and to accord with Policy R1 of the Hillingdon Unitary Development Plan Saved Policies (November 2012) and the London Plan (2016) and the Mayors SPG on Children and Young Peoples Play and Informal Recreation.

32 NONSC Vibration Impacts

Nearby occupiers shall be protected from vibration impacts associated with the construction of the development, in accordance with the details approved under planning application reference 1425/APP/2014/138 granted consent on 13.01.17. The scheme shall be carried out in accordance with the approved details.

REASON

To safeguard the amenity of surrounding occupiers in accordance with Policy OE1 of the

Hillingdon Unitary Development Plan Saved Policies (November 2012).

33 NONSC Radio Television System

Before the development is occupied, details of a scheme to mitigate any potential impacts of the development on radio and television reception of nearby property shall be submitted to and approved in writing by the Local Planning Authority. The measures proposed shall be in general accordance with those submitted within the submitted 'Radio and Television Signal Interference' report. Thereafter the measures shall be implemented in accordance with the approved scheme.

REASON

To ensure that the development does not result in unacceptable levels of telecommunications interference in accordance with Policy 7.7 of the London Plan (2016).

INFORMATIVES

1 170 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.

2 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

3 119 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a

public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

4 I21 Street Naming and Numbering

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

5 I23 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

6 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).

7 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.

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|------|--|
| 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

8 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (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.

9 I60 Cranes

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

10 I6 Property Rights/Rights of Light

Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located outside of but immediately adjacent to the southern entrance of the designated Hayes Town Centre. It is bounded by Blyth Road to its north, the Paddington to Reading railway line to its south, Station Road to its east, and an industrial building to its west. It is within a minute walk of the Hayes and Hillingdon Train Station to which it is connected via an underpass beneath Station Road. The site is also within a 4 PTAL area indicating good levels of public transport accessibility.

The site measures some 0.46ha and formerly contained industrial uses within low rise industrial buildings. The industrial use has since ceased, the site's buildings were demolished in approximately 2007 and the currently consented scheme is well under construction.

The site's immediate context is highly varied from the small scaled two storey terraced houses to the northern side of Blyth Road, directly opposite the application site, to the 10 storey Avis Building opposite the north eastern most edge of the site, the 10 storey Highpoint Village to the east and the substantial buildings to the west.

There are no listed buildings in the vicinity of the site, the nearest being the large locally listed Wallis Gilbert & Partners industrial buildings on the Old Vinyl Factory site and the Grade II listed Enterprise House on Blyth Road to the west of the site.

The site is not located within a Conservation Area although it is in the vicinity of the Thorn EMI Conservation Area to the west.

3.2 Proposed Scheme

In April 2013, planning permission was granted for the comprehensive redevelopment of the site at 20 - 30 Blyth Road, Hayes to provide 120 residential units, office floorspace, 97 car parking spaces and hard and soft landscaping. Due to limited space, the developer proposed to use car parking stackers to provide the requisite amount of parking spaces deemed appropriate at that time. Two stacker units were to be provided, stacker A providing 12 car parking spaces and stacker B, 14 car parking spaces.

The current application seeks variation to Conditions 2, 7, 32 and 33 of the above consent. The purpose being to amend the previously approved Car Stacker A, to remove Car Stacker B and increase the number of electrical vehicle charging points within the development. The above conditions relate to the parking provision and approved plans and would thus require amending if the amendments to the stackers were approved.

Condition 2 states:

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved - plan Nos: T2-SK-004 P1; T2-70P01 P1; T2-70P02 P1; T2-70P03 P1; T2-21D01 P1; T2-21D02 P1; T2-21D03 P1; T2-20E03 P2; T2-20E04 P2 ; T2-20E20 P2; T2-20P00 P2; T2-20P01 P2; T2-20P02 P2; T2-20P03 P2; T2-20P04 P2; T2-20P05 P2; T2-20P06 P2; T2-20P07 P2; T2-20P08 P2; T2-20P09 P2; T2-20P10 P2; T2-20P11 P2; T2-20P20 P1; T2-20S01 P1; T2-20S02 P2; T2-20S03 P2.

REASON: To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

The variation sought states:

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved - plan Nos: 0503C-A-2400 C, 0503C-A-2401 A, 0503C-A-2402 A, 0503C-A-2403, 0503C-A-2404, 0503C-A-2405 A, 0503C-A-2406, 0503C-A-2407, 0503C-A-2408, 0503C-A-2409, 0503C-A-2410, 0503C-A-2411 C, 0503C-A-2412 B, 0503C-A-2413 A, 0503C-A-2414 A, 0503C-A-2415, 0503C-A-2418, 0503C-SK-LD-002 P1, 0503C-A-2428 A, Waste Management - Refuse Collection Plan

Condition 7 states:

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that 20% of all parking spaces are served by electrical charging points)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (such as play equipment and furniture)

3. Living Roofs
 - 3.a Details of the inclusion of living roofs

4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

6. Other
 - 6.a Existing and proposed functional services above and below ground
 - 6.b Proposed finishing levels or contours

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

REASON: To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policies 5.11 (living roofs) and 5.17 (refuse storage) of the London Plan.

The variation sought states:

Within three months of the date of this permission a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall

include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b 188 Cycle Storage spaces
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts demonstrating the provision of 3 commercial car parking spaces and 89 residential car parking spaces (including demonstration of 15 disabled car parking spaces and that 25% of all parking spaces are served by electrical charging points)
 - 2.e Hard Surfacing Materials

3. Living Roofs
 - 3.a Details of the inclusion of living roofs

4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

5. Schedule for Implementation

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

REASON

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

Condition 32 states:

Before development commences, details and specifications for the exact make and model of car parking stackers to be used in the development, as well as a management and maintenance regime for the stackers, shall be submitted to and approved in writing by the Local Planning Authority. The details and specifications for the stackers shall ensure that these have at least the capacity and functionality provided by the '2PARK' car stacker included in the application submission. In particular, the operation of the stacker shall be such that each car parked on a stacker, can be independently accessed by the person to whom the stacked parking space is allocated to.

The development shall there after accord with the approved details and prior to the occupation of the first residential unit the management and maintenance regime of the car parking stackers within the car park shall be adhered to for the life of the development.

REASON

To ensure that sufficient parking is maintained in perpetuity on the site in accordance with

policy AM16 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

The variation sought states:

Prior to occupation of the development, details and specification for the exact make and model of car parking stackers to be used in the development, as well as a management and maintenance regime for the stackers, shall be submitted to and approved in writing by the Local Planning Authority. The details and specifications for the stackers shall ensure that these have at least the capacity and functionality provided by the 'TrendVario 4200' car stacker included in the application submission. In particular, the operation of the stacker shall be such that each car parked on a stacker, can be independently accessed by the person to whom the stacked parking space is allocated.

The development shall there after accord with the approved details and prior to the occupation of the first residential unit the management and maintenance regime of the car parking stackers within the car park shall be adhered to for the life of the development.

REASON

To ensure that sufficient parking is maintained in perpetuity on the site in accordance with policy AM16 of the Hillingdon Unitary Development Plan Saved Policies (November 2016).

Condition 33 states:

No residential unit nor any commercial space, hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. The parking allocation scheme shall ensure not less than 90 parking spaces are allocated and dedicated to the residential elements of the scheme and at least 7 spaces for the commercial element of the scheme. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan (July 2011).

The variation sought states:

No residential unit nor any commercial space, hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Authority Planning Authority. The parking allocation scheme shall ensure not less than 89 parking spaces are allocated and dedicated to the residential elements of the scheme and at least 3 spaces for the commercial element of the scheme. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

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

The application is therefore proposing:

- 1) Car parking stacker block A is changed to the TrendVario 4200 system with enclosure
- 2) Car park stacker block B is removed and replaced with regular parking spaces
- 3) An overall 92no parking spaces are provided, 89no residential and 3no commercial.

- 4) The amount of electrical charging points is increased from 20%, as previously approved, to 25%.
- 5) 2no spaces (no's 65 & 66) within the site are allocated for Car Club.
- 6) A financial contribution is offered towards enhancement of the public realm/landscaping works/community schemes within Hillingdon Borough.

3.3 Relevant Planning History

1425/APP/2011/1519 Land At 20 - 30 Blyth Road Hayes

Comprehensive redevelopment of the site to provide a part 15, part 9, part 7 and part 4 storey building comprising 147 residential units, flexible business floorspace, 95 car parking spaces, hard and soft landscaping and revised access arrangements.

Decision: 12-10-2011 Refused

1425/APP/2011/3040 20 Blyth Road Hayes

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.

Decision: 07-09-2012 Approved

1425/APP/2017/2411 20 Blyth Road Hayes

Non-material Amendment to planning permission ref. 1425/APP/2011/3040 dated 08-04-2013 (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) for minor amendments to elevations, revised finished floor levels (within origin building height confines), alterations to landscaping, refined parking relative to column positions and PV provision to the roof layout

Decision: 15-03-2018 Approved

Comment on Relevant Planning History

1425/APP/2011/1519 'Comprehensive redevelopment of the site to provide a part 15, part 9, part 7 and part 4 storey building comprising 147 residential units, flexible business floorspace, 95 car parking spaces, hard and soft landscaping and revised access arrangements.' - Decision: 03-11-11 REFUSED

1425/APP/2011/3040 'Comprehensive redevelopment of the site to provide a part 11 storey, part 9 storey, part 5 storey and part 4 storey building comprising 123 residential units, flexible business floorspace, 95 car parking spaces, hard and soft landscaping and revised access arrangements'. - Decision: 08-04-13 APPROVED

There have been a number of applications following the above grant of planning consent to discharge conditions and to make non-material amendments to the approved scheme.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.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
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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
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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

6. Consultations

External Consultees

Site notices were posted and 146 local residents were consulted on the 16-07-18. No resident responses were received.

One response was received from a Local Councillor:

As one of the three councillors for the area and as a near neighbour to the site I would like the following. The contractors to ensure that the subway that runs from Blyth Rd to the Station is cleared of all dust and debris every evening and the same for the footways in front of and on both sides of the site, also the LBH Car Park which I hear is used by some contractors to eat their snacks and throw their rubbish on the floor. Contractors need to be mindful that their developments cause all forms of disruption to people living in the area plus those who use the area for work/shopping/leisure

etc. Contractors need to know that in Hillingdon we expect them to be good neighbours, which clearly is not happening in many cases.

Case Officer comment:

Whilst it is not possible to control the above behaviour as part of the current planning application the above comments have been forwarded to the applicant for action.

HAYES CONSERVATION AREA ADVISORY PANEL

I am writing on behalf of Hayes Conservation Area Advisory Panel. We are not in favour of stackers as a means to increase the number of parking spaces as we are aware of their unreliability and the effective reduction in the number of spaces available. We believe the new developer has therefore taken the right decision in removing at least one of the stackers from the project. In order to make the reduced number of parking spaces workable, we expect a condition to be placed on the sale of a proportion of the properties, forbidding the ownership of a car so there is no additional demand for public parking spaces, which are basically not available in the locality.

Case Officer comment:

Comments in support of the removal of the stacker are noted. There is a recommended Head of Term within the proposed Deed of Variation that would prevent future occupants of the development from applying for a resident's parking permit within the locality.

NETWORK RAIL

Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission.

The local authority should include these requirements as planning conditions if these matters have not been addressed in the supporting documentation submitted with this application. The Local Planning Authority/applicant should ensure that Crossrail Limited are also consulted on this proposal.

Fencing

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

Drainage

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Proper provision must be made to accept and continue drainage discharging from Network Rail's property. (The Land Drainage Act) is to be complied with. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway. Full details of the drainage plans are to be submitted for acceptance to the

Network Rail Asset Protection Engineer. No works are to commence on site on any drainage plans without the acceptance of the Network Rail Asset Protection Engineers: Network Rail has various drainage standards that can be provided Free of Charge should the applicant/developer engage with Network Rail's Asset Protection Engineers.

Safety

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection Agreement, if required, with a minimum of 3months notice before works start. assetprotectionwestern@networkrail.co.uk

Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development.

Site Layout

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Excavations/Earthworks

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

Signalling

The proposal must not interfere with or obscure any signals that may be in the area.

Noise

Network Rail would remind the council and the applicant of the potential for any noise/ vibration impacts caused by the proximity between the proposed development and the existing railway, which must be assessed in the context of the National Planning Policy Framework (NPPF) and the local planning authority should use conditions as necessary. The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running and heavy freight trains. There is also the potential for maintenance works to be carried out on trains, which is undertaken at night and means leaving the trains motors running which can lead to increased levels of noise. We therefore strongly recommend that all future residents are informed of the noise and vibration emanating from the railway, and of potential future increases in railway noise and vibration.

Landscaping

It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

Plant, Scaffolding and Cranes

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. Following occupation of the development, if within three months Network Rail or a Train Operating Company has identified that lighting from the development is interfering with driver's vision, signal sighting, alteration/mitigation will be required to remove the conflict at the applicant's expense.

Safety Barrier

Where new roads, turning spaces or parking areas are to be situated adjacent to the railway; which is at or below the level of the development, suitable crash barriers or high kerbs should be provided to prevent vehicles accidentally driving or rolling onto the railway or damaging the lineside fencing.

Case Officer's comments

These comments have been forwarded to the applicant, albeit many of the conditions requested have already been complied with and are not therefore proposed to be added.

CROSSRAIL

The site of the planning applications is identified within the limits of land subject to consultation under the Safeguarding Direction.

The implications of the Crossrail proposals for the applications have been considered and I write to inform you that Crossrail Limited do not wish to make any comments on the applications as submitted.

METROPOLITAN POLICE

I met with this applicant pre application on 15/5/18 and explained what was needed to achieve SBD accreditation.

I have on receiving this application to comment on emailed the applicant twice to confirm if my comments have been incorporated but have not had confirmation. I do not object but do request this a condition that SBD accreditation is achieved (if not already conditioned). The applicant is aware of what this requires.

Case Officer's comments

These comments have been forwarded to the applicant. There is an existing SBD condition attached to the original planning consent, which will also be added to any grant of consent issued.

Internal Consultees

HIGHWAYS

In April 2013, planning permission was granted for the redevelopment of the site at 20 - 30 Blyth Road, Hayes to provide 120 residential units, office floorspace, 97 car parking spaces and hard and

soft landscaping. Due to limited space, the developer proposed to use car parking stackers to provide the requisite amount of parking spaces needed. Two stacker units were to be provided, stacker A providing 12 car parking spaces and stacker B, 14 car parking spaces.

It was a condition of this planning permission that before development commences, 'details and specifications for the exact make and model of car parking stackers to be used in the development, as well as a management and maintenance regime for the stackers, shall be submitted to and approved in writing by the Local Planning Authority. The details and specifications for the stackers shall ensure that these have at least the capacity and functionality provided by the '2PARK' car stacker included in the application submission. In particular, the operation of the stacker shall be such that each car parked on a stacker, can be independently accessed by the person to whom the stacked parking space is allocated to. The development shall thereafter accord with the approved details and prior to the occupation of the first residential unit the management and maintenance regime of the car parking stackers within the car park shall be adhered to for the life of the development'. The reason for this condition was to ensure that sufficient parking is maintained in perpetuity on the site in accordance with policies AM7 and AM14 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

A Section 37 Planning Application has now been received seeking permission to change the model of car stacker A and remove stacker B. The main reason for this being that since planning permission was granted in 2013 the type of car stacker proposed has been discontinued and the developer has been unable to find a suitable alternative.

Other reasons given include;-

- the presence of high voltage cables not considered or known of at the at the time of the original planning application;
- it has become evident that a retain wall is needed which has not been provided for;
- the originally approved car parking stacker is "intended for indoor installation but can be used outdoors if located in a secluded area, not subject to strong winds" - the approved location does not meet this criteria; and
- proximity of stackers to Network Rail's land, cables and equipment.

In residential developments, car parking stackers are considered inferior to conventional parking spaces. This is because they take extra effort for drivers access which may lead to them not being used resulting in cars being displaced on-street. Furthermore, car stackers need to be maintained and may stop working, for these reasons a reduction in the number of car stackers from 2 to 1 is supported.

With stacker A and B, the site would have had 97 car parking spaces in total of which 7 would be allocated to a commercial unit. This is equivalent to 0.75 spaces per residential dwelling. If planning permission for this application is granted, the number of parking spaces provided off-street would fall from 97 to 92. Of these, 89 would be for residential use which equates to 0.74 spaces per dwelling and 3 for a 271sqm commercial unit. On 14th November 2018 planning permission was granted for the adjoining Bellway development, the ratio of car parking spaces per dwelling for this development is 0.75. Given that the two developments adjoin one another and that the occupants would have the same travel needs, for the same reasons that a ratio of 0.75 was acceptable at the Bellway development a ratio of 0.74 car parking spaces per dwelling is acceptable at 20-30 Blyth Road. The 3 parking spaces allocated to the 271sqm commercial unit is in accordance with the Council's car parking standards set out in Local Plan: Part 2 - Saved UDP Policies (2012).

As part of this planning application, the developer also seeks permission to increase the number of electric vehicle charging points from 20% to 25%, taking into account that the development site is situated within an Air Quality Focus Area this change is supported.

A developer's contribution of £20,000 is requested for investment in measures that help make walking and cycling to Hayes town centre a genuine alternative to using a private car. The contribution would be used to help fund the Crossrail Complementary Measures planned that link Blyth Road with Hayes and Harlington Station.

WASTE STRATEGY OFFICER (initial comments)

The revised plan means that the collection point on the original waste management plan is no longer practical as they have now proposed two parking bays in this location. Car parking stacker A has also made the turning zone narrower.

I would expect that the attached waste management plan is updated to show an alternative collection point within 10 metres of the nearest RCV stopping point.

The pathway from the collection point to the RCV should be a minimum of 2 metres wide, have a smooth surface and be free from steps or kerbs.

The vehicle should not reverse further than 12 metres.

As 'Car parking stacker A' has made the turning zone narrower, an updated swept path analysis should be included in the waste management plan to demonstrate that the manoeuvre is still possible.

WASTE STRATEGY OFFICER (revised comments)

Following submission of the Waste Management - Refuse Collection Plan my concerns about the proximity of the bins in their temporary location next to the parking bay still exist. The bins are on wheels and heavy; I believe that there is a strong possibility of them causing damage to the parked car. Installing a bollard would alleviate this concern.

Officer comments:

The applicants have agreed to install a bollard to alleviate the issue, details of the bollard are recommended to be secured by condition.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Principle of residential development has been established under the granting of planning consent reference 1425/APP/2011/3040 for 'Comprehensive redevelopment of the site to provide a part 11 storey, part 9 storey, part 5 storey and part 4 storey building comprising 123 residential units, flexible business floorspace, 95 car parking spaces, hard and soft landscaping and revised access arrangements' - Dated 08-04-13.

7.02 Density of the proposed development

Not relevant to the determination of the current application.

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

Not relevant to the determination of the current application.

7.04 Airport safeguarding

Not relevant to the determination of the current application.

7.05 Impact on the green belt

Not relevant to the determination of the current application.

7.06 Environmental Impact

The proposed changes will reduce the number of parking spaces from 97 to 92 and will

increase the number of electric vehicle charging points from 20% to 25%, as well as provide two car club spaces. As such the proposed amendments are considered likely to result in fewer vehicle movements and encourage electric car use. The proposed changes are therefore considered to reduce the environmental impact of the proposed development.

7.07 Impact on the character & appearance of the area

The proposed changes to the car stackers are not considered to have a detrimental impact on the character and appearance of the locality.

7.08 Impact on neighbours

Not relevant to the determination of the current application.

7.09 Living conditions for future occupiers

Not relevant to the determination of the current application.

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.

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.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM 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

Local Plan Part 2 policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted car parking standards. Local Plan Part 2 policy AM15 states that all car parks provided for new development shall contain conveniently located spaces for disabled persons in accordance with the Council's adopted standards.

As a result of the proposed changes the development would have a reduction of 5 parking spaces, as such the impact on the highway network from the development would be reduced.

The applicant has provided a Parking Review and Proposal Justification Document (Dec 2018 Rev D) which details the explanation for the application and a justification for the changes proposed. The document explains that since planning permission was granted in 2013 the 2PARK car stacker has been discontinued and replaced by the Evolution Parking System (EPS). The applicant states that the EPS model does not meet the same specification as the 2PARK version. In addition the EPS stacker is not EN14010 compliant - meaning it does not meet the requisite European safety standards for car stackers. As a result a second person is needed to guard the stacker when it is being used to keep people away for their own safety.

The applicant is proposing an alternative car stacker system that meets UK safety regulations, the TrendVario 4200. This differs from the 2PARK system in several key elements. The TrendVario 4200 requires full enclosure meaning its footprint is greater than the 2PARK model. Because the TrendVario 4200 has a larger footprint, it is not possible to achieve the minimum amount of manoeuvring space for vehicles in front of the stacker B.

The TrendVario 4200 model also has less capacity than the 2PARK model, this is because one parking space must always be vacant to provide the parked cars with independent access. TrendVario 4200 has capacity for 11 car parking spaces compared to the originally proposed 2PARK system which could accommodate 12 vehicles. Further difficulties regarding the installation of stacker B include the unexpected presence of SSE high voltage cable, it has been found that a retaining wall will be required; Network Rail cable troughs have also been found which compromises the position of stacker B. The applicant states that the originally approved 2PARK stacker is designed for indoor use, and whilst it can be used outdoors if enclosed and situated in a location not subject to high winds, it is not possible to meet either of these criteria at the application site. For the above reasons the developer is applying for planning permission to remove stacker B and use a different model, the TrendVario model for stacker A.

The Council's Highways Engineer has reviewed the submitted details and provided comments which clarify that in residential developments, car parking stackers are considered inferior to conventional parking spaces. This is because they take extra effort for drivers to access which may lead to them not being used resulting in cars being displaced on-street. Furthermore, car stackers need to be maintained and may stop working, for these reasons the Council's Highways Engineer has confirmed that a reduction in the number of car stackers from 2 to 1 is supported.

With regards to the proposed reduction in overall parking numbers, with both stacker A and B as approved, the site would have had 97 car parking spaces in total, with 7 car parking spaces allocated to the commercial unit. This is equivalent to 0.75 spaces per residential dwelling. If planning permission for the current proposals were to be granted, the number of parking spaces provided off-street would fall from 97 to 92. Of these, 89 would be for residential use which equates to 0.74 spaces per dwelling and 3 for a 271sqm commercial unit.

On 14th November 2018 planning permission was granted for the adjoining development at 30-32 Blyth Road, the ratio of car parking spaces per dwelling for this development is also 0.75 spaces per dwelling. The Council's Highways Engineer has confirmed that given that the two developments adjoin one another and that the occupants would have the same travel needs, for the same reasons that a ratio of 0.75 was acceptable at the adjacent development a ratio of 0.74 car parking spaces per dwelling is acceptable at 20-30 Blyth Road. It should be noted that the change in ratio is minimal and not considered to result in a significant detrimental impact on on-street parking pressure such as to warrant a recommendation for refusal. The Council's Highways Engineer has also confirmed that the 3 parking spaces allocated to the 271sqm commercial unit is in accordance with the Council's car parking standards set out in Local Plan: Part 2 - Saved UDP Policies (2012).

The proposed changes will also increase the number of electric vehicle charging points from 20% to 25% which is supported. The Council's Highways Engineer has raised no objection to the reduction in parking provision nor the increase in electric vehicle charging points.

The application proposes the introduction of two car club bays close to the entrance to the site. The car club provision is supported by the Council's Highways Engineer and would be secured by the proposed Deed of Variation to the original s106 agreement. The applicant is also proposing a financial contribution of £20K to assist with public realm/highways improvements in the immediate vicinity of the site, again this is supported by the Council's Highways Engineer.

In order to prevent additional on-street parking stress it is recommended that future occupiers of the development are prevented from applying for resident's parking permits within the locality, this would be secured through the Deed of Variation to the Section 106 agreement.

The proposed development does not propose to amend the level of cycle parking provision and therefore the originally consented 188 cycle parking spaces would be retained.

The proposed changes to parking with the development are therefore acceptable and would comply with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP policies (November 2012).

7.11 Urban design, access and security

Security

The Metropolitan Police Designing out Crime Officer has reviewed the submitted details and confirmed that they have no objection subject to the attachment of a Secure by Design condition. There is an existing Secure by Design condition attached to the original consent that would still be applicable if the current application is approved.

7.12 Disabled access

The application proposes the provision of 15 disabled parking bays for the 12 wheelchair accessible units within the development. This is as previously approved and is in accordance with Council Policy AM15 of the Hillingdon Local Plan: Part Two - Saved UDP policies (November 2012). It is proposed that the Deed of Variation secures the allocation of the bays to the wheelchair accessible units.

7.13 Provision of affordable & special needs housing

Not relevant to the determination of the current application.

7.14 Trees, Landscaping and Ecology

Not relevant to the determination of the current application.

7.15 Sustainable waste management

The proposal would provide internal refuse stores for the proposed residential units and the proposed commercial unit. Refuse vehicles would enter the site in forward gear and collect from temporary collection areas in the rear parking area. Refuse vehicles would be able to turn around and exit the site in forward gear. A bollard has been requested to be installed in order to prevent damage to parked cars from moving bins. This will be secured by way of a condition with final details requiring council approval. The Council's Waste Strategy Team considers the proposed refuse arrangements to be acceptable, subject to the condition for a bollard to be installed.

7.16 Renewable energy / Sustainability

Not relevant to the determination of the current application.

7.17 Flooding or Drainage Issues

Not relevant to the determination of the current application.

7.18 Noise or Air Quality Issues

Not relevant to the determination of the current application.

7.19 Comments on Public Consultations

No consultation responses were received.

7.20 Planning Obligations

Policy R17 seeks to supplement the provision of recreational open space and other community, social and educational facilities through planning obligations. The applicant has agreed to a full range of planning obligations under the original consent which are still

applicable and the following additional measures to offset the impact of the development. A contribution can also be secured in respect of project management and monitoring.

In order to mitigate against the impact of the proposals the following planning obligations have been agreed:

1. Public Realm Contribution of £20,000
2. Provision of Car Club Spaces
3. The residents of this development not to be eligible for parking permits
4. Disabled Parking allocation for each disabled unit
5. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

In addition to S106 contributions the Council has recently adopted its own Community Infrastructure Levy (CIL) with a charge of £95 per square metre of gross internal floor area for the residential elements. 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 not CIL liable however as no additional floor space is being created.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable

10. CONCLUSION

The application seeks variation to Conditions 2, 7, 32 and 33 of planning application reference 1425/APP/2011/3040 which granted consent for 'Comprehensive redevelopment of the site to provide a part 11 storey, part 9 storey, part 5 storey and part 4 storey building comprising 123 residential units, flexible business floorspace, 95 car parking spaces, hard and soft landscaping and revised access arrangements'.

The purpose of the current application is to amend the previously approved Car Stacker A, to remove Car Stacker B, to increase the number of electrical vehicle charging points within the development and introduce two car club spaces.

With Stacker A and B, the site has 97 car parking spaces, including 7 commercial spaces and 90 car parking spaces for residential use, which is equivalent to 0.75 spaces per residential dwelling. If planning permission were to be granted for the current application, the number of parking spaces provided off-street would fall from 97 to 92, with 3no. spaces proposed for the commercial unit and 89 car parking spaces for the residential units. This is equivalent to 0.742 spaces per dwelling.

As set out within this report the reduction in the number of car parking spaces is deemed acceptable and the application is recommended for approval.

11. Reference Documents

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

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

London Plan (March 2016)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Accessible Hillingdon

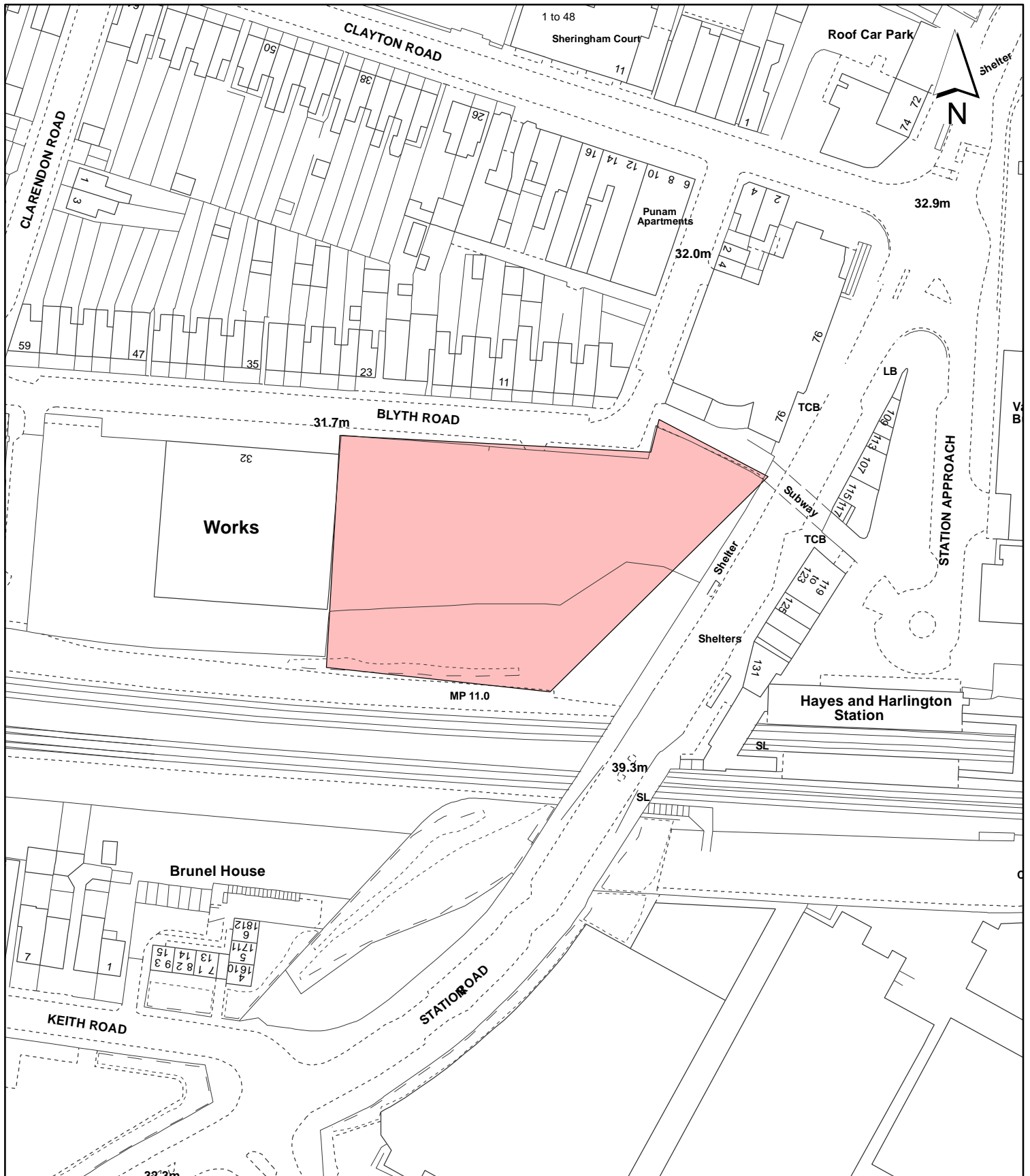
Hillingdon Supplementary Planning Document - Noise

Hillingdon Supplementary Planning Guidance - Air Quality

Hillingdon Supplementary Planning Guidance - Community Safety by Design

Contact Officer: Ed Laughton

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Notes:

 Site boundary

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20-30 Blyth Road

LONDON BOROUGH OF HILLINGDON
 Residents Services
 Planning Section

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

Planning Application Ref:

1425/APP/2018/2145

Scale:

1:1,250

Planning Committee:

Major

Date:

January 2019

