

Report of the Head of Planning, Sport and Green Spaces

Address COMAG TAVISTOCK ROAD YIEWSLEY

Development: Demolition of existing buildings (Use Class B8) and erection of 104 self-contained (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Space (Use Class D1), and the provision of car parking, associated landscaping, drainage and other ancillary work.

LBH Ref Nos: 24843/APP/2018/269

Drawing Nos: Daylight and Sunlight (Neighbouring Properties) dated January 2018
Daylight and Sunlight (Within Development) dated January 2018
Townscape and Visual Impact Assessment (dated January 2018)
Air Quality Report Ref: CO2-12* dated January 2018
Energy Report Ref: CO2-08* dated January 2018
Comag Site -DAS - January 2018 - Part 2.
Comag Site -DAS - January 2018 - Part 3
Comag Site -DAS - January 2018 - Part 4
Comag Site -DAS - January 2018 - Part 5
5935-A-70-SCH
Application Covering Letter dated January 2018
T(10)P00 Rev 1E
T(10)S01 Rev 1E
T(20)E01 Rev 1E
T(20)E02 Rev 1E
T(20)P00 Rev 1E
T(20)P01 Rev 1E
T(20)P-1 Rev 1E
T(20)P02 Rev 1E
T(20)P03 Rev 1E
T(20)P04 Rev 1E
T(20)P05 Rev 1E
T(20)P06 Rev 1E
T(20)P07 Rev 1E
T(20)S01 Rev 1E
T(20)S02 Rev 1E
T(90)P100 Rev 1E
Comag Site -DAS - January 2018 - Part 1
Outline Drainage Strategy Ref: CO2-13* dated January 2018
Sustainability Statement Ref: CO2-09* dated January 2018
Transport Assessment Ref: CO2-07* dated January 2018
Tree Constraints Report Ref: CO2-17 dated January 2018
Affordable Housing doc dated January 2018
Archaeology Application Report Ref: CO2-15* dated January 2018
Preliminary Risk Assessment - Land Quality Ref: CO2-14* dated January 2018
Preliminary Ecological Appraisal Ref: CO2-10 dated January 2018
Planning Statement dated January 2018

Date Plans Received: 23/01/2018

Date(s) of Amendment(s):

Date Application Valid: 23/01/2018

1. SUMMARY

This application is a revised submission of the scheme refused under Ref: 24843/APP/2017/2974 (19-12-2017). This proposal seeks permission for a redesigned scheme of a smaller scale to address the comments and concerns raised by members of the planning committee on 5 December 2017.

This 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 and part 7 storey buildings to provide 104 self-contained (20 x 1 bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3), Community Use (Use Class D1), 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 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 an acceptable impact on the surrounding highway network.

The proposal is considered to overcome the reason for refusal under Ref: 24843/APP/2017/2974 (19-12-2017) and 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: 36 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) Parking Permits: A restriction preventing future residents from applying for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site (with the exception of Blue Badge holders).

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 £6,760

xiii) Carbon off setting contribution £139,200.

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

B)That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/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 30 March 2018 (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:

5935-A-70-SCH
T(10)P00 Rev 1E
T(10)S01 Rev 1E
T(20)E01 Rev 1E
T(20)E02 Rev 1E
T(20)P00 Rev 1E
T(20)P01 Rev 1E
T(20)P-1 Rev 1E
T(20)P02 Rev 1E
T(20)P03 Rev 1E
T(20)P04 Rev 1E
T(20)P05 Rev 1E
T(20)P06 Rev 1E
T(20)P07 Rev 1E
T(20)S01 Rev 1E
T(20)S02 Rev 1E
T(90)P100 Rev 1E

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:

Daylight and Sunlight (Neighbouring Properties) dated January 2018
Daylight and Sunlight (Within Development) dated January 2018
Townscape and Visual Impact Assessment dated January 2018
Air Quality Report Ref: CO2-12* dated January 2018
Energy Report Ref: CO2-08* dated January 2018
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Preliminary Risk Assessment - Land Quality Ref: CO2-14* dated January 2018
Preliminary Ecological Appraisal Ref: CO2-10 dated January 2018
Planning Statement dated January 2018

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 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 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 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, 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 104 cars (including demonstration that parking spaces are served by 21 active electric vehicle charging points and 21 passive electric vehicle charging points and 10 parking spaces for disabled users) and a minimum of 10 motorcycle parking spaces.

2.d Hard Surfacing Materials

2.e External Lighting

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 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 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 RES11 Play Area provision of details

Prior to commencement, 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 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.

10 NONSC Overlooking

Prior to commencement 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 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).

11 NONSC Noise

Prior to commencement 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)

12 NONSC Protection from Ingress of Polluted Air

Prior to commencement 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).

13 NONSC Air pollution

Prior to commencement 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 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).

14 COM31 Secured by Design

The buildings shall achieve 'Secured by Design' accreditation awarded by the Metropolitan Police. No building within 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 excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (March 2015).

15 NONSC Gate Details

Prior to commencement, 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 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.

16 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 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)

17 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) .

18 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. 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.

19 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).

20 NONSC Carbon Reduction

Prior to commencement 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

21 NONSC Non Standard Condition

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

REASON

To prevent local highway impact in accordance with Policy R9 of the Local Plan: Part Two (November 2012).

22 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.

23 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.

24 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.

25 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
LPP 2.8	(2016) Outer London: Transport
LPP 3.11	(2016) Affordable housing targets
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.3	(2016) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.6	(2016) Children and young people's play and informal recreation facilities
LPP 3.8	(2016) Housing Choice
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
LPP 5.12	(2016) Flood risk management
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 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

3 159 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.

4 158 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 11 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.

6 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

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

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.

23

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.

24

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

25

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.

26

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.

27

Landscaping details should clarify whether trees on Winnock Road would be retained or replaced. Details shall also include details relating to defensible space around ground floor windows. All communal gardens shall be provided with suitable topsoil and depths.

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 vacated 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

This application seeks permission for the following:

- Demolition of existing buildings (Use Class B8);
- erection of 104 self-contained (20 x 1 bedroom, 75 x 2-bedroom and 9 x 3-bedroom) units (Use Class C3);
- Provision of 250 sq m community space (Class D1 Use);
- Provision of 104 car parking spaces, 10 motorcycle parking space and 208 cycle parking spaces;
- Provision of 250 sq m of amenity space; and
- associated landscaping, drainage and other ancillary work.

An application was refused under planning ref: 24843/APP/2017/2974 (21-12-2017), the application is currently the subject of an appeal. The application was refused for the following reason:

"The proposed development by reason of its height, bulk, mass and design represents an overdevelopment of the site that would fail to harmonise with the streetscene on Winnock Road and have an adverse impact on the character and appearance of the surrounding area. The development would therefore be contrary to Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), Policies BE13, BE19 and BE26 of the Local Plan: Part 2 (November 2012) and Policies 7.1, 7.4 and 7.6 of the London Plan (2016)."

This application seeks to address the comments made by Members of the planning committee on 5 December 2017 and overcomes the reasons for refusal through the following changes:

- a reduction in the number and mix of units from 110 units (16 x 1-bedroom, 84 x 2-bedroom and 10 x 3-bedroom) to 104 units (20 x 1-bedroom, 75 x 2-bedroom and 9 x 3-bedroom);
- a reduction in height of the proposed block along Tavistock Road from 8 storeys (27.95m) to 7 storeys (24.23m) on Tavistock Road;
- a change in articulation of the proposed development along Tavistock Road seeking to reduce the massing along Tavistock Road;
- a reduction in height by 1 storey and scale of development on Winnock Road;
- a reduction in height from 5 storeys (16.73m) to 4 storeys (13.28m);
- the treatment of the proposed block along Winnock Road has been comprehensively redesigned to resemble town houses with pitched roofs, breaking up the massing of the building to reflect the character of Winnock Road.

3.3 Relevant Planning History

24843/APP/2017/2974 Comag Tavistock Road Yiewsley

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)

Decision: 05-12-2017 Refused

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/H/84/1840 Comag Ltd Tavistock Road Yiewsley

Creation of additional office accommodation. Also relaxation.

Decision: 07-02-1985 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 t
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
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
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LPP 3.11	(2016) Affordable housing targets
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LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments

- LPP 3.6 (2016) Children and young people's play and informal recreation facilities
- LPP 3.8 (2016) Housing Choice
- LPP 3.9 (2016) Mixed and Balanced Communities
- LPP 4.12 (2016) Improving opportunities for all
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- LPP 5.10 (2016) Urban Greening
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- LPP 5.3 (2016) Sustainable design and construction
- 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
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- 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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **19th February 2018**

5.2 Site Notice Expiry Date:- **19th February 2018**

6. Consultations

External Consultees

This application was consulted upon between 25-01-2018 and 19-02-2018 via letters to neighbours, a site notice and publication of a press advert. 15 representations were received to this application, including 1 letter of support which are summarised below:

OBJECTIONS

- The development will increase light pollution and overshadow existing properties. At 7 storeys tall it is not in keeping with character of Winnock Road or Tavistock Road.

- The building works will increase air pollution due to dust particles from the construction process and construction vehicle traffic. I am an asthma sufferer and my symptoms are worse since construction began on the adjoining site;
- Air quality will be adversely affected from the extra motor traffic the development will generate once completed;
- It is an extremely unattractive design and will not enhance the local area;
- It does not in anyway provide opportunities for community cohesion or inclusion;
- Both the developers and Hillingdon Planning were rather duplicitous in approving and then amending the current scheme of 308 residential units via "infilling" to add more residential units;
- Over-development and overcrowding of the postcode UB7 7;
- Significant other developments have been granted over the past 5 years and the area already seems like it is and will become very over developed;
- Negative effects on amenity (neighbours and community) - particularly due to:
 - a) Noise and Disturbance
 - b) Overlooking & loss of privacy for residents of Winnock Road
 - c) Shading / loss of daylight
- The proposal would lead to a significant increase in traffic;
- This proposed development should it go ahead, would loom large over the terrace houses on Winnock Road, blocking out natural light and leading to a reduction in living standards;
- Added to the development already talking place on the adjacent site, this would lead to vast overcrowding to the area. I appreciate brown field sites should be developed for residential purposes, but this is trying to cram too many dwellings in to a small unsuitable space;

Two petitions in objection to the application have also been received. One petition has 320 signatures and lists the following reasons for objection:

- Height
- Impact on residential amenity
- Loss of privacy
- Density
- Out of character
- Detrimental traffic impact

The second petition has 70 signatures and lists the following reasons for objection:

- Overdevelopment
- Out of character
- Overshadowing
- Loss of outlook
- Density
- Insufficient green space
- Detrimental traffic impact
- Impact on local surgeries

SUPPORT

Redrow development has improved the area and made it more inviting;
 delivery of good quality homes;
 CIL monies should be spent locally.

Representation from Tavistock Works:

The neighbouring land owner strongly objects to this development for the following reasons:

- The development potential of their land (Tavistock Works site) is being compromised by the proposed development.
- The design of the southern elevation to Tavistock Road is poor, resulting in an unbalanced

appearance that does not allow for the delivery of a co-ordinated elevation along the full length of Tavistock Road incorporating both the Comag site and the Tavistock Works site.

The main concern my client has is the absence of any proper consideration for the development potential of the Tavistock Works site. As you will be aware, my client has recently engaged in pre-application discussions with the Council in respect of the redevelopment of the Tavistock Works site. It has become clear through those pre application discussions that the Council would like to see a gap along the length of the Tavistock Road elevation to prevent a continuous mass along the southern boundary of the wider Comag and Tavistock Works sites. Should this be the case it is reasonable to expect that the gap should, in urban design terms, be located roughly midway along the length of the southern boundary, rather than wholly on the Tavistock Works site, thereby allowing Redrow to maximise the development potential of their land at the expense of another equally developable site.

What has become disturbingly clear from the pre-application advice is that planning officers are giving the applicants proposal undue and unfair benefit which would have a significant and unfair detrimental impact on the development potential of the Tavistock Works site.

Tavistock Works have sought legal advice on the impact the proposal would have on the development potential of their site (Tavistock Works site). The legal advice confirmed the Council have a duty to consider the impact the proposal has on the development potential of the Tavistock site, especially since the Council have been put on notice, through the pre-application discussions, that the owner of the Tavistock Works site wants to develop the site to provide much needed housing - this essential evaluation was worryingly absent in the last planning report presented to the planning committee.

The development potential of the Tavistock Works site has been confirmed by pre application advice as being undermined by the proposed development subject of the application. And because the development potential of the Tavistock Works site has considerable public benefits (potential to deliver significant numbers of much needed housing), it would pass the public interest test threshold to be considered a legitimate material planning consideration.

If the Council do not properly consider the impact the proposal would have on the development potential of the Tavistock Works site, then my client puts the Council on notice that they reserve their right to judicially challenge any planning approval and make a claim against the Council for all costs incurred in pursuing this action. The second part of my client's objection is that the design of the southern elevation to Tavistock Road is poor, resulting in an unbalanced appearance that does not allow for the delivery of a co-ordinated elevation along the full length of Tavistock Road incorporating both the Comag site and the Tavistock Works site.

Indeed, given that the corner buildings at each end of the Padcroft Works Phase 1 and Phase 2 sites fronting Tavistock Road are both 5-storeys, it would be logical to gradually build up the scale of buildings so they arrive at the tallest point midway along the length of the southern boundary at a point where the gap should logically be. Instead what Redrow have done through the pre-application process is to lead the Council to believe the logical place for the gap is on the adjacent land rather than on their own.

Had my clients been consulted by Redrow prior to submission of the application, or been in the pre-application process in a way that could have been facilitated by the Council, then a mutually acceptable solution could have been achieved. Instead what the public will be left with is a long run of buildings extending the full width of their site with no gap in between which has simply been conceived to maximise the development potential of their land at the expense of others.

OFFICER COMMENT: Policy BE14 of the Local Plan: Part Two (November 2012) notes that

permission will not be granted of sites in isolation if the design fails to safeguard the satisfactory redevelopment of adjoining sites. Officers have paid close attention to the design of the proposed development and consider this proposal due to its layout and design does not prejudice future development from coming forward on the adjacent site.

A formal planning application has not been made by the objector, and as such limited weight is given to any particular proposal the adjacent landowner may or may not intend to submit as an application. Officers are obliged to ensure any development on the application site (COMAG) does not prejudice future development from coming forward and the neighbouring site (Tavistock Works) and in this regard, this application does not compromise future development at Tavistock Works.

APPLICANTS RESPONSE:

We write on behalf of our client, Redrow, in response to the letter of objection dated 13th February 2018 submitted on behalf of the neighbouring landowner of Tavistock Works site.

The following objections have been raised in respect of our client's planning application:

1. The development potential of their land (Tavistock Works site) is being compromised by the proposed development.
2. The design of the southern elevation to Tavistock Road is poor, resulting in an unbalanced appearance that does not allow for the delivery of a co-ordinated elevation along the full length of Tavistock Road incorporating both the Comag site and the Tavistock Works site.

1. Development Potential of Neighbouring Land & Design of Elevation

We understand that pre-application advice has been sought by the neighbouring landowner on their site. Whilst this remains confidential and therefore we are unable to comment directly on its content, the objection makes reference a gap being required along Tavistock Road in order to prevent a continuation of mass. As we can only comment on our client's proposals, it is our view that an appropriate architectural treatment can deliver a scheme which breaks up the facade without the need for any physical gap(s) along Tavistock Road. This has been successfully demonstrated by our client's application. This was recognised by the positive comments received by the Council's Design Officer which we made in support of our client's previous application (ref. 24843/APP/2017/2974).

Our client's scheme has continued to give due consideration to the adjacent site. The scheme has been designed to avoid any fenestration on the facade of the boundary with the neighbouring Tavistock Road site. This approach ensures that this adjacent land could be developed. The development potential of the site should of course be guided by a design-led approach. Our client has previously explored the opportunity for a comprehensive development of the two sites as requested by the Council at the pre-application stage but this has not been feasible due to land availability (considered further below). Notwithstanding this, our client's Architects have prepared an initial sketch document (attached) which identifies how a standalone scheme could come forward on the neighbouring site. Whilst this would need to be the subject of detailed design discussions, it demonstrates how key standards (i.e. parking and amenity space) could be met. Whilst this scheme may be less successful than a comprehensive approach, this would not be valid ground for objection as our client's application would not prejudice a quantum of development from coming forward on the neighbouring landowners site.

2. Delivery of a Co-ordinated scheme

Redrow has continually attempted to make contact with the adjacent landowner to discuss a sale in order to deliver a comprehensive scheme. Contact was made prior to pre-application discussions

and submission of the previous scheme (ref. 24843/APP/2017/2974). At that time we understand that the landowner did not want to enter into discussions. Redrow has again sought to make contact with the land owner following the committee's refusal of the previous application (ref. 24843/APP/2017/2974), and again following sight of the letter of objection but it is our understanding that the neighbouring landowner continues to want to progress their site in isolation.

It is our view that the landowner is not willing to enter into discussions regarding the sale to allow a comprehensive scheme to come forward. Notwithstanding this, a proposed standalone scheme (albeit less successful) could still come forward in isolation as our client's current planning application would not prejudice their land. Therefore, we do not consider there are sufficient grounds for a Judicial Review should the committee report give due consideration and members be minded to approve the application.

NATS

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

Thames Water

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership.

The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you email us a scaled ground floor plan of your property showing the proposed work and the complete sewer layout to developer.services@thameswater.co.uk to determine if a building over / near to agreement is required. Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses. We would expect the developer to

demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water Risk Management Team by telephoning 02035779483 or by emailing wqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Environment Agency

A response to this consultation was not received, however previous comments provided for Ref: 24843/APP/2017/2974 (19-12-2017) have been taken into account as a material planning consideration.

Network Rail

A response to this consultation was not received, however previous comments provided for Ref: 24843/APP/2017/2974 (19-12-2017) have been taken into account as a material planning consideration.

Metropolitan Police

Due to crime analysis in the area, I would like this development to be conditioned to achieve Secured by Design accreditation.

Internal Consultees

URBAN DESIGN

Overall the revised scheme has seen an improvement, namely the relationship between Winnock Road and Tavistock Road, which has sought to address the scale difference between these two areas of varying character, in order to improve the setting and reduce the impact of the proposed development on the existing residential terraced street. The overall massing of the development along Winnock Road has seen a reduction and redesign to reflect a more 'terraced house' typology albeit slightly larger in scale. Tavistock Road has also see a further reduction in scale to address previously raised concerns.

The facade has been broken down through further detailing and reliefs in the fenestration to reduce the overall mass and bulk of the development. There is now more variety in the roofscape through different heights and roof forms that overall step down from Tavistock Road to Winnock Road. There is a strong plinth defining feature that seeks to identify and contribute towards a more domestic scale at street level on Tavistock Road. Overall the facade on Tavistock Road reads as a series of buildings which is a welcomed improvement to the townscape setting in this location.

Turning the corner from Tavistock to Winnock Road, there is a strong rotund feature to celebrate this corner, albeit in lower scale that the remained of Tavistock Road, which is a welcomed feature and fosters a positive transition to the terraced housing scale along Winnock Road. The terraced

housing is reinforced by the multiple gable ends, pitched roofs of the proposed development, which again reinforces the domestic scale and terraced typology of the existing character and setting of Winnock Road.

Overall the taller elements of the proposed development are pushed to the background, when viewed from Winnock Road, and will be no more of an impact than the consented Padcroft Works scheme. It is important to create a synergy between the consented Padcroft Works scheme and the proposed development, but there is also a clear difference between COMAG and the Padcroft Works scheme, which add variety and character to the townscape setting. Overall the proposed development is smaller in scale than the consented Padcroft Works.

Amenity space is sensibly provided and consolidated in one large amenity space to the rear of the development, and is further supplemented by balconies and rooftops terraces (setback to reduce impact and overlooking), where appropriate. The proposed development also has the added advantage of being comprehensively joined to the adjacent Padcroft Works amenity, which will further enhance its usability and accessibility in the future. Also foster a synergy and relation between the two developments at the ground level, which is welcomed in this instance.

TREE AND LANDSCAPING OFFICER

This site is occupied by industrial / warehouse buildings and a car park on the north-east side of Tavistock Road. The site forms an edge to an industrial area at the interface with a residential street, Winnock Road, which is characterised by modest scale terraced houses. The site forms phase 2 of the adjacent Padcroft Works residential development.

There is a line of trees on the Tavistock Road frontage in the south-west corner of the site whose visual amenity contributes to the character of the area. There are no tree, or landscape planning, designations which might constrain development of the site.

This application follows the refusal of application Ref: 2017/2974. The application has been subject to post application planning advice and has been amended to provide 16 fewer units. The revised Design & Access Statement, by Rolfe Judd, highlights the changes made to the design and layout. The scheme features underground parking, roofs and podium / roof level communal gardens - which supplement the external amenity spaces provided by private balconies.

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 is no objection to this proposal subject to conditions RES8, RES9 (parts 1,2,3,4,5 and 6) and RES10.

HIGHWAYS (Summary)

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.

SUSTAINABILITY OFFICER

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. No objections subject to conditions.

ECOLOGY

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

EPU

No objection subject to appropriate mitigation through relevant conditions.

ACCESS

The Design & Access Statement reports on 10 Wheelchair Accessible units, interspersed throughout the development, all of which would be accessible by two closely located passenger lifts.

The remaining 94 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.

Officer comment: The accessibility arrangements are as per the access arrangements under Ref: 24843/APP/2017/2974.

AFFORDABLE HOUSING

The Council's affordable housing officer requested the following mix of the 35% affordable housing under application Ref: 24843/APP/2017/2974:

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

Officer comment: The affordable housing mix remains the same as the previous scheme and is therefore a material consideration.

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.

Officer comment: The proposed flood mitigation and SuDS systems remain as proposed under the previous application and is therefore a material consideration.

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.

Local Plan Policy Part 1 (para. 3.17) recognises the potential for regeneration in the West Drayton / Yiewsley area which includes the site. This is outlined in the 'vision' for the local plan (chapter 4) which identifies growth should be accommodated through high quality developments in Yiewsley and West Drayton, specifically around Crossrail Stations including West Drayton. This is further supported by paras. 4.21-22 which recognises the need to release employment sites for mixed-use development and that Crossrail should be the catalyst for this regeneration. Local Plan Part 1 Policy H1 sets the strategic policy for housing delivery and identifies West Drayton and Hayes corridor as an area of significant housing growth as part of this regeneration.

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.

Policy SA 38 of the draft Local Plan: Part Two (Padcroft Works) (2017) allocates the site immediately to the north east of the application for redevelopment to provide 308 new residential units.

The existing site is occupied by a warehouse which includes an ancillary office (Use Class B8) which is no longer used as a warehouse/office. The applicant has indicated 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.

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. Although the application site is not referenced in Policy SA 38 of the draft Local Plan: Part Two (Padcroft Works) (2017), this application is comprehensively being developed in the same vein as Padcroft Works. 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. 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

The London Plan (2016) defines an urban setting as 'areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes'. This site is within 200 metres walking distance of the Yiesley/West Drayton Town Centre and therefore qualifies as an 'urban setting'.

Policy 3.4 of the London Plan (2016) requires developments 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 885 habitable rooms per hectare which accords with the recommendation of the London Plan (2016). Although this proposal exceeds the guidelines set out within the London Plan (2016), the scale and density of development is considered appropriate in the context of the adjacent approved development at the former Padcroft Works site. For the purposes of comparison, the density of the adjacent Padcroft Works scheme is 354 dph (1,033hrph).

Policy GG2 of the Draft London Plan (2017) seeks to create high density, mixed use places that make the best use of land. The development of Opportunity Areas, brownfield land, sites which are well connected by existing or planned tube and rail stations, small sites, and sites within and on the edge of town centres must be prioritised. Higher density development is promoted, particularly on sites that are well-connected by public transport, applying a design-led approach.

The scheme is design led and provides sufficient amenity for future occupiers. In the context of an urban setting and the adjacent Padcroft development and in light of the Draft London Plan (2017), the proposed density is on balance considered acceptable in this context.

UNIT MIX

London Plan (2016) 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.

The proposal provides 104 units which includes the following mix:

- 20 x 1-bedroom;
- 75 x 2-bedroom; and
- 9 x 3-bedroom

The proposed unit mix is considered appropriate in this town centre 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 emphasises that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

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 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 immediate area surrounding the site is characterised by mixed and varied development ranging from more traditional rows of terraced properties to contemporary residential buildings. The proposed development provides an appropriate transition between Yiewsley Town Centre, the residential blocks along Bentinck Road, the existing houses along Winnock Road (and beyond), and the residential development at the former Padcroft Works site.

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 redesigned to read as 'a terrace of townhouses' featuring pitched roofs. This element of the proposal sensitively addresses the small scale and intimate nature of terraced dwellings along Winnock Road and overcomes the previous reason for refusal under Ref: 24843/APP/2017/2974 (19-12-2017).

Turning the corner, the proposal features a well designed transition corner with 4-stories along Bentick Road and upto 5-stories along Tavistock Road at its highest point this would be 13.28m. The proposal on this corner includes a strong rotund feature and is considered

to provide a high quality transition on this corner.

The Tavistock elevation rises up to 7-storeys with a total height of approximately 24.23m. The overall height is 2.72m lower than the approved development at Padcroft at its highest point. The overall height is considered to be in keeping with the character of this part of the local area. Overall, the height from 3-storeys to 7-storeys varies across the development and responds to the site topography and surrounding context. It is considered that the height of the development on Tavistock Road which is set away from existing Victorian terraces along Winnock Road and Tavistock Road is considered now to have a more appropriate impact on the streetscene.

The facade has been broken down through further detailing and reliefs in the fenestration to reduce the overall mass and bulk of the development. There is now more variety in the roofscape through different heights and roof forms that overall step down from Tavistock Road to Winnock Road. There is a strong plinth defining feature that seeks to identify and contribute towards a more domestic scale at street level on Tavistock Road. Overall the facade on Tavistock Road reads as a series of buildings which is a welcomed improvement to the townscape setting in this location.

Overall the taller elements of the proposed development are pushed to the background, when viewed from Winnock Road, and will be no more of an impact than the consented Padcroft Works scheme. It is important to create a synergy between the consented Padcroft Works scheme and the proposed development, but there is also a clear difference between COMAG and the Padcroft Works scheme, which add variety and character to the townscape setting. Overall the proposed development is smaller in scale than the consented Padcroft Works.

Amenity space is sensibly provided and consolidated in one large amenity space to the rear of the development, and is further supplemented by balconies and rooftops terraces (setback by 2.5m to reduce impact and overlooking), where appropriate. The proposed development also has the added advantage of being comprehensively joined to the adjacent Padcroft Works amenity, which will further enhance its usability and accessibility in the future. Also foster a synergy and relation between the two developments at the ground level, which is welcomed in this instance.

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.

Policy BE14 of the Local Plan: Part Two (November 2012) notes that permission will not be granted of sites in isolation if the design fails to safeguard the satisfactory redevelopment of adjoining sites. Officers have paid close attention to the design of the proposed development and consider this proposal due to its layout and design does not prejudice future development from coming forward on the adjacent site.

A formal planning application has not been made by the neighbouring site, and as such limited weight is given to any particular proposal the adjacent landowner may or may not intend to submit as an application. Officers are obliged to ensure any development on the application site (COMAG) does not prejudice future development from coming forward and the neighbouring site (Tavistock Works) and in this regard, this application does not compromise future development at Tavistock Works. 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.

It is considered that this proposal which reduces the height and scale of the overall development along with the comprehensive redesign of the Winnock Road elevation addresses the reasons for refusal under Ref: 24843/APP/2017/2974 (19-12-2017).

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.

A full assessment of the application and its impact on neighbouring properties has been undertaken. The results identify that the vast majority of windows tested meet or surpass the BRE requirements, in some instances there are significant improvements. There are some windows that do not meet the BRE requirements but where this occurs it relates to secondary windows to habitable rooms, which are therefore served by other windows or the room itself is a non-habitable room.

With regards to the sunlight received to the proposed amenity spaces, this exceeds the 50% BRE requirement and therefore passes the BRE overshadowing to gardens and open spaces test. The Gardens of 2, 4, 5, 8 and 10 Winnock Road will all continue to see an

improvement in the sunlight received as a result of the development.

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.

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 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.

This application is supported by a report assesses daylight and sunlight to the windows of the proposed flats and concludes that the development is acceptable in an urban setting. A condition has been attached to secure privacy screening is provided on the balconies of relevant units where appropriate.

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 104 dwellings would be 2,545m².

The current development proposal provides a combined total of 2,732m² of amenity space. This comprises:

- 665 sqm Private Amenity Space in the form of balconies (which exceeds the London Plan requirements for private amenity space).
- 2,067 sqm Communal Amenity Space in the form of ground floor, first floor podium and roof terraces communal areas.

This application we exceed both London Plan and LBH Standards for amenity space.

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

This application is for the demolition of a three storey office building and a two storey warehouse, the site would then be used for the construction of 104 self-contained residential units and a small community use; the site was previously used for magazine distribution use class B8. The existing site currently has 80 car parking spaces with vehicle access via two access points on to Tavistock Road along the south west boundary of the site. The new development would have 104 car parking spaces of which 29 would be provided at ground level, the remaining 75 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. A new vehicle access to the site would be provided directly from Tavistock Road, replacing the two existing vehicle accesses. The number of parking spaces provided is considered satisfactory taking into account the broad range of services and facilities offered by Yiewsley town centre which includes supermarkets, banks, a post office, pharmacist and library. The new occupiers need not therefore be dependent on the private car to satisfy everyday local shopping trips.

In accordance with Council policy, 20% of all car parking spaces would have active electric vehicle charging points and 20% passive electric vehicle charging points. A passive electric vehicle charging point is one which has servicing only allowing a charging point itself to be installed relatively easily at a later date. There would be 188 cycle parking spaces for residents as well as a small number for stands for visitors. Ten percent of the car parking spaces would be wheelchair accessible. There would be seven parking spaces for motorcycles - these would have anchor points providing their owner with somewhere secure to lock their motorcycle.

Tavistock Road intersects with Yiewsley High Street which is a local distributor road providing onward access to the M4 and M25 motorway.

West Drayton station is nearby providing trains to Central London and Reading as well as interchange with 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 site has a PTAL of 3 indicating that the site has reasonable access to public transport. Yiewsley town centre which is within a 10 minute walk and 5 minute cycle of the site. There are Primary Schools within a fifteen minute walk of the site and Secondary Schools within 20 minutes.

A Residential Travel Plan has been submitted to accompany the Planning Application. This is considered satisfactory as it sets out a good range of 'hard' and 'soft' measures which are likely to support travel by sustainable modes in preference to the driver only private car. However, the Travel Plan does not include targets for the proportion of trips to be made by sustainable modes of transport. It is appreciated that the current mode share for the site is based on forecast data only however the setting of targets demonstrates the developer's commitment to the travel planning process. It also provides an indication of which modes of sustainable transport are considered the most realistic option and will be prioritised. These targets will need to be reviewed and updated following the site specific surveys at 100% occupation.

The site would be serviced on-street from Tavistock Road adjacent to the development. It is proposed to introduce double yellow lines for a short 24 metre section adjacent to the development allowing deliveries to be undertaken without cars blocking this space. This is where removal vans would park, necessitating furniture etc to be carried or rolled to and from the property and the van. In practice larger vehicles could pull into the site and left attended so they could be moved if causing an obstruction. The basement car parking should be fitted with a sprinkler system to give the fire brigade a longer response time.

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 of 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.

From the outcome of this work, the developer reports that the new residential development which replaces an office development actually results in an overall net reduction in vehicular trips.

To establish the number of vehicle movements generated by the existing B8 use the developer commissioned traffic surveys, these were undertaken on 23rd May 2017. In the AM Peak 40 vehicle were counted entering and leaving the site, in the PM Peak 22 vehicles arrived at and departed from the site. Based on the trip generation rates taken from TRICS, it is forecast that the new development will generate 10 vehicular trips in the AM Peak and 12 in the PM Peak. This represents a net reduction in the number of peak hour vehicular trips generated.

As instructed, the May 2017 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 show that both junctions currently operate satisfactorily, they can accommodate the traffic demand placed upon them even during the busiest the times of day. On all junction approaches the modelled ratio flow capacity is below 0.85 and the longest queue is two vehicles which corroborates with survey data.

As instructed the developers then went on to assess 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 results of the traffic modelling shows that both mini- roundabout junction of Station Road/Tavistock Road and the priority junction of Station Road/Station Approach operate within capacity with the new development in 2017. In 2022 the results show that both junctions are expected to operate well within capacity, the ratio flow capacity does not exceed 0.85 in either the AM or PM Peak. According to the results of the modelling, the longest queue in 2022 with the new development forms on the High Street north approach to the priority junction of Station Road/Station Approach in the PM Peak. The queue would be 2 vehicles in length.

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, an adequate number of car parking spaces will be provided, the sites proximity to town centre services and facilities and its connectivity with the wider public transport network 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 36 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 are 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 £139,200. 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: 36 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) Parking Permits: A restriction preventing future residents from applying for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site (with the exception of Blue Badge holders).

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 £6,760

xiii) Carbon off setting contribution £139,200

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

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 104 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

None identified.

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 104 residential units and a community facility. The proposal provides a well considered scheme which would improve the quality of the existing site and provides a development that is of an appropriate scale and height. The proposal would 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. Policy compliant levels of car parking and cycle parking is proposed.

It is considered that this re-designed scheme at Winnock Road and the reduced height and scale overcomes the reason for refusal under Ref: 24843/APP/2017/2974 (19-12-2017). 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.

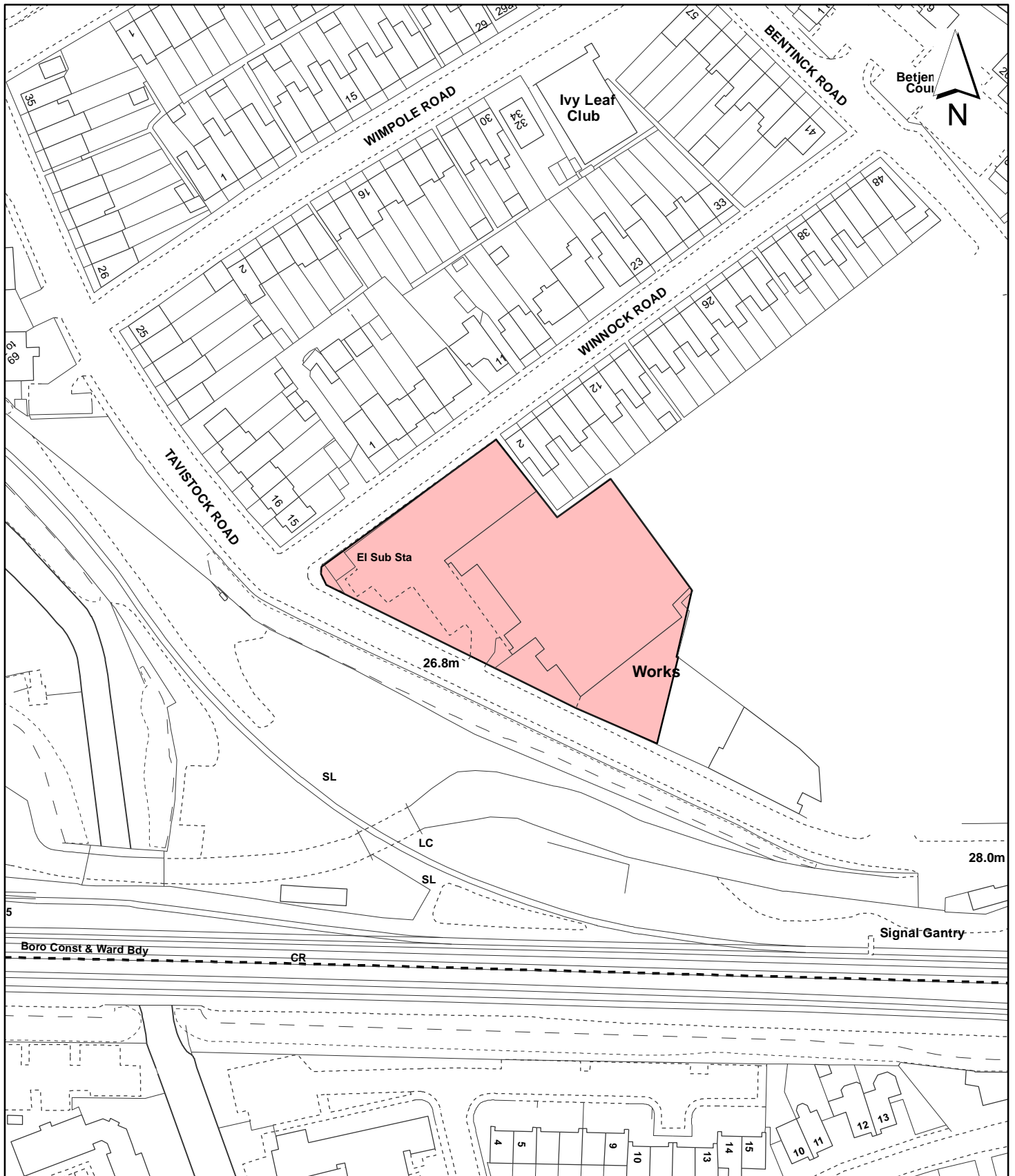
For the reasons outlined in the report, it is recommended that planning permission be granted, subject to conditions.



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)

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<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;">24843/APP/2018/269</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;">March 2018</p>	