

Report of the Head of Planning, Transportation and Regeneration

Address	TAVISTOCK WORKS TAVISTOCK ROAD YIEWSLEY
Development:	Redevelopment of the site to include the demolition of the existing building (Use Class B1a) and the erection of a 8-storey building and a basement to provide residential units (Use Class C3) and associated works. The plans show: Redevelopment of the site to provide 34 residential units (11 x 1-bed, 19 x 2-bed and 4 x 3-bed), 34 cycle parking spaces, 28 car parking spaces and 588 sq.m of private and communal amenity spaces with associated landscaping and works.
LBH Ref Nos:	35810/APP/2020/187
Drawing Nos:	539-CDA-ZZ-00-DR-A-01-0100 539-CDA-ZZ-00-DR-A-01-0101 539-CDA-ZZ-XX-DR-A-20-0202 539-CDA-ZZ-XX-DR-A-20-0203 Planning Statement dated January 2020 539-CDA-ZZ-XX-DR-A-20-0200 539-CDA-ZZ-XX-DR-A-20-0201 Sustainability Statement dated September 2020 Revised Daylight and Sunlight Assessment Energy Statement dated September 2020 Air Quality Assessment dated September 2020 539-CDA-ZZ-XX-DR-A-05 0202 Rev. 11 539-CDA-ZZ-XX-DR-A-05 0203 Rev. 11 539-CDA-ZZ-XX-DR-A-05 0201 Rev. 11 539-CDA-ZZ-XX-DR-A-05 0200 Rev. 12 539-CDA-ZZ-XX-DR-A-05 0099 Rev. 22 539-CDA-ZZ-XX-DR-A-00-0000 Framework Travel Plan dated January 2020 Geoenvironmental Site Investigation Phase 1 Preliminary Assessment 539-CDA-ZZ-07-DR-A-05 0107 Rev. 24 539-CDA-ZZ-XX-DR-A-05 0108 Rev. 07 539-CDA-ZZ-06-DR-A-05-0106 Rev. 26 539-CDA-ZZ-05-DR-A-05-0105 Rev. 27 539-CDA-ZZ-04-DR-A-05-0104 Rev. 24 539-CDA-ZZ-03-DR-A-05-0103 Rev. 24 539-CDA-ZZ-02-DR-A-05-0102 Rev. 29 539-CDA-ZZ-01-DR-A-05-0101 Rev. 23 539-CDA-ZZ-00-DR-A-05-0100 Rev. 28 Basement Impact Assessment dated August 2020 Transport Statement dated August 2020 Ecology Report dated December 2019 Design and Access Statement dated August 2020 Flood Risk Assessment Rev. D Covering Letter dated September 2020 Phase I Geoenvironmental SI Report Noise Impact Assessment Ref: 200816-R001A Development Viability Report

Date Plans Received: 20/01/2020
Date Application Valid: 04/02/2020

Date(s) of Amendment(s): 20/01/2020
21/01/2020

1. **SUMMARY**

Full planning permission is sought for the redevelopment of the site to include the demolition of the existing building (Use Class B1a) and the erection of a 8-storey building and a basement to provide 34 residential units (11 x 1-bed, 19 x 2-bed and 4 x 3-bed), 34 cycle parking spaces, 28 car parking spaces and 558 sq.m of private and communal amenity spaces with associated landscaping and works.

Whilst no objection is raised to the principle of redevelopment of the site for residential use, it is considered that the height, scale and siting of the development would have a harmful impact on the streetscene and the amenity of neighbouring residents. Furthermore, the density of the proposed development would be above London Plan guidance. It is considered the proposed layout of the site and the residential units would result in a poor quality living environment for future residents and the configuration of car parking within the basement would not work in practice.

It is acknowledged that the site is allocated for comprehensive development, however it should be designed and delivered in a manner that does not harm the amenity of neighbouring residents and brings environmental improvements to the whole area and not merely maximise the footprint of the site itself. Officers have worked pro-actively with the applicant through negotiations to address issues wherever possible, both at pre-application and application stage. Notwithstanding these discussions, the scheme fails to comply with the Development Plan for the reasons identified in this report.

For the reasons set out within the report, the application is being recommended for refusal.

2. **RECOMMENDATION**

REFUSAL for the following reasons:

1 NON2 **Non Standard reason for refusal**

The proposed development, by reason of its overall height, scale and siting in close proximity to Fitzroy Court would result in a cramped and overbearing visual relationship between the proposed development and the existing Fitzroy Court development resulting in harm to the setting of Fitzroy Court, in particular the appreciation of the architectural composition of the south eastern facade. The proposal would be detrimental to the visual amenities of the street scene and the character and appearance of the wider area, contrary to Policies 3.4,3.5, 3.7 and 7.6 of the London Plan (2016), Policies BE1 of the

Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020), Policies D3 and D4 of the Intend to Publish Version of the London Plan (2019) and Paragraphs 124-132 of the National Planning Policy Framework (2019).

2 NON2 Non Standard reason for refusal

The proposed development, due to its siting, layout, height and massing would have an unacceptably harmful impact on the residential amenities of the neighbouring properties at Fitzroy Court and Yardley Court resulting in unacceptable loss of outlook, creation of undue sense of enclosure, loss of light to habitable rooms and result in an overbearing impact. The proposal is therefore considered contrary to Policy BE1 of the Local Plan: Part One (2012) and Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020), Policy 3.5 of the London Plan (2016), Policy D3 of the Intend to Publish Version of the London Plan (2019), Paragraph 127 of the National Planning Policy Framework (2019) and The Building Research Establishment (BRE) guidelines "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice" (1991).

3 NON2 Non Standard reason for refusal

The proposed development would provide a substandard level of accommodation for future residents by reason of the number of single aspect units, poor and obscured outlook and concerns that the units may fail to receive adequate levels of light. The proposal is therefore considered contrary to Policy BE1 of the Local Plan: Part One (2012) and Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020), Policy 3.5 and 3.6 of the London Plan (2016), Policy D6 of the Intend to Publish Version of the London Plan (2019), Paragraph 127 of the National Planning Policy Framework (2019), The Mayor's Housing SPG (2016), The Building Research Establishment (BRE) guidelines "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice" (1991).

4 NON2 Non Standard reason for refusal

The basement layout of the proposed development does allow sufficient room for vehicles to safely and conveniently manoeuvre into each car parking space which could give rise to injudicious parking on-street presenting a risk to road safety, hindering the free flow of traffic and contributing to parking stress on the surrounding roads contrary to Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part Two Development Management Policies (2020), Paragraphs 108-111 of the National Planning Policy Framework (2019).

5 NON2 Non Standard reason for refusal

Insufficient information has been submitted to demonstrate that the proposal has been designed with good acoustic design. The potential impact of noise and vibrations from the adjacent railway line to the south and the access road leading to the Old Coal Depot site has not been adequately considered. The development provides a high proportion of single aspect dwellings and dwellings with their sole aspect facing towards the railway line and the access road leading to the Old Coal Depot site. The proposal fails to adequately mitigate against the impacts from existing noise-generating activities or uses on the proposed new noise-sensitive residential development and thereby fails to provide a suitably high quality of residential amenity for future occupiers contrary to Policies EM8 and BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012); Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) and Policy 7.15 of the London Plan (2016), Policies D13 and D14 of the Intend to Publish Version of the London Plan (2019), The Mayor's Housing SPG (2016) and Paragraph 182 of the National Planning Policy Framework (2019).

6 NON2 Non Standard reason for refusal

The proposed development, in the absence of a Section 106 legal agreement fails to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of Affordable Housing, construction training, highways works, carbon offset, public open space, air quality contributions and Project Management and Monitoring). The scheme therefore conflicts with Policy DMCI 7 of the Hillingdon Local Plan: Part Two Development management Policies (2020), the London Borough of Hillingdon Supplementary Planning Document on Planning Obligations, Policy DF1 of the London Plan Intend to Publish Version (2019), Policy 8.2 of the London Plan (2016) and paras 54-57 of the National Planning Policy Framework (2019).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to REFUSE 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 REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Local Plan Part 1 (2012) and Part 2 (2020) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

DMAV 1	Safe Operation of Airports
DMCI 2	New Community Infrastructure
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DME 2	Employment Uses Outside of Designated Sites
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 13	Importation of Material
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 7	Provision of Affordable Housing
DMHB 1	Heritage Assets
DMHB 10	High Buildings and Structures
DMHB 11	Design of New Development
DMHB 12	Streets and Public Realm
DMHB 14	Trees and Landscaping
DMHB 15	Planning for Safer Places

DMHB 16	Housing Standards
DMHB 17	Residential Density
DMHB 18	Private Outdoor Amenity Space
DMHD 3	Basement Development
DMTC 1	Town Centre Development
LPP 2.6	(2016) Outer London: vision and strategy
LPP 3.1	(2016) Ensuring equal life chances for all
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 3.7	(2016) Large residential developments
LPP 3.8	(2016) Housing Choice
LPP 3.9	(2016) Mixed and Balanced Communities
LPP 6.10	(2016) Walking
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
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.

3 I71 LBH worked applicant in a positive & proactive (Refusing)

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the Local Plan Part 1, Local Plan Part 2, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service.

In order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition further guidance was offered to the applicant by the case officer during the processing of the application to identify the amendments to address those elements of the scheme considered unacceptable which the applicant chose not to implement.

3. CONSIDERATIONS

3.1 Site and Locality

The site lies approximately 150m west of West Drayton Railway Station on the northern side of Tavistock Road and immediately to the rear of the properties fronting Yiewsley High Street. The site has an area of 670 sqm and comprises a part one, part two-storey office building which is currently occupied as an office. A Prior Approval application was recently approved for the change of use from office to residential under application ref: 35810/APP/2018/4430, however it is our understanding that the building remains in use as an office.

The site is bound by the Padcroft works development comprising 315 residential units to

the north and east. To the west is an industrial site referred to as COMAG which has received consent for 104 residential units and ground level community space. The site is allocated as Site C in Policy SA38 within the Site Allocations and Designations (2020). It is designated as a site within Yiewsley/West Drayton Town Centre and has a Public Transport Accessibility Level (PTAL) rating of 3. The site is not located within a Conservation Area. The nearest Areas of Special Local Character is situated approximately 180m to the south of the site.

3.2 Proposed Scheme

The proposal seeks planning permission for the redevelopment of the site to include the demolition of the existing building (Use Class B1a) and the erection of a 8-storey building and a basement to provide 34 (11 x 1-bed, 19 x 2-bed and 4 x 3-bed) residential units (Use Class C3) and associated works.

Land Use

The proposal seeks the demolition of the existing building which comprises a part single, part two-storey office. The development would comprise 34 residential units.

Access

The proposal includes direct access to two residential units at ground floor level. The main entrance into the building for the remainder of units is located between the two residential entrances on the southern elevation. The proposal also includes two vehicular entrances, one that allows two way access into the basement and the second entrance allows for two way access to the car parking spaces at surface level. The refuse store is accessed off the vehicular entrance that leads to the basement.

Layout and Amount

The proposed development encompasses the footprint of this irregular shaped site. The proposal comprise of an 8 storey building plus and a basement level which provides car parking. The overall height of the building is proposed to be 27m which includes the lift overrun. 253 sq.m of communal amenity space is provided at roof level.

Appearance

The proposed development seeks to integrate into the consented schemes at the neighbouring sites (Padcroft and COMAG). The proposal integrates vertical and horizontal elements into the scheme, the vertical element is achieved through by providing winter gardens. It uses a varied palette of materials that replicate the pattern of development consented on the neighbouring sites.

Bespoke bronze fretwork and mesh garage doors are set alongside low level planting, which softens and enlivens the more utilitarian spaces. Final details would be agreed by way of a condition.

Amenity Space

The development provides 588 sq.m of amenity space which includes 335 sq.m of private amenity space 253 sq.m of communal amenity space.

Parking

The proposal includes 28 car parking spaces of which 10 car parking spaces are located at ground floor level and 18 spaces are provided at basement level. 3 spaces are proposed to be wheelchair accessible. 2 motorcycle set down spaces are located at ground floor level and 34 secure cycle parking are provided at basement level.

Refuse and Recycling

The proposal includes 1 x 240L waste bins for each ground floor unit and 4 x 1100L waste bins for the flatted development and 1 x 240L recycling bins for each ground floor unit and 4 x 1100L recycling bins for the flatted development.

Amendments to the Application

The application was submitted in January 2020 for the redevelopment of the site to provide a 7-storey building. The footprint of the original application has been revised to set its footprint away from the neighbouring building (Fitzroy Court). As a result of a reduced footprint and amendments to the configuration of the development, the unit mix has changed and the proposal has increased to 8-storeys. The original footprint and subsequent amendments are outlined on the amended plans.

3.3 Relevant Planning History

35810/APP/2018/4430 Tavistock Works Tavistock Road Yiewsley

Prior Approval for the change of use an office (Use Class B1a) to residential (Use Class C3) to create 7 flats (4 x studio and 3 x 1-bed)

Decision: 01-03-2019 Approved

Comment on Relevant Planning History

The most relevant planning history is referenced above.

Under ref: 35810/APP/2018/4430 Prior Approval consent was granted for the creation of 7 flats. It is understood that the Prior Approval consent has not been implemented.

The neighbouring planning history set out below is also relevant.

COMAG

Under planning ref: 24843/APP/2018/269 (27-04-18) planning permission was granted for the 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.

It is understood that the application has yet to be implemented on site.

Under planning ref: 24843/APP/2017/2974 (19-12-17) planning permission was refused for the 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).

Padcroft Works

45200/APP/2014/3638 (10-12-15) planning permission was granted for the redevelopment of the site to provide 308 residential units, 175 sqm of Class B1 floorspace, public and private amenity space, hard and soft landscaping and lower ground floor parking space for 293 vehicles.

45200/APP/2016/3886 (25-01-17) a Section 73 application was granted for revised ground and basement car park layouts to allow removal of stackers, infill development and reconfiguration of internal layouts.

45200/APP/2017/327 (12-10-17) a Section 73 application was granted for the reconfiguration of internal layout with no increase in floorspace, to provide an additional 7 units (total 315) and amendments to the approved mix.

It is understood the consented development is nearing completion and it is partially occupied.

4. Planning Policies and Standards

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

The Development Plan for the London Borough of Hillingdon currently consists of the following documents:

The Local Plan: Part 1 - Strategic Policies (2012)
The Local Plan: Part 2 - Development Management Policies (2020)
The Local Plan: Part 2 - Site Allocations and Designations (2020)
West London Waste Plan (2015)
The London Plan - Consolidated With Alterations (2016)

The National Planning Policy Framework (NPPF) (2019) is also a material consideration in planning decisions, as well as relevant supplementary planning documents and guidance.

Emerging Planning Policies

Paragraph 48 of the National Planning Policy Framework (NPPF) 2019 states that 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

(a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
(b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
(c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Draft London Plan (Intend to Publish Version, December 2019)

The GLA consulted upon a draft new London Plan between December 2017 and March 2018 with the intention of replacing the previous versions of the existing London Plan. The

Plan was subject to examination hearings from February to May 2019, and a Consolidated Draft Plan with amendments was published in July 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October.

The Mayor has considered the Inspectors' recommendations and, on the 19th December 2019, issued to the Secretary of State his intention to publish the London Plan along with a statement of reasons for any of the Inspectors' recommendations that the Mayor does not wish to accept.

Limited weight should be attached to draft London Plan policies that have not been accepted by the Mayor or that have only been accepted in part/with significant amendments. Greater weight may be attached to policies that were subject to the Inspector's recommendations and have since been accepted by the Mayor through the 'Intend to Publish' version of the Plan. The weight will then increase as unresolved issues are overcome through the completion of the outstanding statutory process. Greater weight may also be attached to policies, which have been found acceptable by the Panel (either expressly or by no comment being made).

UDP / LDF Designation and London Plan

The following Local Plan Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.E5 (2012) Town and Local Centres
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

Part 2 Policies:

- DMAV 1 Safe Operation of Airports
- DMCI 2 New Community Infrastructure
- DMCI 4 Open Spaces in New Development
- DMCI 5 Childrens Play Area
- DMCI 7 Planning Obligations and Community Infrastructure Levy
- DME 2 Employment Uses Outside of Designated Sites
- DMEI 1 Living Walls and Roofs and Onsite Vegetation
- DMEI 10 Water Management, Efficiency and Quality
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LPP 3.13	(2016) Affordable housing thresholds
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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.

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 27th February 2020

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The original application was consulted on between 29-01-2020 and 19-02-2020. 35 objections and 1 comment were received from neighbouring residents objecting to the application. A valid petition with 23 signatures was also received in objection to the application. The objections are summarised below:

- The proposal is in breach of the requirement to ensure there is a 21m separation distance between habitable rooms;
- The proposal would result in the loss of outlook and light on neighbouring Fitzroy Court;
- The proposal would result in the loss of value of existing properties;
- The proposal would result in the loss of privacy;
- The proposal is situated 1.2m from the neighbouring building;
- The proposal is an overdevelopment of the site;
- The proposal fails to provide adequate amenity space for future residents including playspace;
- The proposal fails to provide sufficient car parking;
- The proposal It violates daylight requirements. The proposed building is going to reduce the daylight of the existing apartments by up to 98% in some instances, and by more than 50% in most instances;
- The residents at sixth and seventh floor levels at Fitzroy Court would be negatively impacted by the machinery or noise from the systems installed in the top floor of the proposed building;
- Concerned about the spread of fire;
- With no ground floor amenity, at 485 units/ha exceeds recommended density guidelines;
- The proposed building results in an overbearing and over-developed design that is not in line with Padcroft and Comag development;
- Increase a sense of enclosure for existing residents leading to mental health issues;
- LB Hillingdon's 'Residential Layouts' guidance advises that a minimum distance of 15 meters is required between the main windows of habitable rooms and a flank wall of new development;
- 31 windows in the Fitzroy Court plus 4 windows in Yardley Court are affected by overlooking by distances from 1.3 m to 13 m;
- There is over-reliance in the proposal in obscured glazing;
- The entrance of our building will be affected by this new proposal. It will disrupt all residents, drivers and non drive from entering/leaving Padcroft site, during times of development of the new proposal - as it is too close proximity of my current building;

YIEWSLEY AND WEST DRAYTON ACTION GROUP

This proposed development is one that was not considered viable by Redrow as it was thought excessive to the development they now have on going, and they rented the building for use as their site office, which they have now vacated. They originally thought that to lessen the impact on the infrastructure, that area would be better used as either a clinic, medical facility or even a community centre, but not as more residential buildings. We feel that current application in its' entirety would be detrimental to the area and not balance with the Redrow development which 'bookends' the site, as it would also severely impact on the road and traffic network which is currently overburdened, and would hope that this application is refused with a view to a change to a build that would ease the

strain on the infrastructure.

Petition

A petition was received against the original proposal objecting to the application for the following reasons:

- Density
- Impact on privacy and overlooking
- Impact on sunlight and daylight
- Spread of fire
- Proposed design

COMMENT

- The redevelopment is welcomed, though it is important to provide a car parking spaces.

Re-consultation of Amended Application

The revised application was consulted on between 04-09-2020 and 18-09-2020. 28 objections and 1 comment in support were received. A valid petition with 33 signatures was received objecting to the amended application. The responses are summarised below:

- The proposal is next to a 7-storey building;
- A number of planning and building regulations are breached;
- The proposed building will reduce daylight requirements by at least 80% for all the residents in Fitzroy Court.
- The window to window distance between the proposed building and Fitzroy Court are significantly below the minimum distance required;
- Due to the minimum distance requirement being breached, there is a fire and safety risk.
- The balconies in Fitzroy Court are made of combustible materials and with them being so close to the proposed building, this will be a fire hazard and in breach of the fire safety regulations;
- The maximum density requirements will be breached;
- The existing residents of Fitzroy Court will suffer from a reduction in the value of their properties in addition to the consequences outlined above such as loss of daylight and loss of privacy;
- This will negatively affect the mental health and wellbeing of existing residents;
- The proposed building (Tavistock Works) should not be more than 2 stories high and must respect the window to window distance for new buildings;
- The proposed layout and massing for this development is an intensified use of the available space and would result in an increased sense of enclosure for Fitzroy court;
- The proposed design would lead to lack of open space between the existing development and proposed Tavistock works which for residents of Fitzroy Court would almost certainly create a depressing outlook and loss of daylight and sunlight.
- Compared to the existing Padcroft development, it is a substantially overdeveloped design in comparison.
- The proposal falls short on many aspects of design like non compliance with required amenity space, play space, car park provision, distance to adjacent properties.
- The proposed blocks were against the comments made when purchasing from redrow estate agents as they told us this would be a one or two story recycling centre at no point were we informed this could be a block completely blocking our view;
- It would also be concerned of the number of new people it would bring to the area, as I have not seen plans submitted for a bigger doctors, dentist surgery etc;
- West Drayton does not need more housing - they haven't successfully sold all the flats in Padcroft development

- The developer should add value to the area with shops, coffee shops, restaurants, rather than yet more flats that would be ridiculously and illegally placed so close to an existing development;
- The proposed planning will bring excessive traffic to Tavistock Road that deals already with a high movement recycling site and Padcroft development.

YIEWSLEY AND WEST DRAYTON ACTION GROUP

We are happy for this development that was part of the Redrow original build, to go ahead provided that it adheres strictly to the appearance, height and materials agreed to for the Redrow build, as it needs to mirror what is already completed.

Petition

A petition was received against the amended proposal objecting to the application for the following reasons:

- Density - The proposed density in contrary to Policy DHMB 17 of the Local Plan and it fails to integrate with the neighbouring consented schemes;
- Privacy and overlooking - Existing bedroom and living room windows would be located 1.2m away from the proposed external wall and 13m away from other windows and balconies;
- Sunlight and Daylight - of the 291 windows tested on neighbouring buildings, 84 fall short of their target which is 29%. Fitzroy Court is mainly affected where of the 91 windows tested, 36 fail to meet VSC targets (40%). There is severe loss of daylight as well;
- Spread of Fire - Concerned about the proximity of the building to Fitzroy Court; and
- Outlook - The outlook for existing residents would be severely affected by the proposed development.

STATUTORY CONSULTEE COMMENTS

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.

Revised comments

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.

THAMES WATER

The proposed development is located within 15 metres of a strategic sewer. Thames Water requests the following condition to be added to any planning permission. "No piling shall take place until a PILING METHOD STATEMENT (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement." Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to significantly impact / cause failure of local underground sewerage utility infrastructure. Please read our guide 'working near our assets' to

ensure your workings will be in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. 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 will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

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 will be undertaken 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's Risk Management Team by telephoning 020 3577 9483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.

With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for->

services/Wastewater-services

Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

MINISTRY OF DEFENCE

Thank you for consulting the Ministry of Defence (MOD) on the above proposed development which was received by this office on 29/1/2020. I can confirm the MOD has no safeguarding objections to this proposal.

GLAAS

The Greater London Archaeological Advisory Service (GLAAS) gives advice on archaeology and planning. Our advice follows the National Planning Policy Framework (NPPF) and the GLAAS Charter. NPPF section 16 and the Draft London Plan (2017 Policy HC1) make the conservation of archaeological interest a material planning consideration.

Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

Although within the Colne Valley Archaeological Priority Zone, this site is quite small and likely to be heavily disturbed and contaminated as indicated by previous investigation at the adjacent Padcroft Works. No further assessment or conditions are therefore necessary.

NETWORK RAIL

Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission. The local authority should include these requirements as planning conditions if these matters have not been addressed in the supporting documentation submitted with this application.

Any works on this land will need to be undertaken following engagement with Asset Protection to determine the interface with Network Rail assets, buried or otherwise and by entering into a Basis Asset Protection Agreement, if required, with a minimum of 3months notice before works start. Initially the outside party should contact assetprotectionwestern@networkrail.co.uk

Below I give additional comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

DRAINAGE

Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Ground levels - if altered to be such that surface water flows away from the railway. Drainage is also not to show up on Buried Service checks.

DEMOLITION

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.

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.

Revised Comments:

No further comments to add.

TRANSPORT FOR LONDON

The submitted TA does not follow TfL's updated Healthy Streets TA guidance and it is not clear how the site meets the Policy T2. Healthy Streets Indicators or the Mayors Vision Agenda for Road Safety which is disappointing. In order to comply with Policy T.6 of the intend to publish London Plan the development should have a maximum of 26 car parking spaces. Blue Badges spaces should be provided for 3% of dwellings and spaces should have 20% active EV charging points with the remaining 80% of spaces providing passive provision. In terms of cycle parking the development should provide intend to publish London plan provision which, based on Policy T5 requires; 1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings The design of cycle parking should meet the requirements of Chapter 8 of the London Cycle Design standards. The vehicle access will be provided from Tavistock Road, the acceptability of this should be agreed with Hillingdon Council. The delivery and servicing is proposed to be from Tavistock Road which does not meets the requirements of Policy 7 of the intend to publish London Plan. However, as Hillingdon Council are the planning authority and decision maker it is for them to decide on the acceptability of this. The construction of the development should not affect the public transport network adversely. TfL should be consulted on any Construction Management Plan. I trust the above comments are helpful in the determination of the application. Should you require any further information please do not hesitate to contact me.

Internal Consultees

ACCESS OFFICER

In assessing this application, reference is made to the 2016 London Plan and its contained policies 3.1, 3.8 and 7.2. References are also made to the emerging 2020 London Plan and related policies D1, D3, D5 and D11 all of which should be applied to this development proposal. 1. The revised ground floor plan shows two lifts, however, this provision is not reflected on the upper floors. 2. On the assumption that 35% would be Affordable Housing, three units should be designed and fitted for 'day one occupation' by a wheelchair user as prescribed by Approved Document M to the Building Regulations 2010 (2015 edition), M4(3) Wheelchair Accessible dwelling. 3. The M4(3) units should feature a bathroom layout that is not too dissimilar from example 3.36A. Importantly, a clear transfer zone should be shown to one side of the toilet pan, allowing a wheelchair user to perform a frontal, side or oblique transfer. The principle of these standards is to avoid the need for costly and disruptive post construction alterations. 4. Details of the material palette should be submitted, with particular attention given to the paver types intended for use within the public realm. A methodology statement would be required to ensure that all materials could be installed in accordance with the tolerances set out in BS8300:2018. 5. A landscaping strategy for the intended roof gardens should

detail the accessibility provisions, to include pathway surfacing, seating and play space. 6. Details should be required on the accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Provisions could include outdoor sound tubes, colour and lighting canopies, and other play equipment that could stimulate the olfactory senses. Inclusive play is a key requirement of any new residential development. 7. Details of a robust strategy for evacuation which all building users can have confidence in, should be submitted to meet the requirements of the emerging London Plan policy D11. Conclusion: unacceptable. Further details are requested to address the above remaining issues.

AIR QUALITY OFFICER

The application site falls within the West Drayton/Yiewsley Focus Area, identified Greater London Authority and London Borough of Hillingdon as experiencing elevated pollutant concentrations with high density of population being exposed to hazardous levels.

As per the London Plan and London Borough of Hillingdon Local Action Plan, developments need to be neutral as minimum and contribute actively to reduce pollution in Focus Areas, contributing to the reduction of emissions in these sensitive areas. The proposed development is not neutral for transport emissions and as such, it is not 'air quality neutral' in terms of the London Plan requirements.

In addition, the proposal has not offered suitable mitigation measures that in a quantifiable manner would demonstrate the exceeding traffic emissions would be removed. It is noted that the applicant quite helpfully has calculated the damage cost associated with the proposal. Whereas the value calculated by LBH differs slightly from the reported in the air quality assessment, we remain available to discuss any variations in the input assumptions made and adjust accordingly.

Please note that the damage cost required below does not account for the usual 10% discount applicable to the travel plan emission reduction achievements. The applicant is claiming the travel plan presented is to achieve a 18% reduction which is challenged. Until Highways comments and conformation of the emission reduction achieved by the travel plan presented no discount is applied. If the travel plan presented is in the same measure of a standard travel plan allowance, then a 10% reduction of the value below is to be applied, to be secured by a minimum bond of £3,123. If it is accepted that the travel plan presented will achieve a 18% reduction in emissions as claimed by the applicant, the equivalent discount is to be applied but to be secured by a minimum bond of the same amount (£5,622).

Therefore, a section 106 agreement with the LAP of £31,232 is to be paid for Hillingdon to deliver its air quality local action plan and or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels, assuming no local network congestion would be exacerbated by the proposal (this is subject to Highways views).

Should an exacerbation of congestion at the road network affected by the vehicular movements associated with the operational phase of the proposed development be observed, there will be further resulting hazardous impacts on local air quality and public health and an updated calculation of the damage cost value will need to be issued.

BUILDING CONTROL

This fire risk assessment has been reviewed as submitted, however it is not considered the final fire risk assessment. Design for means of escape, active/passive fire measures and access for the fire services will be subject to change as the scheme progresses and therefore a final risk assessment will be required to be submitted along with the Building Control application for review. 2. This fire risk

assessment appears to have been produced by a suitably qualified assessor who have attempted to address the standards of Paragraph B within the London Plan Policy D12 (Fire Safety) 3. These comments do not prejudice any formal comments made by the London Fire Emergency Planning Authority (LFEPA). A consultation to the LFEPA will be made as part of the Building Control application process. 4. The final Fire Risk Assessment will need to be checked by a suitably qualified Fire Safety Specialist in order to discharge the Policy D12 planning condition and any costs to be recovered.

CONTAMINATED LAND OFFICER

I have reviewed the preliminary geoenvironmental details as submitted within the following report document:

Title: Geoenvironmental Site Investigation Report Phase I Preliminary Risk Assessment; Ref: Ref: J0444 JL (GSI1059) PI Report PP LH 291118; Dated: December 2018; Prepared by: GeoCon Site Investigations Ltd.

The information outlines potential land conditions at the site, and all details are structured in accordance with the appropriate guidance concerning assessment of land that may be affected by contamination.

The initial conceptual site model (CSM) and preliminary risk assessment (PRA) identifies potential contaminants as heavy metals, metalloids and inorganics including asbestos. Organic hydrocarbons, volatiles and PCB's are also identified; combinations of the substances are assessed to represent moderate, low to moderate low and very low potential risks to identified receptors including human health and controlled waters.

Therefore, I recommend a condition should be imposed if planning permission is awarded.

ENERGY OFFICER

I have no objections to the proposed development subject to the following condition and S106 contribution:

Condition

Prior to above ground works, a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The energy assessment (in line with GLA guidance) shall demonstrate how the development will achieve a zero carbon target with a minimum 35% reduction onsite (the rest through an offsite contribution) in CO₂ through the application of the London Plan energy hierarchy, Be Clean, Be Lean and Be Green in combination. The assessment will be accompanied by plans and specifications for low and zero carbon technology (including noise data and plant details associated with air source heat pumps). The development must be completed in accordance with the approved assessment.

Reason

To ensure the development contributes to a reduction in carbon emissions in accordance with Policy 5.2 of the London Plan.

S106 contribution

The submitted energy strategy identifies a 17tonne shortfall from the zero carbon target through onsite measures. Consequently an offsite contribution to make up for this shortfall shall be secured through the Section 106. The value of this contribution is $17.3 \times 1800 = \text{£}31,140$.

DESIGN OFFICER

The development proposals for the site have been subject to a series of pre-application enquiry dating back to 2017. The development site is much smaller than sites A and B and the extent of development that can be achieved on the plot is now constrained by the consented development directly to the north.

There are serious concerns with the close relationship of the proposed block to the recently completed Padcroft development directly to the north (see comments below). There are also concerns with the stair tower element which is located at the front of the block that terminates one-storey above the roof. This has an overbearing presence and detracts from the principal facade. This would be exacerbated by the use of the dark aluminium cladding that would make this element attract undue attention within the streetscape. It is suggested that the stair core be relocated to the centre or rear of the block so that it becomes a secondary element with a formal elevation retained to Tavistock Road with the entrance appropriately celebrated.

The ground floor street frontage has been improved from the pre-application schemes which had previously been occupied by an unattractive inactive car park creating a dead frontage to the street. The duplex residential units to the corner of the development help to create a more active frontage and terminate the block appropriately creating a more welcoming 'gateway' into the Padcroft development to the north.

There is, however, still a requirement for the development to provide car parking spaces for the residential units. Given the constraints on site this has necessitated a basement as well as street level car park which have created a significant expanse of dead utilitarian frontage which detracts from the appearance of the development and wider streetscape. It is accepted that if this level of parking is required then the proposed car park entrances would be located in the least intrusive location within the Tavistock Road frontage and the primary focus would be on the corner with active residential frontages.

The detailed design of the facade, notwithstanding the stair core and vehicular entrances, is generally considered to be acceptable with an elevation that has a clear base, middle and top and recessed balconies with railings that provide modelling and visual interest to help visually break the elevation. The primary construction material of brick is reflective of the neighbouring developments and the wider townscape and is considered acceptable. The details and materials / workmanship could be controlled by relevant conditions.

Notwithstanding the above comments there are significant concerns with the layout, design and quality of accommodation being provided to the rear of the block where the new residential units face directly onto the recently completed residential block to the north.

The Padcroft development's southern elevation has windows and large expanses of blank brickwork that sit extremely close to the site boundary setback between 0.5m and 2.2m. The proposed development is also to be built up close to the boundary almost filling the plot resulting in inadequate separation distances between both buildings which at their narrowest points would be between 1.2m and 3m apart.

Many of the proposed residential units will have habitable bedrooms facing onto the residential block to the north. The close proximity of the blocks would result in a poor outlook for future occupiers either looking directly onto blank brickwork or into habitable rooms. Some windows will look onto brickwork just 1.3m away whilst others would face onto habitable room windows as close as 3.8m away.

The development does not provide the required 21m separation distance between habitable room

windows and the block separation distances and layout are not reflective of the other consented developments on Sites A and B of SA 38. This would be impossible to achieve given the constraints of the site with the residential block to the north.

The north facing windows not only have a poor outlook onto close proximity brickwork, habitable room windows or balconies but would be in shade throughout the day creating an enclosed and 'claustrophobic' environment. This impact would also be experienced by the occupiers of the residential block to the north which currently enjoy daylight from the south.

The proposed measures to screen balconies and obscure windows to overcome overlooking issues do not appear adequate given their close proximity and will only exacerbate the poor outlook of the units to the rear. The need to provide these measures is a clear indication that the site is unsuitable for the level of development proposed.

Site C has significant constraints given the residential block to the north. It would have been appropriate if the two parcels of land (A and C) were brought forward and developed together to maximise the development potential of both sites.

Revised Comments (September 2020)

The application seeks permission to redevelop the site to include the demolition of the existing building (Use Class B1a) and the erection of an 8-storey building and a basement to provide residential units (Use Class C3) and associated works.

The redevelopment of the site provides 34 residential units (11 x 1-bed, 19 x 2-bed and 4 x 3-bed), 34 cycle parking spaces, 28 car parking spaces and 685 sq.m of private and communal amenity spaces with associated landscaping and works.

The site lies approximately 150m west of West Drayton Railway Station on the northern side of Tavistock Road to the rear of the properties fronting Yiewsley High Street and is bound by a large development comprising 308 residential units to the north and east. To the west is an industrial site referred to as COMAG which has received consent for 104 residential units and is currently under construction. The site is allocated as Site C in Policy SA 38 within the Local Plan Part 2 Site Allocations and Designations with Modification (adopted 16th January 2020). The site is not located within a Conservation Area nor does it contain any listed buildings / locally listed buildings but is within an Archaeological Priority Zone.

The site has an area of 670 sqm and comprises a part one, part two-storey office building. A Prior Approval application was approved for the change of use from office to residential under application ref: 35810/APP/2018/4430. The building currently remains in office use.

The development proposals for the site have been subject to a series of pre-application discussions dating back to 2017. The development site is much smaller than sites A and B and the extent of development that can be achieved on the plot is now constrained by the consented development directly to the north known as Padcroft.

The developments height, bulk and mass in streetscape terms appears acceptable reflecting the adjacent neighbouring consented and implemented schemes, however, there are concerns with the close relationship of the proposed block to the recently completed Padcroft development directly to the north (see comments below).

There is a requirement for the development to provide car parking spaces for the residential units. Given the constraints on site this has necessitated a basement as well as street level car parking which has resulted in a significant expanse of dead utilitarian frontage which detracts from the

appearance of the development and wider streetscape. It is accepted that if this level of parking is required then the proposed car park entrances would be located in the least intrusive location within the Tavistock Road frontage and the primary focus would be on the corner with active residential frontages.

The ground floor street frontage has been improved through a number of discussions with the applicant due to the unattractive inactive car park frontage that created a utilitarian and dead frontage to the street. The former louvres to the car park have now been replaced with decorative metal fretwork panels and the utilitarian roller shutter to the vehicular entrances have been replaced with a more aesthetically pleasing grid and railed design that is finished in bronze to reflect the finish of windows. This has improved the street frontage but is not a preferable substitute for an active street frontage with residential front doors and windows to the street.

The introduction of residential units to the corner and eastern portion of the development at ground floor is welcomed helping to create a more active frontage and a more welcoming 'gateway' into the Padcroft development to the north.

The detailed design of the facade, is generally acceptable with an elevation that has a clear base, middle and top. The principal facades to the south and east are adequately modelled to add visual interest with projecting bays and 'winter gardens' between to help visually break up the elevation.

The framing of the enclosed amenity space on the western most part of the development, however, has an uncomfortable relationship with the framing running directly in front of the sitting room windows. This could be improved if the framing and window positions were redesigned so that the framing and window are separate so that a cramped relationship is avoided.

The primary construction material of brick is reflective of the neighbouring developments and the wider townscape and is considered acceptable. The details and materials / workmanship could be controlled by relevant conditions.

Notwithstanding the above comments there are still concerns with the layout and design of the block in particular its close relationship to the newly erected Padcroft development to the north. The proposed development is positioned very close to the southern elevation of Padcroft where a number of windows and balconies would look directly onto what would be a rather austere elevation of brickwork and a few windows. The incorporation of a green wall to help soften parts of the rear elevation would help to some degree but would need regular maintenance and management for it to be successful. The inclusion of the green wall would still not overcome the overbearing impact that the development would have on the Padcroft development to the north.

The closeness of the proposed development also creates a cramped and uncomfortable visual relationship with Padcroft particularly where the two buildings meet at their closet point at the main entrance to the Padcroft development. The close proximity affects the architectural composition of the south eastern facade where the rounded windows of the Padcroft development would be partially obscured and overshadowed by the proposed development in views looking north emphasising the uncomfortable juxtaposition between the two schemes.

Site C has significant constraints given the residential block to the north. It would have been appropriate if the two parcels of land (A and C) were brought forward and developed together to maximise the development potential of both sites.

Should the application be minded for approval then I would suggest that conditions are attached that request further details of the windows doors and winter gardens along with samples of all external materials to be submitted to and approved in writing by the local planning authority.

FLOODWATER MANAGEMENT OFFICER

The development proposes to control surface water from the site through a green / blue-roof system and water butts. The proposed measures should be installed where it can be readily connected to rainwater pipes allowing water to be stored and used for future irrigation. The proposal includes permeable paving and grassed areas over the basement slab at ground level (used for flow reduction and attenuation) which equates to approximately 560m² / 0.059 ha which is considered acceptable.

The rate at which the site proposes to control surface water is proposed to be 1.10 l/s. Details of drainage is to be confirmed at a detailed design stage and therefore a condition is requested.

Access to the basement level is to be by stairs and a lift from inside the building, and from a garage door opening adjacent to Tavistock Road. It is recommended that the back of footpath levels is raised at the door opening location to 27.270m AOD, details of which should be provided by condition.

A Basement Impact Assessment has been produced. This confirms Ground water was encountered at 4.60m below ground level and so there is a presence of water above the basement level. Further detail is required as the assessment acknowledges the risk to the site from the ground water levels and proposes mitigation to deal with the impact on the site. Further details are also required to ensure the impacts from the basement on the wider area are properly considered. In both instances, the risk of harm is minimal and (1) it is entirely reasonable to expect design work to demonstrate the basement will be watertight and protect users inside the building and (2) that further work will ensure the impacts to the movement of water in the catchment area from the basement can be reasonably mitigated. Both matters can be addressed through the detailed design and secured through the imposition of a condition.

HIGHWAYS OFFICER

Planning permission is sought to build a seven storey building comprising 34no. apartments and ground floor and basement car parking, landscaping and amenity space. The application site is situated on the northern side of Tavistock Road just on the edge of Yiewsley town centre. Yiewsley town centre offers a range of shops, services and facilities as well as good public transport opportunities. The site was formerly occupied by a 316 sq.m office building.

The development would comprise of 11no. one bedroom, 19no. two bedroom and 4no. three bedroom apartments and would have 28no. car parking spaces of which 3no. would be blue badge/wheelchair accessible. Eighteen spaces would be within the basement and 10no. on the ground floor. 34no. cycle parking spaces and 2no. motorcycle parking spaces would also be situated within the development. A 3 metre wide ramp would provide access to the basement, this would be subject to one way working controlled by traffic signals.

Pedestrian footways with street lighting are currently provided along both sides of Tavistock Road, High Street, Station Approach and all roads within the local area. On Tavistock Road, these footways have a width of approximately 2.4m (near-side) and 2.1m (far-side). At the eastern end of Tavistock Road, at its junction with High Street, there is a zebra crossing with tactile paving, dropped kerbs and railings. On the High Street, there is a signal controlled crossing for pedestrians, which provides access to West Drayton Rail Station. This crossing has tactile paving and dropped kerbs.

There are two Residents Parking Managements Schemes within the vicinity of the site. These are Yiewsley Zone 1 (Y1) and West Drayton Zone 1 (WD1). Parking Management Scheme Y1 controls parking along the roads surrounding the site including Tavistock Road, Winnock Road, Wimpole Road and Bentick Road. Here parking is restricted to permit holders only 9 am to 6 pm Monday to

Saturdays. Parking Management Scheme WD1 covers the area to the south of the railway bridge. In order to ensure that parking is contained within the site, the Highway Authority requires that future residents would be restricted from applying for Parking Management Scheme permits within the vicinity of the site. This is to ensure that the development proposals would not have any material effect on local parking conditions in the vicinity of the site. This restriction should be secured by way of a s106 legal agreement.

Transport for London use as system called PTAL (Public Transport Accessibility Level) to measure access to the public transport network. PTAL assesses walk times to the nearest public transport location taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b the best.

According to the Transport for London WebCAT service the application site has a PTAL ranking of 3 indicating access to public transport is reasonable compared to London as a whole suggesting that there are opportunities for some trips to be made to and from the site by modes other than the private car.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: Vehicle Parking requires that development proposals must comply with the relevant parking standards. For a development of this type the maximum number of parking spaces permitted ranges between 38no. and 53no. spaces. Taking into account that the site has reasonable access to public transport and is in close proximity to Yiewsley town centre a maximum of 38no. car parking spaces is considered appropriate. As mentioned above the proposed development would have 28no. car parking spaces, this represents a ratio of 0.8 car parking spaces per dwelling.

With regard to cycle parking Policy DMT 6 is a minimum standard. This Policy requires that the development provides a minimum of 38no. cycle parking spaces, as mentioned above 34no. are proposed, 4no. cycle parking spaces below the minimum requirement. Two tier cycle racks in the basement would provide 32no. of these cycle parking spaces.

Policy DMT 6 requires that 10% of car parking must be for blue badge holders/wheelchair accessible and parking spaces for motorcycles, mopeds and scooters should be provided at the rate of 5% of car parking spaces. As mentioned above 3no. blue badge/wheelchair accessible and 2no. motorcycle parking spaces would be provided, this quantum of provision is in accordance with Policy DMT6 and is accepted.

Hillingdon Local Plan: Part 2 Development Management Policies (2020) requires that 5% of all parking spaces should be provided with an active electric vehicle charging point with a further 5% having passive provision. However, the Highway Authority now refers to the London Plan - Intend to Publish Version (December 2019) standards. This requires that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. From the information provided it unclear whether any electric vehicle charging point will be provided. The Highway Authority requires that 20 per cent of all car parking is provided with an active electric vehicle charging point with all the remainder having passive provision. This should be secured by way of a suitably worded condition.

Vehicle access and egress to the site will be from Tavistock Road via two-vehicle crossovers; one serving the ground floor parking the other the basement parking. As the creation of these access and egress points would require works to the Council's highway, a s106 legal agreement is required obliging the developer to enter into a s278 with London Borough Hillingdon under Highways Act 1980 thereby allowing these works to be carried out. The applicant reports that it is anticipated that one of

the pay and display parking bays located adjacent to the site on Tavistock Road will need to be removed, this is so as to achieve the requisite sight lines. The Highway Authority requires the developer to pay for all the cost the Council incurs to make these changes.

A Transport Assessment has been submitted alongside the planning application which considers the net impact the development would have on the surrounding transport network. The number of trips generated by the site in its existing use - a 316 sq.m office has been compared against the number of the trip the site would generate if it is redeveloped to provide 34no. residential units. To determine the number of trips the site generates in its current use the applicant has referred to the TRICS database. The criteria used for selecting comparison sites have been checked and is considered valid. The TRICS outputs show that in the weekday AM peak 08:00 to 09:00 hours there are just 2no. arrivals and zero departures. The daily number of movements is just 10no. vehicles.

To forecast the number of trips the proposed development would generate the applicant has again referred to the TRICS database. The outcome of this work shows that the proposed development would generate more trips than the site does in its current use as an office. The proposed development would lead to an overall increase in vehicle trips, an increase of 3no. vehicular movements in the weekday AM peak and an increase of 5no. vehicle movements in the weekday PM peak. The daily number of movements would increase from 10no. to 65no., a net increase of 55no. trips. The applicant highlights that there is considerable daily variation in traffic flows along Tavistock Road and High Street. As such the applicant contends that as the extra number of trips generated by the development is less than the daily variance in traffic flows then the extra trips generated by the development can be absorbed by the highway network without any noticeable or detrimental impact.

Residents would leave their refuse in a bin store located on the ground floor just to the side of the ramp leading to the basement parking. When a car waiting to drive down is passed by a car leaving the basement this leaves a narrow gap of just 1 metre through which residents must walk carrying refuse or on collections days drag the refuse bin. This places residents using the refuse store in a vulnerable to being hit by a passing vehicle. As mentioned above 18no. car parking spaces would be provided within a basement. The Highway Authority is concerned that there is insufficient room within this basement for all vehicles to manoeuvre safely and conveniently into each car parking space especially when the many of the spaces are occupied. Manual for Streets (2007) requires that when car parking spaces are laid out in a perpendicular arrangement that 6 metres is provided in front of each row of parking. This is to give drivers enough room to pull out of the space and turn. The distance between the rows of the parking in the basement is 5.6 metres. The Highway Authority is concerned that because drivers will struggle to park their cars with ease, they will be deterred from parking there particularly if they are only stopping at their apartment for a few minutes. They may be incentivised to park injudiciously on-street instead presenting a risk to road safety, hindering the free flow of traffic and contributing to parking stress. Swept path drawings provided by the applicant show that it takes a vehicle to make 6no. manoeuvres to enter parking space Number 28. Furthermore, swept path drawings also provided by the applicant show a vehicle would be unable park in car park spaces Numbers 4, 5 and 6 when the upper tier cycle stand is being pulled out by someone parking or collecting their bicycle.

The Highway Authority has concerns regarding the ease and safety with which cyclists can park their bicycle using the basement two tier cycle racks. As mentioned above the ramp to the basement is just 3 metres wide, wide enough for one-way operation only. Whilst this one-way operation is controlled by traffic signals, inevitably some cyclists will be incentivised to pass a red light, cycle down the ramp at speed exposing themselves to the risk of colliding with a vehicle coming in the opposite direction. Because these cycle parking spaces are situated in the basement and are two tier racks, they are not easy and convenient for the rider to use. The 'hassle factor' associated with cycling into the basement and then manhandling their bicycle onto an upper tier rack is likely to dissuade people from using them particularly if they are only stopping at their home for a short time. They may instead decide to 'fly park' their bicycle outside the development instead

possibly causing an obstruction or tripping hazard.

There are highway objections to this proposal because it is not in accordance with the Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: Vehicle Parking. The layout of the basement parking does not give drivers sufficient room to safely and conveniently manoeuvre into each space. The 'hassle factor' associated with parking in the basement will at times deter residents from parking there resulting in them parking injudiciously on-street instead presenting a risk to road safety, hindering the free flow of traffic and contributing to parking stress.

PLANNING POLICY OFFICER

The principle of the redevelopment of the site for residential is supported by Site Allocation policy SA38 - Padcroft Works. The application site is identified as Site C within the Site Allocation policy. The principles for the site set out in the policy are for residential-led development in accordance with London Plan density guidelines. Proposals should also integrate with the complement the development of adjacent sites. In terms of the proposed housing mix, the provision of 24% of the proposed dwelling as three beds is welcome as this proportion is closer to the Council's need of 50% of 3 bed plus homes (SHMA 2016) than the majority of developments coming forward. It is noted that no affordable housing provision is proposed and an FVA has been provided to support this approach. The FVA should be independently reviewed by the Council's Infrastructure and Development Viability Manager with further independent advice sought if required. It is noted that particularly high build costs arise from the provision of basement car parking spaces which should be test but also considered in terms of the overall design of the scheme.

Revised Comments (September 2020)

Please see the following comments in relation to the housing mix of the revised drawings for 35810/APP/2020/187. The previously supported housing mix was: - 08 x 3B5P - 02 x 2B4P - 13 x 2B3P - 11 x 1B2P The new proposed housing mix is: - 04 x 3B5P - 05 x 2B4P - 12 x 2B3P - 13 x 1B2P The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3 bedroom properties. Applicants proposing residential schemes are required to demonstrate that this need has been taken into account and provide a mix of housing units on site, in line with Policy DMH 2 of Local Plan: Part 2 - Development Management Policies (2020). The new proposal would only have 4 (11.8%) family units (defined as those of 3 bedrooms or more). Even when its location within the Town Centre is considered, this would typically be unacceptable on a new major residential scheme with no requirements to deliver non-residential floorspace. However it is important to also consider the constrained nature of the site, which has led to a unique and inflexible floorplan for the site which is unlikely to efficiently accommodate more family units, particularly when the requirement for car parking is taken into account. I would also note that this proposal would result in 4 more family units above that under the alternative consented prior approval scheme.

TREE OFFICER

This site is occupied by a part-one / part-two storey vacant industrial building located on the north side of Tavistock Road. The land parcel nestles between the Padcroft site to the north and the Comag site to the west, both of which have extant planning permissions for residential development in the heart of Yiewsley Town Centre. There are no existing trees or other soft landscape on, or affecting, the site. COMMENT No existing trees or other landscape features that will be affected by the proposed development. This proposal is for a dense, 7-storey development, comprising 34 units. Communal amenity space will be provided at roof top level. Little design detail has been provided, other than some general design images from other schemes (D&AS, pp.41 and 42). The quality of design, detailing, establishment and maintenance of this intensive green roof will be critical to ensure that the space is both accessible and attractive for the benefit of all residents. A microclimate study

will be required to ensure that the communal garden at this level will be adequately sheltered from wind and other extremes which are typically associated with roof gardens. Other private amenity space will be provided in the form of a mix of inset/sheltered balconies and exposed / projecting balconies. According to the D&AS (p.42) an Urban Greening Factor calculation has provided a score of 0.403, however, this figure appears to be based on 100% coverage of soft landscape when, in fact, much of the accessible space will need to be hard landscaped to permit access and circulation space. - The assessment appears to be over simplified. A more accurate UGF assessment will be required when the spaces have been fully detailed. It is unlikely that the calculation will achieve the GLA's target figure of 0.4 (for residential schemes). RECOMMENDATION If you are minded to approve this scheme a high quality landscape design will be required together with a more detailed assessment of the UGF. Landscape conditions should include RES9 (parts 1,2,3,4,5 and 6).

INDEPENDENT NOISE CONSULTANT

The submitted Noise Impact Assessment was reviewed by an independent consultant who recommended the following:

- For the developer/consultant to provide justification for the layout in the context of good acoustic design and an assessment in keeping with the guidance in the Noise SPD, ProPG and the AVO Guide.
- For further details of the survey to be provided, including the height of the microphone and how this relates to the elevated rail lines. Where a revised report is issued, this should also contain drawings confirming the site boundary and key elements of the proposed development with respect to noise.
- For further details of how the sound levels around the developed were determined for use in the sound insulation calculations, and for the example glazing configurations to be checked.
- If LBH is minded to grant planning permission, to condition the requirements for a BS 4142 assessment of the proposed plant to demonstrate the rating level is 5 dB below the background sound level and details of the final noise mitigation strategy to demonstrate compliance with guidance in BS8233:2014.

INDEPENDENT DAYLIGHT AND SUNLIGHT CONSULTANT

Surrounding Buildings

Daylight

The buildings that will be impacted the most by the development are 1 & 4 Padcroft.

1 Padcroft

The report is slightly misleading, as the start of the first sentence in 7.1 states 'All windows at this property meet or surpass their VSC targets'. This is not the case as 33 out of 50 windows fall short of the target values. This is over half the windows.

Further analysis shows that on the ground, first and second floors, only 4 windows out of 30 tested meet the target values. Whilst there are 11 balconies to 11 windows, when these are not considered, the number of failures is still high at 19 from 23.

In addition, 2 of the windows, ground R3 and first R2, VSC will reduce by over 90% of their former value. Another window (Second R2) will reduce by 85% and a further 2 will reduce by over 50%.

The analysis of Daylight Distribution (DD) shows that the ground, first and second floors do not fare much better, with 10 rooms from 16 falling short of the target values.

4 Padcroft

Here 36 windows tested from 91 fall short of the target values. There are only 3 windows with balconies in this block. Of the remaining windows that fall short, 2 windows are over 90% of its former value, 4 windows over 70%, 9 windows over 60%, 3 windows over 50%, 7 windows over 40% and 1 window over 30%. The remaining 10 windows have losses that are slightly greater than the accepted 20% reduction.

This building fares better with DD as there are just 12 rooms that fall short from 53 tested.

Sunlight

The executive summary of the report states (1.10) that 'Only 2 windows serving a living room does not meet the APSH recommendations, all others either meet or surpass their targets'. On reviewing the results contained within the appendices, we note there are 11 windows that fall short. This statement is inaccurate.

Overshadowing

There is only one amenity space and this fell short of the target values as the access to sunlight has reduced by 37%, which is greater than the 20% given in the BRE guidance.

Proposed Accommodation

Average Daylight Factor (ADF) Target Values for Kitchen/lounge/diner (KLD) vs Living Rooms

The report states that of the 95 rooms tested 92 meet target values, whilst this is technically correct on what has been assessed; the room layouts have been manipulated to achieve this. Basically, 22 rooms (approx 3 on each floor) whilst containing a kitchen have been shortened to become lounge/diners. There are no walls separating the kitchens, so these should be classed as KLD, for the following reason.

The BRE report is intended to be used in conjunction with the British Standard's Code of Practice for Daylighting BS 8206 Part 2: 2008. This gives additional guidance for open plan living areas (OPLA/LKDs), by that it is meant where a living room and a kitchen intrinsically form part of the same space.

On page 10, paragraph 5.6, it states: - "Where one room serves more than one purpose, the minimum average daylight factor should be that for the room type with the highest value. For example, in a space which combines a living room and a kitchen the minimum average daylight factor should be 2%."

There is no explanation within the report to say why this has been done, or that it has been done. The only way of establishing this is to look at the room layout drawings contained within the appendices. The only reason for doing this without explanation can only be to make the results look more favourable.

No Sky Contour (NSC) Daylight Distribution (DD) & Annual Probable Sunlight Hours (APSH)

The RICS Daylight & Sunlight Guidance Note (page 12), outlines daylight tests for new developments. In addition to calculating ADF, it advises that NSC should also be calculated to ensure that the distribution of light in the room is sufficient (recommended by BRE as well). In addition, further down page 12 it recommends that sunlight testing should also be carried out.

Whilst there are sunlighting tests, no NSC tests have been carried out on the proposed accommodation.

The number of rooms that do not meet target values may increase, should NSC testing be undertaken.

With regards to APSH, there is no discussion on the windows that do not pass. On a room for room basis, 16 rooms out of 34 do not meet the target values. On a window basis, 37 out of 78 again fall short. Noting this is nearly half the windows/rooms falling short; the only justification is 'these are slightly recessed into the building in order to provide amenity spaces to the units above'.

Screens to windows

We have been informed that privacy screens will be installed in front of some of the bedrooms on most levels, these are Rooms 13 which are served by Windows 20. If a metal screen is placed in front of a window, this would block any daylight and sunlight entering a room. The screens are not mentioned within the report.

Overshadowing

All amenity areas tested reached the target values set out by the BRE.

Conclusion

The report is misleading, as there are statements with regards to daylight to say that all window meet or surpass target values, where they clearly do not. Some of the reductions from the former values are significant. There are inaccurate statements about the number of windows that falls short for sunlight. The amenity space to the neighbouring building falls short of the target value for overshadowing. Rooms have been shortened in the proposals to create lounge diners, where these should be KLD. There is no explanation why this has been done.

With the proposed accommodation too, no testing for NSC was undertaken on the internal analysis, and we are not sure the reason for this. Generally, the reports and appendices take a lot of reading to actually establish what the true picture is.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Residential Redevelopment

The existing site is an office. As noted above Prior Approval consent was granted under ref: 35810/APP/2018/4430 for the creation of 7 flats.

Paragraph 89 of the NPPF (2019) states that residential development can play an important role in ensuring the vitality of centres where Councils should set out policies to encourage residential development on appropriate sites.

Paragraph 118 of the NPPF (2019) expects planning decisions to give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs. It promotes and supports the development of under- utilised land and buildings, especially if this would help to meet identified need.

Policy 3.3 of the London Plan (2016) expects Hillingdon to deliver a minimum of 559 new homes each year until 2025. It recognises there is a pressing need for more homes across London and in particular on brownfield sites.

Policy H1 of the Local Plan: Part One (2012) requires the Council to exceed or meet its minimum strategic dwelling requirements, where this can be achieved, in compliance with other Local Plan policies.

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. Policy H1 of the Local Plan: Part 1 (2012) 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 SA 38 of the Local Plan: Part Two (2020) identifies the application as 'Site C' and notes the Council will support proposals for residential development on Site C, in accordance with London Plan density guidelines and subject to the agreement of design principles. Proposals should integrate with and complement development on adjacent sites. It expresses a preference for Sites A (Padcroft Works), B (COMAG) and C (COMAG II) to form a comprehensive development scheme across the whole site. The principle of the redevelopment of the site for residential is supported, by Site Allocation Policy SA 38 of the Local Plan: Part Two - Site Allocations and Designations (2020), provided that, the proposed development meets the policies outlined within the Development Plan.

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) and to the west planning permission has been granted for the redevelopment of the site to provide 104 residential dwellings under ref: 24843/APP/2018/269 (27-04-18). In this context, the existing office 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. The application site is allocated in Policy SA 38 of Local Plan: Part Two (2020) for a comprehensive residential, design lead development and as such there is no in principle objection to the comprehensive redevelopment of the site subject to compliance with the Development Plan.

UNIT MIX

Policy 3.8 of the London Plan (2016) and the Mayor's Housing SPG promote housing choice and seek a balanced mix of unit types and sizes in new developments. In addition, Policy 3.11 of the London Plan (2016) accords priority to affordable family housing in residential development.

The Council's current information on housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly 3 bedroom properties. Applicants proposing residential schemes will be required to demonstrate that this need has been taken into account and provide a mix of housing units on site, in line with Policy DMH 2 of the Local Plan: Part Two (2020).

The proposal provides (11 x 1-bed, 19 x 2-bed and 4 x 3-bed). Only 11% of the proposed units would be family sized units which is lower proportion than the need across the Borough. Even when its location within the Town Centre is considered, this would typically

be unacceptable on a new major residential scheme with no requirements to deliver non-residential floorspace. However, the application is a small and constrained site which has resulted in a unique and inflexible floorplan. The scope to provide good quality family sized residential units on this site are very limited. The proposal provides 4 family sized units which is more than the extant Prior Approval scheme consented on site, it is therefore considered the proposed unit mix is, on balance, acceptable.

7.02 Density of the proposed development

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 Chapter 7 and public transport capacity. Table 3.2 provides the density matrix in support of this policy. The site has an 'urban' setting and according to the density matrix, the application should be within a density range of 55-145 u/ha or 200 - 450 hr/ha. Policy DMHB 17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2.

Policy D2 of the Intend to Publish Version of the London Plan (2019) requires density of the proposed developments to consider the planned levels of infrastructure and be proportionate to a site's connectivity to public transport, jobs and services. Draft Policy D3 of the London Plan (Intend to Publish version Dec 2019) advocates a design led approach in order to optimise site capacity.

The proposal delivers 507 u/ha and 1,358 hr/ha, the proposal is in excess of the density range recommended by the current London Plan (2016). However the density matrix should not be applied mechanistically enabling account to be taken of other factors relevant to optimising potential such as local context, design, transport, social infrastructure open space.

Whilst the high density is not itself an issue, it does however indicate the development may raise other design and amenity issues which are discussed elsewhere within this report.

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

Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) states that the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape (including locally and statutorily Listed Buildings, Conservation Areas, Areas of Special Local Character and Archaeological Priority Zones and Areas), and encourage the reuse, modification and regeneration of historic assets.

The application does not comprise a listed building nor does it lie within a conservation area. The application site lies within the Colne Valley Archaeological Priority Area. The Greater London Archaeological Advisory Service (GLAAS) has considered the application and with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application and conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

Although within the Colne Valley Archaeological Priority Zone, this site is quite small and likely to be heavily disturbed and contaminated as indicated by previous investigation at the adjacent Padcroft Works. No further assessment or conditions are therefore considered necessary.

7.04 Airport safeguarding

Policy DMAV 1 of the Local Plan: Part Two (2020) notes that the Council will support the

continued safe operation of airports and will consult with the relevant airport operators on proposals in safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted. NATS and Heathrow Airport Safeguarding have been consulted on this application and no safeguarding objections have been raised to this application and as such the proposal would not be detrimental to the safe operation of any airport.

7.05 Impact on the green belt

The application does not fall within land that is designated as Green Belt. As such, the proposal would not impact the Green Belt.

7.07 Impact on the character & appearance of the area

Paragraph 127 of the NPPF (February 2019) states that planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 131 of the NPPF (2019) requires that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

Policy 7.6 of the London Plan (2016) requires new developments to be of the highest architectural quality and be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm.

Policy D1B of the draft London Plan (2019) requires all development to make the best use of land by following a design led approach that optimises the capacity of sites. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth.

Policy BE1 of the Local Plan: Part One (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents.

Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) re-emphasises the importance of good design in new development by A) requiring all new buildings and extensions to be designed to the highest standards, which incorporate principles of good design, such as harmonising with the local context by having

regard to the scale, height, mass and bulk of surrounding buildings; using high quality materials and finishes; having internal layouts and design which maximise sustainability and the adaptability of the space; protecting features which contribute positively to the area and providing landscaping that enhances amenity, biodiversity and green infrastructure; B) avoiding adverse impacts on the amenity, daylight and sunlight of adjacent property and open space; C) safeguarding the development potential of adjoining sites and D) making adequate provision for refuse and recycling storage.

Policy DMHB 12 of the Local Plan: Part Two (2020) re-emphasises the need for new development to be well integrated with the surrounding area and provides design criteria as to how this would be achieved.

The application seeks permission to redevelop the site to include the demolition of the existing building (Use Class B1a) and the erection of an 8-storey building and a basement to provide residential units (Use Class C3) and associated works.

The development proposals for the site have been subject to a series of pre-application discussions dating back to 2017. The development site is much smaller than sites A and B within Policy SA 38 of the Site Allocations (2020) and the extent of development that can be achieved on the plot is now required to fit in with consented development directly to the north and east known as Padcroft, especially Fitzroy Court which immediately to the north and Yardley Court to the east.

The developments height, bulk and mass in streetscape terms appears acceptable reflecting the adjacent neighbouring consented and implemented schemes, however, there are concerns with the close relationship of the proposed block to the recently completed Padcroft development directly to the north.

Whilst there is a requirement for the development to provide car parking spaces for the residential units. Given the constraints on site this has necessitated a basement as well as surface level car parking which has resulted in a significant expanse of dead utilitarian frontage which detracts from the appearance of the development and wider streetscape. It is accepted that if this level of parking is required then the proposed car park entrances would be located in the least intrusive location within the Tavistock Road frontage and the primary focus would be on the corner with active residential frontages.

The ground floor street frontage has been designed to take minimise the extent of dead/unattractive frontage at ground level as possible, by providing units at ground floor level facing onto Tavistock Road. This has avoided the entire site having an inactive frontage. The decorative metal fretwork panels are proposed on the exterior of the surface level car park again provides an enhanced environment at street level. This has improved the street frontage and environs.

The introduction of residential units to the corner and eastern portion of the development at ground floor is welcomed helping to create a more active frontage and a more welcoming 'gateway' into the Padcroft development to the north.

The detailed design of the facade, is generally acceptable with an elevation that has a clear base, middle and top. The principal facades to the south and east are adequately modelled to add visual interest with projecting bays and 'winter gardens' between to help visually break up the elevation.

The framing of the enclosed amenity space on the western most part of the development, however, has an uncomfortable relationship with the framing running directly in front of the sitting room windows. This could be improved if the framing and window positions were redesigned so that the framing and window are separate so that a cramped relationship is avoided. Should the application be considered acceptable, this matter could be dealt by way of a condition.

The primary construction material of brick is reflective of the neighbouring developments and the wider townscape and is considered acceptable. The details and materials / workmanship could be controlled by condition should the application be considered acceptable.

Notwithstanding the above, there remain concerns with the layout and design of the block in particular its close relationship to the newly constructed Padcroft (Fitzroy Court) development to the north. The proposed development is positioned very close to the southern elevation of Padcroft where a number of windows and balconies would look directly onto what would be a rather austere elevation of brickwork and a few windows. The incorporation of a green wall to help soften parts of the rear elevation would help to some degree but would need regular maintenance and management for it to be successful. The inclusion of the green wall would still not overcome the overbearing impact that the development would have on the Padcroft development to the north.

The closeness of the proposed development, combined with its proposed height, also creates a cramped and uncomfortable visual relationship with Padcroft particularly where the two buildings meet at their closet point at the main entrance to the Padcroft development. The close proximity affects the architectural composition of the south eastern facade where the rounded windows of the Padcroft development would be partially obscured and overshadowed by the proposed development in views looking north emphasising the uncomfortable juxtaposition between the two schemes.

The proposed development, by reason of its overall height, scale and siting in close proximity to Fitzroy Court would result in a cramped and overbearing visual relationship between the proposed development and the existing Fitzroy Court development resulting in harm to the setting of Fitzroy Court, in particular the appreciation of the architectural composition of the south eastern facade. The proposal would be detrimental to the visual amenities of the street scene and the character and appearance of the wider area, contrary to Policies 3.4,3.5, 3.7 and 7.6 of the London Plan (2016), Policies BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policies DMHB 11 and DMHB 12 of the Local Plan: Part Two - Development Management Policies (2020), Policies D3 and D4 of the Intend to Publish Version of the London Plan (2019) and Paragraphs 124-132 of the National Planning Policy Framework (2019).

7.08 Impact on neighbours

The NPPF includes as a core planning principle that planning should always seek to secure a high quality design and a good standard of amenity for all existing and future occupants of land and buildings.

Policy BE1 of the Local Plan: Part One (2012) requires developments to be appropriately designed so that they do not adversely affect their surroundings or the local character.

Policy DMHB 11 of the Local Plan: Part Two (2020) requires that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space with further policy guidance supplementing DMHB11 provided in Appendix

A of the Hillingdon Local Plan Part 2 (2020).

The site is surrounded by existing residential buildings either consented or built. The nearest residential units affected by the proposal are situated immediately north (Fitzroy Court) and east (Yardley Court) and immediately west (COMAG) of the site. Due to its present mainly open condition, the residents of both Fitzroy Court and Yardley Court have an open and unrestricted aspect towards the site.

Given the acknowledged potential of the site for residential development within Policy SA 38, it is inevitable that a development of the application site, may lead to some erosion of the existing level of neighbouring amenity.

The proposed development is to be built up to its northern boundary. A flank wall which comprises the stair core would occupy this part of the proposed development and it would sit 1m apart from the neighbouring development to the north (Fitzroy Court). At first to fifth floor levels, this part of Fitzroy Court comprises a flank wall therefore the separation distance does not cause an immediate harm to the residents within Fitzroy Court. However, at sixth and seventh floor levels Fitzroy Court comprises windows and a terrace that is orientated directly south overlooking the application site. The proposed development is situated 3m from the windows at sixth and seventh floor levels of Fitzroy Court, and 1m from the balcony at sixth floor level.

The proposed development would sit approximately 3m from a southern curve of the window of the most south eastern unit within the neighbouring development at Fitzroy Court.

To the west of the stair core the proposed development, would sit 9m from south facing bedroom windows at Fitzroy Court. The proposed development would sit approximately 14m from the neighbouring residential block to the east (Yardley Court).

The proposed development would sit flush against the consented COMAG development to the west. It is noted that there are no windows consented along the flank elevation of the COMAG development.

Three areas of impact that have been assessed in coming to a decision on this application: daylight and sunlight; privacy and outlook.

DAYLIGHT/SUNLIGHT AND OVERSHADOWING

A daylight and sunlight assessment has been provided in support of the application which considers the impact of the proposal on the neighbouring property. The submitted Daylight and Sunlight Assessment reports that the results show that of the 291 windows tested for Vertical Sky Component (VSC), 84 fall short of their targets upon initial inspection. 26 of these windows have results of no less than 0.70 times their former value.

The report was reviewed by an independent daylight and sunlight consultant who noted that the the buildings that will be impacted the most by the development are Block 1 (Yardley Court) and Block 4 (Fitzroy Court). In some cases, the reductions were between 50 and 90%.

The independent daylight and sunlight consultant also found the proposal would result in overshadowing to the amenity space at the neighbouring development.

PRIVACY

The flatted development at Fitzroy Court to the north and Yardley Court to the east are most likely to be impacted by the loss of privacy. The proposed development has sought to mitigate against the loss of privacy by providing south facing single aspect units and as such, the proposal would not impact the privacy of the residential units immediately north at Fitzroy Court.

The proposed development would be situated approximately 14m from the units at Yardley Court to the east. The application proposes to provide privacy screening around the windows that would have an aspect towards the nearest habitable room windows at Yardley Court. In order to be effective, the privacy screens would need to be at 1.7m in height, the proposed East Elevation Plan suggests the balcony would be partially enclosed by a bronze metal privacy screen. However the floor plans suggest the balconies along the eastern elevation serving a bedroom on units 01.01, 02-02, 03-01, 05-01 (fourth floor) and 05-01 (fifth floor) is enclosed entirely by a privacy screen. It is considered that given the proposed privacy screening and orientation of windows, the proposed development would not result in direct mutual overlooking between habitable windows.

Owing to the proximity of the development and windows along the eastern elevation, it is considered that the proposal could result in the perception of overlooking from the single bedroom window at first to fifth floor levels into the Fitzroy Court and Yardley Court. However, given the building line of the proposed building where the window is sited is similar to Fitzroy Court, it is considered that a reason for refusal relating to the perception of overlooking could not be defended at appeal.

OUTLOOK

A number of concerns have been raised by neighbouring residents in relating to loss of outlook or the loss of existing views. There is no right to the maintenance of a view. The issue of whether the juxtaposition of one building with another constitutes harm will depend on a variety of factors which are almost wholly contextual.

The application proposal is situated just 3m to 9m from habitable rooms at Fitzroy Court. Notwithstanding the urban context, the effect of the proposed mass and height of the building would be oppressive and unduly curtail outlook, especially from lower windows at Fitzroy Court and the windows facing the development at sixth and seventh floor level.

It is acknowledged that the scale of the proposal has been revised since the application was originally submitted and the applicant has worked proactively with officers to address a large number of concerns. However, officers consider the proposal, owing to its constraints causes harm to the neighbouring Fitzroy Court. Officers consider that due to its proximity to the neighbouring building to the north (9m separation) combined with its height and the proximity to the window and balcony at 6th and 7th floor levels at Fitzroy Court, the proposal is considered to have an overbearing impact on the amenity of the neighbouring residential dwellings.

The proposed development, due to its siting, layout, height and massing would have an unacceptably harmful impact on the residential amenities of the neighbouring properties at Fitzroy Court and Yardley Court resulting in unacceptable loss of outlook, creation of undue sense of enclosure, loss of light to habitable rooms and result in an overbearing impact. The proposal is therefore considered contrary to Policy BE1 of the Local Plan: Part

One (2012) and Policy DMHB 11 of the Local Plan: Part Two - Development Management Policies (2020), Policy 3.5 of the London Plan (2016), Policy D3 of the Intend to Publish Version of the London Plan (2019), Paragraph 127 of the National Planning Policy Framework (2019) and The Building Research Establishment (BRE) guidelines "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice" (1991).

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. 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. The proposed units meet minimum space standards set out within Table 3.3 of the London Plan.

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.

The proposal has maximised opportunities to provide private amenity space for each unit. Winter gardens are proposed to provide private amenity space that is not exposed to high levels of noise from existing commercial operations to the south of the site.

7 out of the 34 units are proposed to be dual aspect with an orientation south and east, the remaining 24 units are single aspect with a south facing aspect.

Owing to the layout, some habitable rooms along the eastern elevation, namely: units bedrooms relating to Units 01.01, 02-02, 03-01, 05-01 (fourth floor) and 05-01 (fifth floor) would be enclosed by privacy screens and therefore, these units would have a limited outlook creating an oppressive environment for future residents.

On the eastern elevation, the double bedroom window at ground floor level would feature a high level obscure glazed window and a secondary window that is proposed to sit approximately 2m from a flank wall separating the site from the entrance leading to the car parking area for the neighbouring Padcroft development. The quality of habitable space for the ground floor unit particularly the habitable room windows along the eastern aspect would be poor.

INTERNAL LEVELS OF LIGHT

In assessing the proposed development, an independent daylight and sunlight consultant has considered the Average daylight factor (ADF). ADF is a measure of the adequacy of daylight within a room and it accounts for factors such as the size of a window in relation to the size of the room; the reflectance of the walls; and, the nature of the glazing and number of windows. A small room with a large window will be better illuminated by daylight than a

large room with a small window, and the ADF measure accounts for this.

A Daylight and Sunlight Report considering the level of light received to habitable rooms within the development was submitted in support of the application. The results from the analysis confirm that of the 95 windows tested, 92 meet or surpass the ADF targets. There are 2 rooms on the ground floor that fall short of their targets and this is because the habitable rooms are recessed into the building in order to create defensible space with soft landscaping to enable privacy for these units. The one remaining shortfall is a bedroom on the seventh floor, it achieves a result of 0.94, against a target of 1.

The submitted report was considered by an independent daylight and sunlight consultant who noted that whilst the technical findings of the report which state that of the 95 rooms tested 92 meet target values, is correct, the room layouts have been distorted to achieve this.

22 rooms (approximately 3 rooms on each floor) whilst containing a kitchen have been shortened to become lounge/diners. There are no walls separating the kitchens from the lounge/diners. In the view of the independent consultant, these layouts should be classed as KLD, for the following reason:

- The BRE report is intended to be used in conjunction with the British Standard's Code of Practice for Daylighting BS 8206 Part 2: 2008.
- This gives additional guidance for open plan living areas (OPLA/LKDs), by that it is meant where a living room and a kitchen intrinsically form part of the same space.
- On page 10, paragraph 5.6, it states: - "Where one room serves more than one purpose, the minimum average daylight factor should be that for the room type with the highest value. For example, in a space which combines a living room and a kitchen the minimum average daylight factor should be 2%."

The applicant has failed to provide an explanation within the report to say why the room layouts have been distorted within the submitted report. In the absence of an assessment that reflects the layout that is proposed to be delivered on site, it is considered that the proposal could result in accommodation that actually provides low levels of natural light to future residents.

AMENITY SPACE

Policy DMHB 18 of the Local Plan: Part Two (2020) requires new developments to provide good quality and usable private outdoor amenity space in accordance with the standards set out in Table 5.3. Based on the schedule of accommodation proposed, the applicant is required to provide 815 sq.m of amenity space across the development. This application would provide 588 sq.m of amenity space which includes 335 sq.m of private amenity space (excluding defensible space provided at ground floor level) and 253 sq.m of communal amenity space at roof level.

The applicant has demonstrated that the proposal has maximised opportunities to provide amenity space, where possible, across the site, however the proposal fails to provide a policy compliant level. Whilst the quantum of amenity space falls short of the requirements set out within the local plan, Officers acknowledge that the application site is very constrained and opportunities to provide a policy compliant level of convenient and usable of amenity space is limited. It is therefore accepted in this instance.

PUBLIC OPEN SPACE

Policy DMCI 4 of the Local Plan: Part Two (2020) requires new major residential development to make provision for new open space or enhancements to existing open space which meets the needs of future occupiers of the development. Given the constraints of the site, the proposal cannot provide open space on site, therefore an off site contribution of £45,500 is required towards the enhancement of existing public open space in line with the requirements of Policy DMCI 4 of the Local Plan: Part Two (2020).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy DMT 1 of the Local Plan: Part Two (2020) requires development proposals to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Local Plan: Part Two (2020) notes development proposals must ensure that safe and efficient vehicular access to the highways network is provided to the Council's standards.

Policy DMT 6 of the Local Plan: Part Two (2020) states that development proposals must comply with the relevant parking standards. For a development of this type it is required that the quantum of car parking provided is determined.

Pedestrian footways with street lighting are currently provided along both sides of Tavistock Road, High Street, Station Approach and all roads within the local area. On Tavistock Road, these footways have a width of approximately 2.4m (near-side) and 2.1m (far-side). At the eastern end of Tavistock Road, at its junction with High Street, there is a zebra crossing with tactile paving, dropped kerbs and railings. On the High Street, there is a signal controlled crossing for pedestrians, which provides access to West Drayton Rail Station. This crossing has tactile paving and dropped kerbs.

According to the Transport for London WebCAT service the application site has a PTAL ranking of 3 indicating access to public transport is reasonable compared to London as a whole suggesting that there are opportunities for some trips to be made to and from the site by modes other than the private car.

Car/Cycle Parking

For a development of this type the maximum number of parking spaces permitted ranges between 38no. and 53no. spaces. Taking into account that the site has reasonable access to public transport and is in close proximity to Yiewsley town centre a maximum of 38no. car parking spaces is considered appropriate. As mentioned above the proposed development would have 28no. car parking spaces, this represents a ratio of 0.8 car parking spaces per dwelling.

With regard to cycle parking Policy DMT 6 of the Local Plan: Part Two (2020) requires that the development provides a minimum of 38no. cycle parking spaces, as mentioned above 34no. are proposed, 4no. cycle parking spaces below the minimum requirement. However, it is considered there are opportunities to increase the provision which could be secured by way of a condition if planning permission was granted.

Policy DMT 6 of the Local Plan: Part Two (2020) requires that 10% of car parking must be for blue badge holders/wheelchair accessible and parking spaces for motorcycles, mopeds and scooters should be provided at the rate of 5% of car parking spaces. As

mentioned above 3no. blue badge/wheelchair accessible and 2no. motorcycle parking spaces would be provided, this quantum of provision is in accordance with Policy DMT6 and is accepted.

Hillingdon Local Plan: Part 2 Development Management Policies (2020) which requires that 5% of all parking spaces should be provided with an active electric vehicle charging point with a further 5% having passive provision. However, the Highway Authority now refers to the London Plan - Intend to Publish Version (December 2019) standards. This requires that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. From the information provided it unclear whether any electric vehicle charging point will be provided. If the application was to be approved, details of car and cycle parking would be secured by way of a condition.

There are two Residents Parking Managements Schemes within the vicinity of the site. These are Yiewsley Zone 1 (Y1) and West Drayton Zone 1 (WD1). Parking Management Scheme Y1 controls parking along the roads surrounding the site including Tavistock Road, Winnock Road, Wimpole Road and Bentick Road. Here parking is restricted to permit holders only 9 am to 6 pm Monday to Saturdays. Parking Management Scheme WD1 covers the area to the south of the railway bridge. In order to ensure that parking is contained within the site, the Highway Authority requires that future residents would be restricted from applying for Parking Management Scheme permits within the vicinity of the site. This is to ensure that the development proposals would not have any material effect on local parking conditions in the vicinity of the site. This restriction should be secured by way of a s106 legal agreement.

Access

Vehicle access and egress to the site will be from Tavistock Road via two-vehicle crossovers; one serving the ground floor parking the other the basement parking. As the creation of these access and egress points would require works to the Council's highway, a s106 legal agreement is required obliging the developer to enter into a s278 with London Borough Hillingdon under Highways Act 1980 thereby allowing these works to be carried out. The applicant reports that it is anticipated that one of the pay and display parking bays located adjacent to the site on Tavistock Road will need to be removed, this is so as to achieve the requisite sight lines. The Highway Authority requires the developer to pay for all the cost the Council incurs to make these changes.

Trip Generation

A Transport Assessment has been submitted alongside the planning application which considers the net impact the development would have on the surrounding transport network.

The number of trips generated by the site in its existing use - a 316 sq.m office has been compared against the number of the trip the site would generate if it is redeveloped to provide 34no. residential units. To determine the number of trips the site generates in its current use the applicant has referred to the TRICS database. The criteria used for selecting comparison sites have been checked and is considered valid. The TRICS outputs show that in the weekday AM peak 08:00 to 09:00 hours there are just 2no. arrivals and zero departures. The daily number of movements is just 10no. vehicles.

To forecast the number of trips the proposed development would generate the applicant has again referred to the TRICS database. The outcome of this work shows that the proposed development would generate more trips than the site does in its current use as an office. The proposed development would lead to an increase in vehicle trips, an increase of 3no. vehicular movements in the weekday AM peak and an increase of 5no. vehicle movements in the weekday PM peak. The daily number of movements would increase from 10no. to 65no., a net increase of 55no. trips. The applicant highlights that there is considerable daily variation in traffic flows along Tavistock Road and High Street. As such the applicant contends that as the extra number of trips generated by the development is less than the daily variance in traffic flows then the extra trips generated by the development can easily be absorbed by the highway network without any noticeable or detrimental impact.

Basement Car Parking

Residents would leave their refuse in a bin store located on the ground floor just to the side of the ramp leading to the basement parking. When a car waiting to drive down is passed by a car leaving the basement this leaves a narrow gap of just 1 metre through which residents must walk carrying refuse or on collections days drag the refuse bin. This places residents using the refuse store in a vulnerable position to being hit by a passing vehicle.

As mentioned above 18no. car parking spaces would be provided within a basement. The Highway Authority is concerned that there is insufficient room within this basement for all vehicles to manoeuvre safely and conveniently into each car parking space especially when many of the spaces are occupied. Manual for Streets (2007) requires that when car parking spaces are laid out in a perpendicular arrangement that 6 metres is provided in front of each row of parking. This is to give drivers enough room to pull out of the space and turn. The distance between the rows of the parking in the basement is 5.6 metres. The Highway Authority is concerned that because drivers will struggle to park their cars with ease, they will be deterred from parking there particularly if they are only stopping at their apartment for a few minutes. They may be incentivised to park injudiciously on-street instead presenting a risk to road safety, hindering the free flow of traffic and contributing to parking stress. Swept path drawings provided by the applicant show that it takes a vehicle to make 6no. manoeuvres to enter parking space Number 28. Furthermore, swept path drawings also provided by the applicant show a vehicle would be unable to park in car park spaces Numbers 4, 5 and 6 when the upper tier cycle stand is being pulled out by someone parking or collecting their bicycle.

The Highway Authority has concerns regarding the ease and safety with which cyclists can park their bicycle using the basement two tier cycle racks. As mentioned above the ramp to the basement is just 3 metres wide, wide enough for one-way operation only. Whilst this one-way operation is controlled by traffic signals, inevitably some cyclists will be incentivised to pass a red light, cycle down the ramp at speed exposing themselves to the risk of colliding with a vehicle coming in the opposite direction. Because these cycle parking spaces are situated in the basement and are two tier racks, they are not easy and convenient for the rider to use. The 'hassle factor' associated with cycling into the basement and then manhandling their bicycle onto an upper tier rack is likely to dissuade people from using them particularly if they are only stopping at their home for a short time. They may instead decide to 'fly park' their bicycle outside the development instead possibly causing an obstruction or tripping hazard.

There are highway objections to this proposal because it is not in accordance with the

Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 6: Vehicle Parking. The layout of the basement parking does not give drivers sufficient room to safely and conveniently manoeuvre into each space. The 'hassle factor' associated with parking in the basement will at times deter residents from parking there resulting in them parking injudiciously on-street instead presenting a risk to road safety, hindering the free flow of traffic and contributing to parking stress.

7.11 Urban design, access and security

Design has been addressed in paragraph 7.07 of this report.

Security

Paragraph 7.13 of the London Plan (2016) requires development proposals to contribute to the minimisation of potential physical risks and include measures to deter crime and anti social behaviour. A secured by design condition has been recommended and therefore the proposal is considered to accord with Policy 7.13 of the London Plan (2016).

7.12 Disabled access

Policy 3.8 of the London Plan (2016) and the London Housing SPG together promote accessible design, whilst advocating a flexible approach on small scale developments. The Housing SPG clarifies that Policy 3.8 should be applied flexibly to ensure that residential or mixed use development is deliverable and notes that a lift may cause practical difficulties for small scale developments (where the depth and width of a plot and height restrictions may inhibit the overall floorplate and massing).

Policy 7.2 of the London Plan (2016) require all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design.

The Access Officer has commented on this application noting the revised ground floor plan shows two lifts, however, this provision is not reflected on the upper floors. It should be noted that one lift shaft would provide access to the basement and the second lift shaft would provide access to the upper floors which is considered to be acceptable.

The Access Officer notes that three units are required to be fitted for 'day one occupation' by a wheelchair user as prescribed by Approved Document M to the Building Regulations 2010 (2015 edition), M4(3) Wheelchair Accessible dwelling. The M4(3) units should feature a bathroom layout provides a clear transfer zone should be shown to one side of the toilet pan, allowing a wheelchair user to perform a frontal, side or oblique transfer. The principle of these standards is to avoid the need for costly and disruptive post construction alterations. Should the application be considered acceptable, the details would be secured by way of a planning condition.

Should the application be considered acceptable, details of the material palette is required by way of a condition with particular attention given to the paver types intended for use within the public realm. The Access Officer considers that a methodology statement would be required to ensure that all materials could be installed in accordance with the tolerances set out in BS8300:2018. Should the application be considered acceptable, the relevant details can be secured as part of a legal agreement.

Should the application have been considered acceptable, details of a robust strategy for evacuation which all building users would have confidence in, is required to be submitted to meet the requirements of Policy D11 of the Intend to Publish Version of the London Plan (2019). The Access Officer's concerns could be overcome through appropriate conditions

should the application be considered acceptable.

7.13 Provision of affordable & special needs housing

Policy 3.12 of the London Plan (2016) states that the maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes.

Policy H4 of the Intend to Publish Version of the London Plan (2019) sets a strategic target of 50 per cent of all new homes delivered across London to be genuinely affordable and advises of specific measures to achieve this aim. It states that affordable housing should be provided on site and that affordable housing must only be provided off-site or as a cash in lieu contribution in exceptional circumstances.

Policy H5 of the Intend to Publish Version of the London Plan (2019) establishes the threshold approach to applications, and that where the development does not fall within a specific category, the threshold level of affordable housing on gross residential development is initially set at a minimum of 35 per cent.

Policy H2 of the Local Plan: Part One (2012) requires sites with a capacity of 10 or more units, to provide an affordable housing mix to reflect the housing needs in the borough, particularly the need for larger family units.

Policy DMH 7 of the Local Plan: Part Two (2020) requires major residential developments to maximise the delivery of affordable housing on site. A minimum of 35% of all new homes should be delivered as affordable housing with a tenure split of 70% Social/Affordable Rent and 30% Intermediate.

This application proposal would not provide affordable housing on site nor does the proposal provide an off site contribution towards affordable housing. The applicant has submitted a Financial Viability Assessment which sets out that the proposal results in a Residual Land Value of -£690,697. Therefore, this represents a deficit of -£1,420,763 against the Benchmark Land Value (BLV). The applicant's report concludes that the development does not generate enough surplus over the benchmark land value to fund affordable housing on site. However, as the developer owns the land they are prepared to bring it forward in the hope of market improvement and on the basis of the aggregate of the land value and development profit.

The submitted Financial Viability Appraisal was reviewed by an Independent Surveyor who did not take issue with the majority of the assumptions made, however the total build cost was adjusted by £357,742. The outcome of these changes results in a Residual Land Value of -£387,060, an uplift of £303,637 compared to that of BPC. However, based on the independent analysis there remains a project deficit of -£1,013,060. Therefore, the the independent report concludes that the proposed development cannot support any level of affordable housing.

The main reason for this is the high build cost associated with the excavation and construction of the basement car parking for 18 cars which represent approximately 16% of the overall build cost. The report notes that if the basement were not included the development would likely be viable and produce a surplus against the Benchmark Land Value which could be used to provide on-site affordable housing.

The viability conclusion is as a consequence of the quantum of units proposed within the development that generates a need for higher levels of car parking which in turn attracts a

significant cost associated with the proposed basement. The lack of affordable housing being provided on site is a material planning consideration that weighs against the development.

7.14 Trees, landscaping and Ecology

LANDSCAPING

Policy 3.5 of the London Plan (March 2016) requires that the design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of, public, communal and open spaces.

Policy 5.10 of the London Plan (March 2016) states that development proposals should integrate green infrastructure to contribute to urban greening, including the public realm.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) also requires that new development is high quality, sustainable, adaptable, and harmonises with the local context. Landscaping and tree planting should also enhance amenity, biodiversity and green infrastructure.

Policy DMHB 14 of the Local Plan:Part Two (2020) notes all developments will be expected to retain or enhance the existing landscape, trees, biodiversity and natural features of merit. Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees.

The Trees and Landscaping Officer has commented on the application noting that there are no existing trees or other landscape features that will be affected by the proposed development. This proposal is for a dense, 8-storey development, comprising 34 units. Communal amenity space will be provided at roof top level. Little design detail has been provided, other than some general design images from other schemes (D&AS, pp.41 and 42). The quality of design, detailing, establishment and maintenance of this intensive green roof will be critical to ensure that the space is both accessible and attractive for the benefit of all residents. A microclimate study will be required to ensure that the communal garden at this level will be adequately sheltered from wind and other extremes which are typically associated with roof gardens.

Other private amenity space will be provided in the form of a mix of inset/sheltered balconies and exposed / projecting balconies. According to the Design and Access Statement (p.42) an Urban Greening Factor (UGF) calculation has provided a score of 0.403, however, this figure appears to be based on 100% coverage of soft landscape when, in fact, much of the accessible space will need to be hard landscaped to permit access and circulation space.

The assessment appears to be over simplified. A more accurate UGF assessment will be required when the spaces have been fully detailed. It is unlikely that the calculation will achieve the GLA's target figure of 0.4 (for residential schemes), should the application be considered acceptable details of landscaping including the urban greening factor would be required by way of a condition.

ECOLOGY

Paragraph 170 of the NPPF (February 2019) states that planning decisions should contribute to and enhance the natural and local environment by amongst other measures,

minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Policy 7.19 of the London Plan (March 2016) states that development proposals should wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

Policy DME1 7 of the Hillingdon Local Plan: Part Two (2020) requires the design and layout of new development should retain and enhance any existing features of biodiversity or geological value within the site.

The Ecology Officer has noted that the site is considered to be of low quality value. It is acknowledged that the proposal includes a green wall on the north facing elevation, however details of the green wall and its management and maintenance would be required by condition should the application be considered acceptable. Should the application be recommended for approval, an ecological enhancement condition would be attached to the decision to ensure ecological enhancements are delivered.

7.15 Sustainable waste management

Policy 5.17 of the London Plan (2016) sets out the Mayor's Spatial Policy for Waste Management including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling.

Policy DMHB 11 d of the Local Plan: Part Two (2020) requires development proposals to make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours.

The proposal would provide 1 x 240L waste bins for each ground floor unit and 4 x 1100L waste bins for the flatted development and 1 x 240L recycling bins for each ground floor unit and 4 x 1100L recycling bins for the flatted development. The proposed quantum for refuse storage is considered appropriate for this development. It is noted that the refuse store would need to be accessed through the area that is proposed to be used as an access ramp into the basement. Residents would be required to leave the building and walk 38m to the refuse store compromising two dropped kerbs and the ramped access that could have two way traffic at any given time to dispose of their waste and recycling. The proposed waste store whilst compliant in terms of quantum, it is far from ideal for future residents to conveniently dispose of their waste which further indicates the layout of the site is unacceptable.

Should the application have been considered acceptable, details of refuse management would have been required by way of a condition to ensure the bins are not left on the public realm or do not cause obstruction to vehicles accessing and leaving the basement.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (2016) requires developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- Be lean: use less energy
- Be clean: supply energy efficiently
- Be green: use renewable energy

Policy EM1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states

that the Council will ensure that climate change mitigation is addressed at every stage of the development process. This includes the reduction of carbon emissions through low carbon strategies and encouraging the installation of renewable energy to meet the targets set by the London Plan (2016).

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) requires that: A) All developments make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets; B) All major development proposals must be accompanied by an energy assessment showing how these reductions will be achieved; C) Proposals that fail to take reasonable steps to achieve the required savings will be resisted. However, if the Council is minded to approve the application despite not meeting the carbon reduction targets, then it will seek an off-site contribution to make up for the shortfall. The contribution will be sought at a flat rate at of £/tonne over the lifetime of the development, in accordance with the current 'allowable solutions cost'.

The Sustainability Officer has reviewed the application and raised no objection to the application subject to the inclusion of a condition if the application is to be recommended for approval. The Sustainability Officer notes the submitted energy strategy identifies a 17tonne shortfall from the zero carbon target through onsite measures. Consequently an offsite contribution to make up for this shortfall shall be secured through the Section 106 as required by the London Plan (2016). The value of this contribution is $17.3 \times 1800 = \text{£}31,140$.

7.17 Flooding or Drainage Issues

Policy 5.13 of the London Plan (2016) states that development proposals should use sustainable urban drainage systems (SuDs) unless there are good reasons for not doing so and that developments should aim to achieve green-field run-off rates. Policy 5.15 goes on to confirm that developments should also minimise the use of mains water by incorporating water saving measures and equipment.

Policy DMEI 10 of the Local Plan: Part Two (2020) applications for all new build developments are required to include a drainage assessment demonstrating that appropriate sustainable drainage systems (SuDS) have been incorporated in accordance with the London Plan Hierarchy.

The Flood Water Management Officer has considered the submitted Flood Risk Assessment and Surface Water Management Report Rev D (September 2020) and notes the development proposes to control surface water from the site through a green / blue-roof system and water butts. The proposed measures are expected to be installed where they can be readily connected to rainwater pipes allowing water to be stored and used for future irrigation. The proposal includes permeable paving and grassed areas over the basement slab at ground level (used for flow reduction and attenuation) which equates to approximately $560\text{m}^2 / 0.059 \text{ ha}$ which is considered acceptable.

The rate at which the site proposes to control surface water is proposed to be 1.10 l/s. Details of drainage is to be confirmed at a detailed design stage and therefore a condition is requested.

Access to the basement level is to be by stairs and a lift from inside the building, and from a garage door opening adjacent to Tavistock Road. It is recommended that the back of footpath levels is raised at the door opening location to 27.270m AOD, details are expected to be secured by condition if the development is considered acceptable.

A Basement Impact Assessment has been produced. This confirms Ground water was encountered at 4.60m below ground level and so there is a presence of water above the basement level. Further detail is required as the assessment acknowledges the risk to the site from the ground water levels and proposes mitigation to deal with the impact on the site. Further details are also required to ensure the impacts from the basement on the wider area are properly considered. In both instances, the risk of harm is minimal and (1) it is entirely reasonable to expect design work to demonstrate the basement will be watertight and protect users inside the building and (2) that further work will ensure the impacts to the movement of water in the catchment area from the basement can be reasonably mitigated.

Should the application be considered acceptable, it is considered that both matters can be addressed through the detailed design and secured through the imposition of a condition.

7.18 Noise or Air Quality Issues

Noise

Policy 7.15 of the London Plan (March 2016) states that development proposals should seek to manage noise by:

- a. avoiding significant adverse noise impacts on health and quality of life as a result of new development;
- b. mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses;
- c. improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity);
- d. separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation;
- e. where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles;
- f. having particular regard to the impact of aviation noise on noise sensitive development;
- g. promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.

The submitted Noise Impact Assessment was reviewed independently and it was considered that it has failed to provide justification for the layout in the context of good acoustic design and an assessment in keeping with the guidance in the Noise SPD, ProPG and the AVO Guide.

The report also failed to provide details of the survey, including the height of the microphone and how this considered the elevated rail lines and access road leading to the Old Coal Depot. It is also unclear as to how the sound levels around the developed were determined for use in the sound insulation calculations. Overall it is considered that given the sensitive location of the site in close proximity to the railway line and access road to the Old Coal Depot, the submitted report has failed to demonstrate the development accords with the principles of good acoustic design.

Air Quality

Policy DMEI 1 of the Local Plan: Part Two (2020) requires major development in Air Quality Management Areas to provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

The Local Plan recognises that living walls and roofs allow a number of environmental goals to be achieved in a relatively small space. They also remove particulates that improve local air quality. The Council's EPU (Air Quality) Officer has requested that a condition is added to the decision notice to ensure the proposal contributes to air quality enhancements.

Policy DMEI 14 of the Local Plan: Part Two (2020) requires development proposals to demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants. Developments are expected to be:

- Air quality neutral;
- Include mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors; and
- Actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

The application site falls within the West Drayton/Yiewsley Focus Area, identified Greater London Authority and London Borough of Hillingdon as experiencing elevated pollutant concentrations with a high number of the population being exposed to hazardous levels.

In accordance with the above mentioned policies, developments are expected to be neutral as a minimum and actively reduce pollution in Focus Areas. The proposed development is not neutral for transport emissions and as such, it is not 'air quality neutral' in terms of the London Plan.

The proposal has not offered suitable mitigation measures that in a quantifiable manner would demonstrate the exceeding traffic emissions would be removed. It is noted that the applicant quite helpfully has calculated the damage cost associated with the proposal. However, the value calculated by LBH differs from the reported in the air quality assessment.

The Air Quality Officer therefore recommends a clause within the Section 106 agreement requiring a contribution of £31,232 to be paid for the Council to deliver its air quality local action plan and/ or implement specific measures on/along the road network affected by the proposal that reduce vehicle emissions and or reduce human exposure to pollution levels, assuming no local network congestion would be exacerbated by the proposal.

Should an exacerbation of congestion at the road network affected by the vehicular movements associated with the operational phase of the proposed development be observed, there will be further resulting hazardous impacts on local air quality and public health and an updated calculation of the damage cost value may need to be issued. Subject to the inclusion of the clause within the legal agreement, the Air Quality Officer has raised no objection to this application.

7.19 Comments on Public Consultations

Comments received are addressed within the main body of the report.

7.20 Planning obligations

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

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

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

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

Policy DMCI 7 of the Local Plan: Part Two (2020) seeks to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Planning obligations are sought on a scheme-by-scheme basis to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

Relevant Officers have 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:

1. To secure all necessary highway works and repair and enhancement to the footpath adjoining the site including written agreement from the Local Planning Authority; (Section 278);
2. Parking Permit exclusion clause for all future residents;
3. Affordable Housing review mechanism;
4. Employment Strategy and Construction Training - either a contribution equal to the formula within the Council Planning Obligations Supplementary Planning Document (SPD) 2014, or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development. Details shall be in accordance with the Council Planning Obligations SPD with the preference being for an in-kind scheme to be delivered. Securing an Employment/Training Strategy Agreement is Council's priority. Financial Contribution will only be accepted in exceptional circumstances.
5. Air Quality: in line with the SPD and given the site is located in an air quality management area, a contribution in the sum of £31,232;
6. Carbon Fund: a contribution for a carbon fund to make up for the shortfall for this development and in order to make the development policy compliant (£1,800 for every tCO₂/annum that is below the zero carbon target) calculated as £31,140;
7. Open Space Contribution of £45,500; and
8. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

Although the application is recommended for refusal, the Applicant has agreed in principle to the above proposed Heads of Terms, which could be secured by way of the S106.

It is considered that the level of planning obligations sought in the event of an approval would be reasonable, adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy DMEI 7 (Planning obligations and CIL) of the Local Plan: Part 2 - Development Management Policies (2020).

Community Infrastructure Levy

In addition to S106 contributions the Council has adopted its own Community Infrastructure Levy (CIL) with a charge of £95 per square metre of gross internal residential floor area. This application is CIL liable with respect to new floorspace being created.

In addition to the London Borough of Hillingdon CIL, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £60 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created.

7.21 Expediency of enforcement action

There is no enforcement history for this site.

7.22 Other Issues

Contaminated Land

Policy DMEI 12 of the Local Plan: Part Two (2020) requires proposals for development on potentially contaminated sites to be accompanied by at least an initial study of the likely contaminants. Conditions will be imposed where planning permission is given for development on land affected by contamination to ensure all the necessary remedial works are implemented, prior to commencement of development.

Fire Safety

Policy D12 (Fire safety) of the Intend to Publish of the London Plan (2019) states that in the interests of fire safety and to ensure the safety of all building users, development proposals must achieve the highest standards of fire safety. It is considered that a condition should be added to any permission to secure the implementation of a Fire Strategy for all parts of the development in accordance with draft Policy D12 (Fire safety) of the London Plan - Intend to Publish (2019).

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.

10. CONCLUSION

No objections are raised to the principle of a residential development on the site. It is considered that the height, scale and siting of the development would have a harmful impact on the streetscene and the amenity of neighbouring residents. Furthermore, the density of the proposed development would be above London Plan guidance. It is considered the proposed layout of the site and the residential units would result in a poor quality living environment for future residents and the configuration of car parking within the basement would not work in practice.

Whilst it is acknowledged that the site is allocated for comprehensive development, this needs to be designed and delivered in a manner that does not harm the amenity of neighbouring residents and brings environmental improvements to the whole area and not merely maximise the footprint of the site itself. Officers have worked pro-actively with the applicant through negotiations to address issues wherever possible, both at pre-application and application stage. Notwithstanding these discussions, the scheme fails to comply with the Development Plan for the reasons identified in this report.

Based on the information submitted to date, there are a number of issues which are also considered unsatisfactory. However it is considered that subject to appropriately worded conditions (or legal agreement) these issues could be resolved. These issues are; Accessibility within the site; Flood Risk and Surface Water Drainage; Landscaping and Ecology.

There are a number of items which need to be secured by way of a legal agreement which are listed in detail within the Planning Obligations section of this report. Although agreement to some of the obligations has been indicated by the Applicant neither a S106 Agreement or Unilateral Undertaking has been signed. The development therefore fails to satisfactorily address some issues relating to contributions towards the improvements required as a consequence of the proposed development. This is in respect of off-site highways works, employment and training, parking permits, affordable housing, air quality, off-site carbon contribution, public open space and project management and monitoring.

The NPPF identifies that there are 3 dimensions to sustainable development: social, economic and environmental. The social benefits of the scheme would include the delivery of 34 residential units, however the London Borough of Hillingdon can demonstrate a 5 Year Housing Land Supply. The economic benefits of the scheme includes employment during the construction process and the ability for the future occupiers to support the local economy by using the amenities in Yiewsley and West Drayton. In terms of the environmental benefits, the development would have a significant harmful impact on the amenity of neighbouring residents.

Officers consider that a net addition of 34 residential units would have limited benefits when weighed against the harm the proposed development would cause to neighbouring properties. The development also fails to provide good quality residential units for future occupants and gives rise to highways safety issues. In this case, there is a fundamental conflict with the Development Plan taken as a whole. The harm identified would not be outweighed by the benefits of the scheme and there are no material considerations that indicate a decision should be made other than in accordance with the Development Plan.

For the reasons set out above, the application is being recommended for refusal.

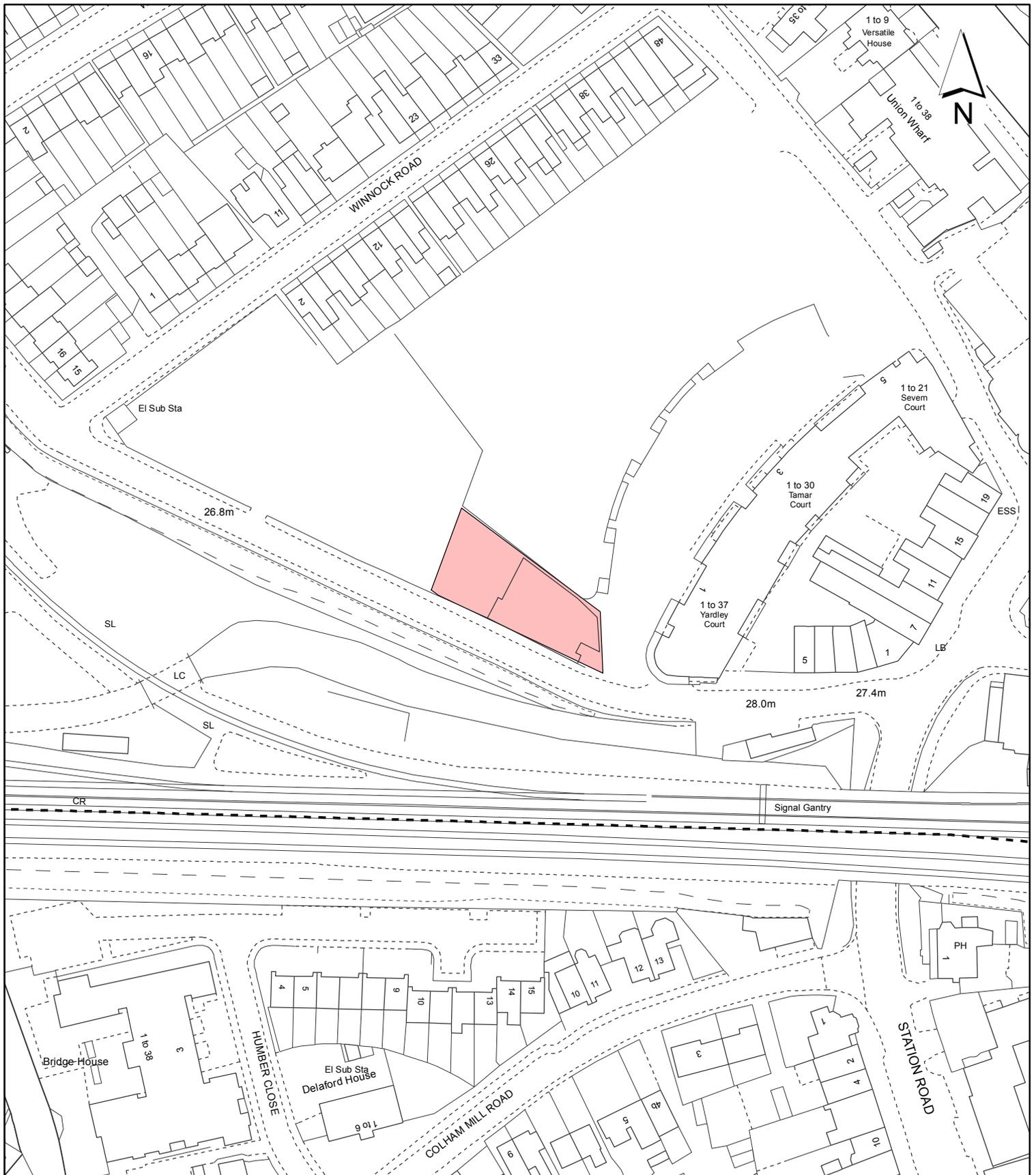
11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 Site Allocations and Designations (2020)
Hillingdon Local Plan: Part 2 Development Management Policies (2020)
Hillingdon Local Plan: Policies Map (2020)
London Plan (2016)
London Plan Intend to Publish (2019)
National Planning Policy Framework (2019)
The Mayor's Housing SPG (2016)
The Mayor's Affordable Housing and Viability Supplementary Planning Guidance (SPG) (2017)

The Building Research Establishment (BRE) guidelines "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice" (1991)

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Notes:

 Site boundary

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**LONDON BOROUGH
 OF HILLINGDON
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 Planning Section**

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Planning Application Ref:

35810/APP/2020/187

Scale:

1:1,250

Planning Committee:

Major

Date:

October 2020



HILLINGDON
 LONDON