

Report of the Head of Planning, Sport and Green Spaces

Address SITE ENCLOSED BY BENTINCK ROAD & TAVISTOCK ROAD TAVISTOCK ROAD YIEWSLEY

Development: Variation of condition 2 (Accordance with approved plans) of planning permission ref: 45200/APP/2016/3886 dated 25-01-2017: Variation of conditions 2 (Accordance with approved plans), 15 (Pedestrian Link) and 23 (Car Parking Stackers) of planning permission ref: 45200/APP/2014/3638 dated 10-12-2015: 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, to allow the addition of 7 residential units within the approved floorspace.

LBH Ref Nos: 45200/APP/2017/327

Drawing Nos: 0401 Rev12
0402 Rev12
0403 Rev11
0404 Rev11

0200 Rev 13
0201 Rev 13
0202 Rev 13
0203 Rev 13
0204 Rev 13
0205 Rev 13
0206 Rev 13
0207 Rev 13
0208 Rev 13
0210 Rev 13

Date Plans Received: 27/01/2017

Date(s) of Amendment(s): 27/01/2017

Date Application Valid: 02/02/2017

1. SUMMARY

Planning Permission is sought to vary conditions 2 (Accordance with approved plans) of planning permission ref: 45200/APP/2016/3886 dated 25/01/2017.

The changes sought include:

1. Reconfiguration of floor plates resulting in the provision of an additional 7 units.
2. Two of the 7 units will be Affordable Housing Units.

The original unit mix approved was:

- 76 x 1 bedroom units (24.4%)

- 176 x 2 bedroom units (56.8%)
- 56 x 3 bedroom units (18.5%)

The proposed mix is:

- 81 x 1 bedroom units (25.1%)
- 178 x 2 bedroom units (56.5%)
- 56 x 3 bedroom units (18.1%)

The number of residential units would increase from 308 units to 315 units, with the affordable housing units increasing from 46 to 48. .

The number of car parking spaces would increase from 293 to 299 spaces. The parking provision ratio remains at 0.95 as per that originally approved.

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

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 (2016) and the Council's Local Development Framework. No concerns have been raised by the GLA or TFL.

Of the additional 5x1-bed units and 2x2 bed-units proposed the applicant is offering 2 of these (1x1-bed and 2x1-bed units) as affordable housing. This represents 31% of the additional habitable room (29% of additional units) which is considered sufficiently close to the policy target of 35% affordable housing for a Financial Viability Assessment not to be required.

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."

Under Article 5(2) of the Town & Country Planning (Mayor of London) Order 2008 the Mayor of London has confirmed he does not need to be consulted further on this application and that the Council may, therefore, proceed to determine the application without further reference to the GLA.

For the reasons outlined in the report, it is recommended that planning permission be granted, subject to conditions, the completion of a Deed of Variation to the legal agreement.

2. RECOMMENDATION

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

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 (48 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:

0200 Rev 13
0201 Rev 13
0202 Rev 13
0203 Rev 13
0204 Rev 13
0205 Rev 13
0206 Rev 13
0207 Rev 13
0208 Rev 13
0210 Rev 13
0401 Rev 12
0402 Rev 12
0403 Rev 11
0404 Rev 11

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: NW91113 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

Air Quality Assessment - Addendum Note - Minor Material Amendment, Padcroft Works, Hillingdon. November 2016

- Padcroft Works, West Drayton - Energy Statement Addendum 712527R(01)
- Flood Risk Assessment - Addendum Note 132935-R1(1) and Revised Drainage Strategy ref. WSL-SA-GD-92002 Rev A01
- Transport - Summary of Changes Report

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 299 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 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).

16 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).

17 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).

18 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).

19 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).

20 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, and 15 motorcycle spaces 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.

21 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. The scheme shall include the allocation of parking for the B1 use. 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).

22 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).

23 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.

24 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 than 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

25 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)

26 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).

27 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) .

28 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.

29 NONSC B1 Use

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (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).

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
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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
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LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
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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.

24

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.

25

The applicant is advised that where the conditions requiring the submission of details have been discharged in connection with the original permission, the Local Planning Authority will not require these details to be re-submitted as part of this new planning permission, where those details would remain the same.

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 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.

3.2 Proposed Scheme

Planning Permission is sought to vary conditions 2 (Accordance with approved plans) of planning permission ref: 45200/APP/2016/3886 dated 25-01-2017.

The changes sought include:

1. Reconfiguration of floor plates resulting in the provision of an additional 7 units.
2. Two of the 7 units will be Affordable Housing Units.

3.3 Relevant Planning History

Comment on Relevant Planning History

45200/APP/2016/3886 - Variation of conditions 2 (Accordance with approved plans), 15 (Pedestrian Link) and 23 (Car Parking Stackers) of planning permission ref: 45200/APP/2014/3638 dated 10-12-2015: 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, to allow for the extension of the basement car park involving the omission of car parking stackers and an infill extension

between blocks to add 645sq m of additional residential floorspace. Approved 25.01.2017

45200/APP/2014/3638: 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. Permission granted on 10/12/15.

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.
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- AM2 Development proposals - assessment of traffic generation, impact on congestion

	and public transport availability and capacity
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OE1	Protection of the character and amenities of surrounding properties and the local area
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- 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:- **29th March 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A total of 337 neighbouring households, amenity groups, and local businesses were notified of the proposal. 2 letters of objection have been received. The letters received raised the following concerns:

- Too many flats
- Over Development
- Increase in Traffic
- Congestion
- Parking problems to increase

Officer Comment: The issues raised in the letters of representation received have been addressed in the main sections of the report. It is noted that the total number of units has already been approved under the original planning permission and the requested contribution is not relevant to the development.

TfL

Thank you for consulting TfL regarding this application. Having reviewed the details of the case, I can confirm that TfL believe there are no strategic transport issues arising from the proposal. Therefore, TfL has no objections.

GLA

I have assessed the details of the application and, given the scale and nature of the proposals conclude that the amendments do not give rise to any new strategic planning issues.

CANALS & RIVER TRUST

We have no comments to make.

MET POLICE

I have reviewed this variation and I'm content that it doesn't change the SBD advice already given.

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal. However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted. If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Internal Consultees

HIGHWAYS

I do not see that as a result of the proposals there will be a significant change in traffic generation to the approved scheme. I would like you to ensure that previous conditions relating to car parking layout, EVCP, cycle parking and motorcycle parking are applied to this latest scheme. I do not have significant concerns over the above application from a highways perspective.

ACCESS OFFICER

I have considered the detail of this planning application and have no comments to make.

EPU

No adverse comments from EPU as these matters are not relevant to us.

TREES & LANDSCAPING

Approved plans An amended Design & Access Statement, dated January 2017, itemises and compares 17 features on the approved and proposed plans - without reference to the implications for the landscape layout. Section 2.1 (p.13) indicates that a significant area of soft landscape in the central open space has been sacrificed to cycle parking? It is not clear whether this was previously approved, but the approved / proposed drawings in the D&AS are different. In a separate document specific landscape / environmental information includes a Bird hazard Management Plan, by Greengage, and a two-sided Landscape Strategy in response to Condition 12: Ecology. The proposals include living roofs, biodiverse roofs, living walls on bike shelters, intensive biodiverse roofs and a planting palette to incorporate native species - or plants which are beneficial to wildlife. No objection subject to clarification about the proposed parking within the central open space.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development was originally considered in granting planning permission ref. 38065/APP/2014/2143 for the erection of 208 residential units, and subsequently following the grant of planning permission ref. 45200/APP/2014/3638 for the erection of 308

units. A subsequent permission ref: 45200/APP/2016/3886 dated 20.01.2107 allowed an additional 645sqm of additional floorspace. The current application proposes to rationalise the previously approved floorplates to increase the total amount of units from 308 to 315, to increase car parking and to slightly alter the unit mix.

Since the approval of this extant permission circumstances have not materially changed with the proposed application seeking only minor revision to the current scheme which do not affect the land use. Accordingly, considerable weight must be afforded to the extant planning permission and in this instance, in land use terms, there should be a presumption in favour of the current proposals.

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.

The proposal would continue to make a significant contribution towards 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 (2016) and the Council's Local Development Framework.

7.02 Density of the proposed development

The scheme would slightly increase the the previously approved residential density. A density of 264 dwellings per hectare has already been approved, which as a result of the proposed changes increase to 270 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.

Therefore the scheme continues to comply with Policy 3.4 of the London Plan 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

These issues have already been established under the previous planning permission ref: 45200/APP/2016/3886 dated 25/01/2017.

7.04 Airport safeguarding

No safeguarding issues arise from the proposals.

7.05 Impact on the green belt

The site is not located within or close to the Green Belt. The proposed changes are not

considered to have any impact in this regard.

7.07 Impact on the character & appearance of the area

These matters have already been established under the previous planning permission ref: 45200/APP/2016/3886 dated 25/01/2017.

7.08 Impact on neighbours

These matters have already been established under the previous planning permission ref: 45200/APP/2016/3886 dated 25/01/2017.

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 number of units or mix has not changed from the original planning consent. Therefore, the required amenity space provision for 308 dwellings remains as follows:

- 81 x (studios and 1 bedroom flat) x 20 = 1,620m²
- 176 x (2 bedroom flat) x 25 = 4,400m²
- 57 x (3 bedroom flat) x 30 = 1,710m²
- Total Required = 7,730m²

The current development proposal continues to provide 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.

It should be noted that owing to previously approved changes to the layout, cycle parking has been relocated to the central amenity area.

Overall, it is considered that the scheme would continue to 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 81 x 1 bedroom flats, 176 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 (2016) minimum standard and is therefore considered acceptable.

LAYOUT

With respect to the design of the scheme, the GLA previously suggested a number of potential amendments. 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.

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 previously 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, there is no material change to the north facing units as previously consented. As such, the small number of units affected is considered to be unrepresentative of the scheme. Therefore, it is not considered reasonable to raise objections to the scheme in this respect.

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 continue to provide a ratio of 0.95 spaces per dwelling (with the number of spaces provided increasing from 293 to 299) 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. TfL previously provided comments requesting that cycle parking is increased to London Plan (March 2015) standards and, as such, a condition was secured on the original planning consent and is proposed to be repeated 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).

It should be noted that the current proposed plans show the cycle parking entirely within the central amenity area of the development. This is considered to be an excessive concentration of cycle parking in this area, which would jeopardise the usability of this valuable shared amenity space for future occupiers. A 'notwithstanding the plans hereby approved' condition requiring the details of the location(s) and design of cycle stores is recommended to enable removal of some of the cycle storage from the central amenity area. .

TRAFFIC IMPACT

The highways officer previously confirmed 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. There is no material change as a result of this application.

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 proposed amendments to the previously approved scheme result in no new urban design, access or security issues.

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 10% of all units proposed in accordance with Part M4(3). This is considered acceptable.

The Access Officer is satisfied with the level of facilities provided including the internal layout of the units will ensure full compliance with part M4(3).

Subject to a condition to ensure compliance with Part M4(2) and M4(3) it is considered that the scheme accords with the aims of Policies 3.8 and 7.2 of the London Plan 2016, 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 current proposal increases the total number of units from 308 to 315 and increases the total number of Affordable Housing Units from 46 to 48 with a tenure mix set at 64% affordable rent and 36% intermediate.

An additional 5x1-bed units and 2x2 bed-units are proposed the applicant is offering 2 of these (1x1-bed and 2x1-bed units) as affordable housing. This represents 31% of the additional habitable room (29% of additional units) which is considered sufficiently close to the the policy target of 35% for a Financial Viability Assessment not to be required.

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.

There are no material changes to the proposed landscaping as previously approved. 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

These matters have already been established under the previous planning permission ref: 45200/APP/2016/3886 dated 25/01/2017.

7.16 Renewable energy / Sustainability

These matters have already been established under the previous planning permission ref: 45200/APP/2016/3886 dated 25/01/2017.

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

These matters have already been established under the previous planning permission ref: 45200/APP/2016/3886 dated 25/01/2017.

7.19 Comments on Public Consultations

None

7.20 Planning Obligations

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

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and 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 (48 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

None

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

9. Observations of the Director of Finance

10. CONCLUSION

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.

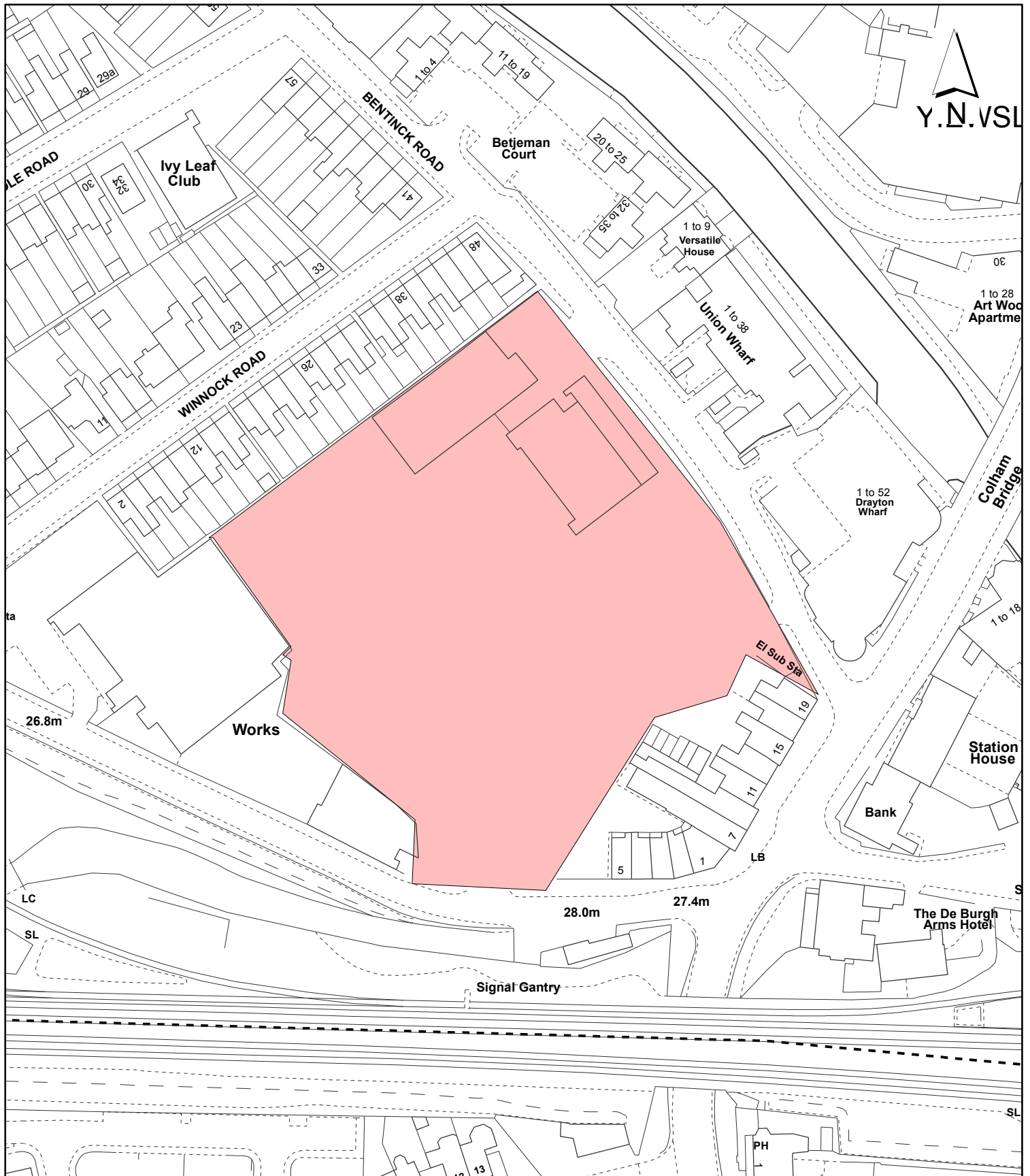
The proposal is considered to be a sustainable development in accordance with the National Planning Policy Framework, the London Plan (2016) and the Council's Local Development Framework. No concerns have been raised by the GLA or TFL.

11. Reference Documents

Hillingdon Local Plan (November 2012); The London Plan (March 2016);
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: Matt Kolaszewski

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Notes:

 Site boundary

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Site Address:

Padcroft Works

Planning Application Ref:
45200/APP/2017/327

Planning Committee:
Major

Scale:
1:1,250

Date:
May 2017

LONDON BOROUGH OF HILLINGDON
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