

Report of the Head of Planning, Transportation and Regeneration

Address MORRISON SUPERMARKET 41-67 HIGH STREET YIEWSLEY

Development: Demolition of the existing buildings and the redevelopment of the site to provide a part 4 to part 8 storey building comprising a replacement Class A1 1,643sq.m (GIA) foodstore, 144 residential units, basement car parking and associated works.

LBH Ref Nos: 2370/APP/2018/2793

Drawing Nos: Arboricultural Report
Archaeological Desk Based Assessment
Flood Risk Assessment in Accordance with NPPF & Drainage Strategy, Rev. A
Preliminary Risk Assessment
Energy Strategy
Statement of Community Involvement
Redwood Partnership Letter dated 23/11/18
Redwood Partnership Email dated 26/11/18
Redwood Partnership Email dated 28/11/18
Noise Assessment
Planning Statement
Morrisons Travel Plan
Residential Travel Plan
Daylight, Sunlight and Overshadowing Assessment
Draft Construction Management Plan
Sustainability Statement
Townscape and Visual Analysis
Transport Assessment, Volumes 1 to 4 (including attached Appendices, Plans and Figures)
Air Quality Assessment
Lichfields Covering Letter dated 5/11/18
2 - 708 Rev. H
2 - 706 Rev. H
2 - 703 Rev. H
2 - 704 Rev. H
2 - 702 Rev. H
2 - 701 Rev. H
2 - 130 Rev. D
2 - 715 Rev. G
2 - 711 Rev. G
2 - 300 Rev. G
2 - 713 Rev. G
Agent's email dated 13/12/18
Agent's covering email dated 22/11/18
2 - 717 Rev. G
4330/P/E/3010 Rev. P
Design and Access Statement
2 - 001 Rev. B
2 - 010
2 - 011

Lichfield's Covering Letter dated 30/7/18
 Letter from Redwood Partnership concerning LB Highway Engineer
 comments dated 15/11/18
 Letter from Redwood Partnership concerning TfL comments dated 15/11/18
 2 - 102 Rev. U
 2 - 103 Rev. H
 2 - 104 Rev. R
 2 - 105 Rev. R
 2 - 106 Rev. S
 2 - 201 Rev. P
 2 - 710 Rev. H
 2 - 707 Rev. J
 2 - 709 Rev. J
 2 - 600 Rev. E
 2 - 620 Rev. E
 2 - 111 Rev. G
 2 - 112 Rev. K
 2 - 113 Rev. G
 2 - 400 Rev. L
 2 - 401 Rev. G
 2 - 202 Rev. J
 2 - 114 Rev. C
 Design & Access Statement Addendum - November 2018, received
 27/11/18
 Air Quality Neutral Calculation Report
 2 - 101 Rev. DD
 2 - 109 Rev. X
 2 - 110 Rev. U
 2 - 705 Rev. H
 2 - 121 Rev. C
 2 - 120 Rev. D
 2 - 100 Rev. F

Date Plans Received:	30/07/2018	Date(s) of Amendment(s):	05/11/2018
Date Application Valid:	31/07/2018		22/11/2018
			30/07/2018
			13/12/2018
			16/11/2018
			23/11/2018
			28/11/2018
			26/11/2018

DEFERRED ON 9th January 2019 FOR SITE VISIT .

Members may recall that this item was deferred from the Major Planning Applications Committee meeting on 9/1/19 in order to allow Members the opportunity of visiting the site. This is scheduled to take place on Friday 25/1/19.

A few matters did arise during Members discussions on the planning application before it was deferred and the agents have produced a booklet, titled 'Response to Planning Committee

Queries - January 2019' which has been circulated to Members of the Committee.

By way of explanation, on page 4, a comparison of the existing and proposed footprint plans shows the width of the public footpath increasing with the removal of the store's vents to the underground car park and surrounding brick wall, whilst the footprint of the store building itself would have a very similar siting. As such, there would be no breach of the building line as compared to the existing situation and as the site is sited on a slight bend in the road, a readily identifiable building line is not present. On Page 7, a comparison of surrounding store heights is provided. However, the proposal is shown with a maximum height of 7 storeys, whereas the officer's committee report describes the proposed building as having a maximum 8 storey height. As mentioned elsewhere in the officer's report, this is due to the increased double height of the commercial ground floor.

At Committee, Members also asked for clarification as regards the basement car park being capable of being directly accessed from the High Street. A stairwell in Core A would provide the only direct access, but a note has been added to the amended plans which states that this stairwell will provide emergency access only and therefore any access could be linked to the alarm system.

1. SUMMARY

This application seeks to re-develop the site of the existing 3,340sq.m Morrisons supermarket site on High Street, Yiewsley, with a smaller 1,643sq.m (GIA) Morrisons foodstore with 144 residential units above.

The application site is located within the Yiewsley/ West Drayton Town Centre and forms part of the primary retail frontage and also lies adjacent to the Grand Union Canal.

There are no objections to the reduction in size of the retail unit as Morrisons advise that much of the existing back of house floor space is not required and the reduction in floor space will allow Morrisons to continue to trade from the site, providing more of a 'local' supermarket. There are no objections to the loss of the existing building which has little or no architectural merit and the provision of additional residential units within the town centre is supported as this is a very sustainable location, which will be further enhanced with the opening of the Elizabeth line and the new residents will provide further support for local traders and the vitality and viability of the town centre.

The proposal has been reduced in height as a result of officer recommendations and would now range from 4 to 8 storeys. Although the proposal would be taller than adjoining buildings, the building design comprises a varying height and undulated roof form and a recessed upper floor which together with a varying palette of materials would further break up the mass of the building. It is considered that having regard to the changing context of this part of the town centre, where comparable buildings have recently and/ or are currently being built, it is considered that the scheme is acceptable and is supported by the Council's Urban Design / Conservation Officer and the GLA (albeit the GLA consider a greater massing/ height would be acceptable).

Having regard to this town centre location, the scheme would not harm the residential amenities of adjoining occupiers. The scheme would provide adequate internal accommodation for future occupiers and although the scheme is slightly deficient in terms of satisfying amenity space standards with 89% of the amenity space required by guidance being provided on site, this is not significant and given the adjoining canal, an important open amenity space which this scheme would contribute towards in terms of

improvements, the scheme is considered to be acceptable.

The scheme has been assessed in terms of highway impacts and together with providing dedicated shopper parking it would also provide a parking ratio of 0.7 spaces per residential unit, the Council's Highway Engineer is satisfied with this level of parking together with public realm enhancements on the road frontages.

The scheme is considered to be acceptable in terms of impact upon trees and flooding issues. It also provides 35% on-site affordable housing which would be secured as part of the S106 Agreement.

The scheme does make commensurate contributions as part of the S106 Agreement.

The application is recommended for approval.

2. RECOMMENDATION

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

A. That the application be referred to the Mayor under Article 5 of the Town and Country Planning (Mayor of London) Order 2008.

B. That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) to secure the following:

(i) 35% affordable housing, with a tenure mix of 31% units - London Affordable Rent, 38% units - London Living Rent and 31% units - Shared Ownership,

(ii) Retail Travel Plan, including a £20,000 Bond,

(iii) Residential Travel Plan, including a £20,000 Bond,

(iv) Road improvements based on Drw. No. REDW-3290-460 (Vol. 2 of the Transport Assessment), to include widening of the existing footway at the proposed site access together with tactile paved crossings, replacement street lighting along St Stephen's Road from its junction with High Street west to the former pedestrian entrance to St Matthew's School and widening of the footway on the High Street where the footway abuts the new Morrisons foodstore, new pedestrian crossing on St Stephens Road to provide access to a new formal entrance onto the Grand Union Canal and its towpath (based on Drw. No. REDW-3290-462 (Vol. 2 of the Transport Assessment)), but may also include requirement for dropped kerbs to allow refuse to be wheeled onto road and contribution towards Traffic Regulation Orders on St Stephens Road,

(v) £70,000 contribution towards canal access and towpath improvements, based upon Drw. No. REDW-3290-462 (Vol. 2 of the Transport Assessment),

(vi) Cycle Parking Demand Review: 2 years post occupation,

(vii) Santander bikes, contribution of £10,000

(viii) £186,318 carbon offset contribution,

(ix) £24,435 air quality contribution,

(x) Construction Training: To agree the basis and methodology of a Construction Training Scheme with the Council's partnership team, or failing this, the following contribution shall apply:-

£2500 per £1m build costs + Coordinator Costs: $1000/7500 \times £71,765 = £9556.66$.

(xi) The residents of this development not to be eligible for parking permits, apart from Blue Badge holders and a charge made against the site to ensure the future

buyers are aware of the parking restrictions.

(xii) **Project Management & Monitoring Fee:** Financial contribution equal to 5% of total cash contributions.

C) That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement/Deed of Variation and any abortive work as a result of the agreement not being completed.

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

E) That if any of the heads of terms set out above have not been agreed and the S106 Agreement has not been finalised before the 15th March 2019, or any other period deemed appropriate that delegated authority be given to the Head of Planning, Transportation and Regeneration to refuse the application for the following reason:

'The development has failed to secure obligations relating to affordable housing, travel plans, road, canal and public transport improvements, carbon dioxide off-setting and construction training. Accordingly, the proposal is contrary to policies R17, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policies 3.12 and 5.2 of the London Plan (March 2016) and the Council's Planning Obligations SPD and the NPPF.'

F) That subject to the above, the application be deferred for determination by the Head of Planning, Transportation and Regeneration under delegated powers, subject to the GLA not calling in the application and on completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

G) That if the application is approved, the following conditions be attached:-

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

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

2 - 100 Rev. F, 2 - 101 Rev. DD, 2 - 102 Rev. U, 2 - 103 Rev. H, 2 - 104 Rev. R, 2 - 105 Rev. R, 2 - 106 Rev. S, 2 - 109 Rev. X, 2 - 110 Rev. U, 2 - 111 Rev. G, 2 - 112 Rev. K, 2 - 113 Rev. G, 2 - 114 Rev. C, 2 - 121 Rev. C, 2 - 120 Rev. D, 2 - 130 Rev. D, 2 - 201 Rev. P, 2 - 202 Rev. J, 2 - 300 Rev. G, 2 - 400 Rev. L, 2 - 401 Rev. G, 2 - 600 Rev. E, 2 - 620 Rev. E, 2 - 701 Rev. H, 2 - 702 Rev. H, 2 - 703 Rev. H, 2 - 704 Rev. H, 2 - 705 Rev. H, 2 - 706 Rev. H, 2 - 707 Rev. J, 2 - 708 Rev. H, 2 - 709 Rev. J, 2 - 710 Rev. H, 2 - 711 Rev. G, 2 - 713 Rev. G, 2 - 715 Rev. G, 2 - 717 Rev. G and 4330/P/E/3010 Rev. P.

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

REASON

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

3 COM5 General compliance with supporting documentation

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

Reduction in energy use and renewable technology installation [Energy Strategy]
Accessibility [Design & Access Statement Addendum - November 2018, received 27/11/18]

Provision of bird boxes and bat boxes/bricks [Sustainability Statement]

Noise mitigation measures [Noise Assessment]

Dust Mitigation Measures [Air Quality Assessment]

Highway works [Transport Assessment, Volumes 1 to 4]

Foul and surface water drainage [Flood Risk Assessment in Accordance with NPPF & Drainage Strategy, Rev. A]

Tree works [Arboricultural Report]

Ground works [Preliminary Risk Assessment]

Archaeology Assessment and Mitigation [Archaeological Desk Based Assessment]

Assessment methodology and criteria [Daylight, Sunlight and Overshadowing Assessment]

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

REASON

To ensure that the development complies with the objectives of Policies 5.2, 5.12, 5.13, 5.15, 5.21, 6.10, 7.2, 7.8, 7.14, 7.15, 7.21 and 7.27 of the London Plan (March 2016) and Policies EC5, BE3, BE20, BE38, OE1, OE3, OE11 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 COM6 Levels

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

REASON

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

5 COM7 Materials (Submission)

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

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

REASON

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

6 COM8 Tree Protection

Prior to commencement of development, details of the following shall be submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of 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 Local Plan: Part Two Saved UDP Policies (November 2012).

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

No above damp proof course level works 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, to include a possible 'rain garden' adjacent to the main store entrance, or justification as to why this is not feasible,
 - 1.a Planting plans (at not less than a scale of 1:100), to include details of a 2m deep area of defensible space outside of windows fronting the first floor podium amenity space,
 - 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 (32 cycle spaces for the retail element and 165 spaces for the residential element including 4 short stay resident spaces close to building entrances)
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts, including 101 residential car parking spaces (including 14 disabled spaces) and 69 retail car parking spaces (including 6 disabled spaces) and including demonstration that 20% of all parking spaces are served by electrical charging points (active provision) and 20% of spaces can be made to be easily converted should the demand arise (passive provision),
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (including details of the designated children's play area, play equipment and furniture)

3. Details of Landscape Maintenance

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

4. Schedule for Implementation

4. Other

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 3.6 and 5.17 (refuse storage) of the London Plan (March 2016).

8 COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the

buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

9 RES13 Obscure Glazing

The side living room and bedroom window(s) on Units C02, C13, C24 and C35 on the first to fourth floors respectively facing St Mathews Church of England Primacy School shall be glazed with permanently obscured glass to at least scale 4 on the Pilkington scale and be non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with Policy of the BE24 Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

10 NONSC Privacy Screens / Boundary Treatment of Raised Amenity Area

Details of side privacy screens on the balconies serving Units C02, C13, C24 and C35 on the first to fourth floors respectively facing St Mathews Church of England Primacy School, Units C06, C17 and C28 on the first to third floors facing the internal courtyard and details of the boundary treatment of the first floor amenity areas shall be submitted to and approved by the Local Planning Authority prior to the development is brought into use.

REASON

To prevent overlooking to adjoining properties in accordance with Policy of the BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

11 COM12 Use Within Same Use Class

The ground floor commercial premises hereby approved shall only be used for Class A1 retail purposes as defined within the Schedule to the Town and Country Planning (Use Classes) Order 1987) (as amended).

REASON

In order to accord with the terms of the application and to maintain the vitality and viability of the Yiewsley/ West Drayton Town Centre in accordance with Policy 2.15 of the London Plan (March 2016).

12 NONSC Construction and Environmental Management Plan

Prior to the commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. The plan shall be in accordance with the GLA Control of Dust and Emissions from Construction and Demolition SPG. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement

should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

REASON

To safeguard the amenity of surrounding areas in accordance with Policies OE5 and AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 7.14 of the London Plan (March 2016).

13 NONSC Delivery and Servicing Plan

Prior to the occupation of development details of a Delivery and Servicing Plan which identifies efficiency and sustainability measures to be undertaken once the development(s) is operational shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries/servicing during am and pm peak hours.

REASON

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

14 NONSC Cyclist Facilities

Notwithstanding the details shown on Drawing No. 2 - 101 Rev. DD, revised details shall be submitted to and approved by the Local Planning Authority to show appropriate provision being made for cyclist showering and changing facilities.

REASON:

To ensure that appropriate cyclist facilities are provided in accordance with Policy 6.9 of the London Plan (March 2016).

15 NONSC Accessible Units

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwellings, with all remaining units designed to the standards for Category 2 M4(2) dwellings, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON

To ensure that an appropriate standard of housing stock, in accordance with London Plan Policy 3.8 (c) and (d), is achieved and maintained.

16 COM22 Opening Hours

The ground floor retail premises shall only be open to the public between the following hours:-

06:00 to 23:00 hours, Mondays to Saturdays and
10:00 to 18:00 hours on Sundays.

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).

17 COM25 Loading/unloading/deliveries

There shall be no loading or unloading of vehicles, including the collection of waste from the site outside of the hours of:-

0700 and 2300 hours, Monday to Saturday, and
09:00 and 18:00 hours on Sundays, Public or Bank Holidays.

REASON

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

18 NONSC Car Park Management Scheme

Prior to the occupation of the proposed development, a Car Park Management Plan for the new store and residential units shall be submitted to and approved in writing by the Local Planning Authority.

The car park shall thereafter be managed in accordance with the approved details.

REASON:

To ensure that the car park is managed safely and effectively to serve the two use elements, in accordance with Policies AM7(ii) and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

19 NONSC Trolley Traps

Prior to the commencement of use of the new food store, a trolley trap(s) to prevent shopping trolleys leaving the site shall be implemented and thereafter retained for so long as the development remains in existence.

REASON

To prevent the abandonment of shopping trolleys in the surrounding area and associated anti-social behaviour, to the detriment of Health and Safety and the character and appearance of the area in accordance with Policies BE13 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

20 NONSC Archaeological Condition

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

REASON

To safeguard any archaeological interest on the site, in accordance with the NPPF (July 2018), Policy 7.8 of the London Plan, Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy BE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

21 NONSC Noise Level

Prior to the occupation of development, details shall be submitted to and approved in writing by the Council, of the external noise level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external noise level emitted from plant, machinery/ equipment will be lower than the lowest existing background noise level by at least 5dBA, by 10 dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

Measures shall be implemented prior to the occupation of the residential units and thereafter retained.

REASON

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

22 NONSC Plant/ Extraction/Ventilation Equipment Vibration Mitigation

Prior to the commencement of the use, any plant, equipment, extraction / ventilation system and/or ducting at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

REASON

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

23 NONSC Sound Insulation

Prior to the commencement of works above damp proof course level, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the ground floor plant room, basement car park, from noise sensitive dwellings. Details shall demonstrate that the sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ is enhanced by at least 10dB or 20dB above the Building Regulations value and, where necessary, additional mitigation measures implemented to contain commercial noise within the commercial premises and to achieve the internal noise levels criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

REASON

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

24 NONSC Internal Room and External Amenity Space Noise Levels

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

REASON

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

25 NONSC Sound Insulation

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

REASON

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

26 NONSC Energy Statement

Prior to the commencement of works above damp proof course level, a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall include full details, plans and specifications of the low and zero carbon technology to be used to meet the CO₂ reduction targets (as a minimum) identified in the general energy strategy (Watkins Payne, 4330-HighSt Yiewsley-Ener Strat-PlanningJC-AT-07-18). The assessment shall also include, where appropriate, location plans of the identified technology, heat networks and emission data (noise and/or pollutants) and roof plans (PVs).

The development must be completed in accordance with the approved assessment.

Reason

To ensure the development contributes a reduction in CO₂ emissions in accordance with Policy 5.2 of the London Plan (March 2016).

27 NONSC Low Emission Strategy

Prior to the commencement of works above damp proof course level, a low emission strategy (LES) shall be submitted to and approved in writing by the Local Planning Authority. The LES shall address

- 1) The specification of the CHP as low NO_x emissions, ultra-low NO_x gas boilers, with associated Air Quality Impact Assessment; should the Impact assessment identify significant impacts cumulative with traffic and other energy centres in the vicinity of the application site, operation shall not commence until proof of technology alteration or retrofitting devices is issued to and approved in writing by the LPA.
- 2) Demonstrate that delivery/servicing fleets are EURO VI (or equivalent through implemented retrofitting devices that will enable compliance with such Euro standards) and or zero emission (e.g. Electric)

3) Detail the provision of, and number of, electric vehicle charging units.

The Low Emission Strategy shall have targets for emission reduction and time-scales, with pollution savings clearly quantified and a clear Delivery and Implementation Plan of Measures. At the end of each calendar year an implementation plan shall be submitted for approval in writing by the local planning authority, which on approval shall be fully implemented in accordance with the details and measures so approved. The measures in the agreed scheme shall be maintained throughout the life of the development.

REASON

To safeguard air quality in an Air Quality Management Area, in accordance with paragraph 124 of the NPPF, Policy 7.14 of the London Plan (March 2016) and Policy EM8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

28 NONSC Bird Hazard Management Plan

Prior to the occupation of the development, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards around an Aerodrome' attached * See para below for further information *

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

In order to manage the flat roofs so as to minimise their 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 Local Plan: Part Two - Saved UDP Policies (November 2012).

29 NONSC Contamination

(i) Prior to the commencement of development, a scheme to deal with contamination shall be submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

(b) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching

brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

30 NONSC Refuse Management Plan

Prior to the residential units being brought into use, details of a refuse management plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of how the store(s) will be managed to ensure that they are secure and provide details of the storage areas, design and any ventilation.

REASON:

To ensure that adequate provision is made for the storage and collection of waste and recycling materials on site that safeguards the amenity of the occupiers of the adjacent residential units in accordance with Policy 7.17 of the London Plan (March 2016) and Policies BE19 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

31 NONSC SuDS

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority.

The scheme shall follow the strategy set out in Flood Risk Assessment in Accordance with NPPF & Drainage Strategy, Rev. A, produced by Ward & Cole dated July 2018.

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

a) Suds features:

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

- sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
 - iii. where identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site
 - iv. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
- b) Capacity of Receptors
- i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.
 - ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
 - iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
- c) Minimise water use.
- i. incorporate water saving measures and equipment.
 - ii. provide details of how rain and grey water will be recycled and reused in the development.
- d) Long Term Management and Maintenance of the drainage and flooding system.
- i. Provide a management and maintenance plan
 - ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
 - lii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
 - iii. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.
- f) From commencement on site
- i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to:

- Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),
- Policy 5.12 Flood Risk Management of the London Plan (March 2016) and
- To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and
- Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).
- National Planning Policy Framework (March 2012), and the

. Planning Practice Guidance (March 2014).

32 COM31 Secured by Design

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

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (March 2016) Policies 7.1 and 7.3.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy
NPPF- 7	NPPF-7 2018 - Ensuring the vitality of town centres
NPPF- 8	NPPF-8 2018 - Promoting healthy and safe communities
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
LPP 2.15	(2016) Town Centres
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.2	(2016) Improving health and addressing health inequalities
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.7	(2016) Large residential developments

LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 4.7	(2016) Retail and town centre development
LPP 4.8	(2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 4.9	(2016) Small Shops
LPP 4.12	(2016) Improving opportunities for all
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
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 5.17	(2016) Waste capacity
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
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 7.8	(2016) Heritage assets and archaeology
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 7.27	(2016) Blue Ribbon Network: supporting infrastructure and recreational use
LPP 8.2	(2016) Planning obligations
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
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.
BE26	Town centres - design, layout and landscaping of new buildings
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
H4	Mix of housing units
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
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
AM16	Availability for public use of parking spaces in commercial developments in town centres and other areas
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3 I3 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as -

the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Residents Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

4 I15 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.

5 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).

6 I25 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Residents Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

7 I47 Damage to Verge - For Council Roads:

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

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

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

8

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

The archaeological fieldwork should comprise the following:

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

Part 1 of the condition would entail trial trenching in the existing rear car park to establish if any significant remains survive. If they do then further investigation would be secured by stage 2.

9

TfL advise that Mayoral Infrastructure Levy (MCIL) is charged at a rate of £35 per square metre of floorspace for the London Borough of Hillingdon. In June 2017, the Mayor published proposals for an MCIL2 to contribute to Crossrail 2 funding. This would be levied from April 2019, and would replace both MCIL and the Crossrail Section 106 contributions scheme.

10

Heathrow Airport Limited (HAL) advise that the Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

11

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

12

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

13

The applicant is advised that as regards the discharge of Condition 26 (Construction and Environmental Management Plan), proof of the registration in the GLA's database (nrmm.london/nrmm/about/what-nrmm-register) and compliance with the London's Low Emission Zone for non-road mobile machinery requirements should be included as part of the submitted details.

3. CONSIDERATIONS

3.1 Site and Locality

The 0.52 hectare application site comprises a large two storey building with a mansard roof in use as a Morrison supermarket at ground floor level with ancillary offices at first floor level. The site fronts the western side of High Street, Yiewsley, immediately to the north of the High Road's southern junction with St Stephen's Road. The main canopied entrance to the store is to the side of the building, along the site's northern boundary. There is surface level parking and a service area to the rear of the building, accessed from St Stephens Road. This area also provides ramped access to the single level basement car parking area beneath the store. There are a number of stairwells that provide direct access to the High Road from the basement and a walkway also provides access from the store entrance to the rear parking area along the northern elevation of the building.

The northern and eastern boundaries of the site comprise predominantly 3 storey retail parade buildings, with retail units on the ground floor and predominantly residential use above and to the south of the site is located a recently completed residential development, beyond which the High Road crosses the Grand Union Canal. To the rear of this development, the Grand Union Canal and its towpath immediately adjoin the opposite side of St Stephens Road, separated by narrow hedging. Abutting the site's rear (western) boundary is St Matthews Primary School, also accessed via St Stephens Road.

The site is located within the 'Primary Shopping Area' of the Yiewsley/West Drayton Town Centre as designated by the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2011). The site is also included within the Heathrow Opportunity Area. Other

designations at the site include air safeguarding height restrictions, Canals and Rivers Trust Zone (notification of the consultee is required due to the proximity of the site to the Canal) and the site is located within the Boroughs Air Quality Monitoring Area (AQMA).

3.2 Proposed Scheme

The proposal is to demolish the existing building(s) on site and to redevelop the site to provide a part 4 to part 8 storey building comprising a replacement Class A1 1,643sq.m (GIA) foodstore, 144 residential units, basement car parking and associated works.

The proposed building would front the High Street and return along St Stephens Road, with an additional projecting wing at the rear to give a roughly 'U' - shaped building on the upper floors, with a ground floor that would cover much of the site. The development proposals will result in a reduction in the size of the existing Morrisons foodstore, with the gross internal area reducing by 50% from 3,340sqm GIA to 1,643sqm GIA and the sales area would reduce from 1,557sqm to 1,064sqm, a reduction of 32%. The floor level of the foodstore would be lowered so that the new foodstore would be level with the High Street and have its shopfront set at the back edge of the pavement, in a similar position to the existing store, but with the air vents to the existing basement car park which are surrounded by a brick wall removed allowing the width of the public footpath along the High Street to be increased. The main entrance to the store would be sited towards the northern end of the High Road frontage and a secondary entrance through a lobby area provided at the southern end which due to the slight change in levels along the High Street, would have a stepped access. Warehouse and ancillary facilities such as plant rooms would be sited at the rear of the store.

The vehicular access to the car park would be taken from St Stephens Road, in a similar position as the current access, through an undercroft in the building frontage. This would provide access to a covered service yard at the rear of the store and then to the ramped access to the two levels of basement car parking. The new development would provide 69 retail customer parking spaces, all in an upper-level basement car park, as compared to the existing total provision of 114 spaces, which represents a 40% reduction. There would be 101 parking spaces for residents, 13 of which would be provided in the upper-level basement car park with a further 88 in the lower-level basement car park. Of the retail parking provision, 6 spaces would be accessible spaces and 14 spaces would be served by electric charging points. Of the residents parking, 2 spaces would be dual accessible/electric charging point spaces, 12 would be accessible spaces and 19 would be served by electric charging points. The proposed development would have 32 cycle parking spaces for retail customers and staff and 165 cycle parking spaces for residents with space to expand up to 244 spaces in response to demand.

The building would equate to 8 storeys on the High Street frontage (taking account of the 'double' height of the retail ground floor), reducing to 7 storeys and then 5 storeys adjacent to the northern boundary and the adjoining retail parade. The equivalent 8 storey height of the building would return along St Stephens Road and after some 22m of its length, it would reduce to 6 storeys then rise again to 8 storeys before reducing to 6 storeys at the rear of St. Stephens Road. The ground floor does have a taller ceiling height to accommodate the retail element and on part of the elevation on St Stephens Road, the enlarged ceiling height does provide mezzanine floor space for the store and also allows 3 duplex units to be provided with direct access from St Stephens Road. The projecting internal wing would be 8 storeys where it adjoins the main block, which reduces to 5 storeys as it extends towards the northern boundary of the site.

The scheme would provide 53 one-bedroom, 70 two-bedroom, 16 three-bedroom and 5 four bedroom units of which 3 of the 4 bedroom units would be duplex units on the ground floor fronting and accessed from St Stephens Road. The upper floor flats would be serviced from three cores, Core A would be accessed at the northern end of the High Street frontage, adjacent to the store entrance with Core B sited on St Stephens Road at the rear of the southern entrance to the store and Core C sited further along St Stephens Road, adjacent to the main vehicular access. Of the 144 units, 14 would satisfy accessibility standards and these would all be two-bedroom units (8 x three person and 6 x four person) which would be dispersed between the upper floors of the three cores.

The application would involve the closure of 2 existing site accesses off St Stephen's Road, which would be replaced with the single site access and there would be footway widening and street lighting enhancements on St Stephen's Road, together with potential contributions within a S106 Planning Agreement towards possible future Traffic Regulation Orders on St Stephen's Road.

The application is supported by the following documents:-

Design and Access Statement:

This provides an introduction to the proposals and describes the site and its context, including its history and existing and future public transport connectivity. A site analysis is provided, including an assessment of building heights and recent planning approvals, and the context provided by surrounding buildings. Past involvement with the local authorities and local community is outlined, together with the evolution of the design. The submitted scheme is then described, with a particular emphasis on the retail and residential elements, scale, landscape and amenity, including parking, appearance and materials of the building. The statement concludes 'The proposed scheme will be a positive contribution to the townscape of Yiewsley. It will replace the dated, unattractive and inaccessible building that has stood on the site for many years and in doing so it will provide Yiewsley with a new modern and vibrant development at the heart of the High Street. The new Morrisons Store will provide an efficient and exciting shopping experience that will enhance and support the High Street and ensure the continued success of Yiewsley's shops and stores. The residential accommodation will provide high quality homes in a secure environment for all members of the local community.'

Design and Access Statement Addendum - November 2018, received 27/11/18:

This advises of the changes made on the amended plans and provides a number of 3D views/montages to depict the revisions. It goes on to advise of accessibility changes etc.

Planning Statement:

This provides an introduction to the proposal, describes the site and the surrounding area. The history of the site is then briefly described, together with the development proposals and the pre-application engagement undertaken. Relevant planning policy and guidance is highlighted and the report goes on to identify key planning issues before reaching its conclusions.

Transport Assessment, Volumes 1 to 4:

This provides an introduction to the proposals, and then goes on to describe the existing use of the site and the surrounding highway network, patterns of movement and public transport availability. The development proposals are outlined and its likely trip generation assessed, car parking is analysed and the likely impacts on the adjoining highway network are quantified. The assessment then outlines relevant local and national planning policy and guidance and provides a summary of its findings and a conclusion.

Morrison's Travel Plan/ Residential Travel Plan:

These draft plans advise of the likely measures that will be adopted to encourage staff, customers and residents to adopt more sustainable travel means.

Letter from Redwood Partnership concerning LB Highway Engineer comments dated 15/11/18:

This provides a response to the comments raised by the Council's Highway Engineer.

Letter from Redwood Partnership concerning TfL comments dated 15/11/18:

This provides a response to the comments raised by the TfL Highway Engineer.

Sustainability Statement:

This describes how the development will perform in terms of sustainability within the design and construction phases and expands upon the key themes of energy, transport, water, sustainable urban drainage, air quality, ecology, noise and light pollution.

Energy Strategy:

This presents the results of the energy assessment conducted for the proposed development and the strategy for providing sustainable development and energy provision.

Flood Risk Assessment in Accordance with NPPF & Drainage Strategy, Rev. A:

This presents the findings of the flood risk assessment undertaken and the strategy for providing foul and surface water drainage infrastructure.

Noise Assessment:

This provides an assessment of the impact of noise on and from the development on both existing and proposed residential noise sensitive properties. It considers relevant national and WHO policy and guidance, together with local guidance and then describes the noise survey methodology, which was carried out between the 16th and 17th April 2018 and noise results are presented. The report then considers the impact of existing noise on the proposed residential properties and how the design and mitigation measures such as acoustic glazing can reduce these impacts. The assessment suggests the wording for a number of recommended conditions and then provides a summary and conclusions.

Air Quality Neutral Calculation Report:

This uses the GLA's Sustainable Design and Construction Supplementary Guidance (April 2014) calculation method to determine whether the development is 'air quality neutral' by separately quantifying building emissions (from heating and power plant) and transport emissions. These are then compared against relevant benchmarks. Details of the heat and power plant are not known at this stage but the report advises that the plant will comply with the emissions limit set in the SPG. The total transport emissions are below the relevant benchmarks for the operational phase which define neutrality and thus mitigation measures are not required although the development is committed to several on-site mitigation measures such as cycle storage and electric charging point provision.

Air Quality Assessment:

An introduction to the assessment is provided and then the report goes on to consider relevant international, national, regional and local policy and guidance. Assessment methodology is described for the construction and operational phases of development and baseline air quality conditions are presented using data from local monitoring stations. An assessment of construction phase air quality impacts are presented, with the main risk identified being dust generation and then the operational impact on air quality with the new population exposure is assessed which is not predicted to be significant. Mitigation

measures are described, which mainly relate to dust prevention and conclusions are drawn, with the report stating that the scheme does not conflict with national or local policies and that there are no constraints on the development as regards air quality.

Daylight, Sunlight and Overshadowing Assessment:

This report assesses the level of daylight and sunlight that would be received by properties and the levels of overshadowing that would occur to their amenity areas of both neighbouring properties and the proposed units, following the Building Research Establishment's (BRE) report "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (October 2011)".

Arboricultural Report:

This assesses the trees on and close to the site.

Archaeological Desk Based Assessment:

This provides an introduction, establishes the scope of the study and identifies current and emerging relevant planning policy and guidance. It goes on to describe the site and reviews existing archaeological evidence as it relates to the site, including cartographical and documentary sources. The study concludes that that the site has a low-negligible potential to contain archaeological evidence for all periods and given the small scale of the site (0.48ha), and extent of previous development, it is unlikely that any surviving archaeological remains would make a significant contribution to the heritage value of the APZ. Nevertheless, the proposed development has the potential to truncate or completely remove any archaeological remains, of no more than local to regional significance, which may survive within the study site.

Townscape and Visual Analysis:

This provides an assessment of the visual impact of the proposal.

Preliminary Risk Assessment:

This presents the findings of an initial assessment of existing conditions and potential environmental risk.

Draft Construction Management Plan:

This advises of the construction methodology and the measures to be employed to reduce the environmental impact of construction works.

Statement of Community Involvement:

This advises of the community engagement undertaken with the proposed development.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no relevant planning history on site.

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.E3 (2012) Strategy for Heathrow Opportunity Area
- PT1.E5 (2012) Town and Local Centres
- PT1.E7 (2012) Raising Skills
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T1 (2012) Accessible Local Destinations
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF- 2 NPPF-2 2018 - Achieving sustainable development
- NPPF- 5 NPPF-5 2018 - Delivering a sufficient supply of homes
- NPPF- 6 NPPF-6 2018 - Building a strong, competitive economy
- NPPF- 7 NPPF-7 2018 - Ensuring the vitality of town centres
- NPPF- 8 NPPF-8 2018 - Promoting healthy and safe communities
- NPPF- 9 NPPF-9 2018 - Promoting sustainable transport
- NPPF- 11 NPPF-11 2018 - Making effective use of land
- NPPF- 12 NPPF-12 2018 - Achieving well-designed places
- NPPF- 14 NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
- LPP 2.15 (2016) Town Centres
- LPP 3.1 (2016) Ensuring equal life chances for all
- LPP 3.2 (2016) Improving health and addressing health inequalities
- LPP 3.3 (2016) Increasing housing supply
- LPP 3.4 (2015) Optimising housing potential
- LPP 3.5 (2016) Quality and design of housing developments
- LPP 3.6 (2016) Children and young people's play and informal recreation facilities
- LPP 3.7 (2016) Large residential developments
- LPP 3.8 (2016) Housing Choice
- LPP 3.9 (2016) Mixed and Balanced Communities
- LPP 3.12 (2016) Negotiating affordable housing on individual private residential and mixed-

	use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 4.7	(2016) Retail and town centre development
LPP 4.8	(2016) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 4.9	(2016) Small Shops
LPP 4.12	(2016) Improving opportunities for all
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
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 5.17	(2016) Waste capacity
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
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 7.8	(2016) Heritage assets and archaeology
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2016) Trees and woodlands
LPP 7.27	(2016) Blue Ribbon Network: supporting infrastructure and recreational use
LPP 8.2	(2016) Planning obligations
BE3	Investigation of sites of archaeological interest and protection of archaeological remains

BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
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.
BE26	Town centres - design, layout and landscaping of new buildings
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
H4	Mix of housing units
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
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
AM16	Availability for public use of parking spaces in commercial developments in town centres and other areas
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006

SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **6th September 2018**

5.2 Site Notice Expiry Date:- **13th September 2018**

6. Consultations

External Consultees

235 neighbouring properties were consulted on 14/8/18, together with the West Drayton Residents' Association, West Drayton Garden City Residents' Association, Yiewsley & West Drayton Town Centre Action Group and the West Drayton and District Local History Society. The application was also advertised in the local press on 22/8/18, with a closing date of 13/9/18 and 3 notices have been displayed at the front of the site and outside the store's entrance on 17/8/18 with a closing date of 7/9/18. 16 consultation responses were received, which are summarized below.

Substantial amendments were made to the scheme with the submission of revised plans on 29/10/18 and a further consultation period was undertaken, with a closing date of 28/11/18. A total of 20 responses have been received to this re-consultation, 10 of which are from new respondents. The comments received mainly re-iterate the concerns raised on the original scheme, but do raise additional concerns/comments, which are summarised below.

The 16 consultation responses received to the initial consultation raise objections to the proposal on the following summarized grounds:-

Impact on Street Scene

- (i) This is a huge development on a very narrow corner, which would be overdevelopment of the site and due to its height would be out of keeping with the area and its mainly 3 storied surrounding buildings and be detrimental to the canal.
- (ii) This scheme would be overdevelopment of the site,
- (iii) The council has allowed another monstrous carbuncle to be built in Tavistock Road which is an eyesore that looms over West Drayton which local residents will have to live with for generations to come,
- (iv) There will be reduced tree cover on the St. Stephen's Road towpath of the Union Canal due to this development,

Highway Safety and Parking

- (v) Existing road transport links are unlikely to be able to sustain the volume of traffic likely to be generated by the new development in addition to all existing currently proposed and ongoing developments. The High Street in particular is already badly congested, particularly at peak times when it can take 20 mins to drive 300m. Movement of vehicles from this site into and off the High Street is a concern due to narrow roads shared with numerous other residences and businesses. and no traffic lights at St Stephens Road / High Street intersections. Will one-way system be required? Specific information on how the above concerns will be addressed if the development goes ahead required,
- (vi) Lack of residents parking with 101 residential parking bays (0.7 spaces per unit). This is not sufficient, particularly as there is no suitable street parking available except a few on the High Street

which are used by local shoppers,

(vii) There is a stated 40% decrease in parking for shoppers which could lead to traffic issues as shoppers arriving will be awaiting a parking bay, causing tail backs. A new store is bound to attract more shoppers and thus will attract more vehicles,

(viii) Site unable to support both business and residential. Increased volume of motor traffic due to store expansion (vehicles to car park, lorries for re-supply) will significantly increase danger to pedestrians (including pupils at St. Matthew's Primary School) on a road that is not designed for such traffic,

(ix) Construction works on the High Street will cause chaos, with diversions during crane deliveries to small adjacent roads not fit for heavy traffic, lorries demolishing roads. The worst impact to the community is during the development stage and this needs to be addressed as the surrounding roads are already dangerous and will be more so once current developments are completed and occupied. Demolition will result in the site being sealed off impacting on the pedestrian walking space,

(x) The recent fire that happened on the massive development currently happening on Bentinck Road in July highlighted safety and access issues for our roads already.

(xi) We already have an approved council dump off the high street. This demolition and rebuilding of the new Morrisons and 144 flats on top will cause traffic chaos for at least 2 years.

Impact of amenity

(xi) Daylight will be blocked from 8 storey block of flats and obscure morning sunlight to properties on opposite side of canal,

(xii) Numerous flat windows would directly look into our side of the adjoining block and into front rooms and we will lose all our privacy,

(xiii) Noise will be detrimental to my living standards. The noise from Morrisons already starts at 5am most days and disrupts sleep. The planned increase in site traffic and activity on completion of this expanded development will worsen this situation for existing residents in the vicinity,

(xiv) There will be noise from residential flats - its already become very noisy from 2 new blocks of flats which were built recently to both corners of the bridge. So another 140 flats will provide even more noise in our quiet location,

(xv) Increased pollution due to the increase in traffic,

(xvi) Area already suffers from noise with the existing Morrisons with its car park and delivery yard, school playground and adjoining commercial sites. This will make balconies unusable,

(xvii) The disruption and pollution (noise, air) for residents opposite the development (Art Wood House, Versatile House, Betjeman Court, Union Wharf et al) is likely to be significant and prolonged during any construction work to the degree proposed in this development. Dust and particulate pollution (PM10, wood dust, cement dust) is likely to be significant and detrimental to the health of existing residents in the said existing properties should construction of this scale for this duration be envisaged - local air quality is already significantly reduced given ongoing construction by Redrow at Padcroft/Comag. Dirt and dust which accumulates on cars and enters flat even with the windows shut. As a result, windows cannot be opened until construction sites close,

(xviii) Some sites have been known to work on Sundays and Bank Holidays such as the massive development currently happening on Bentinck Road, with more noise, more cranes, more dirt and dust on plants,

(xix) The views from the front of flats are being spoilt by more and more blocks of concrete which seem to be getting higher and higher with every new approved application and we are now expected to have another block of concrete at the back, on the other side of the canal, which is the only side with some sort of 'view' of the Canal and hedgerows, at least until trees shed their leaves which exposes unsightly commercial premises,

(xx) Area needs more open spaces and trees.

(xxi) The council need to act as per their logo by 'Putting residents first' by actually affording the existing residents some consideration instead of forcing us to live in a permanent building site of a town, filthy, noisy and already over crowded with people, cars increasing crime and drug dealers,

(xxii) There's no statement on the impact of the demolition and building work impact, to the

surrounding retailers, residents and users of the local facilities including the NHS facility.

Housing

(xxiii) As a teacher in the Borough for over 40 years, it is obvious that we need family homes in the area, not more one or two bedroomed flats which offer the most profit to the developers,

(xxiv) Being placed in a ward of Hillingdon where the average household income is in the lower regions, this development has insufficient affordable and shared ownership units to cater for the local residents. More affordable / SO units are required in the southern wards to cater for the income bracket of it's residents,

Primary School

(xxv) The impact on the adjacent Primary school, including overlooking would be unacceptable. Primary school needs to be fully assessed before any permission is granted,

Other

(xxvi) Given the volume of housing already constructed in recent years, and other local developments elsewhere, there is not a need for further high-density housing in this location,

(xxvii) There has been a lack of improvement and upgrade to public infrastructure, including medical services, policing, shops, schools, parks and general public facilities with other approved residential development in the area including roads in the UB7 wards. Already difficult to get doctor's appointment,

(xxviii) Rubbish clearance a problem as people are just leaving stuff down streets.

(xxix) The crime in the area has increased,

(xxx) I have already submitted a petition to stop major developments in the UB7 area for which the Council has not allowed any action despite it being approved,

(xxxi) I found it extremely difficult to find this planning application,

(xxxii) What is happening to our town is a very worrying situation, socially and environmentally.

New comments/concerns raised to re-consultation (as opposed to re-iteration of previous objections):-

(xxxiii) Fail to see how the scheme has been amended and all previous objections still stand,

(xxxiv) Even though you have invited further comments, there are no illusions that sending in objections will have no bearing on the approval of this application as we all know that money talks, and applicant will keep on appealing until they get their approval,

(xxxv) Proposal will reduce value of my property,

(xxxvi) Hairdressers opposite already have to have theirs lights on summer and winter, and

(xxxvii) Need to consider other areas for such development in the north of the borough.

Inland Waterways Association (Middlesex Branch):

Our principal interest is the relationship between the proposed development (Ref: 2370/APP/2018/2793) and the adjoining Grand Union Canal. We strongly object to this application for the following reasons:-

We note that most of the surrounding buildings, both proposed and existing, are five or six storeys in height and for townscape reasons we consider that the proposals for 41-67 High Street should follow this general approach to scale and massing.

Although the recent submission of a revised scheme reduces the height of the proposed building we consider that the scale of the development remains detrimental to the character and setting of the canal.

From the Section AA drawings we note that the roof parapet on the west elevation facing St Stephen's Road has been reduced in height by 2 metres by reducing the floor to floor height of the residential accommodation. We believe that the overall reduction in height of 2 metres is not

sufficient and the proposed development will dominate the canal and its surroundings.

The St Stephen's Road elevation is misleadingly described as seven storeys in height (diagram on Page 9 of the Design and Access Statement) whereas it is in fact 8 storeys in height. The applicant seems to have deliberately ignored the mezzanine level (duplex flats D01 to D03) in preparing the supporting documents.

The revised scheme has introduced gabled roof elements on the elevation facing St Stephen's Road. This device appears unsympathetic to the general architecture of the scheme and looks like an 'afterthought'. No roof plan has been submitted so it is not possible to assess the extent of the pitched roofs or to gauge the form that the roof will present when seen from the canal towpath.

GLA (Summary):

London Plan policies on housing mix, affordable housing, housing density, children and young person's play, urban design, access, energy and transport are relevant to this application. The below issues must be addressed to ensure the proposal complies with the London Plan:

- Principle of development: The principle of a residential-led mixed use development, including the re-provision of supermarket (A1) retail, is strongly supported in accordance with Policies Policy 2.13, 2.15 and 3.3 of the London Plan as well as Policies SD1, SD6, SD7 and H1 of the draft London Plan
- Affordable housing: Both the quantum of affordable housing and the proposed tenure mix are supported and accord with the 'threshold approach' to planning applications outlined in Policies H6 and H13 of the draft London Plan and the Mayor's Affordable Housing and Viability SPG. In order to qualify for fast track consideration, the applicant must demonstrate that all opportunities to increase the affordable housing offer beyond 35% through grant funding have been adequately investigated.
- Urban design: The heights and massing strategy are supported and consistent with the scale of the emerging context. Further optimisation of the site through increased building heights may be considered acceptable subject to local townscape and views testing. A more prominent colonnade should be incorporated at ground floor in order to further improve the visual relationship between ground and upper floors. Residential Cores A and B must be physically separated. A lift, ramp or other measures to provide step-free connection between the play spaces and amenity areas at ground and first floor must be incorporated. The Council should secure compliance with Building Regulations M4 (2) and M4 (3) by condition, and also ensure that a minimum of 10% of units are delivered as wheelchair accessible units.
- Sustainable development: The applicant has broadly followed the energy hierarchy. However, further revisions and information are required before the proposals can be considered acceptable and the carbon dioxide savings verified to comply with Policy 5.2 of the London Plan and Policy SI2 of the draft London Plan. Detailed comments in this regard have been provided to the applicant under separate cover.
- Transport: The layout of the residents' car park at lower basement level must be revised with the provision of additional turning space, in order to ensure that all vehicles are capable entering and existing this area in a forward gear. The application must be amended to reduce the amount of residential and non-residential parking provision in line with Policy T6.1 and T6.3 of the draft London Plan. Cycle parking must be increased to achieve the minimum standards of Policy T5 of the draft London Plan and be laid out in accordance with the London Cycle Design Standards (LCDS). A Car Park Management Plan (CPMP), Delivery and Servicing Management Plan (DSP) , Constriction Logistics Plan (CLP) and Framework Travel Plan must be submitted prior to determination of the application, and finalised versions secured by appropriate conditions and a s106 Legal Agreement.

Officer comment:

As regards the GLAs comments on Urban design, the plans have been amended which show that doors will be provided on each of the residential levels which will split the corridors and make physically separate Cores A and B other than at times of emergency when the alarm(s) will open the doors.

As regards the childrens play area, this would be provided at ground floor level at the rear of the site. Revised plans have been received which show lift provision at the rear of the larger podium deck adjacent to the proposed stairs which will link the ground and first floor amenity areas. This will allow direct step free access from the accessible residential units on each floor within each Core Area to the children's play area via the footpaths which cross the first floor podium area and the ground floor footpath which runs along the northern boundary of the site.

TFL:

After assessing the submitted case documents, TfL makes the following comments:

1. The site is located within the Yiewsley Opportunity Area as designated in the London Plan;
2. The site is in close proximity to West Drayton Station which will benefit from the introduction of the Elizabeth Line from December 2019;
3. Whilst the development site currently has a Public Transport Accessibility Level (PTAL) of 3, it is expected that this score will rise to at least 4 once the Elizabeth Line is operational;
4. The application proposes 101 residential car parking spaces. Whilst this is within Draft London Plan Maximum Standards for PTAL 3, TfL believes there is further scope for parking to be significantly reduced given the proximity of the site to West Drayton Station (as mentioned in point 3) to a maximum parking provision of 0.5 spaces per unit, resulting in a maximum car parking provision of 72 spaces.
5. Regardless of the number of residential car parking spaces which is ultimately agreed, the applicant should provide accessible parking bays in line with Draft London Plan Policy T6.1.
6. Whilst it is noted that the applicant is proposing electric vehicle charging spaces at a level of 20% active and 20% passive provision, the applicant should endeavour to provide 20% active provision and the remaining 80% passive provision in order to conform with Draft London Plan Policy T6.1.
7. 69 car parking spaces are proposed for the retail aspect of the development. Whilst this is in conformity with Current London Plan maximum standards, the applicant should endeavour to reduce the retail car parking provision to conform with Draft London Plan Policy T6.3. This policy states that initially, the applicant should seek to make use of existing public car parking provision in the area and this is particularly prevalent for this site due to its location within Yiewsley Town Centre.
8. Due to the sites location within an Outer London Opportunity Area, Draft London Plan Policy T6.3 states that the maximum retail car parking provision should be up to 1 space per 75sqm which results in a maximum car parking provision for the retail element of 22 spaces.
9. Regardless of the level of retail car parking provision which is ultimately agreed, this provision should be made publicly available to further conform to Draft London Plan Policy T6.3. Furthermore, 6% of all spaces should be designated blue badge bays with a further 4% enlarged bays in order to conform with Draft London Plan Policy T6.5. These spaces should be located on firm and level ground as close to the building entrance as possible.
10. 165 residential cycle parking spaces are proposes, with further space available to expand this

provision to 244 should the demand be identified in the Travel Plan. In order to conform with Current London Plan minimum standards, a minimum of 241 long stay cycle parking spaces should be provided from the outset. The applicant should, however endeavour to provide 265 long stay cycle parking spaces in order to conform to Draft London Plan minimum standards, as outlined in Policy T5. Furthermore, the applicant should provide 1 short stay space per 40 units, equating to a short stay provision for the residential units of 4 spaces.

11. For the retail aspect of the development, 32 staff and customer spaces are proposed. This is in conformity with Draft London Plan minimum standards and is therefore deemed acceptable.

12. All cycle parking should be sheltered and secure with unimpeded access in accordance with good practice guidance in Chapter 8 of the London Cycle Design Standard (LCDS). Short-stay cycle parking should be easy to access from the street frontage.

13. End of journey facilities for employees for the proposed foodstore (Class A1) should be provided in order to promote active and sustainable travel to work.

14. Whilst it is stated within the TA that 2 separate Travel Plans, a Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP) have been submitted as part of the application, these documents could be located and as such TfL can make no comment on them. The applicant should submit these documents to the London Borough of Hillingdon, in consultation with TfL so that the impact of the development can be assessed. The finalised versions of these documents should be secured by condition.

15. Mayoral Infrastructure Levy (MCIL) is charged at a rate of £35 per square metre of floorspace for the London Borough of Hillingdon. In June 2017, the Mayor published proposals for an MCIL2 to contribute to Crossrail 2 funding. This would be levied from April 2019, and would replace both MCIL and the Crossrail Section 106 contributions scheme.

In conclusion, TfL would ask the applicant to assess the above issues raised satisfactorily before TfL can support the application.

Further comments have been received from TfL on the revised plans which reiterate their initial comments as regards car parking overprovision as compared with London Plan standards.

TfL go on to advise that as the proposed unit mix has been amended 265 residential long stay cycle parking spaces will be required from the outset (the 2016 London Plan requires 239 long stay cycle parking spaces based on the amended accommodation schedule). The proposed 165 cycle spaces with space to provide up to 250 spaces in the future is not considered acceptable and not in conformity with the current or draft London Plan. 4 short stay resident cycle spaces are also required close to building entrances. As regards retail facilities, they also note that staff lockers are welcomed, however showers and changing facilities should also be provided.

They go on to note that the offer to revise the proposals to 80% passive and 20% active electric vehicle charging and is welcomed and this should be secured by condition.

As regards servicing and construction they advise that the Construction Management Plan does not include a programme of works, or strategies to reduce impacts and a revised CMP should be submitted, controlled by condition.

TfL also raise concerns over the access arrangements which show a 16.5m articulated lorry encroaching into opposing traffic.

Officer comment:

The revised cycle provision required by TfL is noted. However, all the matters raised by TfL have

been considered by the Council's Highway Engineer and are dealt with in the officer's report. A full review of the revised scheme will be provided within the Mayor's Stage 2 Report on the scheme.

GLAAS:

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Colne Valley.

If you grant planning consent, paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

The applicant's archaeological desk-based assessment suggests that the site has low-negligible potential for archaeology of all periods and draws attention to the disturbance caused by the existing Morrison's superstore. I agree that the existing store's basement will have removed any archaeological interest under the building footprint but the car park to the rear may not have been so heavily disturbed. Moreover, the Archaeology Priority Zone relates to potential for important prehistoric archaeology along the Colne Valley on the river gravels, alluvium and brickearth. A comparable small site at 70 Station Road, West Drayton, 500m to the south investigated in 2013 demonstrated intensive multi-period occupation from the Neolithic to post-medieval. Other sites nearby have been heavily disturbed by industrial uses but in this case the rear car park area appears to have been undeveloped open land until the construction of the supermarket. I therefore disagree with the assessment and conclude that the rear (unbasemented) part of the site has moderate potential for prehistoric remains.

The proposed development involves intensive built development which would likely remove any surviving archaeological interest.

I have looked at this proposal and at the Greater London Historic Environment Record. I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. I therefore recommend attaching a condition as follows:

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication &

dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Informative:

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

I envisage that the archaeological fieldwork would comprise the following:

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

Part 1 of the condition would entail trial trenching in the existing rear car park to establish if any significant remains survive. If they do then further investigation would be secured by stage 2.

NATS:

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly , NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise.

It remains your responsibility to ensure that all the appropriate consultees are properly consulted. If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

HEATHROW SAFEGUARDING:

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

Submission of a Bird Hazard Management Plan

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

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards around an Aerodrome' attached * See para below for further information *

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

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

Information

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

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

We will need to object to these proposals unless the above-mentioned conditions are applied to any planning permission.

We would also make the following observations:

Cranes

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

Wind Turbines

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

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

CANALS AND RIVER TRUST:

The main issue relevant to the Trust as statutory consultee on this application is:

a) Impact on towpath due to the proximity of the development to the canal.

On the basis of on the information available our advice is that a legal agreement is necessary

to address this matter. Our advice and comments are detailed below:

The Trust is the owner and navigation authority of the Grand Union Canal to the south of the site. Although the size and mass of the building will alter the appearance of the canal corridor, it is set back enough from the towpath (across St Stephen's Road) for the impact to be limited. The proposed active frontage on the ground floor facing towards the canal will represent a big improvement to the site.

The site is within a couple of minutes walk to our network. There are currently two informal access points onto the towpath from St Stephens Road near the subject site. Towpaths make excellent places for people to walk and cycle considerably. Not only is this a recreational resource, it can be an attractive commuter route (the towpath acts as a key route away from roads), reducing congestion, carbon emissions and poor air quality in the wider area and supporting people to lead healthier lives.

The Transport Assessment indicates that there a number of community and employment locations within a 30-minute cycle ride of the development site including Heathrow, Uxbridge, Southall, Hayes, Harlington, and Stockley Park, many of which could be accessed via the towpath. Given the proximity of the site to our network and the likelihood that the development would result in additional users of our towpath for recreation and commuting, we would like to seek towpath and access point improvements to mitigate against the additional users.

We met with the developer to discuss their proposals and would welcome further engagement with regards to potential for improvements/new access points to the towpath from St Stephens Road. Given the access points are outside of the redline boundary, we would like to secure a s106 contributions towards towpath improvements to include two improved or new access points from St Stephens Road, and/or other towpath improvements. We would seek to encourage use of the towpath by creating welcoming, formal access points, opportunity for improved plantings along St Stephen's Road should be explored, to prevent informal crossing points onto the towpath and possibly cutting back vegetation around access points to increase safety.

Surface Water Drainage

It may be possible to drain surface water discharge into the canal, subject to agreement with our Utilities Team, who will also be able to advise you on the use of canal water for heating and cooling. Contact details are provided in the proposed informative below.

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

Informatives

"The applicant is advised that surface water discharge to the waterway will require prior consent from the Canal & River Trust. Please contact Jacquie Watt from the Canal & River Trust Utilities team (Jacquie.Watt@canalrivertrust.org.uk)".

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

Further comments:

We have reviewed the costs associated with the requested improvements to access points onto the towpath.

£70k would be required to provide towpath access improvements including two new accesses to the towpath from St Stephen's Road via ramped surfaces, raised tables on the highway, mitigation planting and habitat improvement, and project management costs to deliver the works.

If the developer would prefer to carry out the works themselves in conjunction with other works associated with the site, this could be written into the agreement. I have advised the developer of this figure.

METROPOLITAN POLICE SECURE BY DESIGN OFFICER:

I met with representatives from this application and reviewed the development against SBD guidelines. I do not wish to object and have made recommendations which if followed will result in the scheme achieving SBD accreditation, recommendations include gating the car park, and blocking the proposed pedestrian access route from the car park out to the High Street area. I request that a condition is applied that SBD accreditation is achieved.

Internal Consultees

POLICY OFFICER:

Principle of Development:

The principle of a residential-led mixed use scheme in this location is supported.

The scheme, if deemed acceptable in design terms, would provide 144 residential units in West Drayton/Yiewsley Town Centre through the redevelopment of brownfield land. The approach of meeting housing demand through the efficient use of brownfield land is supported in Paragraph 118 of the NPPF (2018), Policy 3.3 of the London Plan (2016) and Policy H1 of the Local Plan: Part 1 - Strategic Policies (2012). As such, the contribution of these new units would assist in meeting the Council's annual housing target of a minimum of 559 units.

Policy H1 of the Local Plan: Part 1 - Strategic Policies (2012) notes the potential for high quality mixed used developments to meet housing demand, which is also reflected in Policy 3.3 of the London Plan (2016). When delivered to a high-quality, mixed use schemes in sustainable locations have the potential to achieve multiple public benefits and their value to Outer London is outlined in Policy 2.7 of the London Plan (2016).

The net loss of 1,697m² (GIA) of A1 retail is noted, however it is deemed to be acceptable due to the following:

- The retention of the Primary Shopping Frontage along the High Street.
- Improved Primary Shopping frontage, both visually and through better access from the High Street to the shop.
- Retention of the existing retail provider onsite, with a fit for purpose retail unit that improves the efficiency of the site through a new layout and modernisation of the shop.
- Recognition that the residential element of the scheme can play an important role in increasing the vitality of West Drayton/Yiewsley Town Centre through increased footfall in line with Policy 2.15 of London Plan (2016) and Paragraph 85f NPPF (2018).

Housing Mix:

Policies H4 and H5 of the Local Plan: Part 2 - Saved UDP Policies (2012) relate to the mix of housing to be provided on new schemes. Policy H4 notes that within town centres, predominantly one and two bedroom developments will be preferable. Policy H5 however also notes that the council will encourage new homes for large families where required, including through the provision of larger dwellings by the private sector in new development.

The latest evidence of local housing need comes from the Strategic Housing Market Assessment (2016) which indicates a substantial borough-wide requirement for larger private market units, particularly 3 bedroom properties. In regards to affordable housing specifically, the need is for 2 and

3 bedroom properties.

The focus on one and two bedroom units (86%) is deemed to be consistent Policy H4 of the current Local Plan: Part 2 - Saved UDP Policies (2012) taking into account its town centre location. The emphasis on two bedroom units (53%) over one bedroom units (33%) is supported, as well as the inclusion of three and four bedroom units (14%). Overall the scheme offers a good mix of unit sizes, which has been confirmed with colleagues from the Housing Team.

Affordable Housing:

The scheme proposes a 35% affordable housing offer when calculated by habitable rooms, with an acceptable tenure split. It therefore appears to be compliant with the threshold approach outlined in the Mayor's Affordable Housing and Viability SPG (2017). The applicant should ensure however that the affordable units are predominantly achieved on the larger units, which appears to be the case with 85% of them on two to four bedroom units. I can confirm that these comments have also been endorsed with colleagues from the Housing Team.

URBAN DESIGN/ CONSERVATION OFFICER:

The scheme has undergone a number of revisions in response to officers concerns. These concerns pertain to height, setbacks, design and materials of the fenestration, and roof profile. These issues have now been addressed positively with the latest set of drawings issued 14.11.2018. Though there is still one area of minor concern regarding a separation distance infringement (detailed below).

In summary, the principle of development is acceptable, with a single ground floor retail use and residential above. The retail floor area is reduced when compared to the existing floor area. However, this is deemed acceptable because the previous format was considered too large for the town centre/ high street, but too small when competing with larger format offers within the local catchment area. Therefore, the store was not considered economically sustainable in its existing format. The proposed scheme retains the high street anchor store offer, albeit a reduced 'metro' size footprint, with the added benefit of utilising the site for other uses that will add vitality and activity to the High Street and St Stephen's Road.

The form of the development is a perimeter block that fronts the High Street and St Stephen's Road, creating positive continuity and enclose for these salient streets and spaces that includes the canalside (Blue Ribbon Network). Servicing and ancillary uses for the retail space is contained within a ground floor podium, with residential amenity space above on a podium deck (separated) that will serve the residential dwellings that enclose/ front the podium deck area itself. Parking for the retail and residential uses are contained within x2 basement levels that are segregated with controlled access. The perimeter block activates the High Street with a retail use [long] frontage. And turns the corner onto St Stephen's with a entrance lobby on the confluence with the High Street for the retail store. St Stephen's Road is activated by x3 duplex dwellings and entrance lobbies to the residential flats above. The frontage along St Stephen's Road has been setback to allow for more defensible space for the street level dwellings. The entrance to the parking and service areas is also located on St Stephens Road, broadly in the same location as the existing retail operation to the north. The development is setback from St Matthews primary school to reduce the development impact on the school, whilst providing ground floor amenity space/ landscape/ drainage that will serve (and support) the residents of the proposed scheme.

The scale of the development ranges from four to six to eight storeys (equivalent) in height. The heights vary and undulated along the perimeter edge of the development that responds the varying edge conditions of the site. The improved roofline and overall materials palette further reduces the impact of the previously considered dominant proposal. The rear of the development is broadly defined by the single storey height of the podium deck that further reduces the impact on neighbouring development, with landscaped areas and controlled access path that links the rear of

the site to the podium deck level and ground floor amenity space to the north. The northern edge of the development facing St Matthews has also seen further improvements with the removal of projecting balconies and further controlling the outlook of the dwellings to mitigate separation distance and overlooking concerns.

Only one notable instance of a separation distance conflict occurs on the south-east corner, fronting St Stephen's Street, on the corner of the High Street, looking southwards towards the existing residential flats (Art Wood Apartments). This affects the existing residents of Art Wood Apartments for x4 dwellings, as the habitable room (kitchen/ dinner) outlook for those x4 dwellings will now (proposed) be facing a partial blank wall within 15m (circa 13m). Currently the first floor dwelling of Art Wood Apartments is facing a blank wall of the existing Morrison's and is within circa 12m. But the building is low lying, therefore there is ample skygap/ view of skyline to not warrant a concern for x1 dwelling only. The proposed scheme will now affect x4 existing dwellings. And the proposed development is up to eight storeys in this location, which will significantly reduce the skyline/ outlook from the existing dwellings in this instance. The applicant should further amend this area of the proposed scheme to mitigate this policy conflict concern.

There is clear a public benefit of the proposed scheme that will open up access to the canal towpath and introduce public realm/ highways improvements to St Stephen's Road. These will need to be conditioned with regards to design/ layout (with CRT as a consult for the canalside works). And adequate funding to be made available to deliver these benefits should be secured through a S106 agreement.

Officer comment:

Further amended plans have been received which address the remaining concern of the Urban Design/ Conservation Officer as regards the 15m separation distance.

HIGHWAY ENGINEER:

The development site occupies a town centre location fronting onto the A408 High Street, Yiewsley. The A408 as it passes through the town has street lighting and speed tables. The western site boundary is formed by the southern half of St Stephen's Road (South). St Stephen's Road is horse shoe shaped with two Give Way junctions with High Street, one to the north, the other to the south. These are spaced just over 200 metres apart.

The development site is currently occupied by a 3,340 sqm Morrisons supermarket, the main customer entrance is from High Street. Customer parking for 114 vehicles is accessed from St Stephen Road (South) at the rear of the store. The site has a second access for servicing and deliveries also from St Stephen's Road (South). There is a single yellow line 08:00 to 18:30 hours Monday to Saturday parking restriction along St Stephens Street (South) outside these two Morrisons vehicle entrances. The northern part of St Stephens Street (North) is residential in nature and falls within the Y1 residents Parking Management Scheme, parking is limited to permit holders only 09:00 to 18:00 hours Monday to Saturdays. This Parking Management Scheme was introduced in response to a petition from local residents.

On the other side of the St Stephen's Road (South) to the existing Morrisons is the Grand Union Canal, the boundary is formed by unkempt trees and bushes. In a number of places desire lines have been formed by people taking a short cut to the Canal towpath.

The site benefits from a wide range of services and facilities available locally including banks, pharmacist, supermarkets, Health Centre, Library, as well as a number of local bus routes serving Hayes, West Drayton, Harmondsworth, Heathrow Airport, Uxbridge, Cowley, Cranford, Hounslow, Brunel University, Uxbridge and Stockley Park. There is also a school service to Yeading, Hayes End, Hillingdon and Ickenham. West Drayton railway station is within convenient walking distance offering train services London Paddington and Reading stopping en-route. In December 2019 the

Elizabeth Line (Crossrail) between Reading/Heathrow Airport, Central London and Shenfield/Abbey Wood will start operating from West Drayton. The site has a PTAL score of 3 indicating it has reasonable access to public transport.

The proposed development comprises of a replacement smaller 'local' 1,643 sqm Morrisons foodstore (Use Class A1) at ground level with 144 dwellings (Use Class C3) above. These dwellings are made up of 47 1-bedroom apartments, 76 2-bedroom apartments, 16 3-bedroom apartments and 5 4-bedroom apartments. The existing separate services and delivery and customer car park entrances along St Stephen's Road (South) will be closed and replaced with a single entrance shared by residents, customers and servicing and delivery vehicles.

The new development will have 69 Morrisons customer parking spaces all in an upper-level basement car park, of these 6 would be for disabled people and located close to the lifts and staircases that provide access to the ground floor supermarket. This disabled parking for the supermarket accounts for 10% of the total amount provided and accords with the Council's car parking standards. There will be 101 parking spaces for residents, 13 of which will be provided in the upper-level basement car park with a further 88 in a lower-level basement car park. Fourteen of the residential car parking spaces would be for disabled people, again this accord with the Council's car parking standards.

The Council requires that 20% of all car parking spaces have active and a further 20% have passive electric vehicle charging points. The developers have committed to meeting this requirement. There would be 14 active and 14 passive electric vehicle charging points in the supermarket car park and a further 21 active and 21 passive electric vehicle charging points in the residents' car park.

The development will have 32 cycle parking spaces for customers and staff and a further 165 cycle parking spaces for residents with space to expand up to 250 spaces in response to demand. This is considered a sensible approach as there is no benefit from having rows of unoccupied cycle stands.

The number of customer car parking spaces to be provided for the Morrisons development conforms with the Council's car parking standards Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). The Council's current A1 retail car parking standards allow for a maximum of between 110 and 22 car parking spaces depending on retail format and PTAL. Taking into account the 'local' character of the new smaller supermarket and the sites PTAL rating of 3, 69 car parking spaces for customers is considered adequate. Transport for London advise that this PTAL ranking will increase to 4 when the Elizabeth Line opens.

The Council's current parking standards for the residential element of the development allows for a maximum of 227 spaces to be provided for the residential units compared to the 101 proposed. The 101 car parking spaces proposed represents a spaces to dwellings ratio of 0.7. The developer in their Transport Assessment that accompanied this planning application highlights that according to the results of the 2011 population census, the average rate of car ownership per household in Yiewsley is 0.71. Taking into account the size and type of residential units to be provided and the sites town centre location, the number of residential car parking spaces to be provided is considered adequate.

To determine the number of trips the residential part of the development would generate, the applicants have referred to the TRICS - the 'industry standard' national database of trip generation. This works by selecting a comparable site from the data base in terms development type and location and applying those observed trip rates to the proposed development. The sites selected by the developer have been checked to make sure they are valid, the sites chosen have a similar PTAL and car parking spaces per dwelling ratio. The forecast number of trips generated by the development is considered a reasonable approximation. On a Friday morning 08:15 to 09:15 hours, TRICS forecast that 12 vehicles would leave the residential part of the development.

The number of trips the new supermarket will generate has been calculated based on traffic surveys carried out at the existing Morrisons on Saturday 10th February and Friday 23rd February 2018. A vehicle trip rate per 100 sqm gross floor area has been calculated based on the observed flows to the existing Morrisons, using this trip rate per 100 sqm it has been possible to calculate the number of trips that the new supermarket will generate. On a Friday morning 08:15 to 09:15 hours the existing supermarket (3,340 sqm) was surveyed to generate 64 departures, with the new smaller supermarket (1,697 sqm) this would fall to 33. The difference between the additional 12 trips generated by the residential element plus the lower figure of 33 generated by the new supermarket represents a net reduction of 19 vehicles leaving the site on a Friday morning.

This is because the existing Morrisons caters for people doing their main weekly food shop, for this type of trip people are reliant on the private car particularly because they will have shopping bags to carry home. The new supermarket is smaller and forecast to cater for proportionately more walk in customers; these customers will originate from nearby offices and housing estates and some of the many new residential developments in the area.

For completeness the applicant have tested how well the local road network will perform both with the new development and once committed developments in the area have been built out and occupied. With the agreement of the Highway Authority the committed developments taken into account are:-

1. Comag
2. Padcroft
3. 5 Station Road
4. Rainbow and Kirkby
5. Land to the rear of 26-36 Horton Road

As expected, with both the new development and committed developments, the amount of traffic on the network increases. However, because the new development is forecast to generate fewer trips than the existing supermarket the impact on the surrounding network is less with the new development compared to with the existing supermarket remaining open.

The developer has then tested how well the surrounding road network will perform with the new development and with the above five committed developments. To provide a robust assessment of the network all of the new residential traffic has been added to the network together with all of the existing Morrisons traffic. No allowance has been made for the forecast reduction in trips to the new supermarket. Furthermore the future road traffic growth has been added using TEMPRO - this is the industry standard modelling tool for calculating road traffic growth using data supplied by the Department for Transport.

Taking the number of trips the development is forecast to generate together with background growth, the developer has then used PICADY - the industry standard modelling software for priority junctions to test how well the junction of St Stephens's Road (South) with High Street will operate in the horizon year 2023. The developer reports that the overall impact of the development on this junction is not considered to be severe, even considering the most robust traffic assumption of no reduction in Morrisons traffic. Again on a Friday morning 08:15 to 09:15 hours 94 vehicles would proceed along St Stephen's Road towards the High Street, of these 77 would turn right southbound toward the railway station. The modelling outputs provided by the developer have been checked, these show that the junction of St Stephen's Road with High Street is still able to operate within capacity even with the new development.

Road safety, delay to traffic, road layout and how delivery and service vehicle drivers will access and egress the site has been carefully considered. The Transport Assessment that forms part of the

planning application includes drawings of the swept path of a 16.5 metre articulated lorry making a left hand turn from the High Street into St Stephen's Road (South). To make this manoeuvre it is necessary for the lorry to fully encroach into the opposite lane. If this lane is occupied by traffic waiting to turn from St Stephen's Road (South) into High Street then the lorry must wait on the High Street until this lane is clear. Whilst the lorry is waiting it will be holding up traffic behind leading to the formation of queues of stationary traffic. When the path is clear and the lorry can turn into St Stephen's Road (South), vehicles driving along St Stephen's Road (South) must wait until the lorry completes the turn and the lane ahead is clear. However, the developer highlights that events of this type are already taking place, as the new supermarket will be smaller; the number of HGVs arriving to make deliveries may reduce to the benefit of the local area.

Within the site there are further concerns regarding vehicle conflicts as delivery and service vehicles, staff, shoppers and residents all share the same access and internal traffic lanes. Once within the site, a 16.5 metre articulated lorry will block customers, staff and residents both from entering and leaving the upper and lower level basements. Driver mistakes or risk taking will lead to vehicle conflicts posing risk to road safety whilst hindering the free flow of traffic. To address these concerns, a robust Service and Delivery Plan is required by way of condition, this should clearly demonstrate how service and delivery vehicle movements will be managed.

There are three refuse collection points all of which are on-street. The developer has been informed by the Council that this raises concerns arising from refuse vehicles obstructing the free flow of traffic and placing other road users at risk when they stop to pick up refuse. Furthermore the presence of refuse containers placed on the footway could obstruct pedestrians. In response, the developer has made provision that on refuse collection days, the bins will be moved by the management company from the internal storage areas to designated on-street 'Collection Zones' and then returned to the internal bin storage areas after emptying. This arrangement will keep to a minimum the amount of time the refuse vehicle has to stop on-street. The 'Collection Zones' are recesses at back of footway, refuse bins placed there will not obstruct pedestrians. A vehicle crossover (dropped kerbs) is required at all collection points to allow the waste containers to be wheeled on-street behind the refuse vehicle without needing to 'bump' up/down the kerb. This matter should be addressed in a Delivery and Service Plan which should be secured by condition.

As part of the planning application, Travel Plans have also been submitted, one for the new supermarket and one for the residential component. Taking into account the sites town centre location and the range of travel options available both of these Travel Plans could be more ambitious in their efforts to reduce the amount of road traffic generated. A baseline and more stretching targets need to be agreed. The developer commits to providing staff lockers for the convenience of people walking or cycling to work, this is a small measure but nevertheless an effective way of encouraging active travel. A finalised version of the Travel Plan should be secured by condition.

A draft Construction and Logistics Management Plan has been provided though again a finalised version of this document should be secured by condition.

The developer proposes a series of work to complement the development. These include widening the existing footway at the proposed site access together with tactile paved crossings, replacement street lighting along St Stephen's Road from its junction with High Street west to the former pedestrian entrance to St Matthew's School and widening of the footway on the High Street where the footway abuts the new Morrisons foodstore. The proposal to widen the footway at the proposed St Stephen's site access is welcomed.

Using developer contributions, the Council is making good progress improving the towpath along the Grand Union Canal to Quietway standard. A Quietway is a cycle route that is convenient and safe for all cyclists to use whether they are a novice cyclist or an experienced and confident rider. The developer in their application have included proposals to create an informal pedestrian crossing

along St Stephen' leading to a new formal access to the Grand Union Canal towpath that both cyclists and pedestrians can use. This could only be built with agreement from the Canal and Rivers Trust but their support is considered almost certain given that they are already working closely with the Council on the Quietway Project. When complete, the Grand Union Canal Quietway will provide a direct and car free cycle route from the development to Hayes, Stockley Park, West Drayton, Cowley and Uxbridge, reducing residents' reliance on the private car for trip making.

Brunel University London have successfully bid for funding from Santander to set up a bike hire scheme based at the University with sites - docking stations also at Hillingdon Hospital and Uxbridge Town Centre. The Morrisons development provides an opportunity to extend this bike hire scheme into Yiewsley/West Drayton. A developer's contribution is sought to be used to provide a docking station within the vicinity of the site and/or The Grand Union Canal Quietway together with funding for additional bicycles.

The developer have also confirmed that they would be willing to make a contribution towards the publishing and making of necessary Traffic Regulation Orders (TROs) secured through a S106 Planning Agreement should LB Hillingdon decide that further waiting or loading restrictions would assist in managing on-street parking on St Stephen's Road.

There are no highway, traffic or transportation objections to this planning application being recommended for approval.

TREE/ LANDSCAPE OFFICER:

This site is occupied by a branch of Morrisons supermarket which is situated on the west side of Yiewsley High Street at the junction with St Stephens Road. A customer car park and loading bay is accessed from St Stephens Road. There are a number of trees on, and close to, the site boundaries, including two birch on the south-east corner of the site, which contribute to the visual amenity of the public realm. There are no TPO's or Conservation Area designations affecting the site.

Comment:

A tree report by Tim Moya has been submitted in support of the development proposal. 23No individual trees and two groups have been identified and assessed either on the site or on adjacent land. There are no 'A' grade trees and only two 'B' justifying a 'B' rating: T8 and T9, two London planes situated on the north-west boundary. Most of the trees are 'C' grade (poor) with some 'U' grade specimens. The 'U' grade trees (T4 and T10) and five 'C' grade trees (T1, T2, T3, T5, and T23) will be removed to facilitate the development. Tree management / pruning has been specified for three trees (T8, T14 and T16). According to the proposed layout plan by Chester, ref. 2-101 Rev W the seven storey mixed use development will retain all off-site trees and the two plane trees on site. Replacement tree planting will include four trees (in ground) on the north-west boundary and approximately 17No. multi-stemmed trees within the landscaped roof garden / decked areas. There is no objection to the proposed development in respect of tree impacts and mitigation - and planning policy. Tree protection details and an arboricultural method statement will be required. A high quality comprehensive landscape scheme will be required to satisfy policies BE23 and BE38.

Recommendation:

No objection subject to conditions COM8, COM9 (parts 1, 2, 3, 4, 5 and 6) and COM10

FLOOD AND WATER MANAGEMENT OFFICER:

A Ward and Cole FRA dated November 2018 has been submitted. Proposal for 141 residential units and 3 units. Site is 0.52 ha in extent. 0.98% hardstanding. There is a two level basement proposed.

The site is in Flood Zone 1 but adjacent to the canal and St Stephens School.

Groundwater is indicated to be 6m below ground level although the ground investigation was undertaken by RSK in September 2018 when water levels are likely to be lowest in the seasonal year. Soil infiltration rates (m/s) of 1.22×10^{-3} , 9.91×10^{-4} and 9.05×10^{-4}

Surface water

800m² Blue Green Roofs to be installed.
Roof run off to be restricted to 5/l/s
Outflow is split between outlets
340m³ attenuation required
A trench soakaway with cellular units is proposed.
Rainwater harvesting system is also proposed.

There are no public surface water sewers in the vicinity. CCTV has been undertaken, which shows blockages in the existing SW network including those on New parade.

There must be remedial work proposed to this area to reduce the likelihood of ongoing flooding of the emergency entrance to basement and substation which is not currently proposed. There is opportunity to create a rain garden to deal with water from the road here and integrate it with the wider surroundings.

It is noted that green roofs are provided but it is not clear that sufficient depth for this arrangement is factored into the proposals and elevation information, which could affect heights.

It is noted that wider surface water strategy proposes infiltration with zero run off from the site.

Groundwater

Such a substantial two level basement over what is currently only a partly submerged ground and which covered much less of the site, The site investigation confirms the presence of groundwater at 6mbgl although it was undertaken at the time of year most likely to be at its lowest so there is likely to be considerable fluctuation in that level. Other ground investigations in the area indicate it much higher. For clearance of vehicles in the basement the basement is likely to be at 6mbgl and there is no mitigation proposed or is indicated there is sufficient space to allow appropriate mitigation. As suggested the front of the building should be pushed back to allow for space along the front and the general travel of groundwater in the area of north to south.

Blue Ribbon Network Canal

It is important that views of access to the Canal Can be seen easily from the High street to encourage walking and cycling. The view of the informal entrance to the canal should be more visible from the High Street, currently Core B hinders this by projecting out further than the Lobby to the rear of the building, and could be set back which would encourage views of and access of the Canal at this point.

Green infrastructure

In addition, the development removes established green infrastructure and trees which are at a public amenity levels and replace this with landscaping only of benefit to residents within the scheme to the rear and does not propose sufficient replacement. This will also allow resilience to climate change and the urban heat island effect as well as flooding.

The entrance to the "New parade" to the north of the site, as it suffers from flooding, and evidenced by the CCTV showing blockages at MH18 and 20. A clearance of the features here and a contribution to the enhancement of the access here to utilise Suds, and create a more appropriate sense of place at the north eastern access point to the development, rather than a substation being

the key focal feature you first see of the development at ground level. Access to the residential Lobby Core A could be significantly improved as well as openness to the access to the rear open space.

The entrance of Core A is not integrated into the views south along the high street, it is hidden and as a result of canopy and bike stores looks like the back of the building, there is significant opportunity to enhance and improve the view from the high street south as well as green infrastructure. The building should be set back further as the high street width is restricted here, and would allow the appropriate level of green infrastructure to benefit pedestrians using the store not just future residents of the proposal etc.

Other street furniture should be utilised where possible rather than bollards at the front of the store integrating further with interesting green infrastructure/ rain gardens

S106

There appears to be limited useful outdoor space without significant changes in height and stairs at ground level. With loss of existing green infrastructure of value to pedestrians in the area within the development, a S106 contribution to green infrastructure in the wider area will be required of 100k.

A clear plan demonstrating how it will enhance the canal and access. This includes the making the informal formal to facilitate the clear desire lines of the public which will be exacerbated by the development. As well as improve and formal access points to the Canal, which are currently not accessible for bikes or disabled. There are 3 points referred to on the landscaping plans.

There is currently a need to upgrade the surfacing of the canal path to facilitate cycling from West Drayton to Uxbridge, which the development should contribute to and enhancement of vegetation and management of this along the Canal.

A clear plan agreed with the Canal and River Trust and the Council will be required.

Officer comment:

The comments raised by the Council's Flood and Water Management Officer are noted and are dealt with in detail in Section 7.17. However, it is important to note that a number of the concerns raised, particularly in the Blue Ribbon Network Canal and Green Infrastructure paragraphs relate specifically to design and tree issues and both the Council's Conservation/Urban Design Officer and the Council's Landscaping/ Tree Officer raise no objections to the revised scheme.

SUSTAINABILITY OFFICER:

Energy

The proposed development is short of the zero carbon (residential) and the 35% (retail) targets for CO2 reduction as set out in London Plan Policy 5.2. The shortfall totals 103.51 tCO2/annum.

Consequently the development is not policy compliant.

Policy 5.2E of the London Plan allows for offsite contributions where there are onsite shortfalls. In order to make the development policy compliant, an offsite contribution will be required to make up for the shortfall. The contribution is calculated in accordance with the GLA energy assessment advice and the London Plan. It equates to £1800/tCO2. This is made up of a £60/tCO2 per annum for 30years. $60 \times 30 = 1800$.

The S106 must therefore include a contribution of £186,318 to make up for the shortfall. i.e $£1800 \times 103.51 \text{tCO}_2$.

In addition, the following condition is required:

Condition

Prior to above ground works, a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall include full details, plans and specifications of the low and zero carbon technology to be used to meet the CO2 reduction targets (as a minimum) identified in the general energy strategy (Watkins Payne, 4330-HighSt Yiewsley-Ener Strat-PlanningJC-AT-07-18). The assessment shall also include, where appropriate, location plans of the identified technology, heat networks and emission data (noise and/or pollutants) and roof plans (PVs). The development must be completed in accordance with the approved assessment.

Reason

To ensure the development contributes a reduction in CO2 emissions in accordance with London Plan 5.2.

EPU (NOISE) OFFICER

I have read through the submitted documents and I have no objections to the proposed developments subject to the following conditions.

1.1 Proposed development includes commercial floor space (Use Class A1)

External noise from machinery, extract/ventilation ducting, mechanical gates, etc.

Condition: Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the external noise level emitted from plant/ machinery/ equipment and mitigation measures as appropriate. The measures shall ensure that the external noise level emitted from plant, machinery/ equipment will be lower than the lowest existing background noise level by at least 5dBA, by 10 dBA where the source is tonal, as assessed according to BS4142:2014 at the nearest and/or most affected noise sensitive premises, with all machinery operating together at maximum capacity.

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

Condition: Prior to use, [machinery, plant or equipment] [the extract/ ventilation system and ducting] at the development shall be mounted with proprietary anti-vibration isolators and fan motors shall be vibration isolated from the casing and adequately silenced and maintained as such.

Reason: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan. 2. Separation of commercial areas/ plant room /car park etc. noise from noise sensitive dwelling

2. Separation of commercial areas/ plant room /car park etc. noise from noise sensitive dwelling.

Condition: Prior to commencement of the development, details shall be submitted to and approved in writing by the Council, of the sound insulation of the floor/ ceiling/ walls separating the ground floor plant room, basement car park, from noise sensitive dwellings. Details shall demonstrate that the sound insulation value $D_{nT,w}$ and $L'_{nT,w}$ is enhanced by at least 10dB or 20dB above the Building Regulations value and, where necessary, additional mitigation measures implemented to contain commercial noise within the commercial premises and to achieve the internal noise levels criteria of BS8233:2014 within the dwellings/ noise sensitive premises. Approved details shall be implemented prior to occupation of the development and thereafter be permanently retained.

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

3. Internal sound insulation within the envelope of the residential structure.

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

Reason: To safeguard the amenity of the occupants of surrounding properties in accordance with

policy OE1 of the Hillingdon Unitary Development Plan.

4. Separation of noise sensitive rooms in neighbouring flats

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

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

5. Construction environmental management plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

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

EPU (AIR QUALITY) OFFICER:

The proposed development is within an Air Quality Focus Area. This is defined as an area where limit values are exceeded and improvements are required.

The following conditions are required plus consideration for a s106 contribution:

Condition - Low Emission Strategy with Delivery and Implementation Plan of Measures

No development shall commence until a low emission strategy (LES) has been submitted to and approved in writing by the Local Planning Authority. The LES shall address

1) the specification of the CHP as low NO_x emissions, ultra-low NO_x gas boilers, with associated Air Quality Impact Assessment; should the Impact assessment identify significant impacts cumulative with traffic and other energy centres in the vicinity of the application site, operation shall not commence until proof of technology alteration or retrofitting devices is issued to and approved in writing by the LA

2) Demonstrate that delivery/servicing fleets are EURO VI (or equivalent through implemented retrofitting devices that will enable compliance with such Euro standards) and or zero emission (e.g. Electric)

3) Detail the provision of, and number of, electric vehicle charging units.

The Low Emission Strategy shall have targets for emission reduction and time-scales, with pollution savings clearly quantified and a clear Delivery and Implementation Plan of Measures. At the end of

each calendar year an implementation plan shall be submitted for approval in writing by the local planning authority, which on approval shall be fully implemented in accordance with the details and measures so approved. The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason:

As the application site is within an Air Quality Management Area and to comply with paragraph 124 of the NPPF, and policy 7.14 of the London Plan and Policy EM8 of the Local Plan.

The construction condition is also required.

Condition - Air Quality - Construction Phase

No development shall commence until proof of the registration in GLA's database (nrmm.london/nrmm/about/what-nrmm-register) and compliance with the London's Low Emission Zone for non-road mobile machinery requirements is submitted to and approved in writing by the Local Planning Authority.

Reason:

Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements as of 1st September 2015, and Supplementary Planning Guidance 'The Control of Dust and Emissions from Construction and Demolition'.

S106

As the development is within an Air Quality Focus Area the damage costs of the extra emissions arising from the residential aspect of the development have been calculated on the number of car spaces associated with the transport assessment. A deduction has been applied of 10% resulting from the full implementation of the associated travel plans. The resulting cost of £24,435 should be considered as a s106 obligation for improvements in the local area.

HOUSING OFFICER:

From a Housing perspective this application is fully supported as it delivers a policy compliant 35% Affordable Housing.

The proposed tenure mix below:

31% units at London Affordable Rent
38% units London Living Rent
31% units Shared Ownership

This tenure mix in line with London Plan and the provision of London Living Rent* units makes the total number of rented units at 69% just marginally below the Hillingdon Local Plan requirement for 70% rented units.

The proposed mix of affordable housing is 6 x 1 bedroom flats, 21 x 2 bedroom flats, 9 x 3 bedroom flats and 4 x 4 bedroom flats, this is a well balanced mix of unit sizes for a High Street location and the larger family units are welcomed. All the units comply with London Plan size standard and Part M 2 so they are easily accessed and adapted should the need arise.

*London Living Rent is a relatively new tenure where the rent is calculated by a formula based on average earning within a ward. The rent levels set by the GLA for the Yiewsley ward are approximately 65% of private rent levels in that area and well below Local Housing Allowance levels. London Living Rent is a buy to rent tenure, nominees are offered homes at the discounted rent for up

to 10 years to allow them to save a deposit after which they have the opportunity to purchase their home outright or on a shared ownership basis.

101 parking spaces are provided for 144 residential units this means 70% of the units will have a parking space and this is considered adequate for a site so well served by public transport. The amenity space is met through a combination of private balconies and communal amenity decks and a landscaped garden that includes a play area.

ACCESS OFFICER:

Initial comments:

The proposal to demolish the existing Morrison supermarket in Yiewsley, and to construct a new store with 144 residential units above, has been assessed with reference to the requirements of London Plan (2016) policy 3.8 and 7.2. Reference has also been made to the Council's Supplementary Planning Document 'Accessible Hillingdon' (adopted September 2017), in setting out the following observations:

1. The Design & Access Statement should be expanded to demonstrate how the principles of accessibility and Inclusive Design have been applied and incorporated into the submitted scheme. The information provided should include the standards on which the proposed scheme is founded, including sources of guidance and best practice which have informed the final design. The information should include details of paving materials, access to the amenity areas and play spaces, and accessible play equipment for children with physical, sensory and multi-complex impairments.
2. The vertical height clearance into and within the proposed basement car park levels is shown at 2.1 m, which would not allow the passage of a high top accessible vehicle. Any vehicle height barrier should provide a vertical clearance on level ground of 2.6 m from the carriageway to allow high sided accessible vehicles to enter, manoeuvre within, and exit the car park. As a minimum, the vertical clearance of 2.6 m should be maintained from the entrance of the car park to the designated accessible parking spaces and exits from those spaces, in accordance with BS 8300-1:2018.
3. A drop off point should be provided for accessible taxis, Dial-a-Ride, and similar door-to-door transport vehicles. The facility should be positioned to allow convenient access to the retail and residential elements.
4. The design of Flat Type_A-4B6P-2, Flat Type_A-4B6P-3, and Flat Type_A-4B6P-4, is contrary to the requirements of London Plan Policy 3.8 and the Council's 'Accessible Hillingdon' SPD (adopted September 2017). In accordance with the prescribed technical housing standards, dwellings with 3 bedrooms or more are to include an entrance storey WC that accords with Diagram 2.5, as set out in Approved Document M to the Building Regulations (2015 edition).
5. Furthermore, the duplex units should be designed such to allow a through floor lift to be installed should there be a need at a future point. The vertical travel between, for example, a bedroom in the basement and a living room on the ground floor, would need to demonstrate an arrangement that remains feasible with a lift car of 900 mm x 1100mm and typical furniture items in place. Conclusion: unacceptable. Further details and revised plans should be submitted and reviewed prior to any grant of planning permission. Any subsequent approval of this application should apply the following condition: The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwellings, with all remaining units designed to the standards for Category 2 M4(2) dwellings, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building. REASON: To ensure that an appropriate standard of housing stock, in accordance with London Plan Policy 3.8 (c) and (d), is achieved and maintained.

Further comments:

Following the receipt of revised details, the scheme is now fully supported.

WASTE SERVICES:

The proposed capacity for waste and recycling containers is suitable for the number of properties within the development.

50% of the containers provided should be allocated to recycling.

The refuse collection vehicle can access the refuse store of Core B directly from the street and there are currently no stopping restrictions. A dropped kerb must be installed at a minimum width of 2 metres on the footpath directly outside of the refuse store.

The door of the store should allow a minimum clearance of 150 mm either side of the bin. A latch or clasp must be installed to hold the door open whilst the collection takes place.

There is no suitable access for the refuse collection vehicle to access the refuse store for Core A or Core C.

A designated presentation area should be indicated and personnel assigned to move the waste and recycling containers to the collection point on the allocated day. A swept path analysis should be provided to ensure that the refuse collection vehicle is able to access the collection point. The vehicle should enter and exit the area in a forwards motion and should not reverse any further than 12 metres.

The collection crew should not have to move any container more than 10 metres from the point of storage to the collection vehicle and the surface should be smooth, free from steps and the gradient no more than 1:20.

Although I've only proposed a condition rather than an objection, it would be great to have some clarity on their refuse management plan prior to any approval being given as the only information I can find on the application is the location of the bin stores on the ground floor plan.

I have no issues with the commercial waste aspect as there is ample room within the the service yard.

There are two proposed conditions.

1) A dropped kerb must be installed at a minimum width of 1.5 metres on the footpath directly outside of the refuse store for Core B.

The second would require more information from the applicant, so maybe it should be an objection:
2) As there is no vehicle access to the refuse store for Core A and no suitable stopping point for Core C refuse store, a designated presentation area which is accessible by the collection vehicle should be allocated and personnel assigned to move the waste and recycling containers to the collection point on the scheduled collection day. The vehicle should enter and exit the area in a forwards motion and should not reverse any further than 12 metres.

Ideally I'd like to see a swept path analysis which demonstrates that the vehicle can access the collection point once they allocate one.

Can I also add that any doors on the refuse stores should have a minimum width of 1.5 metres.

Officer comment:

Revised plans have now been received which make provision for refuse/waste to be moved adjacent to the roads on collection days. These are discussed in Section 7.15 and the Council's Waste Services Manager has confirmed that the new arrangement addresses their concerns. Details of the refuse stores would be controlled by Condition 7 (Landscaping Scheme).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Loss of Retail:

The National Planning Policy Framework (NPPF, July 2018) seeks to promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres. London Plan and Hillingdon Local Plan policies reflect national policy and seek to sustain and enhance the vitality and viability of town centres by ensuring the amount of retail floor space and retail offer remains attractive to shoppers.

The site is located within the Yiewsley/West Drayton District Town Centre and the proposed 1,643 sq.m A1 retail store represents a net loss of 1,697 sq.m gross internal retail area (GIA) when compared with the existing supermarket of 3,340 sq.m. However, this application proposes to retain a supermarket of a comparable scale to the existing store, as a high proportion of the existing supermarket floor area is occupied by underutilised back office and meeting spaces which are surplus to the requirements of the existing store. Furthermore, the existing store is at a raised level as compared to street level and is set back and segregated from the street by raised planters/basement parking vents screened behind a 1m high brick wall along the back edge of the pavement. The proposal would set the store at street level (with the only exception being the small retail lobby area at the southern end of the store which would still be slightly raised above street level due to the change in ground levels along High Street) and have a shopfront at the back of the pavement, thereby providing a more active retail frontage and improving the retail environment along this part of the High Street.

The GLA in their Stage 1 Report and the Council's Planning Policy Officer have confirmed that on the basis that with the re-provision of a comparable supermarket with a layout of improved efficiency over a reduced area, no objections are raised to the principle of the development in terms of loss of retail floor space.

Housing Accommodation:

The site is situated in the Yiewsley/West Drayton District Town Centre. London Plan Policy 2.15, Annex 2 and Policies SD6 and SD7 of the draft London Plan all seek to sustain and enhance the viability of the town centre through supporting housing growth. Given the above policy context, the principle of a residential-led mixed use development on this site is therefore supported.

Loss of building:

The site does not fall within a designated conservation area and the existing building is of only limited architectural interest. As such, no objections would be raised to the loss of the building.

7.02 Density of the proposed development

The London Plan (March 2016) provides guidance on appropriate densities for residential development, depending upon the type of location and the Public Transport Accessibility Level (PTAL). This site has a current PTAL of 3 (where 6 represents the highest level of public transport accessibility and 1 the lowest), which is expected to increase to at least a 4 with the opening of the Elizabeth Line. Table 3.2 in the London Plan advises that an appropriate residential density for this urban site would range from 200-450 habitable rooms per hectare (hr/ha) and 70-170 units per hectare (u/ha) for the size of proposed units which have a typical size of 2.7 - 3.0 habitable rooms per unit (hr/u). Appropriate densities would rise to 70 - 260 u/ha and 200 - 700 hr/ha with the opening of the new Elizabeth line. The Council's HDAS: 'Residential Layouts' also advises that larger rooms over 20sqm and capable of subdivision should be counted as 2 rooms.

Although this is a mixed use scheme, the majority of the proposed floor space is for

residential. Taking the residential element, this scheme equates to a unit density of 277 u/ha and a habitable room density of 802 hr/ha, which only just exceeds the maximum unit density using the current PTAL score, whereas the scheme would satisfy the unit guideline once the line opens, whereas the habitable room density does significantly exceed the guidance with a PTAL score of 3 and would still exceed it with a PTAL score of 4.

However, the Council's design guidance also advises that numerical densities, whilst useful for undertaking an initial assessment should not be relied upon as the sole means of assessing housing proposals, as density is only an indicator of the acceptability of a scheme in comparison to its surroundings and a more fuller assessment is required in order to assess the acceptability of proposed schemes. This assessment is provided within the other relevant chapters in this report. Importantly, the GLA in their Stage 1 response do not object to the amount of development proposed on the site, or to the height or scale of building and go so far as to suggest 'further optimization of the site through increased building heights may be considered acceptable subject to local townscape and views testing.'

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

There are no Conservation Areas or Areas of Special Local Character within the vicinity of the application site and the nearest listed building is the Church of St Matthew on the High Road, which is locally listed and lies some 70m to the north of the application site and separated from it by the adjoining retail parade so that it would not be unduly affected by the proposals.

The planning application lies in the Colne Valley Archaeological Priority Area and Policies 7.8 of the London Plan (March 2016) and Policy BE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to ensure that archaeological assets are protected / recorded as appropriate. An Archaeological Desk Based Assessment has been submitted with the application.

Historic England (Greater London Archaeology Advisory Service (GLAAS)) have been consulted on this application and they advise that the submitted archaeological assessment suggests that the site has low-negligible potential for archaeology of all periods and draws attention to the disturbance caused by the existing Morrison's superstore. They agree that the existing store's basement will have removed any archaeological interest under the building footprint but the car park to the rear may not have been so heavily disturbed. Given that the archaeological designation was made due to the potential for important prehistoric archaeology along the Colne Valley on the river gravels, alluvium and brickearth, another nearby site investigated in 2013 has revealed intensive multi-period occupation from the Neolithic to post-medieval and the rear car park area appears to have been undeveloped open land until the construction of the supermarket unlike other sites nearby which have been heavily disturbed by industrial uses, GLAAS disagree with the assessment and conclude that the rear (unbasemented) part of the site has moderate potential for prehistoric remains.

GLAAS go on to advise that as the proposed development involves intensive built development which could cause harm to archaeological remains, field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case GLAAS consider that given the nature of the development, the archaeological interest and/or practical constraints, a two stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

The recommended archaeology condition and advisory informative form part of the officer recommendation and on this basis, it is considered that the proposal would not result in any undue harm to any known or as yet unknown heritage assets on or adjoining the site. Subject to the imposition of this condition, the proposal accords with Policies 7.8 of the London Plan (March 2016) and Policy BE3 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.04 Airport safeguarding

NATS and Heathrow Airport Ltd were consulted on the application. NATS have confirmed that they have no safeguarding objections to the proposal whereas no objections have been received from Heathrow Airport, subject to the imposition of a condition requiring the submission of a Bird Hazard Management Plan and informatives to provide further clarification on the management plan and to advise of the precautions required if cranes are to be used in construction and possible future use of wind turbines. There are therefore no safeguarding objections to the proposal, subject to the imposition of the recommended condition and informatives.

7.05 Impact on the green belt

The application site does not form part of nor is it located close to the Green Belt and therefore, there are no Green Belt issues raised by this proposal.

7.07 Impact on the character & appearance of the area

Policy 7.1 of the London Plan (March 2016) sets out a series of overarching design principles for development in London and Policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to optimizing the housing potential/density of sites (Policy 3.4) and sustainable design and construction (Policy 5.3) are also relevant.

Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to ensure that new development complements or improves the character and amenity of the area.

The proposals for the re-development of this site have seen a number of revisions, following officer advice.

The proposed new store would maintain and continue the High Street frontage, but instead of the store being raised, it will reduce the height of the store's floor level so that it would be more level with the street and the existing brick wall and basement vents behind, immediately adjacent to the public footpath would be removed, allowing the shopfront to present more of an active and attractive frontage to the High Street. The building will return along St Stephen's Road, replacing the existing service yard area and surface car park which will now be largely concealed by the new building, and in the case of the service yard, further concealed below the first floor podium deck, with a building which will provide a degree of enclosure to the street and the adjoining canal.

The building's bulk has been reduced by its undulating roof form and dropping its height to 5 floors towards the front of St Stephens Road and reducing the number of floors at each end of the building so that it sits comfortably with the bulk and mass of adjoining buildings. The impression of the building's bulk would be further broken up as a result of its well articulated elevations with recessed elements and balconies and through the use of contrasting materials. The overall height of the building has been reduced during the application process and the top floor would also be recessed so that in close proximity, such as on the opposite side of the High Street, the top floor would not be readily visible within the street scene. Whilst it is acknowledged that the height of the proposed building

would be greater than its immediate neighbours, such as the three storied parades opposite and to the north of the site, it would not have a negative impact upon these buildings and the proposed building would be of a comparable height to the new developments that have/ are taking place in close proximity to this site on the southern side of the canal such as the Padcroft scheme on Bentinck Road and the Comag development on Tavistock Road.

As regards the canal, the proposed building would have a greater height than the residential blocks that have been constructed along its southern bank, but the proposal benefits from having a greater set back from the canal, being sited on the opposite side of St Stephen's Road and the canalside vegetation would provide an element of screening.

The Council's Urban Design/ Conservation Officer, since the last revision which increased the separation gap to the Art Wood Apartment building is fully supportive of the proposal including the scale of the development, noting that the building will help to activate the High Street with a long retail frontage and turns the corner onto St Stephen's with a entrance lobby to the store. Along St Stephen's Road this frontage will be activated by the 3 duplex dwellings and entrance lobbies to the residential flats above. The frontage along St Stephen's Road has been setback to allow for more defensible space for the street level dwellings.

The GLA at paragraph 28 in their Stage 1 Report are also supportive of the scheme and go as far as to suggest that there may be scope to extend the building further stating:-

"The broad heights and massing strategy are supported and consistent with the scale of the emerging context. Further optimization of the site through increased building heights may be considered acceptable subject to local townscape and views testing."

It is therefore considered that having regard to the changing context of this site brought about by the Elizabeth line, the scheme is acceptable in its urban setting and complies with relevant policy.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to protect the amenities of surrounding residential properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively. The Council's Supplementary Planning Document HDAS: Residential Layouts provides further clarification in that it advises that buildings of two or more storeys should maintain at least a 15m separation distance from adjoining properties to avoid appearing overdominant and a minimum 21m distance should be maintained between facing habitable room windows and private amenity areas such as balconies and patio areas (considered to be a 3m deep area adjoining the rear elevation of a property) in order to safeguard privacy.

The nearest residential properties to the application site are the residential flats above the ground floor retail/commercial uses within the retail parade buildings opposite and immediately to the north of the site and in the Artwood building, a residential block sited on the southern side of St Stephen's Road and the Vicarage building to the north of the site.

A Daylight, Sunlight and Overshadowing Assessment has been submitted which stresses that the BRE methodology which the assessment follows is only advisory and does not contain mandatory standards and is based on a suburban two-storey model of development and must be treated with flexibility within fast growing town centre locations

such as this. The report states that the results of the assessment demonstrate that the neighbouring residential accommodation and the proposed residential units will receive good levels of daylight and sunlight following construction of the proposed development, while the proposed amenity spaces will be well sunlit throughout the year. However, the assessment does show that the development will result in some deviation from the BRE guidelines in relation to neighbouring residential flats, but these are mainly a result of the neighbouring building's own design features, such as balconies which often restrict daylight to rooms, narrow building-to-building separation due to the limited width of St. Stephens Road and the current low-rise character of the site which creates an unusual baseline condition for a development in a town centre. However, the effects are typical of development projects in an urban area. The report concludes that the proposed development will not give rise to any materially unacceptable daylight and sunlight effects in the context of the site, emerging urban character of the area, BRE guidelines and relevant planning policy.

As regards the residential flats on the opposite side of the High Street, the nearest of these would be sited some 18.9m from the proposed frontage of the new building and a number of these units also have projecting balconies at the front which are sited above the projecting ground floors of the retail units which would be sited some 16.0m from the proposed block. As such, these separation distances satisfy the minimum 15m separation distance, although not the 21m overlooking distance but given that this is a town centre and an across the street relationship, it is considered that an adequate separation distance would be maintained to safeguard the residential amenities of the properties opposite the site.

As regards the parade to the north, there are no windows in the flank elevation of the parade facing the application site and in terms of rear facing windows, the 45 degree line of sight would not be breached from any window within a 21m distance so that there would be no adverse impact upon these neighbours.

The Vicarage building to the north west would be sited some 30m from the nearest corner of the proposed building and its rear garden boundary is marked by a number of mature trees and planting which will help to screen views of the new building.

As regards the Art Wood Apartment building opposite, this property contains seven windows on each of the upper floors in its main St Stephen's Road elevation facing the application site. Of these windows, the windows nearest the High Street serve living rooms, with the next windows being secondary bedroom windows and to the rear of these, are windows which serve balconies/winter gardens. The only other windows to serve private accommodation are the rearmost windows which serve small kitchens with the other windows serving communal corridors.

Revised plans have now been received which show the proposed building being separated from these living room windows by a distance of 15m. This is the minimum distance development of two or more storeys should be set back from adjoining habitable room windows to accord with design guide and although design guidance does suggest that the distance should be dependent on the bulk and scale of the building, given the town centre location, the minimum 15m distance is considered to be appropriate in this instance to maintain the residential amenity of the neighbouring properties whilst having regard to the greater built-up nature of this town centre location.

St Matthew's School Church of England Primary School adjoins the application site at the

rear and immediately adjoining the boundary is a playground. At its nearest point the proposed building would be 6 storeys and be set back some 11.4m from this boundary. The only windows in the side elevation facing the school would be a secondary window serving an open plan living room/ kitchen area and a secondary window to a bedroom, which would be obscure glazed, and this is secured by condition. Balconies would also be provided on the front elevation, overlooking St Stephen's Road and these could be fitted with side privacy screens to prevent overlooking to the school, controlled by condition. Behind the block at this point, maintaining a similar set back from the boundary would be an elevated first floor amenity area which could have boundary fencing that restricted any overlooking of the playground. Again this would be secured by condition and indicative planting plans show how boundary planting would further restrict views. The proposed block does increase to a 8 storey height, some 16.8m from the school boundary, and its side elevation does contain secondary side bedroom windows and a door accessing a balcony area on part of the roof of the 6 storey element. Given the set back of these windows and balcony from the edge of the roof of the 6 storey element below, overlooking of the nearest part of the school playing ground would not be possible. The wing of the proposed block would also contain windows in its north western elevation which would face the playground but a number of balconies have been omitted on this elevation and the windows would be set back from the boundary by some 26.2m, a distance which would safeguard the safety and security of the adjoining school's playground.

On this basis, it is therefore considered that the scheme would not result in any significant loss of residential amenity to surrounding residential properties, by reason of loss of lighting, dominance or loss of privacy and would maintain the safety and security of the adjoining school. The scheme is therefore considered to comply with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

- Internal living space

All of the proposed 144 residential units would have internal floor areas which would satisfy the relevant National Housing /London Plan standards for the type of unit proposed with only one exception which would be a 2 bedroom, 3 person unit (B37) which would have a floor area of 60.9sqm instead of a compliant unit size of 61sqm. Given the minimal shortfall affecting one unit, no objections are raised to the shortfall.

The vast majority of the proposed units would have their main aspect facing either south, east or west. The application is supported by a Daylight, Sunlight and Overshadowing Assessment, which has assessed all 595 windows serving the 144 units. The report advises that the Average Daylight Factor calculation and Daylight Distribution Analysis suggest that 93% and 92% of the rooms respectively would achieve the BRE guide levels for their respective room types which represent very good levels of compliance for interior daylighting for a high density project in a town centre location in Outer London.

In terms of possible dominance and overlooking, it is only the windows with an across the street relationship that would not satisfy the Council's separation standards. As mentioned in Section 7.08 above, although the separation distance with the retail parade opposite would satisfy the 15m minimum separation distance as regards dominance, the 21m separation distance to safeguard privacy would not be met but given the properties would front a busy road where an 'across the road relationship' already exists, the distance is considered acceptable. Revised plans have been submitted that would ensure that the proposed block maintains a 15m separation distance between habitable room windows on this side. The only exception to this would be living room windows in Units B02, B11, B20

and B29 opposite the small kitchen windows in the Art Wood Apartments building, but as the living rooms would be served by three windows, and two of these would not directly face onto the building, but have more of an outlook onto the adjacent canal, the privacy and outlook of these living rooms would afford an acceptable standard.

Within the internal courtyard, the projected wing is angled as compared to the frontage block on the High Street, so that the distance between these elements of the scheme across the internal courtyard narrows towards the end of the projecting wing. The nearest corner of the projecting wing would be sited some 17.2m from the rear windows in the High Street block which satisfies the minimum 15m separation distance as regards overbearing impact. In terms of privacy, at this corner, balconies are proposed which could be fitted with side privacy screens which would prevent direct overlooking. These would be secured by condition. The nearest habitable room window would be sited some 20.2m from the nearest habitable room window opposite but given the marginal shortfall of the 21m privacy distance, the town centre location and the fact that these windows due to the angled relationship would not directly face the opposite block, the distance is considered acceptable.

- External amenity space

Policy BE23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (September 2012) requires residential development proposals to contain an adequate amount of private usable amenity space. The proposal includes communal garden areas at the rear of the buildings, including 2 first floor level communal amenity areas and a ground floor area at the rear of the site which includes a children's play area and the majority of the units (128 of 144 units proposed) would have private balconies/terrace areas. The balconies would range in size from 5.0sqm to 10.3sqm and would have a typical depth of 1.6m.

The Council's amenity space standards would require a total of 3,440sqm of external amenity space to be provided. The proposal would provide 886sqm of private amenity space within the balconies / terrace areas and 2,163sqm of communal space which gives a total of some 3,049sqm. The Council's HDAS 'Residential Layouts' at paragraph 4.19 does state that 'Larger flatted developments in town centres, in excess of 10 units, will be expected to provide adequate private amenity space, having regard to the above guidelines.' This town centre scheme would provide approximately 89% of the amenity space required by guidance and would provide a good mix of amenity space and the submitted Daylight Assessment has confirmed that the amenity area would receive adequate levels of sunlight to accord with BRE recommendations. The site is located within 320m of the recreation ground on Otterfield Road and within 470m of the public open space at Philpotts Farm, off Yiewsley High Road. Importantly, the site also lies immediately adjacent to the Grand Union Canal which forms a valued amenity area in its own right but also allows safe and convenient access to other amenity space in the wider area. As part of the S106 Agreement, contributions will be sought for improvements to the canal towpath to encourage its use by future residents. Therefore, it is considered that given the small shortfall and the site's location, a reason for refusal on the ground that it lacks amenity space provision could not be justified.

At the rear of the site, adjacent to the school, the ground level amenity area will provide space for a 324sqm designated children's play area. It is considered that the space should provide benches for parents to sit, the details of which would be secured as part of the landscape condition.

It is therefore considered that overall, the scheme would provide an acceptable quantitative and qualitative standard of amenity space, in accordance with Policy BE23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 3.6 of the London Plan (March 2016).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at paragraph 108 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; paragraph 109 advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe and paragraph 110 states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

The London Plan (March 2016) requires development proposals to fully assess their impacts on the transport capacity and the transport network (policy 6.3), provision for cyclists are considered and cycle parking facilities are provided in line with minimum standards (Policy 6.9), high quality pedestrian environments are provided (Policy 6.10) and maximum parking standards and other standards should be used in considering planning applications (Policy 6.13).

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Policy AM2 requires development proposals to be assessed on their contribution towards traffic generation, policy AM7 requires the traffic generation of proposed development to be acceptable in terms of the capacity and safe and efficient functioning of existing roads and policies AM9 and AM14 require development proposals to satisfy cycle and car parking standards.

Retail Parking

The application has been supported by the submission of a Transport Assessment, together with draft travel plans for the retail and residential elements. The Council's Highway Engineer has assessed the scheme and the submitted information and advises that depending on location, the Council's current A1 retail car parking standards allow for a maximum of between 110 and 22 car parking spaces depending on retail format and PTAL score. Taking into account the 'local' character of the new smaller supermarket and the sites PTAL rating of 3, the 69 car parking spaces proposed for customers, all in the upper level basement is considered adequate and the new store would conform with the Council's car parking standards and the London Plan standards (March 2016). As the existing store currently has provision for 114 retail spaces, the reduction by 45 spaces to 69 spaces represents a 40% reduction in retail parking space provision, which compares to the overall GIA of the store decreasing by 50% and the sales area by 32%.

In terms of accessibility spaces, there would be 6 spaces provided close to lifts and staircases. The Council's Access Officer and Highway Engineer do not object to this level of provision which without rounding up numbers, satisfies the 10% standard for accessibility spaces.

In their assessment of the scheme, TfL acknowledge that the 69 car parking spaces proposed for the retail aspect of the development is in conformity with Current London Plan maximum standards and ultimately agreed, but the applicant should endeavour to reduce the retail car parking provision to conform with Draft London Plan Policy T6.3. This policy

states that initially, the applicant should seek to make use of existing public car parking provision in the area and advise that this is particularly prevalent for this site due to its location within Yiewsley Town Centre. Due to the sites location within an Outer London Opportunity Area, Draft London Plan Policy T6.3 states that the maximum retail car parking provision should be up to 1 space per 75sqm which results in a maximum car parking provision for the retail element of 22 spaces. The retail provision should also be made publicly available to further conform to Draft London Plan Policy T6.3 and 6% of all spaces should be designated blue badge bays with a further 4% enlarged bays in order to conform with Draft London Plan Policy T6.5. These spaces should be located on firm and level ground as close to the building entrance as possible.

In response, the applicant's Traffic Consultants in their letter dated 15/11/18 re-iterate that the proposed parking complies with current London Plan maximum standards and the existing provision will reduce from the current 114 spaces to 69 spaces. Any further reduction would affect the store's viability, especially as existing public parking in Yiewsley Town Centre is not conveniently located to serve the Morrisons site.

As regards making the retail parking provision publically available, the Traffic Consultants advise that the car parking provision will be available to Morrisons customers only, however customers will be able to park for up to 3 hours which will provide sufficient time for Morrisons customers to shop in store and for linked trips to other High Street stores and services. Furthermore, 9% of spaces are marked as disabled, a further 2 parent and child spaces are larger than the standard parking space, all located near to the lift access to the ground level store and end of row spaces are available for conversion to disabled spaces in the future if required. As such, the proposals are compliant with Draft London Plan Policy T6.3.

Resident Parking

As regards the residential element, the Council's Highway Engineer advises that the current parking standards allows for a maximum of 227 spaces to be provided for the residential units compared to the 101 spaces proposed which equates to a spaces to unit ratio of 0.71. The submitted Transport Assessment highlights the results of the 2011 population census and that the average rate of car ownership per household in Yiewsley is 0.71. The Council's Highway Engineer advises that taking into account the size and type of residential units to be provided and the site's town centre location, the number of residential car parking spaces to be provided is considered adequate and the site's accessibility to public transport is only likely to improve with the arrival of the Elizabeth line. Also, of the 101 spaces proposed, 14 would be accessibility spaces, which again satisfies the Council's car parking standards.

TfL advise that the amount of residential car parking, whilst it does conform with Draft London Plan Maximum Standards for a site with a PTAL of 3 and is ultimately agreed, could be further reduced due to the proximity of West Drayton Station and the improvements to the site's PTAL level once the Elizabeth line arrives to 0.5 spaces per unit to a maximum of 72 spaces. However, this quantum does not accord with local policies and the needs of borough residents, therefore the proposed parking of 0.71 is deemed acceptable and appropriate for this site.

TfL also note that accessible parking bays need to be provided in line with Draft London Plan Policy T6.1. They also note that the current proposals provide 20% active provision and 20% passive provision for electric charging points, but the applicant should endeavor

to provide 20% active provision and 80% passive provision to accord with Draft London Plan Policy T6.1.

In response to TfL comments, the developers Traffic Consultant notes that TfL agrees that the 101 residential parking spaces falls within the Draft London Plan standards and is compliant with current standards and a reduction in resident's parking provision is not proposed within this planning application. As regards disabled person parking, the Traffic Consultant considers that to comply with Draft London Plan Policy T6.1, a total of 13 resident disabled spaces are required so that the 14 disabled person spaces proposed is compliant with the Draft London Plan. As regards electric charging spaces, the Traffic Consultant advises that this can be revised to 80% passive provision to accord with Draft London Plan Policy T6.1. However, as the proposal satisfies current policy, the Council's Highway Engineer does not raise objection to the currently proposed level of provision for electric charging points.

Cycle Parking

In terms of the proposed cycle parking, the Council's Highway Engineer advises that there would be 32 cycle spaces for retail customers and staff and 165 spaces for residents with space to expand to 250 spaces in response to demand. The Council's Highway Engineer initially advised that a minimum of 66 cycle spaces would be required. However, this standard relates to non-food retail as no specific standards are provided for food retail. However, in the emerging Hillingdon Local Plan Part 2 standards, 1 cycle space per 125sqm for 'in centre' developments is required which equates to just 14 spaces. The Transport Assessment uses the higher food retail cycle parking standard specified by the London Plan (2016) which gives a total requirement for 32 retail cycle spaces as they consider this provides a more precise method of calculation of cycle parking demand. The Council's Highway Engineer does not object to this assessment and advises that the proposed approach is acceptable as there is no benefit from having unoccupied cycle stands.

TfL advise that the retail element of 32 spaces is acceptable although the 165 residential cycle parking spaces proposed (with potential to increase to 244 should demand be identified) should be increased to a minimum of 241 long stay cycle parking spaces from the outset in order to comply with Current London Plan minimum standards, and the applicant should endeavour to provide 265 long stay cycle parking spaces and 4 short stay spaces in order to conform with the Draft London Plan Policy T5. They go on to advise that all cycle parking should be sheltered and secure with unimpeded access in accordance with good practice guidance in Chapter 8 of the London Cycle Design Standard (LCDS) with short-stay cycle parking should be easy to access from the street frontage and end of journey facilities for employees for the proposed foodstore should be provided in order to promote active and sustainable travel to work.

In response, the applicant's Traffic Consultant re-iterates that the scheme, with 165 resident spaces is fully compliant with Council's minimum requirement and that this can be increased to 250 spaces if cycle parking demand is identified during Residential Travel Plan monitoring. All cycle parking is covered and secure with unimpeded access and short term retail parking is located near to both store accesses. Staff lockers are provided to promote active and sustainable travel to work.

The Council's Highway Engineer is generally satisfied with the cycle parking provision and the GLA will consider this issue again as part of their Stage 2 Report. However, the locker

provision for staff is considered inadequate as staff would need to be able to shower and change in order to fully realize the opportunities to cycle to work. A condition has been added, requiring that suitable cyclist facilities are provided within the store.

Trip Generation

The Council's Highway Engineer advises that the applicants have used the TRICS national database to assist in predicting trip generation. The engineer is satisfied that the residential sites selected by the developer are comparable to the application site, with a similar PTAL and car parking spaces per dwelling ratio so that they provide a reasonable approximation in terms of trip generation.

The number of trips the new supermarket will generate has been calculated based on traffic surveys carried out at the existing Morrisons on a Friday and Saturday in February 2018. A vehicle trip rate per 100sqm gross floor area has been calculated based on the observed flows to the existing Morrisons and using this trip rate per 100 sqm it has been possible to calculate the number of trips that the new smaller supermarket would generate.

The Engineer advises that the number of trips generated by the residential development has been added to the number generated by the new supermarket and taking this figure away from the number of trips that the existing store generates, the assessment reports that the new supermarket together with the residential development above will generate fewer trips overall than the existing store. For instance, on a Friday morning 08:15 to 09:15 hours, TRICS forecast that 12 vehicles would leave the residential part of the development, whereas during the same hour, the existing supermarket (3,340 sqm) was surveyed to generate 64 departures, which would fall to 33 with the new smaller supermarket (1,697 sqm). The difference between the additional 12 trips generated by the residential element plus the lower figure of 33 generated by the new supermarket represents a net reduction of 19 vehicles leaving the site during that peak hour on a Friday morning. This is due to the existing store predominantly catering for people doing their main weekly food shop and for this type of trip people are reliant on the private car. The new supermarket will be smaller and forecast to cater for proportionately more walk in customers, originating from nearby offices and housing.

The Highway Engineer reports that for completeness, the local road network has been tested to assess how it will perform with the new development and once committed developments in the area have been built out and occupied. As expected, with both the new development and committed developments, the amount of traffic on the network increases. However, because the new development is forecast to generate fewer trips than the existing supermarket the impact on the surrounding network is less with the new development as compared to the existing supermarket remaining open.

The developer has also provided a worse case scenario assessment of the network where all of the new residential traffic has been added to the network together with all of the existing Morrisons traffic with no allowance being made for the forecast reduction in trips with the new supermarket. Furthermore the future road traffic growth has been added using TEMPRO, the industry standard modelling tool for calculating road traffic growth using data supplied by the Department for Transport.

Taking the number of trips the development is forecast to generate together with background growth, the developer has then used PICADY - the industry standard modelling software for priority junctions to test how well the junction of St Stephens's Road (South)

with High Street will operate in the horizon year 2023. The developer reports that the overall impact of the development on this junction is not considered to be severe, even considering the most robust traffic assumption of no reduction in Morrisons traffic. Again on a Friday morning 08:15 to 09:15 hours, 94 vehicles would proceed along St Stephen's Road towards the High Street, of these 77 would turn right southbound toward the railway station. The Council's Highway Engineer advises that the modelling outputs provided by the developer have been checked, and these show that the junction of St Stephen's Road with High Street is still able to operate within capacity even with the new development.

Deliveries / Servicing Arrangements

The access and egress from the site on St Stephens Road and the internal access lanes will be shared by customers, staff and residents and include delivery and servicing vehicles.

The Highway Engineer notes that for a 16.5 metre articulated lorry to access the site from the south side of the High Street, the swept path analysis in the Transport Assessment shows that it will need to fully encroach into the opposite side of St Stephens Road so that if this lane is occupied by queuing traffic waiting to exit St Stephen's Road, the lorry will have to wait on the High Street until the lane is clear, giving rise to queuing traffic on the High Street. However, as pointed out by the developer, the Highway Engineer notes that these events are already taking place and that with a smaller store, the number of HGVs may reduce.

Furthermore, with the sharing of the internal access lanes, the Highway Engineer, although it is not suggested that there is anything inherently wrong with the arrangement or layout, does raise the prospect that a 16.5m articulated lorry will block customers, staff and residents both from entering and leaving the upper and lower basement levels. Driver mistakes or risk taking will lead to vehicle conflicts posing risk to road safety whilst hindering the free flow of traffic. In response, the Traffic Consultant argues to the contrary, that the track swept path shows that the articulated lorry entering the site will not block traffic leaving the basement car parks and in any event, service yard management will be expecting the HGVs arrival as part of the Service Management Plan and the service yard gates will be open ready for the vehicle to enter the service yard without delay to those behind. The Traffic Consultant also mentions that the Auditors are also satisfied with operation of the site access and servicing arrangements on safety grounds as part of the Stage 1 Road Safety audit. The Council's Highway Engineer advises that a robust Service and Delivery Plan is required by way of condition, which should clearly demonstrate how service and delivery vehicle movements will be managed to minimize any potential conflict.

Refuse collection is dealt with in Section 7.15 below.

The Highway Engineer also advises that the submitted Travel Plans (one for the retail and one for the residential elements) could be more ambitious in their attempts to reduce road traffic, particularly having regard to the site's town centre location and the availability of alternative travel means. As such, more stretching targets need to be agreed. The Engineer advises that the developer has committed to providing staff lockers for the convenience of people walking or cycling to work. A comprehensive range of facilities are required, which can be controlled by condition and revised Travel Plans would be secured through the S106 Agreement.

A draft Construction and Logistics Management Plan has been provided though again a finalised version of this document would need to be secured by condition.

The developer proposes a series of highway works to complement the development. These include widening the existing footway at the proposed site access together with tactile paved crossings, replacement street lighting along St Stephen's Road from its junction with High Street west to the former pedestrian entrance to St Matthew's School and widening of the footway on the High Street where the footway abuts the new Morrisons foodstore. These works also include a new pedestrian crossing on St Stephens Road to provide access to a new formal entrance onto the Grand Union Canal and its towpath. The developer has also confirmed that they would be willing to make a contribution towards the publishing and making of necessary Traffic Regulation Orders (TROs) secured through the S106 Planning Agreement should LB Hillingdon decide that further waiting or loading restrictions would assist in managing on-street parking on St Stephen's Road. Contributions have also been agreed to improve the canal's towpath in this vicinity as part of much wider Quietway Project which will provide a direct and car free cycle route from the development to Hayes, Stockley Park, West Drayton, Cowley and Uxbridge, reducing residents' reliance on the private car for trip making. A contribution has also been agreed to assist with the development of the Santander bike hire scheme into the Yiewsley/ West Drayton area. These works are welcomed and would be secured through the S106/S278 Agreement.

TfL also advise that finalised versions of the 2 separate Travel Plans, the Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP) should be secured by condition and advise of the changes to Mayoral CIL from April 2019. The former have been secured by condition, with the CIL changes being highlighted by an informative.

Travel Plans and a Construction Logistics Plan form part of the planning submission and a Delivery and Servicing Plan has now been submitted.

Therefore, whilst the Council's Highway Engineer is generally satisfied with the proposals, subject to the provisions of the S106 Agreement and the recommended conditions, there are a number of outstanding concerns raised by TfL and the GLA which will be clarified in the Mayor's Stage 2 Report.

7.11 Urban design, access and security

URBAN DESIGN

This issue is addressed in Section 7.07 of the report.

MIX OF UNITS

The scheme, comprising 37% one bed, 49% two bed, 11% three bed and 3% four bed units provides a good mix of unit size to which the Council's Housing Officer raises no objections. As such, the application complies with Policy H4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

ACCESS

This issue is addressed in Section 7.12 of the report.

SECURITY

The Metropolitan Police's Secure by Design Officer has reviewed the application and raises no objections subject to the development adhering to the security principles of Secured by Design and to this end, recommends a condition. This forms part of the officer recommendation.

7.12 Disabled access

Policies 3.8 and 7.2 of the London Plan (March 2016) require new housing to offer a range of housing choices, with 90% of new housing meeting Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' with the remaining 10% meeting Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users and that the principles of inclusive design are applied to new development. Further guidance is provided in the Council's Supplementary Planning Document 'Accessible Hillingdon' (adopted September 2017).

The Council's Access Officer has reviewed the application and initially raised a number of concerns relating to the Design and Access Statement needing to be expanded; the vertical height clearance into and within the proposed basement car park levels required to be increased from 2.1m to 2.6m in order to allow high top accessible vehicles to enter and manoeuvre; a conveniently located drop off point is required for accessible taxis, Dial-a-Ride, and similar door-to-door transport vehicles; the design of Flat Type_A-4B6P-2, Flat Type_A-4B6P-3, and Flat Type_A-4B6P-4 is contrary to the requirements of London Plan Policy 3.8, the Council's 'Accessible Hillingdon' SPD (adopted September 2017) and prescribed technical housing standards in that dwellings with 3 bedrooms or more need to be able to include a compliant entrance storey WC; the duplex units should be designed to allow a through floor lift to be installed should there be a need at a future point which would need to demonstrate an arrangement that remains feasible with a lift car of 900 mm x 1100mm and typical furniture items in place.

Further information has been submitted, together with a revised plan and updated Design and Access Statement Addendum. Following a further review, the Council's Access Officer is now fully supportive of the proposals. The Access Officer's recommended condition forms part of the officer recommendation.

7.13 Provision of affordable & special needs housing

The London Plan (March 2016) sets the policy framework for affordable housing delivery in London. Policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets. Policy 3.13 sets the threshold for seeking affordable housing as schemes with 10 or more units.

The development would introduce a total of 144 dwellings, thereby triggering the Mayor's affordable housing requirement threshold. Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council's Planning Obligations Supplementary Planning Document (supplementary planning guidance) adopted in July 2014 notes at paragraph 4.16 that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes.

The Council's Housing Officer advises that the application is fully supported as it delivers a policy compliant 35% Affordable Housing. The proposed tenure mix will be:

31% units at London Affordable Rent
38% units London Living Rent
31% units Shared Ownership

This tenure mix is in line with London Plan and the provision of London Living Rent units

makes the total number of rented units at 69% just marginally below the Hillingdon Local Plan requirement for 70% rented units.

The proposed mix of affordable housing is 6 x 1 bedroom flats, 21 x 2 bedroom flats, 9 x 3 bedroom flats and 4 x 4 bedroom flats, which is a well balanced mix of unit sizes for a High Street location and the larger family units are welcomed. All the units comply with London Plan size standard and Part M 2 so they are easily accessed and adapted should the need arise.

The GLA in their Stage 1 report advise that both the quantum of affordable housing and the proposed tenure mix is supported. However, the applicant would need to investigate the possibility of increasing the amount of affordable housing beyond 35% which may be available through grant funding.

Therefore, it is considered that the scheme complies with Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and the GLA are currently supportive of the proposals, to deliver 35% affordable housing on the site.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

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

The Council's Tree/Landscaping Officer advises that there are a number of trees on, and close to, the site boundaries, including two birch on the south-east corner of the site, which contribute to the visual amenity of the public realm, but there are no TPO's or Conservation Area designations affecting the site.

The application is supported by a tree report which has been assessed by the Council's Tree Officer and they advise that the report identifies 23 individual trees and two tree groups either on the site or on adjacent land which have been assessed. There are no 'A' grade trees and only two trees which justify a 'B' rating, T8 and T9, two London planes situated on the north-west boundary. Most of the other trees are 'C' grade (poor) with some 'U' grade specimens. The 'U' grade trees (T4 and T10) and five 'C' grade trees (T1, T2, T3, T5, and T23) will be removed to facilitate the development. Tree management / pruning has been specified for three trees (T8, T14 and T16), which would all be retained as part of the proposals.

The Tree Officer goes on to advise that according to the proposed layout plan, ref. 2-101 Rev W the development will retain all off-site trees and the two plane trees on site. Replacement tree planting will include four trees (in ground) on the north-west boundary and approximately 17 multi-stemmed trees within the landscaped roof garden / decked areas.

The Tree Officer concludes that there is no objection to the proposed development in respect of tree impacts and mitigation and planning policy. Tree protection details and an arboricultural method statement will be required and a high quality comprehensive landscape scheme will be required, to be secured by recommended conditions.

The recommended conditions form part of the officer's recommendation and therefore the scheme is considered to comply with Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

ECOLOGY

Policy EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that there may be a requirement to retain on-site ecological features in new development and seek enhancements to the nature conservation and ecological interest of the site or create new habitats.

The submitted Sustainability Statement advises that the proposed extensive green roof will support local ecology by providing a habitat to support a variety of plants, birds, animals and invertebrates. It also advises that existing trees on site have been assessed and the healthy, ecologically viable trees will be retained. The statement goes on to suggest that net site biodiversity could be further improved by promoting a mix of ecologically valuable species, including the use of bird and bat boxes if appropriate. A condition has been added requiring that a scheme of ecological enhancement is provided, to include the use of bird and bat boxes/bricks.

7.15 Sustainable waste management

London Plan Policy 5.17 requires adequate provision to be made for refuse and recycling facilities for new development.

The Council's Waste Officer provided detailed comments on the initial proposed plans and advised that there were no issues with the commercial waste aspect as there is ample room within the service yard but as regards the residential element, the officer advised that there is no suitable access for the refuse collection vehicle to access the refuse store for Cores A or C although it can access the refuse store of Core B directly from the street. A dropped kerb must be installed at a minimum width of 2 metres on the footpath directly outside of the refuse stores. As regards Cores A and C, a designated presentation area should be indicated and personnel assigned to move the waste and recycling containers to the collection point on the allocated day. A swept path analysis should be provided to ensure that the refuse collection vehicle is able to access the collection point. The vehicle should enter and exit the area in a forwards motion and should not reverse any further than 12 metres. Furthermore, the collection crew should not have to move any container more than 10 metres from the point of storage to the collection vehicle and the surface should be smooth, free from steps and the gradient no more than 1:20.

The plans have been revised and now on refuse collection days, the bins will be moved by the management company from the internal storage areas to designated on-street 'Collection Zones' at the back edge of the pavement and then returned to the internal bin storage areas after emptying. Waste Services are now satisfied with the revised arrangement and the Highway Engineer advises that this arrangement will keep to a minimum the amount of time the refuse vehicle has to stop on-street. A dropped kerb will be required at all of the collection points to allow the waste containers to be wheeled onto the street behind the refuse vehicle without needing to 'bump' up and down the kerb. The dropped kerbs would be secured as part of the S106/ S278 Legal/Highway Agreement.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (March 2016) establishes the energy hierarchy for minimizing carbon dioxide emissions, Policy 5.3 states that the highest standards of sustainable design and construction should be employed, Policy 5.6 requires an assessment of the use of Combined Heat and Power systems, Policy 5.7 seeks to increase the use of renewable energy and Policy 5.9 seeks to address impacts of overheating and excessive heat generation.

A Sustainability Statement and an Energy Strategy have been submitted in support of the application. The Council's Sustainability Officer has reviewed the information and advises

that the proposed development is short of the zero carbon (residential) and the 35% (retail) targets for CO2 reduction as set out in London Plan Policy 5.2. The shortfall totals 103.51t CO2/annum. Consequently the development is not policy compliant.

The Sustainability Officer goes on to point out that Policy 5.2E of the London Plan does allow for offsite contributions where there are onsite shortfalls. In order to make the development policy compliant, an offsite contribution will be required to make up for the shortfall this is calculated in accordance with the GLA energy assessment advice and the London Plan and the S106 must therefore include a contribution of £186,318 to make up for the shortfall. The officer also advises of the need for a condition requiring the submission of a detailed energy assessment.

The GLA advise that the proposal broadly follows the London Plan energy hierarchy although further revisions and information are required before the proposals can be considered acceptable and carbon dioxide savings verified. This will be dealt with as part of the Stage 2 Report.

The Sustainability Officer's recommendations for a S106 contribution and condition form part of the report's recommendations and as such, the scheme is considered acceptable in terms of energy sustainability.

7.17 Flooding or Drainage Issues

Policy OE7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies seeks to prevent development in areas liable to flood unless appropriate flood protection measures are proposed and Policy OE8 seeks to resist developments that would result in an increased risk of flooding elsewhere. Policy 5.13 of the London Plan (March 2016) also requires development proposals to utilize sustainable drainage techniques.

The application is supported by a Flood Risk Assessment. This advises that the site is within Flood Zone 1, having a low annual probability of flooding and the underlying soil is generally free draining.

As regards foul water drainage, the applicant's advise that Thames Water have confirmed that there is sufficient capacity in the foul sewer network to accommodate the proposal. In terms of surface water, the report advises that there are no public surface water sewers in the vicinity. Using SUDS, up to 1,000m² of blue/green roofs would be installed on the first floor amenity decks, which will be designed, supplied and installed by a specialist. Run-off discharge will be restricted to 5 l/s and the required attenuation volume will be approximately 348m³. Any surface water in the service yard will pass through an appropriately sized fuel interceptor incorporated in the drainage system. The run-off will then be disposed of by means of a soakaway or through an outfall pipe to the Grand Union Canal, after relevant permissions have been granted.

The Council's Water and Flood Management Officer has reviewed the submission and advises that

groundwater is indicated to be 6m below ground level although the groundwater investigation was undertaken in September 2018 when water levels are likely to be lowest in the seasonal year. With such a substantial two level basement over what is currently only a partly submerged ground and which covered much less of the site, there is likely to be considerable fluctuation in the 6mbgl water table and this is likely to be at its lowest so there is likely to be considerable fluctuation in that level and other ground investigations in the area indicate it is much higher. For clearance of vehicles in the basement, the basement is likely to be at 6mbgl and there is no mitigation proposed or is indicated there is

sufficient space to allow appropriate mitigation. The officer further advises that it is not clear that sufficient depth has been factored into the green roofs to allow for this surface water attenuation arrangement to work, which could impact upon the elevation information, which could affect heights. Also, CCTV has been undertaken, which shows blockages in the existing surface water network including those on New Parade to the north. There must be remedial work proposed to this area to reduce the likelihood of ongoing flooding of the emergency entrance to the basement and substation which is not currently proposed. There is opportunity to create a rain garden to deal with water from the road here and integrate it with the wider surroundings.

The agents advise that best practice will be applied to the design of the basement, including the incorporation of robust drainage and waterproofing measures. This would be secured by condition which forms part of the officer's recommendation. Furthermore, the agents note that on the drawing in the FRA, the geocells in the blue roof will be 500mm deep and the extensive green layering above will be 250mm deep. Once the Blue/Green Roof System has been finalized, this will be factored into the structural design of the building. Also, maintenance of blocked manholes off-site to the north is the responsibility of Thames Water. Surface water runoff will be disposed of by means of a soakaway and hence there are no off-site connections proposed to add to any possible flooding on the road and any foul connection to an existing manhole will only be made after the manhole has been cleared of any blockage and made good if damaged. Given the above response, it is considered that the concerns raised by the Council's Water and Flood Management Officer could not justify a refusal of the application.

The other suggestion of pushing the building back to allow space for the general travel of groundwater would also be impractical.

The Council's Water and Flood Management Officer also raises a number of concerns which mainly deal with the overall siting and design of the development, commenting on the view of the new formal entrance onto the canal from the High Street being blocked by the entrance lobby to Core B, loss of green infrastructure and trees around the existing building which could be mitigated with a 100k S106 contribution and need to improve the main access to the store and use SuDS here to reduce risk of flooding.

The agents argue that the new development would not block views of the canal and its new entrance more than the existing store and the proposed building along St Stephen's Road is generally set back a greater distance. As regards the loss of green infrastructure, it should be noted that the green landscaping on the site will increase from 1.5% to 15% of the site area, but it is accepted that the majority of the green spaces are to the rear of the site. However, the agents point out that the front garden areas of the duplex units will be 2.5m to 5.0m deep which will improve the green infrastructure along St Stephen's Road.

The Council's Landscape Officer advises that a total of 7 poor and unhealthy grade trees will be removed from the St Stephen's Road frontage but given new tree planting, no objections are raised to the loss of these trees. The scheme will also make a £70,000 S106 contribution to canal improvements and therefore it is not considered that given the increase in the landscaping provided on site, the loss of green infrastructure can justify a reason for refusal or that a further S106 contribution can be justified.

7.18 Noise or Air Quality Issues

Policies 7.14 and 7.15 of the London Plan (March 2016) requires development proposals amongst other criteria, to be at least 'air quality neutral' and to manage noise respectively and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies

(November 2012) advise that planning permission will not normally be granted for uses and structures that are likely to be detrimental to the area or amenities of surrounding properties due to amongst other criteria, noise and vibration or the emission of dust, smell or other pollutants unless sufficient mitigation measures are utilised.

Noise

A Noise Assessment has been submitted with the application which advises that the impact of external noise, mainly from road traffic can be mitigated to acceptable levels by the use of appropriate glazing on the frontage facades and the external amenity space provided with the internal courtyard would be mainly screened from external noise by the proposed building envelope whereas noise from the service yard and shop activities would be mitigated by the covered service yard and appropriate sound and vibration insulation in the building fabric, the specification of which could be controlled by the report's recommended conditions.

The Council's Environmental Health Officer has reviewed the application and its submissions and advise that they have no objections to the scheme, subject to conditions to restrict noise levels, provide sound insulation, fit plant and extraction / ventilation equipment with anti-vibration mitigation, together with a construction and environmental management plan. These conditions form part of the officer recommendation.

Air Quality

The site is located within the Air Quality Management Area (AQMA) and within an Air Quality Focus Area (AQFA), which is defined as a pollution hotspot, where air quality limit values are exceeded and improvements are required.

The Council's Environmental Protection (Air Quality) Officer has reviewed the application and the submitted Air Quality Neutral Calculation Report and the Air Quality Assessment and does not raise any objections, but advises of the need for conditions requiring details to be submitted of a low emission strategy and requiring non-road mobile machinery (NRMM) is registered with and satisfy the GLA's Low Emission Zone standards, together with a S106 contribution of £24,435 towards improvements within the AQFA to mitigate the damage of the additional residential traffic. These form part of the officer recommendation, with the exception of the NRMM condition which is attached as an information and this will be expected to inform the detail submitted as part of the Construction and Environmental Management Plan.

7.19 Comments on Public Consultations

The comments and concerns raised by the individual consultees raising material planning considerations have been dealt with in the officer's report.

7.20 Planning obligations

Policy R17 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of development. The policy is supported by more specific supplementary planning guidance.

The following would be required to mitigate the impact of the development:

- (i) 35% affordable housing, with a tenure mix of 31% units - London Affordable Rent, 38% units - London Living Rent and 31% units - Shared Ownership,
- (ii) Retail Travel Plan, including a £20,000 Bond,
- (iii) Residential Travel Plan, including a £20,000 Bond,
- (iv) Road improvements based on Drw. No. REDW-3290-460 (Vol. 2 of the Transport

Assessment), to include widening of the existing footway at the proposed site access together with tactile paved crossings, replacement street lighting along St Stephen's Road from its junction with High Street west to the former pedestrian entrance to St Matthew's School and widening of the footway on the High Street where the footway abuts the new Morrisons foodstore, new pedestrian crossing on St Stephens Road to provide access to a new formal entrance onto the Grand Union Canal and its towpath (based on Drw. No. REDW-3290-462 (Vol. 2 of the Transport Assessment)), but may also include requirement for dropped kerbs to allow refuse to be wheeled onto road and contribution towards Traffic Regulation Orders on St Stephens Road,

(v) £70,000 contribution towards canal access and towpath improvements, based upon Drw. No. REDW-3290-462 (Vol. 2 of the Transport Assessment),

(vi) Cycle Parking Demand Review: 2 years post occupation,

(vii) Santander bikes, contribution of £10,000

(viii) £186,318 carbon offset contribution,

(ix) £24,435 air quality contribution,

(x) Construction Training: To agree the basis and methodology of a Construction Training Scheme with the Council's partnership team, or failing this, the following contribution shall apply:-

£2500 per £1m build costs + Coordinator Costs: $1000/7500 \times £71,765 = £9556.66$.

(xi) The residents of this development not to be eligible for parking permits, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.

(xii) Project Management & Monitoring Fee: Financial contribution equal to 5% of total cash contributions.

The applicant has agreed to the above heads of terms. As such, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £35 per square metre of gross internal floor area. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £1,400,305.21.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £548,290.38.

7.21 Expediency of enforcement action

There are no enforcement issues raised by this application.

7.22 Other Issues

Land Contamination

The Council's Environmental Health Officer (Land Contamination) Officer has reviewed the submitted Preliminary Risk Assessment and does not raise any objections to the proposal, subject to a condition to require further assessment and verification of the ground conditions. This forms part of the officer recommendation.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

This proposal is to redevelop this Yiewsley/ West Drayton town centre site to re-provide a Morrisons supermarket, albeit with a smaller floor area and provide 144 residential units above within a 4 to 8 storey building.

The proposal includes the retention of a 'local' supermarket which will still act as an anchor for the town centre. No objections are raised to the smaller retail unit, particularly given the improvements that will provide more of an active retail frontage to the High Street.

There are no objections to the loss of the existing two storey building which has little or no architectural merit and the provision of additional residential units within the town centre is supported.

The proposal has been reduced in height as a result of officer discussions and although the proposal would be taller than the adjoining parade buildings in the High Street there are similar sized residential buildings being erected within the town centre, which do provide part of the urban context for the proposal. The bulk of the building would be articulated by its varying height, undulated roof form, recessed upper floor and varying palette of materials. It is considered that the scheme is acceptable and is supported by the Council's Urban Design / Conservation Officer and the GLA.

Having regard to this town centre location, the scheme would not harm the residential amenities of adjoining occupiers. The scheme would provide adequate internal accommodation for its occupiers and this scheme would contribute towards canal improvements.

The scheme has been assessed in terms of highway impacts and although the residential element would only provide a parking ratio of 0.7 spaces per residential unit, given car ownership levels in the area, the Council's Highway Engineer is satisfied with this level of parking, although TfL considered that it should be reduced, particularly given the enhanced accessibility of the site once the Elizabeth line opens.

The scheme is acceptable in terms of impact upon trees and flooding issues. It also provides a policy compliant level of affordable housing which would be secured as part of the S106 Agreement.

The scheme does make commensurate contributions as part of the S106 Agreement.

The application is recommended accordingly.

11. Reference Documents

NPPF (July 2018)

London Plan (March 2016)

Hillingdon Local Plan: Part One (November 2012)

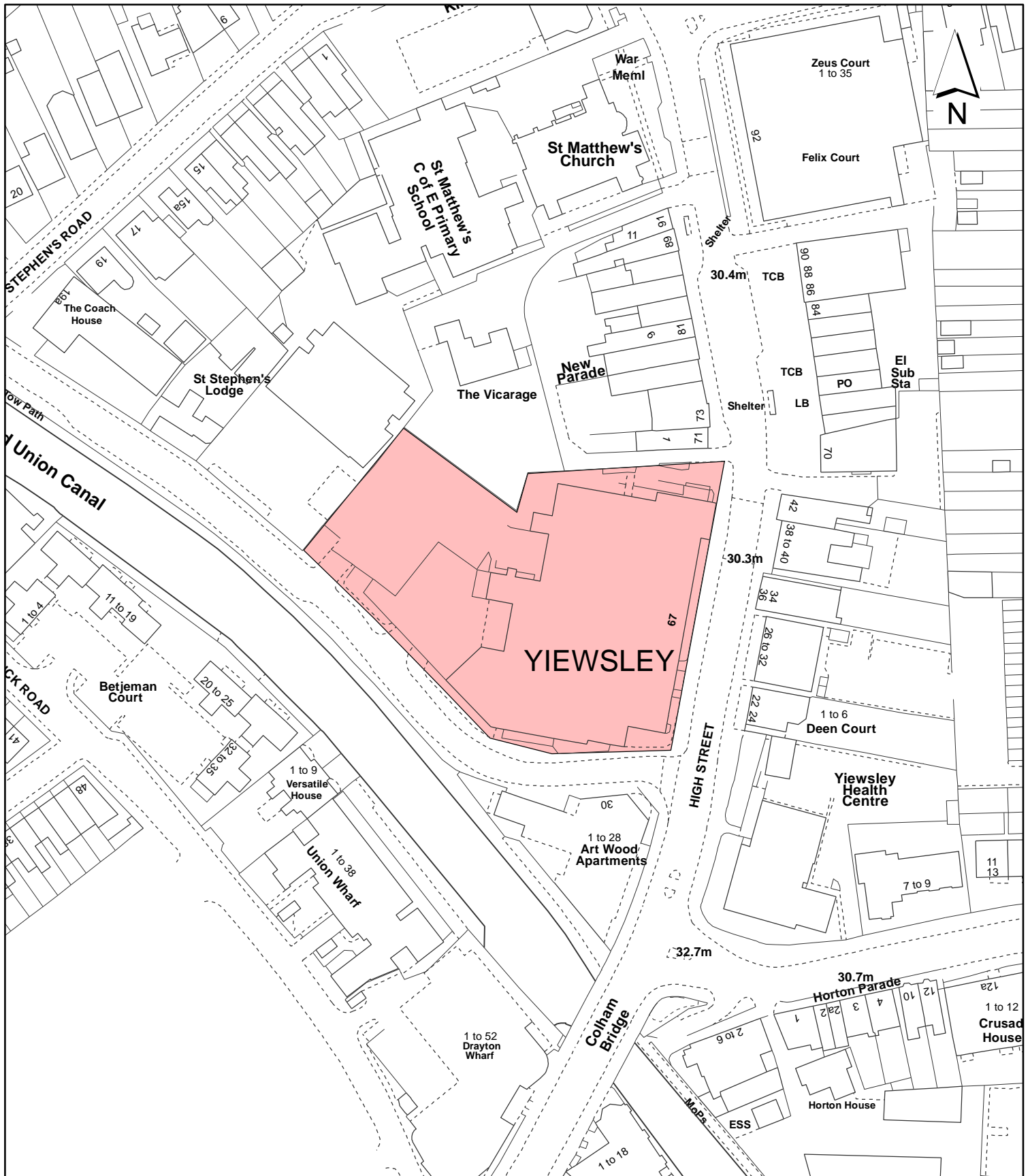
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)

Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Richard Phillips

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Notes:

 Site boundary

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Site Address:

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

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

Planning Application Ref:

2370/APP/2018/2793

Scale:

1:1,250

Planning Committee:

Major

Date:

January 2019



HILLINGDON
 LONDON