

Report of the Head of Planning, Sport and Green Spaces

Address PADCROFT WORKS TAVISTOCK ROAD YIEWSLEY

Development: Demolition of all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (as shown outlined in red on the submitted application site plan) including Globe House, Globe Court, Padcroft Works, the former Dairy Crest dairy and TiGi Warehouse and comprehensive redevelopment to provide three buildings rising from three to eight storeys comprising 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles.

LBH Ref Nos: 45200/APP/2014/3638

Drawing Nos: Application Cover Letter
T10P00
T10S01
T20E01
T20E02 [A]
T20E03 [A]
T20E04
T20P-1 [B]
T20P00 [B]
T20P01 [B]
T20P03 [B]
T20P04 [B]
T20P05 [B]
T20P06 [B]
T20P07 [A]
T20P08 [A]
T20S01
T20S02
T20S03
T20S04
T90P100
T20P101 [A]
5462 T(20)P02C
T20P100 [A]
Z1(20) P00-TSA

Date Plans Received: 10/10/2014 **Date(s) of Amendment(s):** 10/10/2014
Date Application Valid: 10/10/2014 14/05/2015

1. **SUMMARY**

Planning permission is sought to demolish all existing buildings on the site enclosed by Bentinck Road and Tavistock Road (including Globe House, Globe Court, Padcroft Works the former Dairy Crest depot and TiGi Warehouse) and comprehensively redevelop the site to provide three buildings rising from three to eight storeys comprising a total of 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking.

The scheme will provide 46 social rented and intermediate affordable units, 293 parking spaces, 15 motorcycle spaces and 406 cycle parking spaces.

Planning permission for a development to provide a residential led mixed used development with 208 self contained residential units on part of the site was granted on 19th February 2015. The current application seeks to extend to the TiGi warehouse site to the west to provide a further 100 residential units in comparison to that which was previously recommended for approval. The current scheme builds substantially upon the preceding development principles, including, maximum heights, design style, residential quality and amenity provision for future occupiers with all the parking and servicing occurring totally onsite to the satisfaction of the Borough's Highway Engineer.

The application site comprises part of a wider development site, which was identified in the previous application as being a declining Industrial and Business Area and suitable for redevelopment in accordance with the NPPF, the London Plan (March 2015) and the Council's Local Development Framework. This supports the principle of a residential led mixed use development including residential and office space across the larger site. The principle of the extended site being suitable for residential and office purposes is therefore considered acceptable, and is appropriate in this part of the West Drayton Centre, where the Council seeks to maximise commercial and compatible uses such as the proposed residential and office uses.

The development itself represents a high quality redevelopment scheme which would make a significant contribution towards the regeneration of this part of the Town Centre and will act as a catalyst for change in the surrounding area whilst providing an acceptable balance of employment generating uses, continuous street frontages together with a substantial amount of much needed high quality housing which include a not insignificant number of affordable homes.

It is considered that this is a well designed scheme which has an imaginative modern approach to design and it is expected that the scheme will breathe new life into this prominent site within the Town Centre and set a new benchmark for the quality of design expected in future developments in Yiewsley and West Drayton. The proposal is of an appropriate architectural and urban design quality that will offer a significant improvement to the streetscene, townscape and wider views beyond.

The new public realm would provide an attractive landscaped area for both the public and residents of the development which would focus on connecting the development to the wider area to create a vibrant public space with the added benefit of providing a new pedestrian route linking Bentinck Road and Tavistock Road.

The future Crossrail extension will be unaffected by the current development proposals. In addition, the Council's Highways Engineer raises no objection to the scheme, subject to conditions and planning obligations. Transport for London has shown concerns with the quantum of cycle parking proposed and a condition is imposed requiring cycle spaces are increased to meet London Plan standards. The proposed ratio of 0.95 car parking spaces per unit is considered to meet the anticipated demand for parking taking into account the arrival of Crossrail, car-ownership levels in the area, and it is comparable to other schemes nearby and elsewhere in the borough.

The site is located within a sustainable location with good access to public transport and takes into account the imminent arrival of Crossrail. The impact of the

proposed development in terms of maintaining pedestrian and highway safety, limiting traffic generation and providing adequate parking is considered acceptable.

The proposal would not prejudice the development of adjoining land, should a suitable development scheme be brought forward.

There would be no adverse harm to the amenities of adjoining occupiers. The proposal would not result in an unacceptable loss of light or outlook, nor would there be any unacceptable impact resulting from loss of privacy and overlooking, subject to appropriate conditions being imposed.

The proposal is considered to be a sustainable development in accordance with the National Planning Policy Framework, the London Plan (March 2015) and the Council's Local Development Framework. The applicant has also addressed all concerns raised by the GLA and TFL.

The application is referable to the Greater London Authority under Category 1C of the Schedule of the Town and Country Planning (Mayor of London) Order 2008:

"Development which comprises or includes the provision of more than 150 houses, flats or houses and flats." If the Committee resolves to grant permission, the application will be referred to The Greater London Authority which has 14 days to decide whether or not to review the planning permission (under article 4(1)(b)(l) of the Town and Country Planning (Mayor of London) Order 2008).

For the reasons outlined in the report, it is recommended that planning permission be granted, subject to conditions, the completion of a legal agreement and referral to the Greater London Authority.

2. RECOMMENDATION

1. That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to any relevant amendments agreed by the Head of Planning and Enforcement and also those requested by the Greater London Authority and the following:

a) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:

Non-monetary contributions:

i. Affordable Housing: 15% in unit terms (46 dwelling flats) with a tenure mix set at 64% affordable rent and 36% intermediate,

ii. Affordable Housing review mechanism.

iii. Enter into a S278/S38 for all highways works required by highways officer to include, but not be limited to, associated costs and works identified in PERS Audit, access works, part carriageway and footway resurfacing and associated works

along Tavistock Road and Bentinck Road, including as detailed below:

1. Tavistock Road:

- a) Access works to the site,
- b) Carriageway and footway resurfacing and any associated works between on-street car parking bays west of Tavistock Road access and High Street/Tavistock Road junction except any recently surfaced footway;
- c) Removing car parking spaces, implementing parking restrictions and associated costs.

2. Bentinck Road:

- a) Stopping up of existing access and footway reinstatement;
- b) New access works; and
- c) Footway and carriageway resurfacing along the site boundary (extent to be agreed by the Council's Highway Engineer); and
- d) Relocation of on-street parking spaces, parking restrictions, and associated costs.

Highways Works S278/S38 as required by the highways engineer and to be completed prior to occupation.

iv. Car parking allocation and management scheme;

v. Refuse and delivery management scheme;

vi. A Construction Logistics Plan

vii. A Delivery & Service Plan (including details of access and parking for emergency services).

viii. Prohibit future residents of the development from obtaining parking permits within existing or future controlled parking areas on the public highway.

ix. A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

x. Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £9,600.00 per phase or an in kind scheme) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

Monetary contributions:

xi. Air Quality: a contribution in the sum of £25,000.00 is sought

xii. Canal side Improvements: a contribution in the sum of £20,000.00 and Canal Side Signage contribution in the sum of £2,000.00 (A total £22,000.00 monetary

contribution towards canal side improvements)

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

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and 278 Agreements and any abortive work as a result of the agreement not being completed.

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

D) If the Legal Agreement/s have not been finalised within 3 months, or such other date as agreed by the Head of Planning and Enforcement, delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of affordable housing, air quality, canal side improvements, construction and employment training and delivery of necessary offsite highway works. The proposal therefore conflicts with the National planning Policy Framework, Policies 3.11 and 7.14 of the London Plan (March 2015), Policy AM2 and AM7 of the adopted Local Plan and the Council's Planning Obligations SPG.'

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

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

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 referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

Z1(20) P00-TSA
T20E02 [A]

T20E03 [A]
T20P-1 [B]
T20P00 [B]
T20P01 [B]
T20P02 [C]
T20P03 [B]
T20P04 [B]
T20P05 [B]
T20P06 [B]
T20P07 [A]
T20P08 [A]
T20P100 [A]
T20P101 [A]
T20S02
T20S04

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (March 2015).

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:

- Mitigation Measures in accordance with West Drayton, Hillingdon - Air Quality Assessment Report by JMP dated 7 October 2014
- Mitigation Measures in accordance with Noise survey report (job no: NW911113 prepared by JMP)
- RSK Sustainability & Energy Statement 441876R(01) of August 2014 together with recommendations in RSK letter 15 January 2015, SBEM Main Calculation Output 22 July 2014, Regulations Compliance Reports 14 August 2014, drawing no.SK01-22-10-14 [O]
- Mitigation Measures in accordance with CGMS Archaeological Desk Assessment December 2014
- Mitigation Measures in accordance with Transport Assessment Update Report dated October 2014
- Mitigation Measures in accordance with Land Contamination and Floodrisk Sitecheck (Landmark Group) report No. 49381213_1 677546851#89126704 and BRD Site Investigation Report No: BRD1535-OR1 Version A
- Mitigation Measures in accordance with RSK Flood Risk Assessment 132375-R1(0)-FRA October 2014
- Recommendations in the Donald Butler Associates (DBA) Aviation Report ref. No.DBA/1934
- Key Strategies in the Design and Access Statement
- Daylight and Sunlight Study by Right of Light Consulting 10 October 2014
- Mitigation Measures in accordance with Recommendations in the RWDI Wind Microclimate Assessment Desk Study (Wind Modelling) report No. 1300446A-PLW 19 September 2014.
- Mitigation Recommendations and Biodiversity Enhancement Recommendations in the Building Inspection Report by Applied Ecology [September 2014]
- Mitigation Measures in accordance with Proposed Foul Drainage and Proposed Surface Water Drainage recommended in the Drainage Strategy Report by Gary Gabriel Associates Job No. 28263

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (March 2015).

4 NONSC Phasing

The development hereby approved must be implemented in accordance with the phasing drawings listed on the decision notice and in particular in accordance with drawing T(20)P02 C, unless otherwise agreed in writing by the Local Planning Authority. On completion of each phase of the development, cycle storage and a parking ratio of 0.95 spaces per residential unit must be maintained within the site at all times.

REASON

To ensure the development proceeds in a satisfactory manner and to accord with Policy LE2 and BE38 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

5 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 (November 2012).

6 RES18 Lifetime Homes/Wheelchair Units

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

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with Policies 3.1, 3.8 and 7.2 of the London Plan (March 2015).

7 COM7 Materials (Submission)

For each phase of the development, details of all materials and external surfaces, including details of balconies, obscure balustrades, winter gardens and the privacy fins shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. Thereafter each phase of 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 and sample materials shall be available to view on site at the Local Planning Authorities request.

REASON

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

8 RES9 Landscaping (including refuse/cycle storage)

For each phase of the development a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

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

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front and rear of the ground floor flats as to ensure the privacy of these residents and position, height and material proposed for the balustrades at roof level
- 2.c Car Parking for 293 cars (including demonstration that 59 parking spaces are served by electrical charging points and 31 parking spaces for disabled users)
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

- 3.a Details of the inclusion of living walls and roofs
- 3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

5. Schedule for Implementation

6. Other

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

Thereafter the approved details shall be implemented prior to first occupation of the flats in each phase in full accordance with the approved details and shall be retained thereafter.

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 and BE38 of

the Hillingdon Local Plan (November 2012) and Policies 5.11 (living walls and roofs), 5.8 (Innovative energy Technologies), 6.13 (Parking) and 5.17 (refuse storage) of the London Plan (March 2015).

9 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in 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 in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the of the Hillingdon Local Plan (November 2012).

10 RES11 Play Area provision of details

For each phase of the development, details of safe and secure play areas for children and rooftop amenity areas, including maintenance responsibilities, shall be submitted and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. Thereafter, the play areas and rooftop amenity areas shall be provided prior to the occupation of any unit within each phase of the development and maintained in accordance with the approved details for the life of the development.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 of the Hillingdon Local Plan (November 2012) and London Plan (March 2015) Policy 3.16.

11 NONSC Submission Energy Assessment

A detailed energy assessment shall be submitted by the stage whereby construction works for the first phase of the development are at damp proof course level showing how the development will reduce carbon emissions by 35% from a 2013 Building Regulations compliant development in accordance with the outline Energy Assessment. The detailed assessment shall clearly set out the specifications of the proposed CHP unit and Photovoltaic array, including inputs and outputs and how these relate to the baseline energy demand and carbon emissions. The assessment shall include clear details of PV layouts and management and maintenance of the CHP unit, as well as how its performance will be monitored and reported to the Local Authority for 5 years after completion of the occupation of the first completed building. The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with Policy 5.2 of the London Plan (March 2015).

12 NONSC Scheme for Ecological Enhancement

For each phase of the development a comprehensive scheme for ecological enhancement of the site shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The scheme shall clearly demonstrate improvements on and around the development and must include specific landscaping improvements to support wildlife. Habitat walls, log piles, bat and bird boxes must clearly be detailed within the scheme. In addition, the Council will expect the scheme to include living walls and roofs to promote biodiversity, reduce rain water run-off, and to assist in improving air quality. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan (March 2015).

13 NONSC Overlooking

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

REASON

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

14 NONSC Noise

a. The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

b. For each phase of the development details of a scheme for the control of noise transmission from the commercial premises to the residential units of the development shall be submitted and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA.

Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

15 NONSC Pedestrian Link

Notwithstanding the details submitted, full measures to prevent public access to the pedestrian link provided alongside the western boundary shall be provided in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented. The details of the scheme shall include details of the physical mitigation measures proposed to prevent public access including equipment specifications and maintenance responsibilities.

REASON

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 Policies 7.1 and 7.3 of the London Plan (March 2015).

16 NONSC Protection from Ingress of Polluted Air

Before each phase of the development is commenced a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage;
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (November 2012) and Policy 7.14 of the London Plan (March 2015).

17 NONSC Air pollution

Before each phase of the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location and height of the flue relative to the surrounding buildings and nearest openable windows at the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark and as a minimum meet the GLA emission standards for a CHP. Prior to occupation of each phase of the development, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan (November 2012).

18 NONSC Cycle Storage

Notwithstanding the details submitted, a scheme shall be submitted to and approved in writing by the Local Planning Authority with details to provide a total of 549 secure cycle parking (of which 540 spaces are allocated for future residents, 8 spaces for visitors and a minimum of 1 space for the B1 use) or with details of such a combination of cycle spaces

and innovative measures that meet the objectives of the London Plan standards. Unless otherwise agreed in writing by the Local Planning Authority the approved details shall be implemented as approved and thereafter be permanently retained.

REASON

To ensure that the development provides a quantum of cycle parking in accordance with Policy 6.9 of the London Plan (March 2015).

19 COM15 Sustainable Water Management

For each phase of the development details of a scheme for the provision of sustainable water management shall be submitted and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of each phase of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

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

Thereafter, each phase of the development shall proceed in accordance with the approved scheme.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan (November 2012) and Policy 5.12 of the London Plan (March 2015).

20 COM31 Secured by Design

The buildings shall achieve 'Secured by Design' accreditation awarded by the Metropolitan Police. No building within each phase of the development shall be occupied until accreditation has been achieved.

REASON

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

21 RES16 Car Parking Layout

The last phase of the development shall not be occupied until details of the proposed car parking layout, showing parking for 293 vehicles, including 31 disabled vehicles, have been

submitted to and agreed in writing by the Local Planning Authority. Thereafter, the car parking provision shall be maintained and retained at all times for the exclusive use of the occupants of the development.

REASON

In order to minimise impacts on the safety and amenity of residents.

22 NONSC Car Parking Allocation Plan

No dwelling hereby approved shall be occupied until a car parking allocation scheme for each phase of the development has been submitted to and approved in writing by the Local Planning Authority. Thereafter the car parking spaces for each phase of the development shall be allocated in accordance with the approved scheme and the parking areas shall be permanently retained and used for no purpose other than the parking of motor vehicles.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (March 2015).

23 NONSC Car Parking Stackers

Detailed plans, manufacturers details and a scheme for the maintenance of the car parking stackers shall be submitted to and approved in writing by the Local Planning Authority by the stage whereby construction works are at damp proof course level. Thereafter the car parking stackers shall be installed and maintained in accordance with the approved details for as long as the building remains in use.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (March 2015).

24 NONSC Car Park Vents

Notwithstanding the details submitted, full measures to prevent light spillage, noise and general disturbance from the air vents located on the western side of the podium shall be provided in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented. The details of the scheme shall include details of the proposed location for the air vents, the measurements of the air vents, full details of the physical mitigation measures proposed including screens, specifications and maintenance responsibilities, and shall be implemented prior to first occupation of the parking spaces hereby approved and shall be retained thereafter.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan (November 2012) and to safeguard the amenity of existing occupiers in accordance with policies BE24 and OE1 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

25 NONSC Gate Details

Prior to each phase of the development hereby approved, details of the pedestrian/vehicular gates/barriers into the site, incorporating facilities for the operation of gates/barriers by disabled persons, and manual operation of any gates/barriers in the event

of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the gates/barriers shall be installed in accordance with the approved details and maintained so long as each phase of the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (March 2015) and the HDAS -Accessible Hillingdon.

26 NONSC GLAAS

A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

C) No development or demolition shall take place other that in accordance with the Written Scheme of Investigation approved under Part (B).

D) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

REASON

Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF

27 COM30 Contaminated Land

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

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

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

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

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

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

(iv) No dwelling hereby approved shall be occupied until site derived soils and imported soils for each phase of the development have been independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination and to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

28 NONSC Bird Hazard Management Plan

Prior to commencement of each phase of the development, or any of the elements of development for which full planning permission is hereby approved, detailed drawings and supporting documentation in relation to the relevant phase or component of the full planning element shall be submitted to and approved in writing by the Local Planning Authority, in respect of the following:

i) A Bird Hazard Management Plan which shall include the following details:

- Details of any water features,
- Monitoring of any standing water within the site,
- Drainage details including Sustainable Urban Drainage Schemes (SUDS). Such schemes must also comply with Advice Note 6 Potential Bird Hazards from SUDS which is available at www.aoa.org.uk/publications/safeguarding.asp
- Management of any flat roofs within the site which may be attractive to nesting, roosting or 'loafing' birds. The management plan shall comply with Advice Note 8 - Potential Bird Hazards from Building Design (www.aoa.org.uk/publications/safeguarding.asp),
- Any earthworks,
- The species, number and spacing of trees and shrubs,
- reinstatement of grass areas,
- maintenance of planted and landscaped areas, particularly in terms of the height and species of plants that are allowed to grow,
- which waste materials can be brought on to the site,
- monitoring of waste imports,
- physical arrangement for collection and storage of putrescible waste,
- signs deterring people from feeding birds.

Thereafter and prior to occupation of each relevant phase/relevant component of the full planning element, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON

To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

29 NONSC EA Condition 1

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

REASON

To ensure protection of controlled waters in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 5.12 of the London Plan (March 2015) .

30 NONSC EA Condition 2

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. Each phase of the development shall be carried out in accordance with the approved details.

REASON

To ensure protection of controlled waters in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (March 2015) Policy 5.12.

31 NONSC B1 Use

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the floorspace permitted for B1 use shall be used only for office purposes as defined within Use Class B1(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

To ensure that the floorspace is used only for purposes which are compatible with the nearby residential uses and will not have adverse impacts on the amenity of residential occupiers in accordance with Policies BE19, OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

32 NONSC CIL Informative

This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

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) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

NPPF	National Planning Policy Framework
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to

	neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
H5	Dwellings suitable for large families
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
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R1	Development proposals in or near areas deficient in recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R6	Ancillary recreational facilities
LPP 1.1	(2015) Delivering the strategic vision and objectives for London
LPP 2.1	(2015) London in its global, European and UK context
LPP 2.15	(2015) Town Centres
LPP 2.16	(2015) Strategic Outer London Development Centres
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.2	(2015) Offices
LPP 4.3	(2015) Mixed use development and offices
LPP 4.7	(2015) Retail and town centre development
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.1	(2015) Climate Change Mitigation

LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.5	(2015) Decentralised energy networks
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2015) An inclusive environment
LPP 7.26	(2015) Increasing the use of the Blue Ribbon Network for freight transport
LPP 7.3	(2015) Designing out crime
LPP 7.30	(2015) London's canals and other rivers and waterspaces
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy

3 I59 Councils Local Plan : Part 1 - Strategic Policies

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

4 I58 Opportunities for Work Experience

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

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

5 I1 **Building to Approved Drawing**

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

6 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.

7 I2 **Encroachment**

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

8 I21 **Street Naming and Numbering**

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

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

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

before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

10 I45 **Discharge of Conditions**

Your attention is drawn to the pre-commencement conditions which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

11 I48 **Refuse/Storage Areas**

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

12 I49 **Secured by Design**

The Council has identified the specific security needs of the application site to be protection and security of bicycles within the parking area of the site.

You are advised to submit details to overcome the specified security needs in order to comply with condition 17 this planning permission.

13

The applicant/developer should contact the Canal & River Trust's Third Party Works Engineer with reference to the current Canal & River Trust Code of Practice for Works affecting the Canal & River Trust to ensure that any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>)

14

The applicant/developer is advised that any encroachment or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement

15 I60 **Cranes**

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

16

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must

be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, Wind Turbines and Aviation (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

17

You are encouraged to ensure that facilities are provided to enable the easy watering of the roof garden, including any allotment facilities which might feature in the final landscaping details, and to ensure such facilities maximise opportunities for the re-use of rainwater.

18

You are advised that no doors or gates should be installed which open out of the public highways as these may contravene The Highways Act 1980 (as amended).

19

The applicant is advised that the detailed design of the underground car park must be undertaken with the input of fully qualified Structural and Highways Engineers.

20

The air quality assessment refers to no mitigation being required except for the construction phase of the development. It should be noted the development site is surrounded by residential properties on three sides, including residential premises above shops. It is recommended any condition with regard to the management of onsite emissions during the construction phase refers to the GLA SPG on The Control of Dust and Emissions During Construction and Demolition.

21

The Air Quality conditions relate to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. Guidance on air quality neutral and CHP emission standards are available at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>. They should contact Planning Specialists if they have any queries.

22

Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

23

Safety

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

Drainage

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 20 metres of Network Rail's boundary.

Piling

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

Excavations/Earthworks

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

Environmental Issues

The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.

Plant, Scaffolding And Cranes

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

3. CONSIDERATIONS

3.1 Site and Locality

The site is situated towards the south side of Yiewsley in Hillingdon, West London. It is located on the north side of High Street Yiewsley. It occupies a number of derelict and under used plots behind the retail properties at the junction of Yiewsley and West Drayton High Streets.

The site of approximately 8,992sq metres in area is comprised of a number of previously unrelated plots of land. The main body of the site occupies land behind the retail properties that front the High Street. Largely surrounded by existing buildings, the site is separated from the residential buildings of Winnock Road by an expansive but low rise warehouse building. There are currently no through routes from one side of the site to the other.

The current site contains a mixture of building types and scales. The Dairy Crest depot is largely of brick construction and mostly single storey wrapped around the open yards. The other commercial buildings around the edges of the site range from one to four storeys and

are in a range of materials and styles.

The site sits immediately behind the High Street, which is a mixture of three and four storey traditional buildings with dormers and pitched roofs. These are retail and small scale commercial at ground floor with residential and further commercial units above.

There are a number of buildings opposite, on the high street, that appear to date from 1980's and 90's and these too are of three and four storeys. Bentinck Road is a mix of styles and heights along both its sides. A recent planning permission has been granted on the Harrier House site for a residential block of flats with up to 6 storeys comprising 51 residential units along the canal frontage.

The terraces on Winnock Road form a consistent and intact residential edge a short distance north of the site. These are generally of traditional form with pitched roofs, rear extensions and long narrow private gardens. At the west end of the street is a commercial property of three storeys that is higher than the terraces.

3.2 Proposed Scheme

The proposal involves the redevelopment of the application site with a mixed-use scheme comprising three main building blocks arranged around a new central open public space. The proposal would contain a mix of private and affordable residential units and a large office unit at ground floor level. The proposal involves a mix of basement level car parking, cycle parking, modifications to the highway and hard and soft landscaping.

The current application largely seeks permission to amend and extend the previously consented Padcroft Works scheme to the TiGi Warehouse site to provide a further 100 residential units within the combined wider site.

In total, the development proposes 308 residential units comprising 262 private units (1 x studio, 66 x 1 bed, 154 x 2 bed, 41 x 3 bed) and 46 affordable units (9 x 1 bed, 21 x 2 bed and 16 x 3 bed) representing approximately 15% of the total residential units. The proposal would also provide approximately 175m² of office (B1a) use. The flats all adhere to the space standards as prescribed in the London Plan Housing Design Guidelines and areas of communal amenity space would be provided at ground level and at roof level. Private amenity space would be provided by way of private courtyards at ground level together with balconies.

The proposal provides 293 parking spaces for the 308 residential units, three parking spaces for the B1 office unit, 1 parking space for maintenance personnel and 2 car club spaces on Bentinck Road. In addition, 15 motorcycle parking spaces would also be provided. In terms of provision for cyclists, a total of 406 cycle storage spaces are proposed comprising 364 cycle spaces for the 308 residential units, a further 32 visitor cycle spaces and 10 spaces for the commercial unit. A total of 31 disabled parking spaces are proposed for the whole development.

The proposal involves the erection of an 8 storey block (comprising buildings B, C, E, G and B1, B2 and B3) at the central part of the site comprising mainly private residential units (aside from 13 affordable rent units) including 1 studio, 54 one bed, 136 two bed and 36 three bed units. This building varies in height from 3 to 8 floors with the upper floors being considerably recessed to both boundaries and flanks.

This building would be sited to the west of the central public space and arranged with a frontage curved in the form of a crescent with three 'limbs' that would radiate out in westerly directions. To the west, at the rear, the ground floor level would effectively be double height, at podium level, to facilitate basement car parking and plant (CHP) equipment underneath. The proposed main vehicular access to the site is located to the south east of this block and would lead to a ramp continuing towards the westernmost of the site under the main body of the building.

Building A comprises a 5 storey building exclusively dedicated to affordable units and comprises 33 flats with 7 one bed, 14 two bed and 12 three bed units. It is located to the front of the site alongside Tavistock Road, fronting onto the landscaped central open space and backing onto the rear of the properties fronting the High Street. Car parking for the residents of block A is within the main larger building and servicing provision is provided at ground floor level. Building A has been amended to effectively begin at ground floor level, accessed via lift and stair core off a primary entrance located onto Tavistock Road.

The block proposed to the north eastern corner of the site (comprising buildings F and H) fronts onto Bentinck Road to the north and the public central space to the west. The building comprises a number of elements which vary in height from 3 to 6 storeys. The highest part of the building is most appropriately located towards the centre of the site. To the north eastern edge with Bentinck Road, the building is at its lowest height at 3 storeys which reflects and respects the changing scale of the surrounding context. The residential entrances are situated off the new central area.

The ground floor of the north eastern building will contain a commercial unit on its frontage in a B1(a) (office) use in the part of the site where the building most closely abuts Yiewsley and West Drayton High Streets. The office space is entranced off Bentinck Road and is prominently located at first floor level.

Tracking plans have been provided showing how service vehicles can access and manoeuvre within the site, entering and leaving the site in a forward movement. Refuse and recycling facilities for the residential units would be provided within the building itself with an outside area allocated for refuse collection. The refuse will need to be manually hauled to the outside area from the building in order for the refuse service to pick up within the required distance. This will be achieved via the adoption of a dedicated refuse management plan. Servicing is fully accommodated on site including for larger vehicles.

The development would have ground level landscaped features and upper floor roof terraces providing amenity space of sufficiently large dimensions to be able to offer a range of passive recreational activities as well as soft planting features. The large majority of the proposed flats have their own private terrace or balcony while some of the roofs of the buildings will house the scheme's photo-voltaic panels. A Combined Heat and Power (CHP) solution is proposed in combination with the proposed Photovoltaic arrays.

3.3 Relevant Planning History

45200/APP/2005/929 Land To South Of Bentinck Road Yiewsley West Drayton Middx
REDEVELOPMENT OF THE SITE TO PROVIDE 62 AFFORDABLE HOUSING UNITS IN A PA
FOUR, PART SIX STOREY BUILDING WITH ASSOCIATED ACCESS AND CAR PARKING
(INVOLVING DEMOLITION OF EXISTING PADCROFT WORKS BUILDING AND PART OF
GLOBE HOUSE)

Decision: 09-06-2005 Refused

Appeal: 03-03-2006 Withdrawn

45200/APP/2012/3082 Padcroft Works Tavistock Road Yiewsley

Comprehensive redevelopment of site to provide three buildings of part 7 storeys and part 5 storeys comprising 208 residential units, 190 sq.m (approx) of Use Class B1 floorspace with associated public and private amenity space, hard and soft landscaping, lower ground floor parking for vehicles and bicycles (involving demolition of all existing buildings).

Decision: 10-09-2013 Approved

Comment on Relevant Planning History

The most relevant planning history for the application site is the Planning Permission (LBH Ref: 45200/APP/2012/3082 granted 19 February 2012), for the comprehensive redevelopment of site to provide three buildings of part 7 storeys and part 5 storeys comprising 208 residential units.

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.EM6 (2012) Flood Risk Management
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.HE1 (2012) Heritage

Part 2 Policies:

- NPPF National Planning Policy Framework
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- SPD-NO Noise Supplementary Planning Document, adopted April 2006
- SPG-AQ Air Quality Supplementary Planning Guidance, adopted May 2002
- SPG-CS Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with

disabilities in development schemes through (where appropriate): -
 (i) Dial-a-ride and mobility bus services
 (ii) Shopmobility schemes
 (iii) Convenient parking spaces
 (iv) Design of road, footway, parking and pedestrian and street furniture schemes

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
H5	Dwellings suitable for large families
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
OE11	Development involving hazardous substances and contaminated land - requiremer for ameliorative measures

OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R1	Development proposals in or near areas deficient in recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
R6	Ancillary recreational facilities
LPP 1.1	(2015) Delivering the strategic vision and objectives for London
LPP 2.1	(2015) London in its global, European and UK context
LPP 2.15	(2015) Town Centres
LPP 2.16	(2015) Strategic Outer London Development Centres
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2015) Affordable housing thresholds
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.2	(2015) Offices
LPP 4.3	(2015) Mixed use development and offices
LPP 4.7	(2015) Retail and town centre development
LPP 4.8	(2015) Supporting a Successful and Diverse Retail Sector and related facilities and services
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.5	(2015) Decentralised energy networks

- LPP 5.6 (2015) Decentralised Energy in Development Proposals
- LPP 5.7 (2015) Renewable energy
- LPP 6.13 (2015) Parking
- LPP 6.3 (2015) Assessing effects of development on transport capacity
- LPP 6.9 (2015) Cycling
- LPP 7.1 (2015) Lifetime Neighbourhoods
- LPP 7.14 (2015) Improving air quality
- LPP 7.15 (2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.2 (2015) An inclusive environment
- LPP 7.26 (2015) Increasing the use of the Blue Ribbon Network for freight transport
- LPP 7.3 (2015) Designing out crime
- LPP 7.30 (2015) London's canals and other rivers and waterspaces
- LPP 7.4 (2015) Local character
- LPP 7.5 (2015) Public realm
- LPP 7.6 (2015) Architecture
- LPP 7.8 (2015) Heritage assets and archaeology
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **21st November 2014**
- 5.2** Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Site Notice: Erected 30th October 2014

Press Advertisement: 31st October 2014

Some 337 neighbouring households, amenity groups, and local businesses were notified of the proposal on 29th October 2014 with the consultation period ending on 19th November 2014.

So far nine letters have been received with six letters objecting to the proposals and three comments with advice. The letters received raised the following concerns:

- .Loss of employment floorspace will lead to a shortfall of business space
- .High density over development of the site
- .Have detrimental impact on the character and appearance of the area
- .Smaller scale development would be more appropriate to context
- .Overshadowing
- . Position of car parking vents whilst encouraging excessive use of pavements by new residents
- .Highway, pedestrian and cyclist safety
- .Traffic impacts and parking, insufficient car spaces in combination with the impacts of the existing traffic.

.The noise impact resulting from the proximity of the main railway line and adjacent sidings has not been considered in detail in the noise assessment report and scheme needs to be designed to ensure that future residents will be adequately insulated from the unavoidable noise and vibration of heavy rail freight activity nearby and the road traffic associated with that.

.Pollution

.Lack of clarity regarding the community facilities proposed

.Disturbance from demolition and construction works.

(Officer comments: The issues raised in the letters of representation received have been addressed in the main sections of the report. However, it is worth noting that with regard to the concerns over impacts from the demolition and construction works the applicant is required to have a Construction Project Plan for the duration of the construction works and the development would also be subject to environmental protection legislation.)

Garden City Residents Association

"The Association is concerned that the height of one of the blocks has increased further to 8 storeys. It is felt that this additional capacity on the site would constitute an over development of the site. In addition, once again the number of parking spaces for the development will be less than 1 per property. As neighbouring roads already have parking management systems in place, there is no space in neighbouring roads for the additional vehicles which will be generated from the 308 properties to park. This is already a major problem in both Yiewsley and West Drayton where residents are having to go the 'parking management' route to allow them to park outside their own properties. As these properties are being designed for lifetime living, it is hard to understand how residents requiring a parking space in their later years will be certain of securing a space. In addition as there are no spaces set aside for visitors, this again will result in significant difficulties for elderly and possibly infirm visitors being able to park near to the residencies they are visiting. In addition, where are the care services going to park their vehicles whilst they are needing to visit vulnerable residents. Although the parking standards are meeting the London Plan requirements, in areas such as Yiewsley and West Drayton these policies are resulting in inadequate parking facilities which affect many, many existing as well as the hundreds if not thousands of new residents coming to the area, being accommodated in new developments. It has led to tension between existing and new residents. Therefore the Committee of the Garden City Estate Residents Association would ask that the parking standards be altered so that there is at least 1 space per property and that space is also set aside for visitor parking. This development will bring in even more residents to an area where thousands of new properties have been built over the last few years. This has led to acute pressure on school places, GP services and other residents services, as well as adding to traffic congestion in the main roads such as Station Road, the High Street and Tavistock Road itself. As part of this development there should be CIL or Section 106 funds to provide additional services. The Council should make strenuous efforts to negotiate with the Health Authorities to ensure that some progress is made to increase GP capacity in the area. Only with the necessary infrastructure in place will this development be an asset to the area."

.Yiewsley & West Drayton Town Centre Action Group

"Object to part of the amendment to the original application and consider that given the greater area of this application to include the TIGI site,(which we do not object to), affords an adequate increase in accommodation possibilities, the request for an 8 storey inclusion is too high and should be lowered. Also, the carparking is insufficient for the number of flats and does not make provision for visitors so we would like to see a commensurate amendment to that, and feel that should these amendments be made, this promising development will be more acceptable."

(Officer comments: Due to the changes to the scheme there is a perception that a further storey of residential accommodation is being provided. However, there is no increase in the overall height of

the buildings in the current application when compared with the heights approved in the previous application. This perception occurs due to the replacement of the previously approved podium level with residential accommodation at ground floor level. It is worth noting that in the previous application the podium level accommodated the car parking area. These alterations to the scheme enable the provision of a new publicly accessible open area and link to be provided across the site at grade level and are very welcome in Urban Design Terms.

The Heads of Terms have been amended to require the provision of access and parking within the development for care and emergency vehicles attending to vulnerable residents as requested by the the Garden City Residents Association.

Moreover, it is worth noting that the development is CIL liable and that other monetary and non-monetary contributions are secured in the s106 agreed by the applicant whilst the other material planning issues raised, including parking and traffic generation, are all addressed in the main body of the report)

Greater London Authority (GLA)

The GLA stated that London Plan policies on land use principles, housing, affordable housing, urban design, housing quality, inclusive access, climate change and transport are relevant to the application and that in general, the application complies with these policies. However, further discussion is needed on the following points:

i) Affordable housing: Further discussion between the Council, applicant and officers is required regarding the affordable housing offer and split when the independent financial assessment has been finalised.

ii) Urban design: Further discussion and information is required to ensure the proposal complies with London Plan urban design policy. The applicant should reconsider the arrangement of entrances at ground floor, review the inclusion of the route to the west of the site, reduce the ratio of residential units per core and seek a simplification of the form and detailing of the building to secure elegance in the resulting urban form.

iii) Sustainability: Further information should be provided on the evidence of discussions with district energy networks providers operating in the area. Confirmation should also be provided that there would be a single energy centre for the whole development. Detailed plans are required with details of the energy network and position of the Photovoltaic panels. The size of the CHP units with evidence of predicted performance is required.

iv) Transport: The number of parking spaces cycle spaces should be reviewed whilst provision should be made for shower and changing facilities for the commercial element. The assumptions relating to the occupancy of the current site should also be reviewed to confirm extent to which the current site is occupied. The S106 contributions for pedestrian measures should also be carried through to this permission and the Travel Plan, construction logistics plan and delivery and servicing management plan should also be secured for submission and monitoring.

OFFICER COMMENT: The officer's comments on issues raised by the GLA response are provided below:

i) Affordable Housing: The stage 1 response raised no issues in relation to the level of affordable housing subject to validation by an independent financial assessment being completed. An independent financial assessment was carried out by the Valuations Office Agency (VOA) and the appropriate level of affordable housing afforded by the current scheme has been agreed at 15%. Further details of this are provided in the main body of the report.

ii) Urban design: The GLA Stage 1 response indicated that the scheme should seek to provide an

improved ratio of units per core, improve access from ground floor units to the public realm, review the inclusion of the new route to the west as well as seek to simplify the form and detailing of the buildings. The changes at grade level do not enable adequate links from ground floor units to the public realm. However, the scheme has been reviewed to enhance its legibility through the provision of a double storey entrance to Bentinck Road, which will also improve access to the communal areas of Blocks 2 and 3. The applicant has clarified that the pedestrian route proposed to the west of the site will be for the private use of the residents only and this should allay the GLAs' concerns in this respect. Although a more detailed discussion on the appearance of the buildings is provided in the relevant section of the report it is worth noting that, subject to appropriate conditions, the urban form, materials and detailing of the overall scheme is considered acceptable in the locality.

iii) Sustainable development/ energy: The GLA Stage 1 response indicated that further details of the energy strategy and carbon reduction measures were required. The applicant has submitted these details and implementation will be secured by way of conditions. Due to an increase in the PV array proposed the applicant will need to provide an amended PV layout to accompany the Stage 2 submission to the GLA.

iv) Transport: The GLA Stage 1 response requested an increase in cycle parking and requested that various other matters be secured. Shower and changing facilities have also been requested for the office element of the scheme. Although the provision of shower and changing facilities are normally supported by the Council, whilst noting that only 175m² of office floorspace are proposed, it is considered that in this particular instance such requirements would be disproportionate and unduly onerous on the applicant and future occupiers of the office unit. However, a condition is recommended to secure an increase in cycle provision within the scheme as to provide a total of 546 cycle spaces, which is in accordance with the London Plan standards.

NATS SAFEGUARDING

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.

GLASS (Currently Historic England)
(December 2014)

Thank you for your consultation on the desktop assessment received on 01/12/2014.

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

As indicated in my original advice letter of 14/11/2014, this planning application lies in the Colne Valley Archaeological Priority Zone, an area where heritage assets of archaeological interest are expected.

The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. If planning consent is granted paragraph 141 of the NPPF says that applicants should be required to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence publicly available.

The desk-based assessment (DBA) concludes that the application site has low moderate potential for significant remains of Palaeolithic, Neolithic and Bronze Age date and low potential for other periods. I broadly concur with this principally because the DBA has shown several phases of modern development and geotechnical information which shows no sign of the alluvial or peat layers which have protected nationally significant Upper Palaeolithic and Mesolithic remains elsewhere in the Colne Valley. However, Neolithic and particularly Bronze Age remains are common on the local brickearth and gravel geologies recorded in the geotechnical work as evidenced at 70 Station Road West Drayton in 2013.

Whilst the information submitted with the application demonstrates potential for prehistoric remains of archaeological interest, field evaluation is necessary to determine their actual presence, condition and extent in order to define appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development site, the archaeological interest and practical constraints are such that I consider a condition could provide an acceptable safeguard. A condition is therefore recommended to require a two-stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. The archaeological interest should therefore be conserved by attaching a condition as follows:

Reason: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF

Condition

A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development, other than demolition to existing ground level, commences the applicant (or their heirs and successors in title) shall secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

C) No development or demolition shall take place other that in accordance with the Written Scheme of Investigation approved under Part (B).

D) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Informative

Written schemes of investigation will need to be prepared and implemented by a suitably qualified

archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

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.

In this case the evaluation would relate to Part A of the condition with further investigation to follow if necessary.

Please do not hesitate to contact me should you require further information or assistance. I would be grateful to be kept informed of the progress of this application.

This response relates solely to archaeological issues.

(November 2014)

The National Planning Policy Framework (Section 12) and the London Plan (Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should be required to submit appropriate desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development.

This information should be supplied to inform the planning decision. Appraisal of this planning application using the Greater London Historic Environment Record and information submitted with the application indicates a need for further information to reach an informed judgment of its impact on heritage assets of archaeological interest.

The site lies in the Colne Valley Archaeological Priority Zone, an area where significant archaeological remains may be anticipated. Unfortunately it is not accompanied by an archaeological assessment as would be expected in such circumstances. The site is within the floodplain of Fray's River, where prehistoric activity was located, and is on the outer limits of the medieval settlement of Yiewsley. A search on the Greater London Historic Environment Record shows that a number of archaeological assets have been recorded from the immediate area, including a Bronze Age trackway some 200m to the northwest, a multi-period site off Station Road 400m to the south, and a late 16th century public house directly opposite the site.

Heritage assets and how they would be affected by the proposed development.

This information should be supplied to inform the planning decision. Appraisal of this planning application using the Greater London Historic Environment Record and information submitted with the application indicates a need for further information to reach an informed judgment of its impact on heritage assets of archaeological interest.

I therefore recommend that the following further studies should be undertaken to inform the preparation of proposals and accompany a planning application:

Desk Based Assessment

Desk-based assessment produces a report to inform planning decisions. It uses existing information to

identify the likely effects of the development on the significance of heritage assets, including considering the potential for new discoveries and effects on the setting of nearby assets. An assessment may lead on to further evaluation and/or mitigation measures.

Geotechnical Monitoring

Archaeological monitoring of geotechnical pits and boreholes can provide a cost-effective means of establishing the potential for archaeological remains to survive on previously developed land or where deep deposits are anticipated. It is usually used as part of a desk-based assessment or field evaluation.

In this case I am aware that some geotechnical investigations have already been carried out. It will be necessary to review these to assess the degree and extent of modern disturbance, and also the potential presence of earlier deposits which may preserve archaeological remains, for example alluvium or peat, as seen elsewhere in the Lower Colne. If such deposits are present then further evaluation fieldwork may be necessary to inform the planning decision.

The nature and scope of assessment and evaluation should be agreed with GLAAS and carried out by a developer appointed archaeological practice before any decision on the planning application is taken. The ensuing archaeological report will need to establish the significance of the site and the impact of the proposed development. Once the archaeological impact of the proposal has been defined a recommendation will be made by GLAAS.

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation.

If archaeological safeguards do prove necessary, these could involve design measures to preserve remains in situ or where that is not feasible archaeological investigation prior to development. If a planning decision is to be taken without the provision of sufficient archaeological information then we recommend that the failure of the applicant to provide adequate archaeological information be cited as a reason for refusal.

Further information on archaeology and planning in Greater London is available at:
<http://www.english-heritage.org.uk/professional/advice/our-planning-role/greaterlondon-archaeology-advisory-service/about-glaas/>

Please note that this advice relates solely to archaeological considerations. If necessary, English Heritage's Development Management or Historic Places teams should be consulted separately regarding statutory matters.

(Officer Comments: The conditions as set out by Historic England have been added to the recommended decision notice)

CANAL AND RIVER TRUST

After due consideration of the application details, the Canal & River Trust has no objection to the proposed development, subject to the applicant first entering into a legal agreement relating to improved access and connectivity to the Grand Union Canal towpath.

The applicant's transport statement, at part 8.4 highlights the restricted connectivity between the High Street and the towpath. The existing layout, with high steps, restricts use by disabled people and cyclists and could be vastly improved with the installation of a ramp. Wayfinding and signage between the application site and towpath should also be improved.

The proposal for 308 residential dwellings in this location (including over 400 cycle spaces) will result in an increased demand for and usage of the canal and towpath. We therefore consider it reasonable that the development should make a contribution to the improvement of access to the canal towpath as well as improvements to the towpath itself.

Access to the towpath is currently located on Horton Road and falls within the ownership of Hillingdon. However, to improve the access arrangements to the towpath work will be required to land owned by the Canal and River. As well as access to the towpath, there should also be enhancements to the towpath itself.

With regards to a specific sum, Hillingdon transport officers may be able to gauge a costing for the works required to improve access that is located on Horton Way. In terms of enhancements to the towpath we would suggest a figure of £20,000 to be reasonable. We would suggest that a further sum of approximately £2,000 should also be included for improvements to signage and wayfinding in the surrounding area. We would suggest that Legible London signage would be appropriate.

In addition, in order for the Canal & River 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.

(Officer Comments: The applicant has agreed to the Canal and River Trust request for towpath improvements and additional signage and these will be secured in the S106)

NETWORK RAIL

Whilst there is no objection in principle to this proposal I give below my comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

Safety

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin

Drainage

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 20 metres of Network Rail's boundary.

Piling

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

Excavations/Earthworks

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full

details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset protection Engineer should be undertaken.

Environmental Issues

The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.

Plant, Scaffolding And Cranes

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

(Officer Comments: An informative setting out the Network Rail requirements has been added to the decision notice)

ENVIRONMENT AGENCY

We have no objections to the application as submitted subject to the inclusion of the following conditions. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.

Condition 1

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

Reasons

To ensure protection of controlled waters.

The site investigation has only found limited contamination. This condition is requested to cover any unsuspected contamination that may arise from subsequent works, for example underground storage tank removal.

Condition 2

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason.

To ensure protection of controlled waters.

(Officer Comments: The conditions as required by the Environment Agency have been added to the recommended decision notice)

CRIME PREVENTION OFFICER

Following our meeting regarding the Padcroft Works development, these are my comments:

Designing out crime is the process whereby streetscape, open spaces, buildings and transport

infrastructure are positively influenced by practical design solutions to reduce the occurrence of crime and provide a safer and more attractive urban environment. Small changes such as reducing excessive permeability and creating well lit, overlooked spaces, can significantly reduce opportunities to commit crime as well as the fear of crime.

Creating and maintaining a safe environment is extremely important as people who live in, work in or visit the borough have a right to expect that they can move about without unreasonable concern for their safety and can feel safe in their homes. It is important also to address the community's fear of crime, whether this is a real or perceived threat, because this also influences people's behaviour patterns about how they interact in public spaces. Improving community safety involves designing the urban environment to enable the community to assume an ownership role for the guardianship of their local space. This helps inspire a sense of pride and encourages community use of public spaces and appropriate interfaces with the private realm.

Designing the layout to work and set the rules with appropriate levels of accessibility and permeability

1. A new public foot route is proposed along the north-west boundary of the site from Bentinck Road to Tavistock Road. I question the need for it to be public realm as there are already a number of established west-east routes within close proximity, such as Winnock Road. More permeability = More crime*

* Secured by Design New Homes Guide 2014, page 10, 3.2.

2. It should be private realm, which is clearly owned, strongly defined, well-lit and overlooked. If this were the case, it would require boundary security measures and features to distinguish it from public space? It should be gated flush with the building line to avoid any recesses and reduce the opportunity for offenders to act unobserved.

3. There are three proposed pedestrian routes between the blocks which allow access to the landscaped courtyards. These provide opportunities for offenders to move around the estate unchallenged and undetected. 'The Safety Strategy - Crime Prevention / Safer Places' statement at 11.13 (Design & Access Statement, October 2014) proposes that 'the pedestrian routes are secured against public use after dark with gates across all entry points to the site'. Who will have responsibility for locking/unlocking the gates and is it sustainable for the life of the development?

4. The 'Design Development' 11 point checklist at 5.9 (design & Access Statement, October 2014) states that 'late evening controls will be in place to curb anti-social behaviour'. Anti-social behaviour is not just constrained to late night, it happens at all times of the day and night.

5. By providing well-defined routes that are convenient for movement through the site but don't compromise security, a sense of ownership is encouraged amongst residents and there are increased possibilities for citizen intervention. Reduced permeability provides fewer excuses for offenders to justify their presence in an area whilst they are touring a neighbourhood to identify targets, access them and escape without being challenged.

6. The public landscaped central space has been designed to allow good natural surveillance from nearby dwellings with a well overlooked pedestrian route between Bentinck Road and Tavistock Road.

With regards to the rest of the development design, I welcome the opportunity to meet with the developer and/or the developer's agent to ensure that the Padcroft Works site incorporates the established Secured by Design principles necessary to reduce crime and the fear of crime at this site

(Officer comments: A condition is imposed requiring the development achieves Secure by Design Accreditation prior to occupation. An additional condition is imposed to ensure the pedestrian link alongside the western boundary is not accessible to the general public.)

Internal Consultees

FLOOD & WATER MANAGEMENT

The Flood Risk Assessment suggests that the surface water design will be providing controls to reduce the surface water run off to just over 50% of the existing run off rates. The development is doing the minimum required. The London plan states developers 'should aim to achieve greenfield run-off rates'.

This is particularly important as the Station Road as it drops underneath the railway suffers from considerable surface water problems at times of heavy rain, as well as the Tavistock Road being at risk from considerable depths of flood water shown by the Surface Water Management Plan Evidence Base 2011 produced by the council now adopted on the 24th January 2013.

However, the general strategy for drainage for the site is acceptable and supports the inclusion of green roofs within the application.

The inclusion of rainwater harvesting on a site this large to meet requirements in our policies that as 'London has been classified as under serious water stress' we need to 'take a lead in ensuring the increasing population will not further increase the risks from a diminishing water supply'.

(Officer comments: A condition has been recommended requiring the development accords with Sustainable Urban Drainage management principles.)

EPU

The noise survey report (job no: NW91113 prepared by JMP) makes recommendations to provide satisfactory internal noise levels in tables 5.3 and 5.4. This is acceptable as it reflects recommendations in LBH Noise SPD. However design for suitable glazing specifications has not been recommended and we would ask that this is agreed with us before installation. The report also recommends the 2.4m acoustic barrier previously suggested for south-western amenity area and Tavistock Road be retained. This would ensure satisfactory noise levels in the outside amenity area at this location.

The report has not made recommendations for fixed mechanical plants/air conditioning plants. I therefore recommend the following as a condition:

Noise affecting residential property

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

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

The following informative is also recommended:

Control of environmental nuisance from construction work

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155)

Air Quality and Land Contamination

Brief comments below with regard to air quality and land contamination. The new air quality assessment is not particularly helpful in reviewing the application for the proposed development. Clarification is required with regard to the trip generation for the site. The conditions below are recommended to ensure the development is suitable for use, and to limit the impact of the development on the surrounding area.

The following information was submitted with the application for air quality:

.West Drayton, Hillingdon - Air Quality Assessment Report by JMP Ltd for Kitewood, dated 7 October 2014

Air Quality

As the development is in and will cause increases in an area already suffering poor air quality the following is requested:

Section 106

Section 106 obligation of £25,000 should be sought for contribution to the air quality monitoring network in the area.

The following condition is recommended to ensure adequate provision is made to assess impacts, improve design or provide adequate mitigation if it is needed.

Condition 1: Ingress of Polluted Air

Before the development is commenced a scheme designed to minimise the ingress of polluted air shall be submitted for approval in writing by the Local planning Authority. The design must take into account climate change pollutants. Any suitable ventilation systems will need to address the following:

- Take air from a clean location or treat the air and remove pollutants;
- Be designed to minimise energy usage;
- Be sufficient to prevent summer overheating;
- Have robust arrangements for maintenance.

Thereafter and prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON: In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan Policy 7.14

The air quality assessment did not look at the building emissions benchmark and traffic emissions benchmark for the development to determine if the development could be 'air quality neutral'. This was requested of the consultants as part of the assessment in response to their enquiries. The same emission screening data provided for the previous application has been resubmitted with this application. This indicates a NO_x emission factor of 0.5 g/kWhr was used for the CHP unit. Sources of emissions from boilers were not considered.

The Sustainability and Energy Statement does not refer to the size of the CHP unit. It states 'The specification of high efficiency communal gas boilers with on-site CHP is proposed which can achieve low NO_x emissions' and refers to picking up 3 out of 3 credits for Pol 2 by ensuring space and water heating produces less than 40 mg/kWh. Further information is required with regard to the CHP and boiler emissions and if they will meet the building emissions benchmark. The following condition is recommended for inclusion in any permission that may be given.

Air Quality Condition 2 - Details of Energy Provision

Before the development is commenced details of any plant, machinery and fuel burnt, as part of the energy provision and the location and height of the flue relative to the surrounding buildings and nearest openable windows at the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NO_x emission gas-fired CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark and as a minimum meet the GLA emission standards for a CHP. Prior to occupation, the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development.

REASON: To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Notes: This condition relates to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. Guidance on air quality neutral and CHP emission standards are available at: <https://www.london.gov.uk/priorities/planning/consultations/draft-sustainable-design-and-construction>. They should contact Planning Specialists if they have any queries.

The air quality assessment refers to no mitigation being required except for the construction phase of the development. It should be noted the development site is surrounded by residential properties on three sides, including residential premises above shops. It is recommended any condition with regard to the management of onsite emissions during the construction phase refers to the GLA SPG on The Control of Dust and Emissions During Construction and Demolition.

(Officer comments: Conditions have been imposed and Heads of Terms have been secured in line with the EPU request.)

ACCESSIBILITY

In assessing this application, reference has been made to London Plan Policy 3.8 (Housing Choice) and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted May 2013.

This latest proposal has been designed to provide level access from the connecting public realm routes from Tavistock Road to Bentinck Road, with gradients shallower than 1:20.

It is understood that access into all buildings would be via threshold, with all entrances well lit and covered. The wheelchair standard flats above ground floor would be served by double lift cores in buildings C and E.

The Design & Access Statement refers to the majority of wheelchair flats being located on the ground floor within building C, with the remaining upper floors but accessible via to Part M compliant lifts. The plans indicate that a fully accessible bathroom would be achieved within the wheelchair accessible units, with a second accessible toilet provided in the larger units intended for four persons and above.

The scheme should be revised and compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan.

(Officer comments: A condition has been imposed requiring all residential units within the development be built in accordance with 'Lifetime Homes' Standards.)

OBLIGATIONS/ S106

Heads of Terms:

1. Affordable Housing - 14.95% with a 64% affordable rent and 36% intermediate tenure mix.
2. Affordable Housing Review Mechanism (subject to comments from FVA consultant).
3. Highways Works: Enter into a S278/S38 for all highways works required by highways officer to include, but not be limited to, access works, part carriageway and footway resurfacing and associated works along Tavistock Road and Bentinck Road, removal/relocation of on-street car parking bays, amendments to parking restrictions and associated costs and works identified in PERS Audit.
4. Construction Training: A financial contribution equal to £2500 per £1m (training costs) and £9,600 Coordinator costs per phase or delivery of an in kind scheme to this value.
5. Travel Plan: To include a £20,000 Bond.
6. Car Parking Allocation & Management Scheme.
7. Occupiers of the development will not be eligible to obtain car parking permit.
8. Refuse & Delivery Management scheme.
9. Air Quality Monitoring: £25,000
10. Canal side Improvements: £20,000
11. Canal Side Signage: £2,000
12. Canal side access improvements scheme. Monetary Contribution to be agreed.
13. Project Management & Monitoring Fee: Sum equal to 5% of total cash contributions.

(Officer comments: All Heads of Terms have been secured as part of the suite of obligations in the S106 legal agreement although items 10 and 12 essentially repeat the same Head of Term. To prevent any ambiguity the contribution towards Canal Side improvements has been secured at £20,000.00 as requested by the Canal and River Trust.)

HIGHWAYS

Site and Transport Network

The proposals include increasing the number of flats from 208 units under the approved scheme ref. 45200/APP/2012/3082 to 308 units and reconfiguration of the car parking layout.

The site is located in the ward of Yiewsley to the west of a parade of shops between Tavistock Road and Bentinck Road fronting the High Street. The area surrounding the site has a mixture of commercial and residential properties.

West Drayton rail station is located to the east of the site and the area is served by 5 bus services. The station forms part of London's Crossrail route, which is planned to be operational in 2018. The

station will therefore in future benefit from improved public transport, reducing travel times and improved rail connections with access to central and east London. The site has a PTAL rating of 3 (moderate), which is estimated to increase to 4 (good) in future once the Crossrail route is in operation.

In terms of the road network in proximity to the site, to the east is High Street, which is a Classified Road and is also designated as a Local Distributor Road within the Hillingdon Local Plan part-2. High Street provides access to the A408 and in turn the M4 and M25. To the north, the site is bounded by Bentinck Road, which is one-way from its junction with High Street towards Tavistock Road. To the south the site is bounded by Tavistock Road, and Winnock Road lies to the west. Bentinck Road, Tavistock Road, and Winnock Road are local access roads.

The site is served by five existing vehicular accesses, three along Tavistock Road and two along Bentinck Road.

Traffic Impact

When considering the vehicular traffic generation and the impacts of this larger development, the Transport Assessment (TA) suggests the net traffic impact would not be materially different from the approved scheme due to the estimated baseline vehicle trips. As before, the baseline traffic generation has not been surveyed. The net traffic impact is estimated to be less than the approved scheme with 23 and 30 additional PCUs in the morning and evening peak periods respectively. Compared to the existing situation, the tidal flow of vehicles associated with the site will be changed with the majority of vehicles exiting in the morning and arriving in the evening.

Automatic traffic counts were undertaken in March 2012 to measure the volume of traffic in the surrounding roads. Manual classified counts were undertaken in July 2012 mainly to derive turning movements. Early March and July both are not neutral months for traffic surveys.

Notwithstanding the above, the proposed development could be considered to have an insignificant traffic impact over and above approved scheme.

Accident Analysis

An updated analysis of road collisions is not provided. However, under the approved scheme, an analysis of the recorded road accidents over a period of 3 years to 31st May 2012 was undertaken. During this period, there were a total of 47 collisions in the study area resulting in 52 casualties. The collisions included 1 fatal, 6 serious, and 45 slight injury accidents.

The fatal accident was reported to have occurred in October 2011 and involved an elderly pedestrian crossing the road at a crossing without and without looking and not using the crossing properly. Overall the pattern of collisions was not found to have any common issues in connection with road layout and/or vehicle speeds.

Parking

When considering the car parking provision for the proposed scheme, a total of 293 residential car parking spaces will be provided in the form of standard spaces and double and triple stackers at the lower ground floor level, including 31 spaces for disabled drivers. The residential car parking provision meets the agreed ratio of 0.95 space per flat.

The disabled car parking spaces are proposed in the form of standard and stacker spaces. As per the pre-application advice, disabled car parking spaces should not be laid out in the form of stackers. Also the stackers proposed adjacent to the bottom of the ramp are not acceptable. The disabled parking spaces should therefore be relocated and the stackers should be replaced with standard bays.

A section drawing should be provided to show the height available for the proposed disabled space with stairs above at the northern end of the car park.

A further 3 car parking spaces within the rear service area will be provided for the B1 use.

A total of 20% active and 20% passive electric vehicle charging points are proposed, which is considered in line with London Plan 2011 requirements.

A total of 396 cycle spaces are proposed, including 364 cycle spaces for residents, 22 cycle spaces for visitors and 10 cycle spaces for the B1 unit. The cycle parking provision is considered acceptable.

There is no motorcycle parking proposed. In line with Hillingdon's Local Plan part 2 motorcycle parking should be provided at the rate of 1 space per 20 car parking spaces.

Access and Layout

The site will be served by three vehicle accesses, two along Tavistock Road and one along Bentinck Road.

Sightlines to the west of the residential vehicle access on Tavistock Road are restricted mainly due to parked cars. One on-street car parking bay is proposed to be removed to improve sightlines.

Same as the approved scheme, refuse and other servicing and delivery vehicles will be required to travel through the pedestrianised area of the development.

Under the approved scheme, sections of the carriage and footway reinstatement and resurfacing and changes to on-street parking and restrictions were required along Tavistock Road and Bentinck Road. A revised scheme should be devised extending the works along the extended site boundary in Bentinck Road.

A splitter traffic island should be provided along the length of the car park ramp to separate entering and exiting vehicles and should be supported with swept path analysis with 300mm error margins. Alternatively, shuttle traffic signals should be provided to manage access to the car park ramp. The shuttle signals should include a vehicle detection system and appropriate vehicle waiting areas adjacent to the top and bottom of the ramp.

The car park ramp should be designed to have a maximum gradient of 1:10.

A section drawing should be provided to show the height available for the ramp with stairs above.

Refuse storage areas are scattered across the site. Bins will be required to be trundled to and from a collection point by the site management.

Pedestrian Audit

An updated PERS audit is not submitted. A pedestrian audit carried out as part of the previously approved scheme identified a number of improvements including public realm, installing step-free access to the canal and markings and access at some local bus stops. It is not clear if the applicant is proposing to undertake the improvements identified. In case of an approval, works identified in the pedestrian audit should be covered within a s106 agreement as off-street highway works including carriageway and footway resurfacing in Tavistock Road and Bentinck Road between junction with High Street and the north-western boundary of the site (exact extent of works to be agreed with the Council's Highways Engineer).

Construction Traffic

In case of any permission, a Construction Logistics Plan can be secured by way of a planning condition or s106 agreement. This should include (but not limited to):

- Construction traffic generation by development;
- Access routes;
- Contractor parking;
- Deliveries to avoid highway network peak hours and traffic sensitive hours;
- Construction staff travel plan
- Measures to manage localised priorities

Travel Plan

The Council's travel plan officer should be consulted to comment on the travel plan. A full travel plan to take account of any necessary adjustments can be secured and maintained through a planning condition and/or s106 agreement as appropriate.

Conditions and S106 Obligations

The issues raised above regarding car parking, motorcycle parking and access layout should either be satisfactorily resolved or appropriately covered through planning conditions. The highways/transport obligations listed below should be covered within the S106 agreement.

1. Access works.
2. Part carriageway and footway resurfacing and associated works along Tavistock Road and Bentinck Road.
3. Removing/relocating on-street car parking bays, amending parking restrictions and associated costs.
4. Occupiers of the development will not be eligible to obtain car parking permit.
5. Travel Plan

In addition, the following items are also recommended to be covered under the s106 agreement or planning conditions, as appropriate:

6. Car parking allocation and management scheme.
7. Construction Logistics Plan.
8. Refuse and delivery management scheme.

(Officer Comment: All requested conditions will be added to the decision notice as well as the requested obligation would be secured as part of the S106 agreement at this site. The application details have been amended in accordance with the Highways Engineer requests and the gradient of the ramp has been amended, motorcycle parking has been provided and disabled parking bays have been re-located to more suitable areas within the parking area. The pedestrian review (PERS audit) submitted in support of the previous application is considered suitable in the assessment of the current application as although the site boundaries have changed the area and context covered by the review remains unaltered.)

LANDSCAPE ARCHITECT/ TREES

Site description:

- The 1 hectare (+) site is occupied a number of vacant industrial / office buildings to the west of Nos. 7-19 High Street, Yiewsley. It is bounded to the north by Bentinck Road, to the south by Tavistock Road and to the west the rear gardens of terraced housing in Winnock Road.
- Some industrial buildings create a buffer between the site and Tavistock Road which remain viable and operational.
- The site currently forms an interface between the high street and residential area which extends towards the west.
- The site is very close to West Drayton station, served by the Great Western Railway (Crossrail) and

the Grand Union Canal (to the north of Bentick Road).

- The plot is comprised of large building and hard surfaced service yards, with no trees or other landscape features within the site.

Landscape Planning designations:

- There are no Tree Preservation Orders and no Conservation Area designations affecting the site.

Landscape Considerations

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

Landscape opportunities and constraints

- There are few landscape constraints associated with the site, as no trees or other landscape features of merit will be affected by the proposal.
- New development should respond to the local site context, including landscape character and townscape assessments and associated sensitivity and capacity assessments.
- The application should incorporate opportunities to enhance the local character and distinctiveness of the surrounding natural and built environment.
- This should bring benefits to the local residents through green space provision, access to, and contact with, nature.
- New development should make a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoid any unacceptable impacts.
- The development should seek to use natural resources sustainably.

Description of current landscape proposals

- Rolfe Judd's Design & Access Statement analyzes the site context and heritage in sections 1 and 2
- The consented scheme is reviewed and refined, with reference to pre-application meetings in sections 3 and 4.
- The development of the concept for the current proposal is described in sections 5.
- One of the significant landscaped areas is the (now) ground level crescent-shaped green open space with a pedestrian route linking Bentick Road and Tavistock Road.
- A second linear private / communal space in the form of a podium level above underground parking defines the west boundary. A mix of hard and soft landscape is envisaged which will need to address issues of privacy / overlooking of the Winnock Road residents.
- Between these linear spaces residential wings extend to the west , overlooking three landscaped courtyards, which will be accessible to residents.
- At 5.19 reference is made to CABI guidance. In this case, the landscape appears to have been considered from the outset as an integral part of the development.
- The landscape strategy is briefly introduced in sections 11.1 - 11.4 which describes the principle landscape typologies, including the crescent, shared courtyards, the provision of extensive and intensive green roofs and the play strategy.
- The landscape concept is supported by illustrations and the CGI's at 9.7 and 9.8.
- Cross-sections show boundary planting at roof level which will be visible from off-site. This detail will enhance the visual amenity landscape quality of the development

Recommendations / assessment of landscape proposals

The success of the scheme will rely on attention to design detail and robust planned implementation, management and maintenance.

- The intensive roof gardens (for the access and enjoyment) of residents should be designed to support 'structural' planting (trees, multi-stemmed shrubs, boundary hedges). This will be necessary to provide attractive spaces, improve the microclimate (at high levels), provide screening and shelter, and should be visible from across /outside the site to maximise the impact of the planting.

- Details of all green roofs need to be considered at this stage due to structural loading and cost implications.
- Defensible (landscaped) spaces will be required around ground / podium level flats to provide privacy and security.
- The benefit of the pedestrian access from Bentinck Road (north-west corner of the site) is questioned. This will require careful detailing (more visual permeability where it joins the street) if it is to remain. Alternatively the podium level park could be extended to this edge of the site?
- Clarity is required regarding the accessibility of the site and communal open spaces. Which sites, if any, will be open to outsiders and how will access and security be managed for the benefit of residents?
- New planting should seek to enhance biodiversity, by including species of known value to wildlife which produce berries and / or nectar.

(Officer comments: Landscaping conditions have been imposed requiring full details to be submitted prior to commencement of works for each phase of the development.)

URBAN DESIGN

Background:

The existing site is bounded by Tavistock, Bentinck and Winnock Road. The site currently consists of commercial premises with attached pitched roofed warehouse units stretching the length of the site. These buildings are of a mixture of three and four storeys. Some of the buildings form a high end-of-garden boundary to the terraced housing on Winnock Road. The terraces form a consistent and intact residential edge along the north of the site and are generally of traditional form. The site also borders the Grand Union Canal. There are no heritage assets.

Considerations

This is a comprehensive redevelopment resulting in a scheme of residential units. It has had much previous discussion and is generally considered acceptable in urban design terms. I have no additional comments for the front of the site, but further CGI's would be helpful for clarity. I make the following observations relating to the rear of the site facing Winnock Road:

Demolition

There is no objection in principle to the demolition of the existing buildings; these do not contribute to the character of the area.

Layout

The additional blocks to the North of the site generally respond appropriately to the rest of the redevelopment and its layout. The whole scheme considers the adjoining buildings, the existing streets and spaces as well as the general prevailing development.

However, the layout of the buildings and access to the site along Bentinck Road needs further consideration to make it acceptable. The current proposal (D&A Statement page 47) shows an access from Bentinck Road through the new structure. However, the plans (and witnessed at D&A Statement page 54 & 59) show the access infilled with residential accommodation. This part of the scheme needs to revert to the earlier design and reconfigured to ensure a significant entrance remains. The entrance not only provides a degree of access to the rear of the site, but provides more vitality and interest to the streetscene which is otherwise monolithic. I would suggest that a good two storey entrance is required in this location. See also design comments below.

I note the pedestrian route through site and the connections at ground level which access the landscaped courtyards. The twitten remains to the rear of the site, and this should be gated to prevent antisocial behaviour.

Form

The bulk and form has been purposely stepped back from the two storey residential properties along Winnock Road attempting to create a distance and a neighbourly relationship.

Design/Appearance/Materials

I am happy with the overall design, appearance and material palette. Nevertheless, material samples (including hard landscaping) will need to be conditioned to ensure they are robust and of quality. All too often a scheme of this size can be let down by poor material finish.

I am particularly concerned about the hard edge and design along Bentinck Road, which creates a tunnel-like effect. The whole elevation needs reconsideration. It is bland, and flat, and generally just finished in brick and bronze metal cladding - with no proper articulation. The lower ground floor constituent/relationship is not clear. Elements are especially crude including the large metal vent. The pedestrian entrance with lift needs modification. I am sure the design here is not what is really intended. A new design, with the access (mentioned above) reinstated is required. Further CGI's would also be helpful. A minor point, but there is a horizontal vent the length of the podium footpath which is also crude.

Height/Scale

The overall height and scale is considered acceptable and I am satisfied with the relationship to the Winnock Road terraces.

Conclusion:

Acceptable, but revisions outlined above are required as well as conditions.

(Officer comments: The Bentinck Road elevation has been amended and further rhythm has been introduced with improved articulation and legibility alongside the proposed new urban edges including improvements to the access to block 3 and revised arrangements for the private pedestrian link alongside the western boundary of the application site. Conditions are imposed requiring the approval of the final position of car park vents and external materials. It is worth noting that the scheme achieves a positive balance between the Council's Urban Designer requests for finer elevational detail and the GLAs' requirements for a lesser amount of details and increased simplicity. Subject to the use of suitable materials it is considered that the final scheme strikes an optimum equilibrium between these opposing requirements and will therefore result in a distinctive and elegant form of development that is appropriate to the locality.)

SUSTAINABILITY OFFICER

The GLA's comments do not go to the principle of the scheme and therefore can be covered by the following condition along with my own concerns:

The report needs to be updated to provide a much greater level of information on the CHP, the size, the inputs and outputs, and how it impacts specifically on each part of the baseline i.e. how much gas is used to power the CHP and how much heat and electricity does it produce.

The following condition is therefore necessary:

Condition

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 35% from a 2013 Building Regulations compliant development in accordance with the outline Energy Assessment. The detailed assessment shall clearly set out the specifications of the proposed CHP unit, including its inputs and outputs and how this relates to the baseline energy demand and carbon emissions. The assessment shall include

clear details on the management and maintenance of the CHP unit, as well as how its performance will be monitored and reported to the Local Authority for 5 years after completion of the occupation of the first completed building. The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with Policy 5.2 OF THE London Plan (March 2015).

Ecology

There is no clear indication with the submission as to how the development will include ecological enhancements. The following condition is therefore necessary:

Condition

Prior to the commencement of development a comprehensive scheme for ecological enhancement of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate improvements on and around the development and must include specific landscaping improvements to support wildlife. Habitat walls, log piles, bat and bird boxes must clearly be detailed within the scheme. In addition, the Council will expect the scheme to include living walls and roofs to promote biodiversity, reduce rain water run-off, and to assist in improving air quality. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan (March 2015).

(Officer comments: Conditions have been imposed in line with the sustainability officer's comments. Further to the amendments to the PV panels a further requirements has been added to the conditions to ensure that the layout of the Photovoltaic array is submitted to the Local Authority for approval.)

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development was considered in granting planning permission ref. 38065/APP/2014/2143 for the erection of 208 residential units. Since the approval of this extant permission circumstances have not materially changed with the current scheme substantially building upon the preceding development principles, including maximum heights, design style, parking ratios, residential quality and amenity provision for future occupiers. Accordingly, considerable weight must be afforded to the extant planning permission. In this instance, in land use terms, there should be a presumption in favour of the current proposals.

Notwithstanding this, further consideration of the matters of principle are warranted under the current application primarily for the elements of the scheme that extend to the TiGi warehouse site to the west most of the site to provide a combined total of 308 units, which represents a further 100 residential units in comparison to that which was previously granted permission.

With reference to Central Government Guidance, Local Authorities are required to make the best use of urban land within the Borough while safeguarding the quality of the surrounding environment and the amenity of neighbouring residents. The National Planning Policy Framework (NPPF) supports sustainable economic growth and sets out a presumption in favour of sustainable development by planning for prosperity, planning for people and

planning for places. The primary objective of development management is to foster the delivery of sustainable development, and significant weight should be attached to the benefits of economic and housing growth.

Whilst the site is located within the commercial Yiewsley and West Drayton District Centre the NPPF states that residential development can play an important role in ensuring the vitality of centres where Councils should set out policies to encourage residential development on appropriate sites.

Paragraph 29 of the NPPF confirms that "Housing applications should be considered in the context of the presumption in favour of sustainable development." Likewise, in considering the principle of the development it is also a key consideration the location of the site within the Heathrow Opportunity Area as identified in the London Plan; and, within the Hayes/West Drayton Corridor as specified in the Strategic Policies of the Hillingdon Local Plan Part 1.

In terms of specific housing policy, the Local Plan Part 1 further sets out in Policy H1 (Housing Growth) a general direction of growth within Yiewsley and West Drayton to be achieved through a mix of uses, including residential, in order to ensure the benefits to be provided by the Crossrail connection are maximised. The expansion of the policy states that in highly sustainable locations with high levels of public transport accessibility this can be achieved with higher density development that reflect the specific land characteristics of the surrounding area.

In addition, policy LE4 of the Hillingdon Local Plan states that proposals involving the loss of existing industrial floorspace or land outside designated industrial and business areas will normally be resisted. Whilst the proposal would lead to the loss of the industrial uses within the site, the policy allows applicants to show through their commercial viability assessments that it is not economically viable to retain or redevelop the site for industrial and warehousing purposes in the future.

To that effect, the applicant has submitted a Commercial Viability Report by Houston Lawrence, which establishes the general level of demand for B1, B2 and B8 uses in the area, assessing the likelihood of the combined sites being let in the long term on rents at (or close to) market rental levels, and alternative commercial uses of the application site.

The report demonstrates that the LE4 policy requirements are fully met, i.e.; that there is little demand for industrial and warehousing units; that the units are only occupied because of their heavily-discounted rents; that there is significant capacity for businesses to occupy more accessible and prestige premises at Stockley Park and the MoD site at Uxbridge; that the size and layout of the existing premises are unsuitable in terms of modern office and industrial requirements including ease of access to the site; and that the redevelopment for residential use would, in principle, be viable in land use terms.

With negligible prospect of a future landowner being likely to make a significant investment in redeveloping the wider site for commercial use, the marketing report adequately concludes that the site has come to the end of its economic life.

Summary

A previous permission to regenerate part of this site with a similar mixed use scheme, albeit for a smaller quantum of development, was granted planning permission in February 2015

and considerable weight should be given to this material precedent.

The current proposal, which includes a mix of B1 (office) uses at ground floor alongside a mix of private and affordable residential flats at ground level and above, provides an acceptable mix of uses on this key District Centre site, in line with the strategic objectives of the Council for this highly sustainable area. This would meet the objectives of national and development plan policy in providing an acceptable balance of employment generating uses whilst maximising the provision of high quality housing in the District Centre.

It is considered that the range of uses proposed along with the new public realm areas and new pedestrian links would become a feature of the site encouraging visitors and enhancing the economy of the Yiewsley and West Drayton District centre.

It is envisaged that the proposal would make a significant impact on the regeneration of this part of the District Centre, acting as a catalyst for change on this site and the surrounding area in general whilst providing a balanced mix of housing tenures and employment opportunities for the local area.

Accordingly, the proposal is considered to be in accordance with the NPPF, the London Plan (March 2015) and the Councils Local Development Framework.

The acceptability of the development in land use terms is, however, subject to the consideration of all other relevant policy guidance and material considerations which are considered below.

7.02 Density of the proposed development

The scheme would achieve a residential density of 264 dwellings per hectare which would be just above the range of 70 to 260 dwellings per hectare (200 to 700 hr/ha) recommended in Policy 3.4 (Optimising Housing Potential) of the London Plan for urban areas with a good PTAL (4) level.

The PTAL of the site at present is 3 (however there is a committed major infrastructure project in the form of Crossrail which will increase the PTAL of the site to 4 within the development plan period). This is a major driver towards the Council's adopted strategic objective which seeks to secure growth within Yiewsley/ West Drayton during the development plan period and achieving this objective will require the Council to consider committed and possible future enhancements which will serve to facilitate this growth. As such, it is considered that the application should be assessed having regard to the improved PTAL which would be provided by Crossrail.

Accordingly, no objection is raised in terms of Policy 3.4 of the London Plan, subject to the scheme according with other policies associated with preserving and enhancing the character and appearance of the adjoining area and internal floor area standards set out in Policy 3.5 of the London Plan.

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

The proposal site does not lie in an archaeological priority area, Conservation Area or contains listed buildings.

However, in terms of the historic assets in the wider locality of the site, the site is in the vicinity of the Garden City Area of Special Local Character to the south whilst to the east and south east there are two Grade II listed buildings as follows:

- . De Burgh Arms P.H
- . The Railway Arms P.H

However, it is not considered that the proposal would negatively impact on the setting of the nearby listed buildings or structures. There are no views of the 'The Railway Arms' from the vicinity or from within the application site itself. The closest listed building to the site is the 'De Burgh Arms Public House', but views of the development in association with the front of this building are limited to those from Tavistock Road from the west where the building is already dominated by taller development to the north, west and south.

It is considered that this development will not result in material harm by adversely affecting views of this building particularly from the west where the application site is located. In addition, it is important to note that permission was granted for a similar scheme within the site and that the alterations sought with the current application mainly seek alterations to that scheme with new development concentrated towards the west of the site whilst the 'De Burgh Arms Public House' heritage asset is located to the east of the site.

The Garden City Area of Special Local Character, located some 250 metres to the south west of the site, beyond the Tavistock Industrial Business Area and the railway line, is the nearest designated area asset. The Garden City Area of Special Local Character is predominately characterised by one and two storey single family housing sited within spacious plots with relatively ample front gardens.

Whilst the application is for a comprehensive re-development of the site seeking to introduce buildings of a greater bulk and height than those currently within the site the Townscape and Visual Impact Assessment, which was submitted in support of the application, measured the impact of the scheme from three key viewpoints from within the Garden City Area of Special Local Character. The assessment concludes that no part of the scheme would be visible from or on the backdrop of the Area of Special Character.

As such, the proposal would maintain and preserve the character of the Garden City Area of Special Local Character and would not harm the setting of any other listed buildings or structures noting that the site benefits already from a planning permission for a wholesale redevelopment of a similar bulk and height to that proposed in the current scheme.

7.04 Airport safeguarding

All relevant authorities have reviewed the applications and no objections in relation to airport safeguarding are raised.

7.05 Impact on the green belt

The impact on green belt land was considered in the Townscape and Visual Impact Assessment submitted in support of the application, which has considered key views towards the development site from Stockley Country Park within the Colne Valley Regional Park.

The visual assessment concluded that no views of the development are afforded from within Stockley Country Park and accordingly the scheme is considered to have no impact on the open character of the Green Belt.

7.07 Impact on the character & appearance of the area

The National Planning Policy Framework (NPPF) states at paragraph 64 that "Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions."

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

Policy BE13 of the Hillingdon Local Plan states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Policy BE19 seeks to ensure that development within existing residential areas complements or improves the amenity and character of the area whilst Policy BE26 further emphasises that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

The immediate area surrounding the site is characterised by a mix of development ranging from more traditional rows of terraced properties with retail at ground floor level and residential or office use above, to more modern and larger scale commercial and residential buildings.

The site itself comprises a mix of industrial and commercial buildings of a variety of ages, styles, sizes and with maximum of 4 storeys. The surrounding area comprises two and three storey buildings, with the taller buildings, which are up to 5 storeys, being located towards the town centre and along the canal. The buildings on the High Street frontage adjacent to the east of the site are particularly attractive and retain some of the architectural/townscape merit remaining on this part of the High Street.

The proposed regeneration scheme has architectural merit and design qualities that will be a significant improvement to the townscape when compared to the appearance of the existing site. There are no objections to the scale, height and massing of the current proposal, whilst noting that the current scheme is a natural progression of the scheme allowed in February 2015 under planning permission ref. 38065/APP/2014/2143.

The design of the buildings themselves, in particular along the new urban edges proposed fronting Bentinck Road, Tavistock Road and the new central public open space, will include rhythm and good articulation. This will be achieved through the use of recessed windows, balconies and stepped building lines together with a contrasting palette of bricks, glass and a combination of other materials, such as a variety of metal panels. The proposed materials and elevational treatment proposed would soften the bulk and scale of the main elevations but will also aid visual permeability and allow effective transitions between the distinctive elements of the scheme and surrounding streetscape.

In the western building, a design feature to give prominence to its north eastern corner is also considered beneficial in providing a focal point through the use of the full height curved element combining to good effect on the seven storey corner element, achieving emphasis whilst not appearing unduly overpowering in the street scene.

It is considered that, given the arrangement of buildings and ancillary structures with an increase in height and massing towards the centre of the site, the proposed buildings would not appear unduly prominent within the street scene and would be compatible with the scale of surrounding consented residential development.

It is considered that the amended site layout proposed at ground and first floor levels, in particular within the space between the two eastern buildings and the larger building to the west, represents a marked improvement to the scheme, with the central open space now proposed at grade level with a public realm proposed with high quality landscaping. The central public area will also form a new pedestrian link between Tavistock Road and Bentinck Road that will benefit from added natural surveillance and encourage new pedestrian flows. It is worth noting that in the extant scheme, the public area area was provided at podium level with a number of variations in the height of the range of built elements and street levels which were a weakness likely to cause difficulties to pedestrian flows, permeability of the development and integration with the surrounding streets network

The design of the open space is such that it creates a focal point to the development where natural surveillance of the public areas is maximised yet in an appropriately neighbourly manner including with an enhanced forecourt with pavement extensions, which seek to strengthen the connections between the site and the existing adjacent streets whilst providing a broader town centre environment. It is expected that the new link, being segregated from traffic, will also enable better alternative access to the future Crossrail station.

Likewise, no objections are raised to the design of two key play areas for 0-4 year olds as an integral part of the public open space.

Conclusion

The external design of the buildings and proposed building materials maintain a balanced and appropriate design response with regard to the scale and context of the site. A condition is recommended on any permission requiring the submission of external materials details prior to the commencement of works.

Given the very close proximity of the site in relation to West Drayton Station, the scheme represents a real opportunity for the District Centre that will help to promote the Station itself and improve legibility and permeability with improvements to existing public areas and provision of new pedestrian routes.

It is considered that the redevelopment of this site with a high quality scheme will mark a positive change in the appearance of this key town centre site which would enhance the image of the town centre by creating a landmark development that will improve orientation and recognition of the site as a place to work, visit and live for those arriving by rail, bus, car, foot or bicycle.

Subject to compliance with this condition, it is considered that the scheme is compliant with Policies BE13, BE19 and BE21 of the Local Plan, relevant London Plan policies and design guidance.

7.08 Impact on neighbours

In relation to outlook, saved Policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15 metres is required, although this distance will be dependent on the extent and bulk of the buildings. The Council's HDAS further provides guidance in respect of privacy, in particular, that the distance between habitable room windows should not be less than 21 metres. In this regard, the proposed unit

windows are separated from other dwelling windows by more than 21 metres, which is consistent with the Council's Supplementary Planning Guidance.

Moreover, the site is located within the Yiewsley/ West Drayton District Centre and it is considered that the building has been carefully designed to ensure that there is no unacceptable loss of outlook to adjoining neighbours and that there is minimal overlooking from windows, in particular in the direction of the rear of those properties fronting Winnock Road. As such, bearing in mind its context, it is unlikely that a residential led development scheme of this scale would have an impact on adjoining properties. The placement of balconies and terraces, in particular alongside the west facing units of the scheme would not compromise compliance in this regard.

Policies BE20 and BE24 seek to ensure that new development does not generate adverse impacts in respect to sunlight and privacy. The impact of the proposed development on daylight and sunlight to adjacent properties was considered through the submission of a daylight and sunlight report. This report considered that the proposed development would not have an adverse impact upon the adjacent residential properties in respect of loss of daylight and/or sunlight. The closest residential properties to the development are those to the west in Winnock Road. The report states that there would be some impact on isolated windows within properties at nos. 12, 38, 46 and 48 Winnock Road but concludes that the impact would be within acceptable tolerances within the BRE guidance. It should be noted that the overarching guidance in relation to Daylight and Sunlight contained within the BRE guidance 2011 recognises that the values for achieving good daylight and sunlight conditions can be applied more flexibly in Town Centre locations. As such, the levels of light afforded to neighbouring occupiers are considered to be adequate given the sites location within this town centre environment.

The air vents proposed at podium level on the western elevation of the (podium) car park would be positioned adjacent to the rear gardens of the properties at Winnock Road and opposite the rear windows of these properties. Whilst the car parking area is likely to operate unrestrictedly 7 days a week over a 24 hours period it is likely that light spillage from the car parking together with mechanical noise from the car stackers in combination with the perception of movement from the car stackers equipment being operated is likely to cause disturbance to the residents of these properties. In this instance it is considered appropriate to impose a condition requesting the applicant submits for approval an alternative position for these air vents or to provide mitigation measures seeking to address these concerns.

As such, the proposed development, subject to conditions, is considered to be consistent with Policies BE20, BE21 and BE24 of the Local Plan.

7.09 Living conditions for future occupiers

AMENITY SPACE

Policy BE23 of the UDP requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, suggests that the following shared amenity space for flats and maisonettes is provided:

1 bedroom flat - 20m² per flat
2 bedroom flat - 25m² per flat
3+ bedroom flat - 30m² per flat

Based on the current accommodation schedule the required amenity space provision for 308 dwellings would be as follows:

76 x (studios and 1 bedroom flat) x 20 = 1,520m²
175 x (2 bedroom flat) x 25 = 4,375m²
57 x (3 bedroom flat) x 30 = 1,710m²

Total Required = 7,605m²

The current development proposal provides a combined total of 8,025m² of amenity space in the form of shared amenity space at grade and roof levels together with private balconies, where communal amenity space is provided with 2,469m² at ground level, 1,708m² at podium level and 458m² as roof terraces. A total of 3,390m² is provided in the form of private balconies and private terraces.

Play space with a combined total of 450m² for children between 0 and 4 years old is also evenly distributed across the development within the ground level spaces.

Overall, it is considered that the scheme would provide for sufficient amenity space of a satisfactory quality. As such, the provision of amenity space is considered to accord with the requirements set out within the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Policy BE23 (which requires sufficient provision of amenity space for future occupiers in the interest of residential amenity).

UNIT SIZES

The London Plan (March 2015) sets out minimum sizes for various sized residential units. The proposal is for 76 x 1 bedroom flats, 175 x 2 bedroom and 57 x 3 bedroom flats. The applicant submitted plans with all unit sizes meeting the minimum floor space standards as set out above. The scheme accords with the London Plan (March 2015) minimum standard and is therefore considered acceptable.

LAYOUT

With respect to the design of the scheme, the GLA suggested that communal spaces would be better activated, and the quality of the units would be improved, if access into the ground floor units was provided directly from the open spaces (i.e providing front door access onto the new route). However, the previous scheme for this site was no different from the current proposals and, whilst additional entrances from the shared space were not provided, planning permission was nonetheless granted for the development.

In relation to the other issues concerning the design layout highlighted by the GLA, in particular with regard to the high number of units per core in the north west 'finger' (the 'southern block' as referenced in the stage 1 report), it is acknowledged that the scheme delivers a higher number of units serviced by a single core, which is not ideal.

The GLA has suggested that adding an additional core to the parts of the scheme identified as buildings C and E would have the benefit of remedying these issues and increase the quality of the residential environment provided. However, the site layout does not enable

further opportunities for additional cores to be accessed directly off Bentinck Road, Tavistock Road or from the proposed central public open space, which is a constraint that severely reduces the opportunity to provide further cores within the development.

Moreover, the pedestrian link proposed alongside the western boundary of the site provides direct access to the identified cores at first floor level whilst a secondary core would enable stair access up to the fifth floor while the single core above this floor level serving a maximum of six flats only. These would be within the limits of the Housing Guidance SPG.

As such, although the scheme in terms of its layout does not strictly meet the guidance set out in the London Housing SPG ultimately it is considered that the regeneration benefits of the scheme outweigh the harm resulting from the number of units per core exceeding guidance levels.

SUNLIGHT/DAYLIGHT

Policies BE20, BE23 and BE24 seek to protect the amenity of new residents by requiring adequate daylight, access, external amenity space and the protection of resident's privacy.

The GLA has raised concerns regarding "a number of north facing single aspect units". Although the provision of single aspect north facing units is not considered ideal it is worth noting that in development of this scale it is reasonable to expect that a number of such units are proposed. This is acknowledged in the GLA Housing Standards SPG, which states that single aspect north facing units should be avoided only where possible.

Notwithstanding this, 308 units are proposed while only 18 are north facing single aspect units. This only represents 5.8% of the units for the whole scheme. As such, the small number of units affected is considered to be unrepresentative of the scheme. Furthermore, it is worth noting that none of the family sized units are single aspect and north facing in combination.

In this instance, although the GLA concerns are noted, it is not considered reasonable to raise objections to the scheme in this respect.

WIND MICROCLIMATE

A wind assessment was undertaken on behalf of the applicants and submitted as part of the application which assessed the wind microclimate around the development mapping the relevant wind directions for the site at pedestrian level, balconies and terraces and roof top amenity areas.

The study concludes that prevailing winds blow from the south west with a colder secondary wind blowing from the north east with all ground level locations around the proposed development expected to be suitable for standing, strolling or better during the windiest seasons. In terms of balconies, terraces and entrances most likely to be affected by windy conditions the report makes recommendations for mitigation measures, which include planting and screens.

As such, provided the recommendations in the report are implemented it is considered that surrounding wind microclimate would not significantly impact on the proposed uses or buildings. A condition is recommended to that effect.

PRIVACY/OVERLOOKING

The scheme has been designed to ensure separation distances of at least 21 metres to existing neighbouring properties, however; there are concerns regarding separation distances between units within the proposed scheme itself.

The applicant has provided diagrams demonstrating how the scheme could be amended to achieve adequate levels of privacy between the units where separation distances between habitable room windows and/ or balconies, principally in inner elevations, fall below the 21 metres minimum threshold.

Subject to conditions securing the implementation of mitigation measures to that effect, officers are satisfied that there would be no detrimental overlooking as to justify a refusal within the proposal.

As such the development is considered to provide an acceptable level of accommodation in accordance with Policies BE20, BE23 and BE24 of The Local Plan Part 2.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

CAR PARKING

Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted car parking standards. The proposal would provide 293 parking spaces (including 31 parking spaces for disabled users) for the 308 residential units, which equates to a ratio of 0.95 spaces per dwelling plus three parking spaces for the B1 office unit, 1 parking space for maintenance personnel and 2 car club spaces on Bentinck Road. In addition, 15 motorcycle parking spaces would also be provided.

The Highways Officer reviewed this proposal and whilst noting that the site is predominantly for 1 and 2 bedroom flats within a town centre location with a PTAL score of 3, no objection was raised to the parking provision provided at the site subject to conditions. Therefore, the development is considered to comply with Policy AM14 of the Hillingdon Local Plan: Part 2 Policies.

CYCLE PARKING

Policy AM9 of the UDP requires cyclist facilities to be provided for development proposals. The Council's current cycle standards are 1 space per unit. The development would provide 364 cycle spaces for the 308 residential units together with a further 32 visitor cycle spaces and 10 spaces for the commercial unit. The cycle spaces are provided at a ratio of 1.18 spaces per residential unit which is in excess of the minimum cycle storage provision standards. Therefore, the proposed development is in accordance with the adopted Parking Standards, Policy AM9 of the Hillingdon Local Plan: Part 2 Policies and Policy 6.9 of the London Plan (March 2015). In addition, the applicant is offering a monetary contribution towards improving access to the Grand Union Canal, which will also enable and encourage cycle usage within London.

TfL has provided comments requesting that cycle parking is increased to London Plan (March 2015) standards and, as such, a condition is recommended to ensure that levels of cycle parking for the development are provided in accordance with the London Plan standards in a total of 549 secure cycle parking (of which 540 spaces are allocated for future residents, 8 spaces for visitors and a minimum of 1 space for the B1 use).

TRAFFIC IMPACT

The highways officer has reviewed the proposal for further residential development within

this industrial and business location and considered that the proposal would have an acceptable impact to traffic in the surrounding highway network. The location of the refuse and recycling storage were also reviewed and it was considered to be acceptable, in terms of their collection and the impact of this to highway safety.

Therefore, the development is considered to comply with Policy AM2 of the Hillingdon Local Plan: Part 2 Policies.

7.11 Urban design, access and security

The applicant has prepared a Design and Access Statement that provides a descriptive assessment of the built character of the area and how the scheme responds to this. These demonstrate how the applicant has analysed the site and its context and has sought to produce an urban development that performs its role within the Yiewsley and West Drayton District Centre whilst respecting neighbouring uses and providing good residential accommodation.

The site is located within a transitional area between the residential areas to the north and west and the Yiewsley and West Drayton Town Centre to the east and, as such, the development of the site at the scale proposed provides an opportunity to create a new urban edge alongside Tavistock Road and Bentinck Road. Whilst the existing buildings are set back from the road and are relatively unimposing or screened from views from public areas, the design of the existing buildings along with the extent of the car parking area are considered to detract from the appearance of the area.

The proposal owes its design, form and detailing to a response to the site's context including the stepped form that increases from three storeys at its western end to a varied form that steps up within a seven storey range occupying the majority of the site's core. The centre of the site is considered suitable for additional height and the crescent arrangement combined with vertical emphasis and similar finishes to the buildings will ensure that it becomes a coherent development within the area. The stepped approach, in combination with the projecting elements, ensures a smooth transition in scale in the street scene and ensures that the massing will not dominate views from the surrounding area.

In Bentinck Road, in particular, the development has maximised the opportunity to create a continuous and active street frontage noting that residential development on the northern side of this road concentrates the massing alongside the canal frontage with the more functional service and parking areas provided to the south alongside the road frontage, and therefore lacks in activity, interest and natural surveillance. The alternating style and size of the fenestration proposed provides visual interest to the scheme without it assuming an overwhelming vertical or horizontal emphasis; with the elevational articulation seeking to add a rhythm to the streetscene as well as respecting the morphology of the land.

In terms of security, the layout of the ground floor flats and landscape arrangements have been amended to provide a more open aspect and enhance natural surveillance. Notwithstanding this, secure by design will be governed by the imposition of a planning condition.

Future Redevelopment of Adjoining Sites

Concern has been raised early in the design process that the proposal would potentially impact on the future redevelopment of adjoining sites with particular reference to the Comag site to the south west of the site.

The applicant has therefore supplied details with speculative design illustrations showing that the adjacent site could be developed in a viable manner, which would enable a holistic approach to the whole of the combined industrial and business area. The submission shows that the proposals would not significantly impact on the future redevelopment of the Comag site providing the current scheme includes a link through the application site to the Comag site. Access for residents has therefore been included in the current scheme, which is provided alongside the western boundary of the site.

The GLA has questioned the benefits of this route; however it is considered that the proposed access located alongside the westernmost area of the site will be instrumental in the development of the adjacent Comag site.

As such, the evidence submitted is sufficient to demonstrate that the proposal accounts for and does not cause harm to the future redevelopment of adjoining sites and no concern is consequently raised in this respect.

Security

Considerations on security have been incorporated into the design of the development with the new accommodation designed to overlook existing and proposed public domains, with particular emphasis at the entrances to the buildings. The access route at the rear of the site (alongside the western boundary) would be private and available to residents only. A condition is recommended to ensure the development is designed in line with secure by design principles.

7.12 Disabled access

Accessible Hillingdon requires all new residential units to be built to Lifetime Home Standards and 10% of units designed to wheelchair accessible standards. Further guidance is also provided on floor space standards for new residential development to ensure sound environmental conditions are provided on site.

Policy 3.8 of the London Plan and guidance within the HDAS - Accessible Hillingdon requires new residential developments to achieve Lifetime Homes Standards and for 10% of the units to be easily adaptable for wheelchair users. The scheme provides 31 wheelchair units, which equates to more than 10% of all units proposed. This is considered acceptable

The Access Officer is satisfied with the level of facilities provided subject to minor revisions to the internal layout of the units to ensure full compliance with all 16 Lifetime Home Standards (as relevant) and Wheelchair Home Standards for 31 of the units.

Subject to a condition to ensure compliance with Lifetime Home Standards, it is considered that the scheme accords with the aims of Policies 3.4 and 7.2 of the London Plan March 2015, the Hillingdon Design and Access Statement (HDAS) Accessible Hillingdon and Policy AM15 of the UDP.

7.13 Provision of affordable & special needs housing

The London Plan sets the policy framework for affordable housing delivery in London. Policy 3.12 and 3.13 requires that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes, having regard to their affordable housing targets.

The Planning Obligations Supplementary Planning Document (supplementary planning guidance) adopted in July 2008 replaces the previous Supplementary Planning Guidance

and updates the information and requirements of the Affordable Housing supplementary planning guidance adopted in May 2006. Chapter 5 on Affordable Housing from the Planning Obligations Supplementary Planning Guidance paragraph 5.14 states, the council will always seek the provision of affordable housing on-site except in exceptional circumstances. The application exceeds the threshold of 10 units and above, therefore affordable housing provision by way of a S106 Legal Agreement is required. Likewise, the council will consider affordable housing tenure mix on a site by site basis with reference to housing needs, financial viability and/or the London Plan as appropriate.

Paragraph 5.22 of the Planning Obligations SPG states that the Council will seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed use schemes. The policy acknowledges a balance needs to be achieved between the need for affordable housing and the economic viability of private housing developments. Where less than 35% affordable housing is proposed, a justification for the departure from the London Plan will be required, together with a financial viability appraisal to demonstrate that the maximum affordable housing provision is being delivered on site.

A Financial Viability Assessment (FVA) has been provided. This has confirmed that the scheme is not capable of providing more than 14.95% of on site affordable housing, which equates to a total of 46 affordable units within the site. This level of contribution has been extensively and thoroughly verified by a third party assessor and is therefore considered acceptable. It is worth noting that the level of affordable units has increased from 12% in the previously approved development to 15% in the current scheme.

The GLA has raised concerns that the scheme proposes a tenure mix of 40% affordable rent and 60% intermediate housing, whilst policy 3.11 of the London Plan requires the affordable tenure mix to be 60% affordable rent and 40% intermediate housing. However, following negotiations with the applicant the final tenure mix for the scheme has been agreed at 64% affordable rent and 36% intermediate which is in excess of the London Plan requirements; and, which also represents a significant material increase in the tenure mix split of 50% affordable rent and 50% intermediate in the previous scheme.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Unitary Development Plan Saved Policies states, amongst other things that development proposals will be expected to retain and utilise topographical and landscape features of merit.

The Council's Trees and Landscape Officer has raised no concerns regarding the landscape layout within the development site itself, which would provide for an appropriate mix of hard and soft landscaping supplemented by new tree planting throughout the development.

7.15 Sustainable waste management

A waste strategy has been submitted in support of the application. This demonstrates how waste stores for each residential block are provided mainly adjacent to the access cores. Recycling will be promoted and accommodated (through the provision of dedicated recycling bins).

With the exception of building A1 (serviced directly from Tavistock Road) and the B1 unit (serviced directly from Bentinck Road) the collection will take place entirely within site with refuse vehicles entering and exiting the site from Tavistock Road. Vehicle tracking plans

have been submitted showing this is entirely feasible. On site staff will take refuse and recycling bins to a dedicated collection point for collection on refuse collection day.

7.16 Renewable energy / Sustainability

Policies within Chapter 5 of the London Plan require developments to provide for reductions in carbon emissions, including a reduction of 35% in carbon emissions.

The application is supported by an assessment which indicates that the development has been designed to meet the required 35% reduction in carbon emissions through a combination of measures, which include the provision of a CHP unit and Photovoltaic panels as well as a number of passive measures. Further details have been submitted to the GLAs' satisfaction and therefore no objections are raised to the details submitted.

Subject to appropriate conditions to secure this implementation within the final design the scheme will comply with adopted policy.

7.17 Flooding or Drainage Issues

There are no specific flooding or drainage issues associated with this application. However, in the event that this application is approved, it is recommended that sustainable urban drainage conditions be imposed.

7.18 Noise or Air Quality Issues

The application site is on a busy industrial estate, adjacent to an industrial site to the south and in close proximity to the busy Paddington to Reading railway line, including adjacent sidings. It is therefore reasonable to expect that vehicular traffic or rail traffic noise is likely to be high enough to affect the residential amenities of future occupiers. Therefore flatted development is considered acceptable in principle, if subject to adequate sound insulation.

The acoustic assessment contains recommendations which, if implemented, would reduce noise to levels that comply with reasonable standards of comfort, as defined in British Standard BS 8233:1999 'Sound insulation and noise reduction for buildings - Code of Practice'.

It is considered that the issue of sound insulation can be addressed by the imposition of suitable conditions, as suggested by the Council's Environmental Protection Unit.

Subject to compliance with these conditions, it is considered that the scheme would be in compliance with Saved Policy OE5 of the UDP.

7.19 Comments on Public Consultations

Comments have either been dealt with in the body of the report or by way of recommended conditions.

7.20 Planning obligations

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

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

The effect of the Regulations is that the Council must apply the tests much more strictly and

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

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

Non-monetary contributions:

i. Affordable Housing: 15% in unit terms (46 dwelling flats) with a tenure mix set at 64% affordable rent and 36% intermediate,

ii. Affordable Housing review mechanism.

iii. Enter into a S278/S38 for all highways works required by highways officer to include, but not be limited to, associated costs and works identified in PERS Audit, access works, part carriageway and footway resurfacing and associated works along Tavistock Road and Bentinck Road, including as detailed below:

1. Tavistock Road:

a) Access works to the site,

b) Carriageway and footway resurfacing and any associated works between on-street car parking bays west of Tavistock Road access and High Street/Tavistock Road junction except any recently surfaced footway;

c) Removing car parking spaces, implementing parking restrictions and associated costs.

2. Bentinck Road:

a) Stopping up of existing access and footway reinstatement;

b) New access works;

c) Footway and carriageway resurfacing along the site boundary (extent to be agreed by the Council's Highway Engineer); and

d) Relocation of on-street parking spaces, parking restrictions, and associated costs.

Highways Works S278/S38 as required by the highways engineer and to be completed prior to occupation.

iv. Car parking allocation and management scheme;

v. Refuse and delivery management scheme;

vi. A Construction Logistics Plan

vii. A Delivery & Service Plan (including details of access and parking for emergency services).

viii. Prohibit future residents of the development from obtaining parking permits within existing or future controlled parking areas on the public highway.

ix. A full and formal Travel Plan with associated £20,000.00 bond to include a Sustainable Transport Measures is required to be submitted and agreed in writing by the LPA before occupation of the development. Thereafter, the Travel Plan is required to be reviewed

annually to monitor and if required, update and/or amend the document to the satisfaction of the LPA, in order that its aims and objectives are achieved.

x. Construction Training: either a contribution equal to the formula (£2,500.00 for every £1m build cost + Coordinator Costs £9,600.00 per phase or an in kind scheme) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

Monetary contributions:

xi. Air Quality: a contribution in the sum of £25,000.00 is sought

xii. Canal side Improvements: a contribution in the sum of £20,000.00 and Canal Side Signage contribution in the sum of £2,000.00 (A total £22,000.00 monetary contribution towards canal side improvements)

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

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides extensions in excess of 100m². This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or an indexation in line with the construction costs index.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

PHASING PLAN

A phasing plan was submitted in support of the application. This plan shows the site of the contractors compound with spaces for 77 residents parking spaces within Phase 1. There would be 194 car parking spaces in Phase 2 (to cater for the fact that during phase 3 the temporary car park will be removed) and the remaining 99 car parking spaces will be provided once Phase 3 is completed.

The central amenity space will be delivered as part of Phase 1. The internal amenity courtyards on the west side of the site will be built with Phase 2 and the phasing method adopted will ensure that the amount of communal amenity space will always be in credit throughout the life of the construction phases.

Each development phase will be hoarded through the use of a standard 2.5 metre high wooden construction enclosure which will be painted and maintained at the developer's expense. The enclosure treatment will possibly feature images of the development and Kitewood branding, subject to the relevant consents.

The site will be subject to 24/7 security during construction to ensure the safe management of the site and the prompt dealing with any arising matters directly related to the constructions works.

EMERGENCY ACCESS

The Heads of Terms have been amended to require details of a scheme to provide within the development parking and access for care and emergency vehicles attending to vulnerable residents as requested by The Garden City Residents Association.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

The current application seeks to extend to the TiGi warehouse site to the west to provide 308 residential units, which is a further 100 residential units in comparison to that which was previously allowed. The current scheme builds substantially upon the preceding development principles, including, maximum heights, design style, residential quality and amenity provision for future occupiers with all the parking and servicing occurring totally onsite to the satisfaction of the Borough's Highway Engineer.

It is considered that this is a well designed scheme which has an imaginative modern approach to design. It is expected that the scheme will breathe new life into this prominent site within the District Centre and will set a new benchmark for the quality of design expected in future developments in Yiewsley and West Drayton. The proposal is of an appropriate architectural and urban design quality that will offer a significant improvement to the streetscene, townscape and wider views beyond.

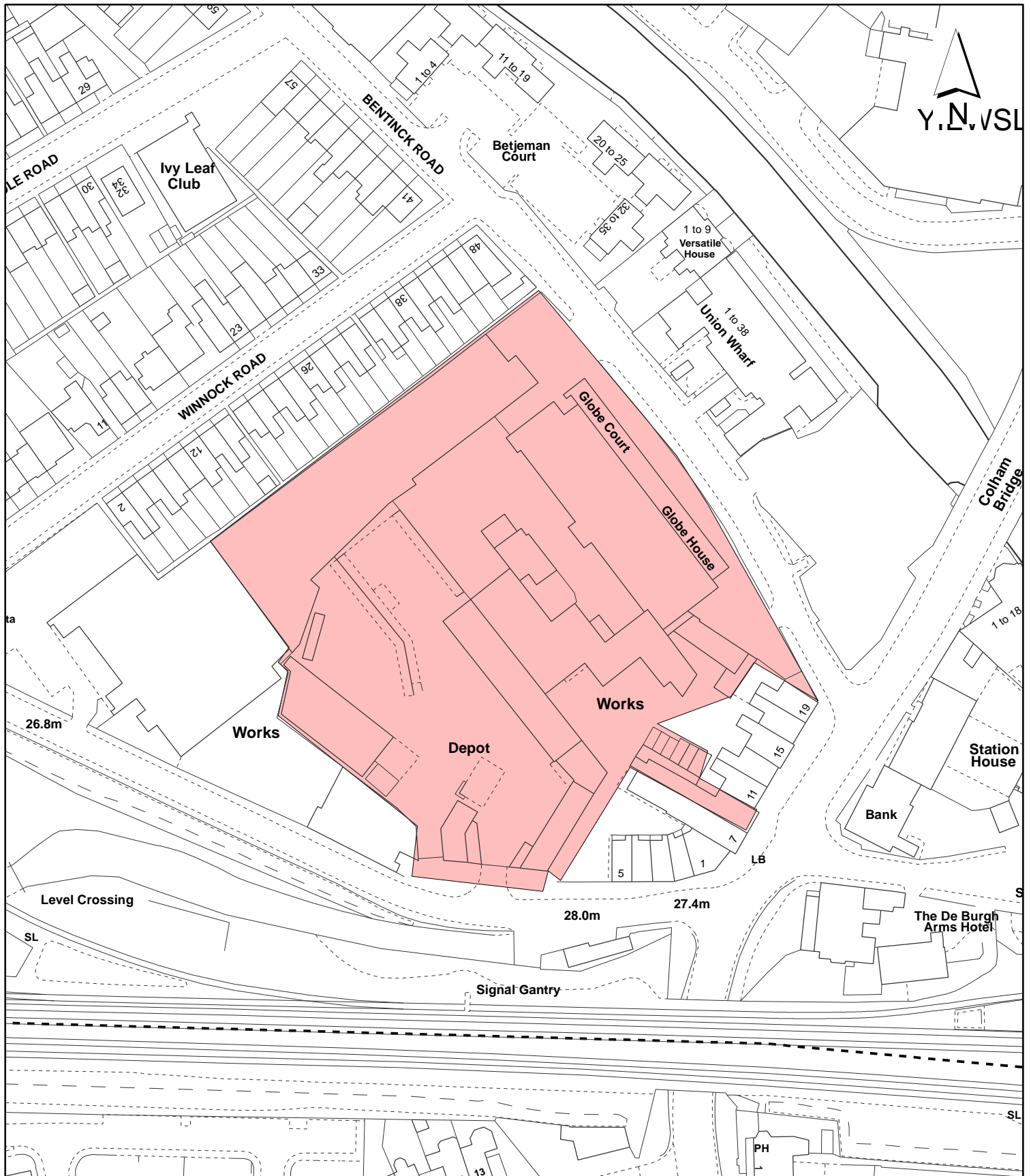
For the reasons outlined in the report, it is recommended that planning permission be granted, subject to conditions, the completion of a legal agreement and referral to the Greater London Authority.

11. Reference Documents

Hillingdon Local Plan (November 2012);
The London Plan (March 2015);
National Planning Policy Framework;
National Planning Policy Guidance
Hillingdon Supplementary Planning Document: Affordable Housing
Hillingdon Supplementary Planning Guidance: Noise;
Hillingdon Supplementary Planning Guidance: Noise Air Quality;
Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006)
Hillingdon Design and Accessibility Statement: Accessible Hillingdon (January 2010)
GLA's Supplementary Planning Guidance - Housing;
GLA's Supplementary Planning Guidance - 'Shaping Neighbourhoods: Play and Informal Recreation'

Contact Officer: Tiago Jorge

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Notes:

 Site boundary

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Site Address:

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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:

45200/APP/2014/3638

Scale:

1:1,250

Planning Committee:

Major

Date:

July 2015



HILLINGDON
 LONDON