

Report of the Head of Planning, Sport and Green Spaces

Address COMAG TAVISTOCK ROAD YIEWSLEY

Development: RECONSULTATION Demolition of existing buildings (Use Class B8) and erection of 110 self-contained (16 x 1-bedroom, 84 x 2-bedroom and 10 x 3-bedroom) units (Use Class C3), Community Use (Class D1 Use), and the provision of car parking, associated landscaping, drainage and other ancillary work (changes include addition of community facility)

LBH Ref Nos: 24843/APP/2017/2974

Drawing Nos: T(20)P-1 1C
T(20)P00 1D
T(20)P01 1C
T(20)P02 1C
T(20)P03 1C
T(20)P04 1C
T(20)P05 1C
T(20)P06 1C
T(20)P07 1C
T(20)P08 1C
T(20)S01 1C
T(20)S02 1C
T(20)E01 1D
T(90)P100 1D

Date Plans Received: 15/08/2017

Date(s) of Amendment(s):

Date Application Valid: 22/08/2017

1. SUMMARY

The application is for the demolition of an existing warehouse building (Use Class B8) of 2,323 sqm and erection of a part 3, part 4, part 5, part 6 and part 8 storey buildings to provide 110 self-contained (16 x 1-bedroom, 84 x 2-bedroom and 10 x 3-bedroom) units (Use Class C3), Community Use (Class D1 Use), including excavation of a basement to provide car parking, associated landscaping, drainage and other ancillary work.

The existing warehouse (Use Class B8) which is surrounded by a residential development does not represent a compatible use nor does the existing unit represent an efficient use of the site. The proposed development represents a high quality redevelopment scheme which would make a significant contribution towards the regeneration of this part of the Town Centre. The proposal includes a dedicated community facility, provides activity on street frontages and makes efficient use of the site to provide new housing including 35% of habitable rooms as affordable housing.

The proposal includes public realm improvement through the repaving and appropriate street lighting along Tavistock Road and Winnock Road adjacent to the development. A landscaped area is provided for residents of the development which would focus on connecting the development to the wider area to create a vibrant space with the added benefit of providing a new pedestrian route linking Bentinck Road and Tavistock Road.

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 provides a policy compliant level of car parking (1:1 ratio). Traffic modelling undertaken indicates no adverse impact on the surrounding highway network.

The proposal is considered to be a sustainable development in accordance with the National Planning Policy Framework, the London Plan (March 2016) and the Council's Local Plan Part One and Two (November 2012). 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 delegated powers be given to the Head of Planning and Enforcement to grant planning permission subject to:

A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:

Non-monetary contributions:

i) Affordable Housing: 38 units (30% London Affordable Rent; 30% Shared Ownership; and 40% London Living Rent. (as agreed with the Local Planning Authority (LPA)) and 4 units shall be wheelchair adaptable.

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

iii) Car parking allocation and management scheme;

iv) Refuse and delivery management scheme;

v) A Construction Logistics Plan

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

vii) Public Realm Improvement Works (repaving of footways adjacent to development)

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) **Construction Training:** either a financial contribution or an in-kind training scheme.

xii) **Canal improvements contribution £7,150**

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.

xiv) **Carbon offsetting contribution of £163,800**

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

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

D)If the Legal Agreements have not been finalised by 22 December 2017 (or such other timeframe as may be 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 provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of public realm, highways (including servicing and travel planning), affordable housing, and construction training). The proposal therefore conflicts with Policies AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'

E)That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to 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 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:

T(20)P-1 1C
T(20)P00 1D
T(20)P01 1C
T(20)P02 1C
T(20)P03 1C
T(20)P04 1C
T(20)P05 1C
T(20)P06 1C
T(20)P07 1C
T(20)P08 1C
T(20)S01 1C
T(20)S02 1C
T(20)E01 1D
T(90)P100 1D

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (November 2012) and the London Plan (March 2016).

3 COM5 General compliance with supporting documentation

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

- Covering Letter dated November 2017;
- Amended Planning Statement dated November 2017;
- Amended Design and Access Statement Addendum dated October 2017;
- Affordable Housing Layout dated November 2017;
- Daylight and Sunlight Study dated November 2017;
- Daylight and Sunlight Addendum dated October 2017;
- Design and Access Statement dated August 2017;
- Acoustic Report dated August 2017;
- Air Quality Report dated August 2017;
- Archaeology Report dated August 2017;
- Outline Drainage Strategy dated August 2017;
- Land Quality Preliminary Risk Assessment dated August 2017;
- Preliminary Ecological Assessment dated (August 2017);
- Transport Assessment dated August 2017;
- Tree Constraint Report dated August 2017;
- Utilities Report dated August 2017;
- COMAG Transport Assessment dated November 2017;
- COMAG Transport Assessment Junction Assessment dated November 2017;
- Energy Statement dated August 2017; and

- Overheating Assessment dated August 2017.

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 (2016).

4 COM6 Levels

Prior to commencement (other than demolition) plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings shall be 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).

5 COM7 Materials (Submission)

Prior to commencement (other than demolition) for each phase of the development, details of all materials and external surfaces, including details of balconies and obscure balustrades shall be submitted to and approved in writing by the Local Planning Authority. 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).

6 RES9 Landscaping (including refuse/cycle storage)

Prior to commencement (other than demolition), 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 110 cars (including demonstration that parking spaces are served by 22 active electric vehicle charging points and 22 passive electric vehicle charging points

- and 11 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 surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

- 5. Schedule for Implementation

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

Thereafter the 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 (2016).

7 RES10 Tree to be retained

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

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

REASON

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

8 RES8 Tree Protection

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

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

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

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

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

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

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

Prior to commencement (other than demolition), 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. 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 (2016) Policy 3.16.

11 NONSC Overlooking

Prior to commencement (other than demolition) full details of the physical measures to prevent overlooking between flats and the gardens of Winnock Road, including the height, colour and material of privacy screens and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. 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).

12 NONSC Noise

Prior to commencement (other than demolition) The scheme shall include such combination of sound insulation and other measures as may be approved by the Local Planning Authority including:

- 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".

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)

13 NONSC Protection from Ingress of Polluted Air

Prior to commencement (other than demolition) 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).

14 NONSC Air pollution

Prior to commencement (other than demolition) 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).

15 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).

16 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 110 vehicles, including 11 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

o 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 (2016).

17 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 (2016).

18 NONSC Gate Details

Prior to commencement (other than demolition), 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 (2016) and the HDAS -Accessible Hillingdon.

19 COM30 Contaminated Land

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

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

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

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

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

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

such requirement specifically and in writing.

(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)

20 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) .

21 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 (2016) Policy 5.12.

22 NONSC Ecology

Prior to commencement (other than demolition), a detailed ecology enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how features of ecological interest and enhancement will be incorporated into the fabric of the building and the landscaping of the green space. The scheme shall demonstrate (but not limited to) the inclusion of specific planting to improve conditions for wildlife; artificial habitats in the landscaped areas and the fabric of the buildings; and habitat walls and refugia in strategically located positions.

The development must proceed in accordance with the approved plan and schemes unless otherwise agreed in writing with the Local Planning Authority.

REASON

To ensure the development contributes to a positive gain in ecological value in accordance with Policy EM8 of the Local Plan: Part Two (November 2012).

23 NONSC Carbon Reduction

Prior to commencement (other than demolition) details of the carbon reduction measures that conform to the energy strategy (Energy Statement, August 2017, Ref: CO-08) shall be submitted and approved in writing by the Local Planning Authority. These shall include

- 1 - Full details of the baseline energy and carbon performance of the development
- 2 - Full details and specifications of the passive energy savings measures (Be Lean - London Plan) and how they relate to the baseline emissions
- 3 - Full details and specifications, including relevant plans and elevations of any additional low or zero carbon technology to be utilised in the site.

The development must proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

REASON

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

24 NONSC Non Standard Condition

The community facility hereby approved, shall not be used as a religious or any other associated cultural facility unless approved in writing by the Local Planning Authority.

REASON

To ensure the development accords with the requirements of Policy R9 of the Local Plan: Part Two (November 2012).

25 NONSC Accessibility

Prior to the commencement of development (other than demolition), details of

1. a drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, should be provided;
2. the design of accessible parking spaces, for residents and visitors, should cater for high sided vehicles with side and rear wheelchair access;
3. A fire strategy which demonstrates adequate means of escape for wheelchair users, and other persons unable to escape using the staircase.

The development must proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

REASON

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

26 DIS2 Access to Buildings for People with Disabilities

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

in place for the life of the building.

REASON

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

27 RES15 Sustainable Water Management

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs 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 the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 5.12.

28 NONSC Flood Risk Management

Prior to commencement of the development, a survey to show the location and fall of the Thames Water Sewer adjacent to the site and a Basement Impact Assessment which considers surface water and ground water management shall be submitted and agreed in writing by the Local Planning Authority.

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

REASON

To ensure 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 2016).

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
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
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 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.15	(2016) Town Centres
LPP 2.7	(2016) Outer London: Economy
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LPP 3.6	(2016) Children and young people's play and informal recreation facilities
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LPP 3.9	(2016) Mixed and Balanced Communities
LPP 4.12	(2016) Improving opportunities for all
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
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LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
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LPP 6.10	(2016) Walking

LPP 6.13	(2016) Parking
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2016) An inclusive environment
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review

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

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>)

13

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

14 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)

15

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>).

16

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.

17

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).

18

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.

19

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.

20

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.

21

The demolition area must remain clear enough that train drivers and anyone working in the area can work safely and see approaching trains, if at any time this is not the case, please ensure that signallers or the BTP are contacted.

The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building, due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from the Network Rail Asset Protection

Engineer before the development and any demolition works on site can commence.

22

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.

23

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

24

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, soakaways/attenuation ponds should not be constructed within 20 metres of Network Rail's boundary. Any surface water run-off from the site must drain away from the railway boundary and must NOT drain in the direction of the railway as this could import a risk of flooding and / or pollution onto Network Rail land.

25

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

26

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.

27

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.

28

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

29

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.

30

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

31

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.

32

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site extends to 0.34 ha located on the north side of Tavistock Road to the west of the Grand Union Canal. The site is bound to the north by Winnock Road; to the north-east by the Former Padcroft Works Site; and to the south-west by Tavistock Road.

The existing site comprises previously developed land and currently accommodates a part two-storey and part three-storey warehouse (Use Class B8) building with ancillary offices. It is currently occupied by Comag, which operates as a magazine and newspaper marketing and distribution company. Comag is due to vacate the site in December 2017. Surrounding the site is an area of hardstanding which accommodates car parking for 80 vehicles.

The site is located within the Yiewsley Town Centre boundary, however is not designated as primary or secondary shopping frontage. The site is situated amongst an established residential area including terrace properties on Winnock Road, residential apartments on Bentinck Road and the High Street.

The site is located 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 (November 2012).

3.2 Proposed Scheme

The revised proposal development comprises:

- Demolition/removal of all existing buildings (Use Class B8);
- Erection of a part 3, part 4 storey building on Winnock Road;
- Erection of a part 5 storey, part 6 storeys as the building turns the corner;
- Erection of 8-storey building on Tavistock Road;
- 110 self-contained (16 x 1-bedroom, 84 x 2-bedroom and 10 x 3-bedroom)
- 35% affordable housing which equates to 38 units (14 x 1-beds, 14 x 2-beds and 10x 3-beds);
- Provision of a community facility of upto 250 sqm located on the south eastern elevation of Tavistock Road;
- 110 car parking spaces comprising (110 spaces for flats (1 space per flat) 11 accessible spaces (10% wheelchair adaptable flat provision));
- Communal amenity space including dedicated children's play space; and
- Dedicated secure residential cycle parking provision for a minimum of 218 spaces.

3.3 Relevant Planning History

24843/B/78/1418 Comag Ltd Tavistock Road Yiewsley
New offices & extension to existing reception area under existing offices (outline)

Decision: 26-09-1978 Approved

24843/C/78/1842 Comag Ltd Tavistock Road Yiewsley
Details in compliance with 24843/781418(P)

Decision: 18-12-1978 Approved

24843/D/79/0113 Comag Ltd Tavistock Road Yiewsley
Formation of new mezzanine offices within existing building.

Decision: 10-04-1979 Approved

24843/J/86/0654 Comag Ltd Tavistock Road Yiewsley
Erection of additional offices and elevational alterations.

Decision: 16-09-1986 Approved

24843/L/89/1582 Comag Ltd Tavistock Road Yiewsley
Erection of a boundary wall and railings

Decision: 27-02-1990 Approved

24843/N/90/0129 Comag Ltd Tavistock Road Yiewsley
Construction of a mezzanine floor and alterations to east elevation

Decision: 07-09-1990 Approved

24843/P/90/1934 Comag Ltd Tavistock Road Yiewsley
Installation of first floor mezzanine for office use,& alterations to flank elevation

Decision: 31-03-1992 NFA

24843/S/96/0141 Comag Ltd Tavistock Road Yiewsley
Internal alterations and installation of mezzanine floor to provide additional office floorspace;
Variation of condition 2 of planning permission ref. 24843H/84/1840 dated 07/02/85 (continued u
as warehouse and office)

Decision: 25-04-1996 Approved

Comment on Relevant Planning History

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
- 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

OE7	Development in areas likely to flooding - requirement for flood protection measures
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- LPP 7.4 (2016) Local character
LPP 7.5 (2016) Public realm
LPP 7.6 (2016) Architecture
LPP 8.3 (2016) Community infrastructure levy
LPP 8.4 (2016) Monitoring and review

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **12th December 2017**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

59 neighbouring residents were consulted on this application on 05/09/2017 and 26/09/2017. A signed petition was received in addition to 50 consultation responses were received which are summarised below:

Design

- The design is over bearing and disregards the character of the surrounding area;
- The proposal results in loss of greenspace;
- The proposed visuals and drawings are deceptive;
- The proposal for 6 and 9 storeys is unacceptable, instead it should be 5 and 8 storeys;
- This is overdevelopment;
- out of character with the quiet Victorian Terraced Winnock Road;
- there is a loss of greenery and space which is slowly making the area a concrete jungle;
- Loss of existing views from neighbouring properties;
- High density, high rise development unacceptable;
- Proposal would be visually intrusive;
- Unsightly and intimidating proposal;
- The proposal is box like and dark and will tower over Winnock Road;

Amenity

- Overlooking into gardens is unacceptable;
- The proposal would result in overshadowing into the neighbouring terrace Winnock Road;
- The proposal would impact the lights of properties along Winnock Road and Bentick Road;
- Proposal would lead to the loss of light.

Highways

- The proposal would result in an increase in congestion and traffic;
- The Tavistock Road junction is overburdened;
- There is a lack of car parking spaces for the proposed units; and
- Entry from Tavistock Road to the High Street is also not safe as currently many people have to push their way into the traffic and traffic coming from the south has limited visibility due to the dip and rise at the railway bridge - this is not taken into account.

Other comments

- The proposed developments result in strain on existing infrastructure;
- The proposal increases air pollution;
- The proposal would result in increased car parking on surrounding roads;
- Disproportionate amount of housing is being built compared with community infrastructure;
- The proposal would prejudice the adjacent development from coming forward;
- The area attracts crime; and
- Further waste would result in increased flooding in the area.

WEST DRAYTON GARDEN CITY RESIDENTS ASSOCIATION

- The RA object to the proposal as it is out of keeping with the character of the area;
- The proposal would increase traffic and congestion within the area;
- The proposal's plans to provide community facilities falls short of the provision required in the area;

RE-CONSULTATION ON REVISED PLANS

Following comments received from seven neighbouring residents, the applicant submitted revised plans providing a reduction in height and a revised design of dwellings along Winnock Road. The revised plans were consulted on between 02/11/2017 and 23/11/2017. The following comments were received to the revised application:

Design

- The proposal remains obtrusive, visually intrusive, over dominant;
- The proposal would result in light pollution;
- Such large scale developments should not be allowed to continue; and
- Difficult to see what has changed.

Ecology

- The proposal is contrary to biodiversity guidance.

Transport

- Concerns relating to traffic, the junction on Tavistock/Station Road and the capacity of public transport.

RE-CONSULTATION ON REVISED PLANS

The revised application which included the provision of a community facility was consulted on between 17/11/2017 and 01/12/2017. A petition with 95 signatures in objection was received in addition to the following comments and objections:

- The proposal is over development of the site;
- The proposed design is an improvement;
- If permission is granted, the site should be appropriately secured and the applicant must not block footways;
- The proposal would result in additional traffic on the Tavistock Road junction;
- Previous objections still stand, the proposal would result in light pollution and congestion;
- Horrendous development on a small site, it will over populate the area;
- The proposal would result in the loss of light and the quality of life.

Internal Consultees

TREES AND LANDSCAPING

The application has been subject to post application planning advice and has been amended to reflect these discussions. The revised Design & Access Statement, by Rolfe Judd, highlights the changes made to the design and layout. The scheme now features a 110 unit scheme with a community centre, green roofs and podium / roof level communal gardens - which supplement the external amenity spaces provided by private balconies. A financial contribution has been secured to provide canalside improvements, to the nearby Grand Union Canal.

LANDSCAPE PROPOSALS

A tree constraints report has been prepared by WSP. The report has identified and assessed 11No. trees on the site which will be affected by the development. There are no 'A' or 'B' grade trees - categories that would merit retention or constrain development. All of the trees are 'C' grade - poor quality, with a limited useful life expectancy. As such, these trees would not normally constrain development although they could be worthy of retention if the design allows. The report confirms (section 6, Recommendations) that an arboricultural impact assessment should be prepared and, if applicable, a tree protection plan and arboricultural method statement submitted. - In this case, the only tree which may possibly be retained is T11, the Norway Maple at the junction of Tavistock Road and Winnock Road.

A landscape strategy has been submitted in section 3.0 of the D&AS in the form of masterplans. These illustrate the integration of the site with the Padcroft Phase 1 development and proposed landscape layout at street level and rooftop level. The landscape proposals have not been worked up to any great level at this stage, with no images or sample details to indicate the quality of materials, finishes or planting required to provide an attractive environment for residents. Landscape conditions will be required to:

- clarify whether the street tree at the Winnock Road junction is to be retained, or removed and replaced?
- adequate defensible space / planting will be provided around groundfloor windows;
- all communal roof gardens will be provided with suitable depths of topsoil / growing medium to support an attractive and robust landscape layout for the benefit of the residents.

There are therefore no objections subject to appropriate conditions.

SUSTAINABILITY OFFICER

The development as submitted does not comply with planning policy 5.2 of the Local Plan as the scheme is not zero carbon. However, the applicant has accepted the need for an offsite contribution to make up for the shortfall. No objections subject to conditions.

ECOLOGY

I have no objections to the proposed development subject to appropriate conditions.

WASTE

No objection raised.

NETWORK RAIL

No objection in principle in relation to the proposed development subject to a number of informatives.

Officer comment: these are included within the officer recommendation.

METROPOLITAN POLICE

Request a secure by design condition.

EPU

No objection subject to appropriate mitigation.

FLOOD WATER MANAGEMENT

No objection in principle, however further information is required. Such details shall be submitted to and agreed in writing before development, other than demolition commences.

HIGHWAYS

No highways objection raised following a comprehensive study by the applicant's consultants in respect of the junction at Tavistock/Station Road. Comments provided by the Highways Officer are included in the main body of the report.

URBAN DESIGN

The Urban Design Officer has advised that with the amendments made to the design address all earlier concerns relating to height, scale, mass and relationship to the streetscene.

AFFORDABLE HOUSING

The Council's affordable housing officer requested the following mix of the 35% affordable housing:

- 30% London Affordable Rent;
- 30% Shared Ownership; and
- 40% London Living Rent.

ACCESS

The Design & Access Statement reports on 12 Wheelchair Accessible units, interspersed throughout the development, all of which would be accessible by two closely located passenger lifts.

The remaining 104 residential units are shown on plan to have been designed in line with the prescribed standards for an M4 (2) category home as set out in Approved Document M to the Building Regulations (2015 edition).

It would seem that the proposed development has been designed in consultation with Inclusive Design consultants, David Bonnet Associates. On several fronts, the design has exceeded the minimum statutory requirements and the fundamental design raises no fundamental concerns from an accessibility standpoint at this planning stage subject to condition requiring details of disable car parking.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Paragraphs 11-16 of the National Planning Policy Framework (NPPF) (2012) 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. Paragraph 23 of the NPPF (2012) 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.

Policy 3.4 of the London Plan (2016) notes developments should optimise housing output based on its location. The development is situated 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. The Local Plan: Part One (November 2012) sets out in Policy H1 (Housing Growth) a direction of growth within Yiewsley and West Drayton which includes residential to ensure the improved connectivity provided by Crossrail are maximised.

Policy LE4 of the Hillingdon Local Plan: Part Two (November 2012) 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.

Policy H8 of the Local Plan: Part Two (November 2012) notes that a change of use from non residential to residential will be permitted if:

- a satisfactory residential environment can be achieved;
- the existing site is unlikely to meet such a demand for such accommodation in the foreseeable; and
- the proposal is consistent with other objectives of this local plan.

Policy R10 notes that proposals for new community facilities (other than religious or cultural halls) are acceptable in principle subject to compliance with other policies within the Local Plan.

The existing site is occupied by a warehouse which includes an ancillary office (Use Class B8) which is under occupied. The applicant has indicated during pre application discussions 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 suitable premises at Stockley Park or the North Uxbridge Industrial Business Area. 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, officers agree with these assumptions.

The surrounding area is characterised by residential uses to the west and north. The adjacent site to the North (Former Padcroft Works) was granted consent for its comprehensive redevelopment to provide 308 residential units under planning ref: 45200/APP/2014/3638 (06/08/2015). In this context, the existing warehouse (Use Class B8) which is surrounded by a residential development does not represent a compatible use nor does the existing unit represent an efficient or viable use of the site. There is negligible prospect of a future landowner being likely to make a significant investment in redeveloping the wider site for commercial use.

The proposed development on the other hand represents a redevelopment scheme which

would make a significant contribution towards the regeneration of this part of the Town Centre. The proposal includes a dedicated community facility which is subject to a condition to exclude use as a place of worship (due to the parking and highways safety implications of this type of use) without consent in writing from the Local Planning Authority. The proposed development provides continuous activity on street frontages and makes efficient use of the site to provide high quality housing including a policy compliant level of affordable housing (35%).

This proposal would make a significant contribution to the regeneration of this part of the Town Centre, accordingly, the proposal is considered to be in accordance with paragraphs 7-11 and 23 of the NPPF (2012), the Policies 2.6, 2.15 and 7.4 of the London Plan (2016) and Policies LE4, H8 and R10 of the Local Plan Part Two (November 2012).

7.02 Density of the proposed development

London Plan (2016) Policy 3.4 requires development to optimise housing output for different locations taking into account local context and character, design principles set out in London Plan (2016) Chapter 7 and public transport capacity. Table 3.2 provides the density matrix in support of this policy. The site has a 'urban' setting with a very high PTAL rating of 4. The density matrix therefore suggests a residential density in the region of 200-700 habitable rooms per hectare for this location. The proposal provides 294 habitable rooms per hectare which accords with the recommendation of the London Plan (2016).

UNIT MIX

London Plan Policy 3.8 and the Mayor's Housing SPG expect new developments offer a range of housing choices, in terms of the mix of housing sizes and types. In addition, London Plan Policy 3.11 accords priority to affordable family housing in residential development. Policy H4 of the Local Plan of the Hillingdon Local Plan: Part 2 - Policies (November 2012) provides that one and two bedroom development will be preferable in town centre locations.

The proposal provides 110 units which includes the following mix:

- 16 x 1-bedroom;
- 84 x 2-bedroom; and
- 10 x 3-bedroom

The proposed unit mix is considered appropriate in this location, the proposal would contribute towards creating a mixed and balanced community offering a range of housing choice.

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

The proposal site is not situated within an archaeological priority area, Conservation Area nor does it contain listed buildings.

The West Drayton Garden City Area of Special Local Character lies approximately 210m to the south. To the east there are two Grade II listed buildings:

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

It is not considered that the proposal would negatively impact on the setting of the nearby listed buildings. 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 furthermore, the building is already dominated by taller development to the north, west and south as such this proposal will not impact the setting of the this Grade II Listed building.

7.04 Airport safeguarding

Not applicable to this development.

7.05 Impact on the green belt

Not applicable to this development.

7.07 Impact on the character & appearance of the area

Paragraph 64 of the NPPF (2012) states 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: Part Two (November 2012) 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 of the Hillingdon Local Plan: Part Two (November 2012) seeks to ensure that development within existing residential areas complements or improves the amenity and character of the area whilst Policy BE26 of the Hillingdon Local Plan: Part Two (November 2012) further emphasis 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.

Policy BE35 of the Hillingdon Local Plan: Part Two (November 2012) notes that major developments adjacent to or visible from rail connections, the Local Planning Authority will require the development to be of a high standard, design, layout and provide attractive views from these corridors.

The immediate area surrounding the site is characterised by mix and varied development ranging from more traditional rows of terraced properties to more modern and larger scale residential buildings.

The existing buildings are of a dated design and are not considered to be of any architectural value. In its current form, the site does not positively contribute to the character and appearance of the area, or the surrounding local residential context.

The proposal varies in height, along Bentick Road, the proposal is 3-storeys with an active frontage in the form of front doors with defensible space opening out onto the street. The units along Bentick Road have been carefully designed to read as 'a terrace of townhouses'. This element of the proposal sensitively addresses the small scale and intimate nature of terraced dwellings along Winnock Road.

Turning the corner, the proposal features a well designed transition corner with 5-stories along Bentick Road and upto 6-stories along Tavistock Road. The proposed scale is considered acceptable on this corner.

The Tavistock elevation rises up to 8-storeys with a total height of 25.2m. The overall height is 1.2m taller than the approved development at Padcroft at its highest point. The difference in height is due to clearance required for servicing required for sprinkler systems. The difference in height is not considered to be significant or detrimental to the character of the local area. Overall, the height from 3-storeys to 8-storeys varies across the development to ensure it responds to the surrounding context. It is considered that the height of the development along Tavistock Road which is set away from existing Victorian terraces along Winnock Road and Tavistock Road is considered to have an acceptable impact to the streetscene and the character of the local area.

The elevation of the building has been amended so the building now reads as separate elements to provide further articulation. The first two and top two floors have also been articulated with different materiality, depth and framing to provide visual enhancements to the building. Details such as doors and gates are subject to condition to ensure the proposed materials are of a high quality. The balustrade around the rooftop amenity space is set in by 2.5 metres away from the edge of the building to ensure this element of the proposal is not visually prominent. Overall, the scheme maintains its high quality design which complements the existing mix of development forms and styles that characterise this part of Hillingdon, adding to the overall quality of the immediate area.

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

The proposal will include public realm improvement by way of repaving and appropriate street lighting along Tavistock Road and Winnock Road adjacent to the development. Amenity space and landscaping is provided for residents of the development which would focus on connecting the development to the wider area to create a vibrant space with the added benefit of providing a new pedestrian route linking Bentinck Road and Tavistock Road.

7.08 Impact on neighbours

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.

The site is located within the Yiewsley/ West Drayton Town 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 and the new residential units currently under construction at the Former Padcroft Works.

Although the proposal breaches the 45 degree angle of No 2 Winnock Road, the existing situation is such that No 2 Winnock Road is surrounded by a 2 and 3 storey existing warehouse building which sits 2.5m to the south west of the dwelling. Whilst this breach is not specifically addressed, this is mitigated by the development through the demolition of the existing building and opening up views to the rear and therefore the quality of light received by the units along Winnock Road. It is considered that the proposed buildings

would result in improved light and outlook to the nearest properties on Winnock Road.

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 is considered within the daylight and sunlight report submitted in support of this application. assess the impact of the development on the light receivable by the neighbouring properties at 1 to 13 Winnock Road, 15 to 17 Tavistock Road, Padcroft and Tavistock Gardens.

The report assess daylight and sunlight to the windows of the proposed flats and concludes that the development is acceptable in an urban setting. Officers in this case consider the key BRE daylight/sunlight issues to be whether the tall buildings (proposed under this development and the adjacent Padcroft Works site) results in an amenity area that is heavily overshadowed.

The report does consider the impact of the development on the existing amenity spaces (of nearby residential dwellings) and proposed amenity spaces. The BRE guide (2011) recommends that at least 50% of the area of each amenity space should receive at least two hours of sunlight on 21 March. The results show that 53% or more of the area of each amenity space will receive at least two hours of sunlight on 21 March. The proposed development therefore passes the BRE overshadowing to gardens and open spaces test.

The levels of light afforded to neighbouring occupiers are considered to be adequate given the sites location within this town centre environment. 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.

A condition has been attached to secure privacy screening is provided on the balconies of relevant units, particularly units A.1.09, A.1.10, A.209, A.207, A.2.10, A.3.05, A.3.06 and A.3.07 to ensure the privacy of future occupiers is maintained. Such a relationship between units was considered acceptable subject to appropriate privacy screens on the adjacent development.

7.09 Living conditions for future occupiers

UNIT SIZES

The London Plan (2016) sets out minimum sizes for various sized residential units. 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.

INTERNAL LAYOUT AND ACCOMMODATION

Policy 3.5 of the London Plan (2016) requires the design of new housing developments to consider elements that enable the home to become a comfortable place of retreat. Traffic noise and adjacent uses can hamper the quiet enjoyment of homes.

Standard 28 of the London Plan Housing SPG (2016) requires the developments to demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces.

Paragraph 4.7 of the HDAS (2006) notes consideration will be given to the ability of

residential developments to provide high standards of interior qualities to guarantee satisfactory indoor living space and amenities. Significant thought has been given to the design of the units A.1.09, A.1.10, A.2.09, A.2.10, A.3.06 and A.3.07 to ensure the future occupiers of receive adequate light and a comfortable living environment. It is considered that the generous space provided for the units, and the size and angle of the windows would provide a well lit and a good quality habitable accommodation.

EXTERNAL LAYOUT

With respect to the design of the scheme, the London Plan Policy 7.1 (2016) expects communal spaces to provide activate frontages. Access into the ground floor units is provided directly from the open spaces (i.e providing front door access onto the new route) and as such this proposal enhance the streetscene along Winnock Road and Tavistock Road.

The proposal provides an active frontage onto Winnock Road and Tavistock Road, in that respect, the proposal would enhance the streetscene.

Policy BE23 of the Local Plan:Part Two (November 2012) 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 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 110 dwellings would be 2,720m².

The current development proposal provides a combined total of 2755m² of communal amenity space in the form of shared amenity space at ground/podium levels and roof levels together with private balconies which equates to 728m².

CHILDREN'S PLAY SPACE

Policy 3.6 'Children and young people's play and informal recreation facilities' of the London Plan (2016) recommends that development that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

Play space with a combined total of 110m² for children between 0 and 4 years old is 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).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM7 and AM14 of the Local Plan: Part Two (November 2012) are concerned with traffic generation, road capacity, onsite parking and access to public transport. In particular AM7 (ii) advises that the Local Planning Authority will not grant permission for developments whose traffic generation is likely to prejudice the conditions of general highway or pedestrian safety. Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

Tavistock Road is situated just south of Yiewsley town centre and intersects with High Street Yiewsley just opposite Station Approach, this provides access to West Drayton station. It's junction with High Street is a priority junction though there are box junction road markings on the near northbound carriageway. At the far western end, Tavistock Road intersects with Trout Road at a mini roundabout.

Tavistock Road has the Great Western Mainline railway line on its southern side with various former business uses opposite, similar to the application site; many of these are being redeveloped for residential use. To the west Tavistock Road becomes more residential in nature.

This application is for the demolition of an existing warehouse with ancillary office building, the site would then be used for the construction of 110 self-contained residential units and a community use. The site currently comprises 80 car parking spaces with vehicle access provided by a single access on Tavistock Road along the south west boundary of the site. The new development would have 110 car parking spaces of which 30 would be provided at ground level, the remaining 81 in the basement via a ramped access. This represents a parking ratio of 1 space per residential unit which accords with the Council's currently adopted parking standards. The number of parking spaces provided is considered satisfactory taking into account the broad range of services and facilities offered by Yiewsley town centre. West Drayton station is nearby providing trains to Central London and Reading as well as numerous bus services including:-

U1 West Drayton to Uxbridge;
U3 Heathrow Central bus station to Uxbridge;
U5 Hayes to Uxbridge;
222 Hounslow to Uxbridge;
350 Hayes to Heathrow Terminal 5 and
698 School Service.

The applicant seeks to provide 22 active electric vehicle charging points and 22 passive electric vehicle charging points which accords with the Council's policies. A passive electric vehicle charging point is one which has servicing only allowing a charging point itself to be installed relatively easily at some point in the future. There would be 218 cycle parking spaces, 10 disabled parking spaces and 7 parking spaces for motorcycles - these would have anchor points providing their owner with somewhere secure to lock their motorcycle.

Access to the site would be from Tavistock Road and would be controlled by an automatic gate; residents would open these using electric fobs. These gates would be set 5 metres back from the edge of the kerb providing sufficient space for a car to wait whilst the gate open without overhanging into the highway. It should be noted however that the footway would momentarily be blocked by the waiting car however taking into account that

pedestrian flows along Tavistock Road are relatively light and that using the fob vehicles would be able to enter the site reasonably quickly. It is considered that this would not unduly expose pedestrians to the risk of being involved in a collision or be inconvenienced. As with any access onto a public highway drivers must be able to see sufficiently far in either direction to allow them to judge when it is safe to pull out. The design of the access is satisfactory as the visibility splays are in accordance with Manual for Streets. The creation of this access would necessitate the loss of 2 car parking spaces.

The site would be serviced on-street from Tavistock Road, again leading to a loss of on-street parking though this is considered acceptable given that parking for residents is adequately provided for on-site. When deliveries and the like are taking place, there would be still be sufficient carriageway space for vehicles to pass.

The trip rates used by the developer have been taken from the TRICS - the 'industry standard' national database of trip generation. This works by selecting a comparable site from the data base in terms development type and location and applying those observed trip rates to the proposed development. The sites selected by the developer have been checked to make sure they are appropriate and are considered valid meaning the forecast number of trips generated by the development are a reasonable approximation.

The applicant's report states that the new residential development which replaces the existing warehouse and ancillary office actually results in an overall net reduction in vehicular trips.

The developer has provided the results of traffic counts carried out at the mini- roundabout junction of Station Road/Tavistock Road and the priority junction of Station Road/Station Approach. As instructed these baseline figures have then been used to analyse the performance of both junctions using PICADY and ARCADY - the standard assessment tools for roundabouts and priority junctions. The result of this modelling shows that both junctions currently operate satisfactorily, they can both accommodate the traffic demand placed upon them even during the busiest the times of day - the morning and evening peak hours.

Following discussions with the Highways Officer, the applicant has assessed the performance of these junctions once the new development has been built, both in the current year 2017 and in 5 years hence, 2022. The developers have derived forecast 2022 flows by applying 5 year TEMPRO growth factors to the 2017 observed counts. TEMPRO again is the industry standard modelling tool designed to allow users to review road traffic growth actual and forecast data supplied by the Department for Transport.

The report found, as the new development would lead to a net reduction in vehicular trips, the mini roundabout junction of Station Road/Tavistock Road and the priority junction of Station Road/Station Approach would actually perform better both in 2017 and 2022 with the new development as opposed to without. The most congested movement would be at the Station Road/Station Approach junction where as traffic approaches the mini roundabout along High Street from the north, in the PM peak there would be at least 2 cars queuing at the Give Way line, this is marginally less than would be the case without the development.

Taking into account that the development would generate less traffic than its former use, that the junction of Tavistock Road/High Street and High Street/Station Approach have been all shown to operate within capacity, the number of car parking spaces provided, the

sites proximity to town centre services and facilities and its connectivity with the wider transport there are no objections to the development on transportation grounds.

7.11 Urban design, access and security

See section 'living conditions for future occupiers'.

7.12 Disabled access

The Council's Accessibility Officer has reviewed the plans and raises no objection to the scheme in terms of access and special needs housing subject to a condition to ensure that 10% of the proposed residential units meet the standards for M4(3) Category 3 'wheelchair user dwellings', with all remaining units designed to the standards for Category 2 M4(2) 'accessible and adaptable', as set out in ADM 2015. Subject to this condition, the proposal would be considered to comply with policy 3.8 'Housing Choice' of the London Plan (2016).

7.13 Provision of affordable & special needs housing

Policy 3.3 of the London Plan (2016) and Policy H2 of the Local Plan: Part One (November 2012) requires a minimum of 35% of units within developments of 10 or more units to be delivered as affordable housing.

Affordable Housing and Viability SPG states the preferred tenure split is for schemes to deliver:

- At least 30% low cost rent (social rent or affordable rent) with rent set at levels that the LPA considers 'genuinely affordable';
- At least 30% as intermediate products; and
- The remaining 40% to be determined by the relevant LPA.

A measure of flexibility allowed for within Policy H2 of the Local Plan: Part 1 (November 2012), it is proposed that the development would provide the following mix:

30% London Affordable Rent;
30% Shared Ownership; and
40% London Living Rent.

The applicant proposes to provide 38 affordable units, the above mix is secured by way a Section 106 legal agreement and the final details such as the level of London Living Rent would be agreed with the Council's Affordable Housing Officer. It is considered that the proposal provides a policy compliant level of affordable housing.

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

Waste arrangements for the site is considered to meet requirements. A condition has been secured to provide details of waste management as part of this application.

7.16 Renewable energy / Sustainability

The development as submitted does not comply with planning policy 5.2 of the London Plan (2016) as the the scheme is not zero carbon. However, the applicant has accepted

the need for an offsite contribution to make up for the shortfall. The offsite contribution would equate to £163,800. Appropriate conditions are attached to ensure the proposal contributes to C02 reductions as specified by Policy 5.2 of the London Plan (2016).

7.17 Flooding or Drainage Issues

The application site does not fall within a designated Flood Zone and the Water Management Officer has reviewed the submitted Flood and Drainage Assessment and raised no objection in principle subject to a condition to require the submission of a scheme for the provision of sustainable water management to ensure there is no increased risk of flooding as a result of the development. With this condition attached, the proposed development is considered to comply with Policies OE7 and OE8 of the Local Plan: Part Two (November 2012).

7.18 Noise or Air Quality Issues

The Council's Environmental Health Officer raised concern over the potential noise exposure in this development due to its location and the proximity of nearby commercial uses on the proposed development. A noise condition has been attached to ensure noise mitigation is sufficiently addressed.

This is an Air Quality Management Area and as such mitigation will be required. This would include mechanical ventilation with heat recovery, as well as designing the building to minimise exposure to poor air quality including green barriers, window design and room usage and design. These details will be secured via condition and as such, the proposals accords with local, regional and national planning policy.

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. Planning obligations should be:

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

'Saved' policy R17 of the Unitary Development Plan (2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

Non-monetary contributions:

i) Affordable Housing: 38 units (30% London Affordable Rent; 30% Shared Ownership; and 40% London Living Rent. (as agreed with the Local Planning Authority (LPA)) and 4 units shall be wheelchair adaptable.

ii) 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) Public Realm Improvement Works (repaving of footways adjacent to development)

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

x) 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.

xi) 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:

vii) Construction Training: either a financial contribution or an in-kind training scheme.

vii) Canal improvements contribution £7,150

ix) 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.

x) Carbon off setting contribution £163,800.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 110 new residential units. 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 and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

The revised application seeks to redevelop existing COMAG site to provide 110 residential units and a community facility. The proposal provides a well considered scheme which would vastly improve the quality of the existing site and provides a development that is of an appropriate scale and height. The proposal would vastly enhance the quality of the streetscene by providing an active frontage and repaving the adjacent footway. The proposal includes good quality amenity space that links the site from Tavistock Road through to Bentick Road. Appropriate levels of car parking and cycle parking is provided.

It is considered that this is a well designed scheme which takes a contemporary approach to design. It is expected that the scheme will regenerate and enhance this site within the Yiewsley/West Drayton Town Centre and will continue to set a benchmark for good 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.

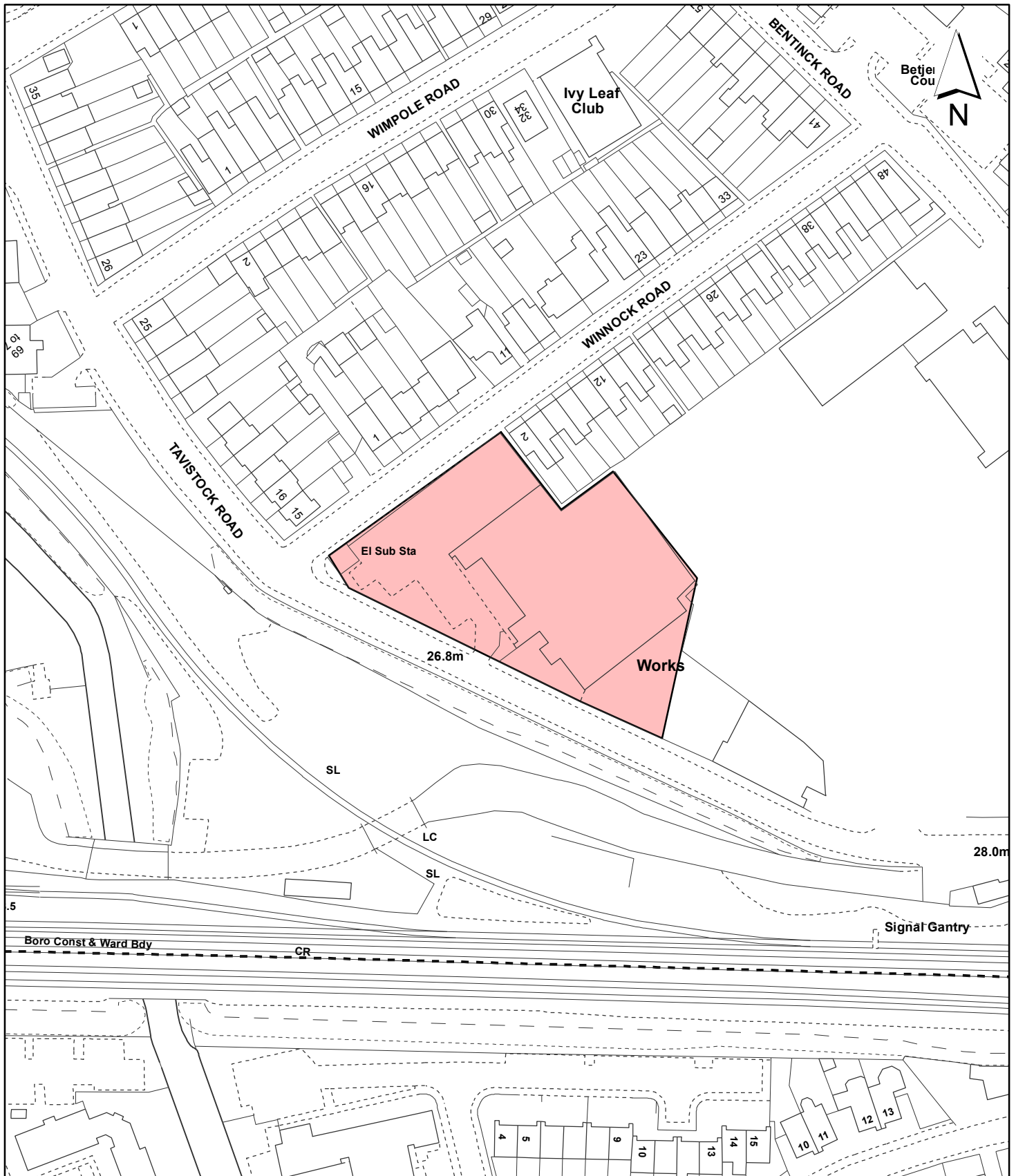
For the reasons outlined in the report, it is recommended that planning permission be granted, subject to conditions.



11. Reference Documents

The Hillingdon Local Plan: Part 1 (November 2012)
Hillingdon Local Plan: Part 2 (November 2012)
London Plan (2016)
National Planning Policy Framework (2012)

Contact Officer: Zenab Haji-Ismael

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">COMAG</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;">24849/APP/2017/2974</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	 <p style="text-align: center;">HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p style="text-align: center;">Major Application</p>	<p>Date</p> <p style="text-align: center;">December 2017</p>	