

Report of the Head of Planning, Transportation and Regeneration

Address KEITH HOUSE NORTH HYDE ROAD HAYES

Development: Demolition of the existing retail warehouse and re-development of the Site to provide a mixed-use development comprising 150 residential units (Use Class C3) and flexible commercial floorspace (Use Class B1b/B1c), within two development blocks, with associated amenity areas, landscaping, car parking and all ancillary and enabling works.

LBH Ref Nos: 27189/APP/2020/2181

Drawing Nos: X_(01)_P002 Rev. P02
X_(01)_P100 Rev. P01
X_(01)_P101 Rev. P01
20176-R01-B Acoustic Planning Report (Dated 3rd July 2020)
A_(00)_P102 Rev. P01
A_(00)_P104 Rev. P01
A_(00)_P109 Rev. P01
A_(00)_P200 Rev. P01
A_(00)_P201 Rev. P01
A_(00)_P203 Rev. P01
A_(00)_P300 Rev. P01
B_(00)_P151 Rev. P01
B_(00)_P154 Rev. P01
B_(00)_P200 Rev. P01
B_(00)_P201 Rev. P01
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X_(01)_P202 Rev. P01
X_(12)_P102 Rev. P01
P20122-00-001-GIL-0801 Rev. 0'
RP_01 Design and Access Statement (Dated July 2020)
Table of Responses (Dated 30th October 2020)
Financial Viability Assessment Addendum (Dated October 2020)
Response on the areas of the Yodel Warehouse (Dated 17th October 2020)
M001-A Acoustic Planning Report Addendum (Dated 2 October 2020)
Daylight, Sunlight and Overshadowing Response (Dated 16th October 2020)
Response to Representation (Dated 29th October 2020)
Response to LBH Highway Officer Comments (Dated 30th October 2020)
Response to LBH Highway Officer Comments Appendices (Dated 30th October 2020)
J4014A/1/F1 Air Quality Assessment (Dated July 2020)
5269-WAL-ZZ-SW-PS-D-0300-R1 Below Ground Drainage Philosophy Statement (Dated July 2020)
X_(01)_P001 Rev. P01
RWDI #2004343 Rev. B Pedestrian Level Wind Desk-Based Assessment

Financial Viability Assessment (Dated July 2020)
 Statement of Community Involvement (Dated July 2020)
 P20122-00-001-GIL-0100 Rev. 06
 Viability Addendum Response Report 2 (Dated January 2021)
 B_(00)_P104 Rev. P01
 M004-A External amenity noise levels
 A_(00)_P100 Rev. P03
 A_(00)_P101 Rev. P02
 A_(00)_P202 Rev. P02
 A_(00)_P210 Rev. P02
 B_(00)_P103 Rev. P02
 B_(00)_P108 Rev. P02
 B_(00)_P202 Rev. P02
 B_(00)_P210 Rev. P02
 Energy Strategy (Dated July 2020)
 Contamination Land Assessment (Date July 2020)
 Sustainability Report (Dated July 2020)
 Transport Assessment (Dated July 2020)
 Transport Assessment Appendices H-Q (Dated July 2020)
 Transport Assessment Appendices A-G (Dated July 2020)
 200514-ED-01 Preliminary Ecological Appraisal (July 2020)
 Aviation Safeguarding Assessment (Dated 19th June 2020)
 Construction Management Plan Rev. 01 (Dated July 2020)
 Daylight, Sunlight and Overshadowing Report (Dated July 2020)
 Employment Report (Dated 3rd July 2020)
 Fire Strategy (Dated July 2020)
 Planning Statement (Dated July 2020)
 Townscape, Visual and Heritage Assessment (Dated July 2020)
 10808 STATS-01 Planning Utilities Report (Dated 2nd July 2020)
 200514-PD-11 Arboricultural Impact Assessment (Dated July 2020)
 Affordable Housing Scenario Testing Based Upon the Carter Jonas January
 2021 Report (Dated February 2021)
 B_(00)_P101 Rev. P03
 B_(00)_P100 Rev. P04
 X_(00)_P202 Rev. P02
 Landscape and Central Mews Rev. 02
 Residential Entrances Design Studies
 X_(00)_P003 Rev. P02
 X_(00)_P100 Rev. P04
 X_(00)_P101 Rev. P03
 X_(00)_P102 Rev. P03
 X_(00)_P103 Rev. P03
 X_(00)_P104 Rev. P03
 X_(00)_P105 Rev. P03
 X_(00)_P107 Rev. P02
 X_(00)_P108 Rev. P03
 X_(00)_P109 Rev. P03

Date Plans Received: 15/07/2020

Date(s) of Amendment(s): 03/02/2021

Date Application Valid: 15/07/2020

22/07/2020

15/07/2020

14/01/2021

1. **SUMMARY**

This planning application seeks permission for the demolition of the existing retail warehouse and re-development of the site to provide a mixed-use development comprising 150 residential units (Use Class C3) and flexible commercial floorspace (Use Class E - formerly Use Class B1b/B1c). The proposal for residential development is considered acceptable in light of the proposed commercial floorspace which is considered to provide broadly comparable employment figures when compared to the existing site.

The proposed development would provide 14 no. Social Rent units (equivalent to 11.3% of the total provision when measured by habitable room), comprising 4 no. 1-bedroom units, 8 no. 2-bedroom units and 2 no. 3-bedroom units. Although this does not meet the 50% affordable housing target stated under Policy H5 of the London Plan (2021), it would positively contribute to meeting the Council's affordable housing needs and is notably supported by the Council's Housing Team. Significantly, it is agreed that the affordable housing offer is the maximum viable affordable housing provision possible with the tenure that best meets the needs of the Borough. This would be secured by the Section 106 legal agreement, alongside an Early and Late Stage Viability Review, if Approved.

The proposed 9 storey and part 9 storey, part 7 storey, building blocks are viewed within the context of a urban/suburban area, with a mix of characteristics. Specifically, the commercial estate to the south and south-east of the site establish a precedent for high-rise development, as does the Old Vinyl Factory development to the north. Accordingly, the scale and mass of development is considered to be appropriate in this context.

The proposed development would provide insufficient private amenity space, public open space and play space in terms of quantum. Despite this, it is important to note that the proposed public open space within the central spine of the site is considered to be a notable benefit of the scheme and planning conditions are proposed to ensure that these elements of the development would be sufficient and acceptable in terms of quality. As these elements are not technically sufficient in quantum to accord with local plan policy, an off-site contribution would be secured for the enhancement of public open space and play space within Pinkwell. In addition to this, a financial contribution for the enhancement of land to the north of the site along Keith Road, would also be secured. This would facilitate a package of works including lighting, planting and surfacing to encourage pedestrian and cyclists to use the link between Keith Road and Dawley Road. If recommended for approval, the proposed development would therefore deliver a number

of off-site public benefits. In view of this, the amenity space, public open space and play space provision proposed is considered to be on-balance acceptable.

A consequence of the proposed provision of public open space within the central spine of the site is the reduction in car parking provision to 0.42 car parking spaces per unit. It is important to view the proposed development within the planning policy context of the London Plan (2021) and Table 10.3 attached to Policy T6.1 which states that Outer London sites with a PTAL rating of 4 should not exceed a maximum car parking provision of 0.5 spaces per dwelling. The application site has a PTAL rating of 4 and is located about 500 metres (8 min walk) from Hayes and Harlington Station with 4 bus stops within a 400 metre radius. Evidently, the application site is well connected. If recommended for approval, a number of planning obligations would be secured by Section 106 legal agreement and would contribute to the mitigation of any impacts that may arise from the proposed use and associated level of car parking to be provided. This includes highway works to widen the North Hyde Road/Dawley Road island, a travel plan, parking permit restrictions, a car club scheme and a Controlled Parking Zone review. Subject to securing the measures set out above, the level of on-site car parking is considered to be on-balance acceptable.

The proposed development is also considered acceptable with regard to its design and impact on the street scene, neighbour amenity, access, security, highways, landscaping, ecology, refuse, energy, flooding, noise and contaminated land.

In summary, the proposed development is considered to be acceptable subject to conditions and a Section 106 legal agreement. Accordingly, this application is recommended for approval.

2. RECOMMENDATION

That delegated powers be given to the Deputy Director of Planning and Regeneration to grant planning permission, subject to the following:

A) That the Council enter into a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or any other legislation to secure the following:

i. Affordable Housing: Planning obligation for an on-site provision of 14 no. Social Rent units (equivalent to 11.3% of the total provision when measured by habitable room), comprising 4 no. 1-bedroom units, 8 no. 2-bedroom units and 2 no. 3-bedroom units. This shall include an Early and Late Stage Viability Review mechanism as defined by Policy H5 of the London Plan (2021).

ii. Local Air Quality Action Plan Contribution: A financial contribution amounting to £115,433 shall be paid to the Council's Local Air Quality Action Plan to address the air pollution emissions associated with the proposed development.

iii. Emissions Reductions: A financial contribution amounting to £57,024 shall be paid to the Council's carbon offset fund.

iv. Public Open Space: A financial contribution amounting to £186,000 shall be paid to the Council for the enhancement of existing public open space in Pinkwell.

v. Highways Works: Section 278 agreement to secure highway works, including North Hyde Road/Dawley Road Island widening, costed at £23,000.

vi. **Keith Road Enhancement:** A financial contribution amounting to £172,720 (68% of total contribution amounting to £254,000) to be paid to the Council for works to enhance Keith Road, including lighting, planting and surfacing to encourage pedestrian and cyclists to use the link. Should the neighbouring development site (Keith House East Site) not be brought forward within a given period, the remainder of the cost, equal to an additional £81,280, is to be provided by the subject Site developer.

vii. **Travel Plan:** A full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured.

viii. **Parking Permits:** The residents of this development will not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.

ix. **Car Club Scheme:** The details of an agreement with a Car Club Operator providing for Car Club Membership shall be submitted to and approved in writing by the Council. This should include 2 no. car club parking spaces.

x. **Controlled Parking Zone Review:** A financial contribution amounting to £10,000 shall be paid to the Council for the review of the Keith Road Controlled Parking Zone, with a view to extending restriction timings to 9am - 10pm.

xi. **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 the Council's priority. A financial contribution will only be accepted in exceptional circumstances.

xii. **Project Management & Monitoring Fee:** A financial contribution equal to 5% of the total cash contributions.

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

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

D) That, if the Legal Agreement has not been finalised within 6 months (or such other time frame as may be agreed by the Deputy Director of Planning and Regeneration), delegated authority be given to the Deputy Director of Planning and Regeneration to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of Affordable Housing, Air Quality, Emissions Reductions, Public Open Space, Highways Works, Travel Planning, Parking Permits, Car Club Scheme, Controlled Parking Zone Review, Employment Strategy and Construction Training, and Project Management and Monitoring). The scheme therefore conflicts with Policies DMCI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020); the adopted Planning Obligations Supplementary Planning Document (July 2014); Policy DF1 of the London Plan (March 2021); and paragraphs 54-57 of the National Planning Policy Framework (February 2019).'

E) That if the application is approved, the following conditions be imposed:

1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers

X_(01)_P001 Rev. P01;
X_(01)_P002 Rev. P02;
X_(01)_P100 Rev. P01;
X_(01)_P101 Rev. P01;
A_(00)_P100 Rev. P03;
A_(00)_P101 Rev. P02;
A_(00)_P102 Rev. P01;
A_(00)_P104 Rev. P01;
A_(00)_P109 Rev. P01;
A_(00)_P200 Rev. P01;
A_(00)_P201 Rev. P01;
A_(00)_P202 Rev. P02;
A_(00)_P203 Rev. P01;
A_(00)_P210 Rev. P02;
A_(00)_P300 Rev. P01;
B_(00)_P100 Rev. P04;
B_(00)_P101 Rev. P03;
B_(00)_P103 Rev. P02;
B_(00)_P104 Rev. P01;
B_(00)_P108 Rev. P02;
B_(00)_P151 Rev. P01;
B_(00)_P154 Rev. P01;
B_(00)_P200 Rev. P01;
B_(00)_P201 Rev. P01;
B_(00)_P202 Rev. P02; *
B_(00)_P210 Rev. P02;
B_(00)_P300 Rev. P01;

X_(00)_P003 Rev. P02;
X_(00)_P100 Rev. P04; *
X_(00)_P101 Rev. P03; *
X_(00)_P102 Rev. P03; *
X_(00)_P103 Rev. P03; *
X_(00)_P104 Rev. P03; *
X_(00)_P105 Rev. P03;
X_(00)_P107 Rev. P02;
X_(00)_P108 Rev. P03;
X_(00)_P109 Rev. P03;
X_(00)_P200 Rev. P01;
X_(00)_P201 Rev. P01;
X_(00)_P202 Rev. P02; *
X_(00)_P300 Rev. P01;
X_(12)_P102 Rev. P01;
P20122-00-001-GIL-0100 Rev. 06;

and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part 1 (November 2012), the Hillingdon Local Plan: Part 2 (January 2020), and the London Plan (March 2021).

3 COM5 General compliance with supporting documentation

The development hereby permitted shall not be carried out except in complete accordance with the specified supporting plans and/or documents:

20176-R01-B Acoustic Planning Report (Dated 3rd July 2020);
M001-A Acoustic Planning Report Addendum (Dated 2 October 2020);
M004-A External amenity noise levels (Dated 20th November 2020);
RP_01 Design and Access Statement (Dated July 2020);
200514-PD-11 Arboricultural Impact Assessment (Dated July 2020);
Aviation Safeguarding Assessment (Dated 19th June 2020);
Daylight, Sunlight and Overshadowing Report (Dated July 2020);
Daylight, Sunlight and Overshadowing Response (Dated 16th October 2020);
RWDI #2004343 Rev. B Pedestrian Level Wind Desk-Based Assessment;
Townscape, Visual and Heritage Assessment (Dated July 2020);
5269-WAL-ZZ-SW-PS-D-0300-R1 Below Ground Drainage Philosophy Statement (Dated July 2020);
Energy Strategy (Dated July 2020);
Contamination Land Assessment (Date July 2020);
Sustainability Report (Dated July 2020);
200514-ED-01 Preliminary Ecological Appraisal (July 2020);

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part 1 (November 2012), the Hillingdon Local Plan: Part 2 (January 2020), and the London Plan (March 2021).

4 NONSC Restrict Commercial Uses

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the ground floor commercial units hereby approved shall not be used for any purpose other than research and development (formerly Use Class B1b) or light industrial (formerly Use Class B1c).

REASON

To ensure that the ground floor commercial units are not used for any other purposes included within Use Class E, including offices (formerly Use Class B1a) which would have required the submission of a sequential test, in accordance with Paragraph 86 of the National Planning Policy Framework (February 2019).

5 RES7 Detail and Sample of Materials

Prior to commencement of any superstructure works pertaining to (a) Block A, (b) Block B and (c) First Floor Podium Deck, detail of the following shall be submitted to and approved in writing by the Local Planning Authority:

- (i) Brickwork (including the construction of samples on site for inspection);
- (ii) Decorative brickwork;
- (iii) Balconies;
- (iv) Entrances and Signage;
- (v) Windows;
- (vi) Door ventilation grilles; and
- (vii) Parapets.

Details should include information relating to make, product/type, colour and photographs/images.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

6 RES8 Tree Protection

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

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

Thereafter, the development shall be implemented in accordance with the approved details.

The fencing shall be retained in position until development is completed.

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

2.a There shall be no changes in ground levels;

2.b No materials or plant shall be stored;

2.c No buildings or temporary buildings shall be erected or stationed.

2.d No materials or waste shall be burnt; and.

2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

3. Where the arboricultural method statement recommends that the tree protection measures for a site will be monitored and supervised by an arboricultural consultant at key stages of the development, records of the site inspections / meetings shall be submitted to the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with Policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

7 RES9 Landscape Scheme

Prior to commencement of above ground works, a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Heathrow Airport Ltd, Ministry of Defence and Network Rail. The scheme shall include: -

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage, demonstrating provision of:

- 268 no. long stay cycle spaces and 5 no. short stay cycle spaces for the residential flats; and

- 2 no. long stay cycle spaces and 1 no. short stay cycle space for the West Site commercial units.

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts, demonstrating provision of 74 no. car parking spaces as follows:

- 63 no. car parking spaces for the residential flats, including:

- 13 no. car parking spaces served by active electrical charging points;

- 50 no. car parking spaces served by passive electrical charging points; and

- 9 no. accessible parking spaces.

- 3 no. accessible car parking spaces for East Site shared living units.

- 4 no. car parking spaces for the West Site commercial units, including:

- 1 no. car parking space served by an active electrical charging point;

- 3 no. car parking spaces served by passive electrical charging points;

- 4 no. car parking spaces for the East Site commercial units, including:

- 1 no. car parking space served by an active electrical charging point;

- 3 no. car parking spaces served by passive electrical charging points;

- 5 no. motorcycle parking spaces.

- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

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

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

- 5. Schedule for Implementation

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

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

N.B. Any landscaping should be carefully designed to minimise its attractiveness to hazardous species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with Policies DMHB 11, DMHB 12, DMHB 14, DMT 2, DMT 6 and DMEI 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies G1, G5 and T6.1 of the London Plan (March 2021).

8 NONSC Living/Green Roof/Wall Details

Prior to commencement of any superstructure works, details of living/green roofs/walls shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Ministry of Defence and Heathrow Airport Ltd. This shall include either:

- a) Details and plans identifying the inclusion of living/green roofs/walls, alongside:
 - i) Method of construction;
 - ii) Schedule of framework materials;
 - iii) Schedule of the species to be planted, method of planting, height and spread at planting and growth projections;
 - iv) An ongoing management and maintenance regime to include irrigation methods and an inspection programme to allow dead or dying plants to be identified and replaced.

- b) Or justification as to why no part of the development can include living/green walls

The living/green walls shall thereafter be constructed and retained in accordance with the details submitted in perpetuity and shall not be removed or altered without the prior written

consent of the Local Planning Authority.

REASON

To ensure that the landscaped areas are retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with Policies DMHB 11, DMHB 14 and DMEI 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

9 NONSC Podium Deck and Roof Terrace Boundary Treatment

Prior to commencement of above ground works, detail of the boundary treatment for the proposed first floor podium deck communal amenity space (between Blocks A and B) and the 8th floor roof terrace (Block B) hereby approved shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policies DMHB 11 and DMHB 18 of the Hillingdon Local Plan Part 2 - Development Management Policies (January 2020) and to ensure a satisfactory external amenity space environment is achieved, in accordance with Policy D14 of the London Plan (March 2021)

10 NONSC Wind Screen Details

Prior to commencement of above ground works, details of the wind mitigation measures outlined in approved document reference 'RWDI #2004343 Rev. B Pedestrian Level Wind Desk-Based Assessment' shall be submitted to and approved in writing by the Local Planning Authority. This should include details of landscaping for the elevated amenity areas and balustrades and side screens for the balconies. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure that the development provides an appropriate wind environment for the residential amenity areas, in accordance with Policies DMHB 10, DMHB 11 and DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

11 NONSC Play Area Details

Prior to commencement of above ground works, details of the play area for children shall be submitted to and approved in writing by the Local Planning Authority. This should include details of accessible play equipment for disabled children, including those with a sensory impairment, or complex multiple disabilities. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policies DMHB 19 and DMCI 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies S4 and D5 of the London Plan (March 2021).

12 NONSC Accessible External Areas

Prior to commencement of above ground works, the following shall be submitted to an approved in writing by the Local Planning Authority.

(i) Details of the materials palette, together with a methodology statement, demonstrating that all external areas would be accessible to older and disabled people, including wheelchair users, installed in accordance with the tolerances set out in BS8300:2018.

(ii) Details demonstrating that all amenity areas, including the proposed balconies, are fully accessible to all.

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that accessible amenity space is provided, in accordance with Policies DMHB 12 and DMHB 18 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy D5 of the London Plan (March 2021).

13 NONSC Section M4(2) Accessible Units

The dwellings hereby approved shall ensure that 90% be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON

To ensure that sufficient housing stock is provided, in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies D5 and D7 of the London Plan (March 2021).

14 NONSC Section M4(3) Accessible Units

The development hereby approved shall ensure that 2 no. Social Rent units are constructed to accord with the technical specifications of Section M4(3)(2)(b) for a Wheelchair Accessible dwelling as set out in Approved Document M to the Building Regulations 2010 (2015 edition).

The development hereby approved shall also ensure that the following number of units are constructed to accord with the technical specifications of Section M4(3)(2)(a) for a Wheelchair Adaptable dwelling as set out in Approved Document M to the Building Regulations 2010 (2015 edition):

- 5 no. 3 bedroom units are provided for Private Market sale;
- 5 no. 2 bedroom units are provided for Private Market sale; and
- 3 no. 1 bedroom units are provided for Private Market sale.

REASON

To ensure that an appropriate housing size mix is achieved and maintained, in accordance with Policies D5, D7 and H10 of the London Plan (March 2021).

15 NONSC Parking Management and Allocation Plan

Prior to occupation of the development, a Parking Management and Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. It shall detail the arrangements for all parking onsite and include provisions for managing, monitoring, enforcement and review. All on-site parking spaces shall be solely for the use by future residents and commercial unit operators of the development hereby approved and shall not be used for any other purpose of leased/sub-let.

The approved plan shall be implemented as soon as the development is brought into use and shall remain in place thereafter. Any changes to the plan shall be agreed in writing by the Local Planning Authority.

REASON

To ensure the appropriate operation of the car parks and prevention of inappropriate/informal parking from taking place by users of the site, in accordance with Policies DMT 1, DMT 2 and DMT 6 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

16 NONSC Delivery and Servicing Plan

Prior to the occupation of development, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority.

This should be in accordance with Transport for London's Delivery and Servicing Plan Guidance. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure appropriate servicing of the site, to safeguard highway safety and to safeguard the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies T3 and T7 of the London Plan (March 2021).

17 NONSC Construction Logistics Plan

Prior to commencement of development, a full and detailed Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority.

This should be in accordance with Transport for London's Construction Logistic Planning Guidance and detail the management of construction traffic, including vehicle types, frequency of visits, expected daily time frames, use of an onsite banksman, on-site loading/unloading arrangements and parking of site operative vehicles.

The construction works shall be carried out in strict accordance with the approved plan.

REASON

To ensure that the construction works include appropriate efficiency and sustainability measures so as not to compromise the safe and efficient operation of the local highway network and minimizes emissions, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policies SI 1, T3 and T7 of the London Plan (March 2021).

18 NONSC Construction Management Plan

Development shall not commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Ministry of Defence and Network Rail.

This strategy shall cover the entirety of the application site and any adjoining land which will be used during the construction period. It shall include the details of cranes and any other tall construction equipment (including the details of obstacle lighting). It must also demonstrate compliance with the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

REASON

To ensure that construction work and construction equipment on the site and adjoining

land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems, in accordance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and paragraphs 95 and 182 of the National Planning Policy Framework (February 2019). Also, to ensure compliance with Policy SI 1 of the London Plan (March 2021) and the Mayor of London's "The Control of Dust and Emissions from Construction and Demolition" (or any successor document).

19 NONSC Piling Method Statement

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 and Network Rail. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON

To ensure that the proposed piling, deep foundations and other intrusive groundworks does not harm groundwater resources, in accordance with Policy DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and paragraph 170 of the National Planning Policy Framework (February 2019).

20 NONSC Air Quality Emission and Exposure Mitigation Plan

Prior to commencement of above ground works, a clear and effective plan for air quality emission and exposure reduction plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include, but not be restricted to:

- a) effective ways to encourage and enable residents and employees to use the cleanest vehicles possible (Euro 6/VI or cleaner (e.g. electric) and or use sustainable modes of travel. These should be listed as conditions in any future sustainable procurement procedures either during sale or lease of the premises and target the occupier(s) of the site.
- b) Design and implementation of green walls to be agreed with the Environment Health and the Landscape officers.
- c) an electric vehicle charging bay. This is to be implemented as part of the proposal with the minimum requirements as per the London Plan.

Measures to support and encourage modal shift, will include but be not restricted to incentives for residents and employees to use public transport to reduce their car ownership. The measures in the agreed scheme shall be maintained throughout the life of the development.

REASON

To reduce the impact on air quality in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policy (November 2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy SI 1 of the London Plan (March 2021) and paragraph 170 of the National Planning Policy Framework (February 2019).

21 NONSC Non-Road Mobile Machinery

All Non-Road Mobile machinery (NRMM) of net power of 37kW and up to and including 560kW used during the demolition, site preparation and construction phases shall comply with the emissions standards set out in chapter 4, proposal 4.2.3.a of the London

Environment Strategy. Unless it complies with the standard set out in the London Environment Strategy, no NRMM shall be onsite, at any time, whether in use or not, without the prior written consent of the LPA. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register <https://nrmm.london/>

REASON

To comply with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy, in accordance with Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), Policy DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy SI 1 of the London Plan (March 2021) and paragraph 170 of the National Planning Policy Framework (February 2019).

22 NONSC Bird Hazard Management Plan

Prior to superstructure works commencing, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Ministry of Defence and Heathrow Airport Ltd. The submitted plan shall include details of:

- management of any flat/shallow pitched on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The Bird Hazard Management Plan shall be implemented as approved on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

It is necessary to manage the roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, to accords with the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and paragraphs 95 and 182 of the National Planning Policy Framework (February 2019).

23 NONSC Sustainable Water Management

Prior to commencement (excluding demolition and site clearance), a scheme for the provision of sustainable water management in line with the approved document reference '5269-WAL-ZZ-SW-PS-D-0300-R1 Below Ground Drainage Philosophy Statement (Dated July 2020)' shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage features:

i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided. Any proposal that includes a connection to a private sewer network should provide details of the condition and ownership of the entire drainage route to a public sewer or ordinary watercourse.

ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage

System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above-ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.

iii. Runoff rates - surface water discharge from the site must be no greater than greenfield runoff rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change, with a peak flow rate of 3.1l/s for the 'West Site', 1.4l/sec for the 'East Site' and 4.5l/s for East and West Sites combined.

iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.

v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and include details on flow paths, depths and velocities. Safe access and egress for the site must be demonstrated.

b) Long-term management and maintenance of the drainage system.

i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.

ii. Include details of the necessary inspection regimes and maintenance frequencies.

c) Minimise water use.

i. incorporate water saving measures and equipment.

ii. provide details of how rain and/or grey water will be recycled and reused in the development.

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

REASON

To ensure compliance with:

- Policies DMEI 1, DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020);
- Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012);
- Policies SI 12 and SI 13 of the London Plan (March 2021);
- National Planning Policy Framework (February 2019); and
- Planning Practice Guidance: Flood Risk and Coastal Change (March 2014).

24 NONSC Contaminated Land

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority

dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase (as applicable) will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020).

25 COM31 Secured by Design

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000 to ensure the development provides a safe and secure environment in accordance with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy D11 of the London Plan (March 2021).

26 NONSC Ecological Enhancement Scheme

Prior to commencement of development (excluding demolition and site clearance), a scheme to protect and enhance the nature conservation interest of the site shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy G6 of the London Plan (March 2021) and Chapter 15 of the National Planning Policy Framework (February 2019).

27 NONSC Written Scheme of Investigation

(i) No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Greater London Archaeological Advisory Service. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

(ii) If heritage assets of archaeological interest are identified by the stage 1 WSI then for those parts of the site which have archaeological interest, a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. Where appropriate, details of a programme for delivering related positive public benefits.

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

REASON

To secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with Policy DMHB 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy HC1 of the London Plan (March 2021) and Chapter 16 of the National Planning Policy Framework (February 2019).

28 NONSC Noise

Prior to the commencement of development, the following shall be submitted to and approved in writing by the Local Planning Authority:

1. A Noise SPD1/BS 41422 assessment of any plant or other relevant sources associated with the operation of the proposed development.
2. An assessment of rail vibration and ground-borne noise.
3. An assessment of noise from the neighbouring substation, including specific consideration of low frequency noise.
4. Final details of the noise mitigation strategy to be provided.

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure a satisfactory living environment is achieved, in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020) and Policy D14 of the London Plan (March 2021).

29 NONSC Mechanical Ventilation Heat Recovery Details

Prior to the commencement of works above ground level, full details of the Mechanical Ventilation Heat Recovery system shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development mitigates overheating risk for each unit for both daytime and night time. The approved details shall thereafter be implemented and retained for the lifetime of the development.

REASON:

To prevent the overheating of the proposed residential units, in accordance with Policy SI 4 of the London Plan (March 2021).

30 NONSC Studio Units

Notwithstanding the plans hereby approved, details shall be submitted of all studio unit layouts and approved in writing by the Local Planning Authority. Each studio unit shall be laid out as a studio flat and not as a one bedroom self contained flat.

REASON

To ensure that the development provides a satisfactory level of accommodation and amenity for future occupiers in accordance with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020 and Policy D6 of the London Plan (March 2021).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act

incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 153 Compulsory Informative (2)

The decision to GRANT 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 (March 2021) and national guidance.

DMAV 1	Safe Operation of Airports
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 12	Development of Land Affected by Contamination
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
DMHB 19	Play Space
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design

LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing
LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E11	(2021) Skills and opportunities for all
LPP E2	(2021) Providing suitable business space
LPP E3	(2021) Affordable workspace
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP HC1	(2021) Heritage conservation and growth
LPP S4	(2021) Play and informal recreation
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places

NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 4	NPPF-4 2018 - Decision-making
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy
NPPF- 8	NPPF-8 2018 - Promoting healthy and safe communities
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

3 170 LBH worked applicant in a positive & proactive (Granting)

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 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.

4 173 Community Infrastructure Levy (CIL) (Granting Consent)

Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), this development is liable to pay the London Borough of Hillingdon Community Infrastructure Levy (CIL) and the Mayor of London's Community Infrastructure Levy (CIL). This will be calculated in accordance with the London Borough of Hillingdon CIL Charging Schedule 2014 and the Mayor of London's CIL Charging Schedule 2012. Before commencement of works the development parties must notify the London Borough of Hillingdon of the commencement date for the construction works (by submitting a Commencement Notice) and assume liability to pay CIL (by submitting an Assumption of Liability Notice) to the Council at planning@hillingdon.gov.uk. The Council will then issue a Demand Notice setting out the date and the amount of CIL that is payable. Failure to submit a valid Assumption of Liability Notice and Commencement Notice prior to commencement of the development may result in surcharges being imposed.

The above forms can be found on the planning portal at: www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil

Pre-Commencement Conditions: These conditions are important from a CIL liability perspective as a scheme will not become CIL liable until all of the pre-commencement conditions have been discharged/complied with.

5 172 Section 106 Agreement

You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.

6

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the

roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances, it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

Landscaping

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in bird strike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>)

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

7

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 3 months notice before works start. Initially the outside party should contact assetprotectionwestern@networkrail.co.uk.

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

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 water flows away from the railway. Drainage is not to show up on Buried service checks.

Foundations

Network Rail offers no right of support to the development. Where foundation works penetrate Network Rail's support zone or ground displacement techniques are used the works will require specific approval and careful monitoring by Network Rail. There should be no additional loading placed on the cutting and no deep continuous excavations parallel to the boundary without prior approval.

Ground Disturbance

The works involve disturbing the ground on or adjacent to Network Rail's land it is likely/possible that the Network Rail and the utility companies have buried services in the area in which there is a need to excavate. Network Rail's ground disturbance regulations applies. The developer should seek specific advice from Network Rail on any significant raising or lowering of the levels of the site.

Site Layout

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

Excavations/Earthworks

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

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.

Network Rail would like to add that the applicant is strongly recommended to employ companies to demolish buildings/structures belonging to the National Federation of Demolition Contractors. This will ensure that all demolition works are carried out to professional standards and the company itself will also include liability insurance as part of its service.

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.

Access to Railway

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

Environmental Issues

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

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

Safety Barrier

Where new roads, turning spaces or parking areas are to be situated adjacent to the railway; which is at or below the level of the development, suitable crash barriers or high kerbs should be provided to prevent vehicles accidentally driving or rolling onto the railway or damaging the lineside fencing.

Landscaping

It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision. No hedge should prevent Network Rail from maintaining its boundary fence. Lists of trees that are permitted and those that are not are provided below and these should be added to any

tree planting conditions:

Permitted:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrs Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatat "Zebrina"

Not Permitted:

Alder (Alnus Glutinosa), Aspen - Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).

8

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

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 trade.effluent@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 advise that if the developer follows the sequential approach to the disposal of surface water, there would be 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>

3. CONSIDERATIONS

3.1 Site and Locality

The Keith House site measures approximately 0.92 hectares in total but is split into East and West sites for this submission. Specifically, the West Site is the focus of the application and measures 0.63 hectares in area (leaving 0.29 hectares to the East Site). It

comprises Keith House, a Yodel warehouse unit (Use Class B8) located to the north-east of the roundabout intersecting Dawley Road, North Hyde Road and Bourne Avenue. Residential properties are located to the east of the site along Keith Road, south-west along Bourne Avenue, Dawley Road and Waltham Avenue, and west along Guinness Close. A commercial estate is located to the south and south east of the site, comprising offices, industrial units, a hotel and the Hayes Asda Superstore.

A new Strategic Industrial Location is located to the north of the application site, alongside the designated Botwell: Thorn EMI Conservation Area, Old Vinyl Factory, Grade II Listed Enterprise House, Locally Listed 'His Master's Voice' building and Locally Listed Thorn/EMI Building.

The site itself is allocated as part of the Hayes Housing Zone. Based on TfL's WebCAT planning tool, the site has a good Public Transport Accessibility Level (PTAL) rating of 4. The site also forms part of both an Air Quality Management Area and the Hayes Air Quality Focus Area.

3.2 Proposed Scheme

This application seeks permission for the demolition of the existing retail warehouse and re-development of the Site to provide a mixed-use development comprising 150 residential units (Use Class C3) and flexible commercial floorspace (Use Class E - formerly Use Class B1b/B1c), within two development blocks, with associated amenity areas, landscaping, car parking and ancillary/enabling works.

The proposed development comprises two main buildings, Block A to the north of the site and Block B to the south of the site. Together, these buildings provide 65 no. 1-bed units (43.3%), 63 no. 2-bed units (42%) and 22 no. 3-bed units (14.7%). More specifically, 104 no. Private Market units are proposed in Block A, 32 no. Private Market units are proposed in Block B and the remaining 14 no. units are proposed as Social Rent units on the first and second floors of Block B. Accordingly, the development would provide 14 no. affordable housing units (equivalent to 11.3% of the total provision when measured by habitable room), comprising 4 no. 1-bedroom units, 8 no. 2-bedroom units and 2 no. 3-bedroom units.

For ease of reference, the proposed development is summarised below.

Block A would provide:

- 4 no. commercial units, measuring 400 square metres in floorspace, at ground floor;
- Residential cycle store, residential bin store, commercial bin store, lobby, switch room and water tank room at ground floor;
- 53 no. 1 bed units;
- 39 no. 2 bed units; and
- 12 no. 3 bed units.

Block B would provide:

- Residential cycle store, residential bin store, lobby, switch room and substation at ground floor;
- 12 no. 1 bed units;
- 24 no. 2 bed units; and
- 10 no. 3 bed units.

The proposed amenity space would comprise the following:

- 543 square metres of private amenity space for Block A provided via balconies;
- 307 square metres of private amenity space for Block B provided via balconies;
- 383 square metres of communal amenity space at ground floor level to the south of Block B;
- 1,158 square metres of communal amenity space as part of the first floor podium deck; and
- 345 square metres of communal amenity space on the 8th floor roof terrace.

570 square metres of public open space is also proposed to be provided at ground floor level.

The proposed car parking provision is summarised as follows:

- 63 no. car parking spaces and 5 no. motorcycle parking spaces to serve the residential flats, including 9 no. accessible car parking spaces.
- 4 no. car parking spaces to serve the West Site commercial units.
- 3 no. accessible car parking spaces for East Site shared living units.
- 4 no. car parking spaces for the East Site commercial units.

3.3 Relevant Planning History

27189/APP/2001/937 Keith House North Hyde Road Hayes
INSTALLATION OF 279 SQUARE METRES OF MEZZANINE FLOOR

Decision: 22-06-2001 NFA

27189/APP/2010/988 Keith House North Hyde Road Hayes
Installation of 4 new loading bay openings and roller shutter doors with 4 new halogen lamps and alterations to existing loading bay.

Decision: 06-07-2010 Approved

27189/APP/2016/3064 Keith House North Hyde Road Hayes
Single storey rear extension for use as a delivery area

Decision: 24-10-2016 Approved

27189/D/91/3570 Securicor Keith House Warehouse Site North Hyde Road Hayes
Installation of five non-illuminated company signs on building

Decision: 13-09-1991 Approved

27189/F/92/1044 Securicor Ltd, Keith House North Hyde Road Hayes
Installation of additional roller shutter door and relocation of existing fire exit door

Decision: 22-07-1992 Approved

Comment on Relevant Planning History

None.

4. Planning Policies and Standards

Development Plan

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)
The West London Waste Plan (2015)
The London Plan (2021)

Material Considerations

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

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.E1 (2012) Managing the Supply of Employment Land
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM11 (2012) Sustainable Waste Management
PT1.EM4 (2012) Open Space and Informal Recreation
PT1.EM6 (2012) Flood Risk Management
PT1.EM7 (2012) Biodiversity and Geological Conservation
PT1.EM8 (2012) Land, Water, Air and Noise
PT1.H1 (2012) Housing Growth
PT1.H2 (2012) Affordable Housing
PT1.HE1 (2012) Heritage

Part 2 Policies:

DMAV 1 Safe Operation of Airports
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 12	Development of Land Affected by Contamination
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
DMHB 19	Play Space
DMHB 2	Listed Buildings
DMHB 3	Locally Listed Buildings
DMHB 4	Conservation Areas
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 3	Road Safeguarding
DMT 4	Public Transport
DMT 5	Pedestrians and Cyclists
DMT 6	Vehicle Parking
LPP D1	(2021) London's form, character and capacity for growth
LPP D11	(2021) Safety, security and resilience to emergency
LPP D12	(2021) Fire safety
LPP D13	(2021) Agent of change
LPP D14	(2021) Noise
LPP D3	(2021) Optimising site capacity through the design-led approach
LPP D4	(2021) Delivering good design
LPP D5	(2021) Inclusive design
LPP D6	(2021) Housing quality and standards
LPP D7	(2021) Accessible housing

LPP D8	(2021) Public realm
LPP D9	(2021) Tall buildings
LPP DF1	(2021) Delivery of the Plan and Planning Obligations
LPP E11	(2021) Skills and opportunities for all
LPP E2	(2021) Providing suitable business space
LPP E3	(2021) Affordable workspace
LPP E4	(2021) Land for industry, logistics and services to support London's economic function
LPP E7	(2021) Industrial intensification, co-location and substitution
LPP G1	(2021) Green infrastructure
LPP G4	(2021) Open space
LPP G5	(2021) Urban greening
LPP G6	(2021) Biodiversity and access to nature
LPP G7	(2021) Trees and woodlands
LPP GG1	(2021) Building strong and inclusive communities
LPP GG2	(2021) Making the best use of land
LPP GG3	(2021) Creating a healthy city
LPP GG5	(2021) Growing a good economy
LPP GG6	(2021) Increasing efficiency and resilience
LPP GG4	(2021) Delivering the homes Londoners needs
LPP H1	(2021) Increasing housing supply
LPP H10	(2021) Housing size mix
LPP H4	(2021) Delivering affordable housing
LPP H5	(2021) Threshold approach to applications
LPP H6	(2021) Affordable housing tenure
LPP H7	(2021) Monitoring of affordable housing
LPP HC1	(2021) Heritage conservation and growth
LPP S4	(2021) Play and informal recreation
LPP SI1	(2021) Improving air quality
LPP SI12	(2021) Flood risk management
LPP SI13	(2021) Sustainable drainage
LPP SI2	(2021) Minimising greenhouse gas emissions
LPP SI3	(2021) Energy infrastructure
LPP SI4	(2021) Managing heat risk
LPP T1	(2021) Strategic approach to transport
LPP T2	(2021) Healthy Streets
LPP T3	(2021) Transport capacity, connectivity and safeguarding
LPP T4	(2021) Assessing and mitigating transport impacts
LPP T5	(2021) Cycling

LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T6.2	(2021) Office parking
LPP T6.5	(2021) Non-residential disabled persons parking
LPP T7	(2021) Deliveries, servicing and construction
LPP T8	(2021) Aviation
LPP T9	(2021) Funding transport infrastructure through planning
NPPF- 11	NPPF-11 2018 - Making effective use of land
NPPF- 12	NPPF-12 2018 - Achieving well-designed places
NPPF- 14	NPPF-14 2018 - Meeting the challenge of climate change, flooding and coastal change
NPPF- 15	NPPF-15 2018 - Conserving and enhancing the natural environment
NPPF- 16	NPPF-16 2018 - Conserving & enhancing the historic environment
NPPF- 2	NPPF-2 2018 - Achieving sustainable development
NPPF- 4	NPPF-4 2018 - Decision-making
NPPF- 5	NPPF-5 2018 - Delivering a sufficient supply of homes
NPPF- 6	NPPF-6 2018 - Building a strong, competitive economy
NPPF- 8	NPPF-8 2018 - Promoting healthy and safe communities
NPPF- 9	NPPF-9 2018 - Promoting sustainable transport

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **26th August 2020**
- 5.2** Site Notice Expiry Date:- Not applicable

12th August 2020

6. Consultations

External Consultees

Letters were sent to neighbouring properties and an advert was posted in the local paper. All forms of consultation expired on 26th August 2020. Five comments have been received and are summarised as follows:

- The warehouse is not a problem as it is.
- There is no infrastructure to support the proposed flats.
- There are other sites where development is preferable.
- Concern as to whether the flats will be affordable and who they are for.
- The proposal will not benefit the public.
- Parking will be displaced within the local area.
- Construction traffic will impact on local residential roads.
- The area is already overcrowded.
- Housing is being turned into room for rent.
- The Nestle development and the Southall Village development all link to North Hyde Road and would cause gridlock.
- The residents in the Waltham avenue/ Colbrook avenue area are applying for parking permits because of parking problems.
- There is an excessive amount of housing development within a small area.
- The commercial premises have a lack of parking.
- There are concerns regarding highway safety as the proposed development would be adjacent to a large and busy roundabout.
- Occupiers will be tempted to park along Keith Road.
- Underground parking should be considered.

PLANNING OFFICER COMMENT:

The principle of the proposed development, the impact on the local highway network and general design is considered within the main body of the report.

THAMES WATER:

Waste Comments

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>.

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 trade.effluent@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.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (summary)

If you grant planning consent, paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public.

The planning application lies in an area of archaeological interest.

Although this application does not lie within an Archaeological Priority Area or Zone it may have some archaeological interest. The West London gravels and brickearth produced large numbers of Palaeolithic (Old Stone Age) stone tools and flakes when they were quarried by hand in the 19th and

early 20th centuries. Archaeological investigation both at the time and subsequently indicate that rare insitu sites may exist within and at the base of the brickearth where ancient land surfaces have been buried and protected. Recorded finds from Hayes show potential for such discoveries in this area where the brickearth has not been quarried away. Consideration of the historic maps and geotechnical investigation show that the site has not been quarried and that brickearth is present across the site. Foundations for the proposed development could therefore harm remains of archaeological interest.

I also note that the site lies at the southern end of the historic hamlet of Dawley. However, this hamlet will have been heavily impacted by modern development and is unlikely to have sufficient survival to be of archaeological interest.

I have looked at this proposal and at the Greater London Historic Environment Record. I advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that I consider a two stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. I therefore recommend attaching a condition as follows:

NPPF paragraphs 185 and 192 and Draft London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities.

I therefore recommend attaching a condition as follows:

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. Where appropriate, details of a programme for delivering related positive public benefits.

C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI. Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

This pre-commencement condition is necessary to safeguard the archaeological interest on this site. Approval of the WSI before works begin on site provides clarity on what investigations are required, and their timing in relation to the development programme. If the applicant does not agree to this pre-commencement condition please let us know their reasons and any alternatives suggested. Without this pre-commencement condition being imposed the application should be refused as it would not comply with NPPF paragraph 199.

I envisage that the archaeological fieldwork would comprise the following:

Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

Stage 1 of the evaluation would involve the excavation of stepped test pits to the base of the Langley Silt (brickearth) to sift deposits for lithics and examine/same the geo-archaeological sequence. If the test pits confirm the site's archaeological potential then further investigation would be 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.

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.

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

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 water flows away from the railway. Drainage is not to show up on Buried service checks.

Foundations

Network Rail offers no right of support to the development. Where foundation works penetrate Network Rail's support zone or ground displacement techniques are used the works will require specific approval and careful monitoring by Network Rail. There should be no additional loading placed on the cutting and no deep continuous excavations parallel to the boundary without prior approval.

Ground Disturbance

The works involve disturbing the ground on or adjacent to Network Rail's land it is likely/possible that the Network Rail and the utility companies have buried services in the area in which there is a need to excavate. Network Rail's ground disturbance regulations applies. The developer should seek specific advice from Network Rail on any significant raising or lowering of the levels of the site.

Site Layout

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

Piling

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

Excavations/Earthworks

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

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.

Network Rail would like to add that the applicant is strongly recommended to employ companies to demolish buildings/structures belonging to the National Federation of Demolition Contractors. This will ensure that all demolition works are carried out to professional standards and the company itself will also include liability insurance as part of its service.

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.

Access to Railway

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

Environmental Issues

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

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

Safety Barrier

Where new roads, turning spaces or parking areas are to be situated adjacent to the railway; which is at or below the level of the development, suitable crash barriers or high kerbs should be provided to prevent vehicles accidentally driving or rolling onto the railway or damaging the lineside fencing.

Landscaping

It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision. No hedge should prevent Network Rail from maintaining its boundary fence. Lists of trees that are permitted and those that are not are provided below and these should be added to any tree planting conditions:

Permitted:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Pados), Wild Pear (Pyrus Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebra"

Not Permitted:

Alder (Alnus Glutinosa), Aspen - Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows

(Salix Willow), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).

DEFENCE INFRASTRUCTURE ORGANISATION (MINISTRY OF DEFENCE): (summary)

Having reviewed the proposal, I can confirm the MOD has no concerns regarding the height of the proposed development.

Birdstrike safeguarding zone

Within this zone, the principal concern of the MOD is the creation of new habitats may attract and support populations of large and / or flocking birds close to aerodromes.

The principal concern of the MOD with this development is the proposed flat roofs on the buildings.

Flat roofs have the potential to attract and support breeding large gulls, therefore the MoD recommend a flat roof Bird Hazard Management Plan (BMP) be put in place to prevent the breeding of large gulls, as follows:

The BMP should make a provision for the site managers to undertake/organise bird control (using appropriate licensed means) which would address any population of gulls or other bird species occupying the flat roofs which are considered by the MOD to be a hazard to air traffic using RAF Northolt, to disperse as many as necessary in order to prevent them from successfully breeding at the site.

To facilitate this, it will be necessary to ensure the roofs are accessible for personnel engaged in the bird control activities.

In summary, subject to the above BMP being included as a conditional requirement as part of any planning permission granted, the MOD maintains no safeguarding objection to this application.

HEATHROW AIRPORT LTD:

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

H10 Radar Mitigation Condition

No Development can take place until:

- mitigation has been agreed and put in place to ensure that the proposed development will have no impact on the H10 Radar at Heathrow Airport.

Reason: To ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- management of any flat/shallow pitched on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8

'Potential Bird Hazards from Building Design' attached * See further down the page for information *

The Bird Hazard Management Plan shall be implemented as approved on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Information

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Heathrow Airside Operations staff. In some instances, it may be necessary to contact Heathrow Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

We will need to object to these proposals unless the above-mentioned conditions are applied to any planning permission.

We would also make the following observations:

Landscaping

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in bird strike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>)

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

HEATHROW AIRPORT LTD FOLLOW-UP:

Please be advised that we would like to remove the previously submitted H10 Radar Mitigation Condition for the application below. However, all other conditions remain in place.

NATIONAL AIR TRAFFIC SERVICES:

We refer to the application above. The proposed development has been examined from an en-route infrastructure technical safeguarding perspective and the findings show that it will infringe NERL safeguarding criteria for the following reason:

The proximity, physical size and relative orientation of the development, is sufficient to generate false tracks.

Accordingly, NATS (En Route) plc objects to the proposal.

We would like to take this opportunity to draw your attention to the legal obligation of local authorities to consult NATS before granting planning permission. The obligation to consult arises in respect of certain applications that would affect a technical site operated by or on behalf of NATS (such sites being identified by safeguarding plans that are issued to local planning authorities).

In the event that any recommendations made by NATS are not accepted, local authorities are obliged to follow the relevant directions within Planning Circular 2 2003 - Scottish Planning Series: Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) (Scotland) Direction 2003 or Annex 1 - The Town And Country Planning (Safeguarded Aerodromes, Technical Sites And Military Explosives Storage Areas) Direction 2002.

These directions require that the planning authority notify both NATS and the Civil Aviation Authority ("CAA") of their intention. As this further notification is intended to allow the CAA to consider whether further scrutiny is required, the notification should be provided prior to any granting of permission.

It should also be noted that the failure to consult NATS, or to take into account NATS's comments when determining a planning application, could cause serious safety risks for air traffic.

NATIONAL AIR TRAFFIC SERVICES FOLLOW-UP:

I refer to the Application quoted above and our objection to this, dated 11th August below. NATS has reviewed its position in respect of the application, and specifically in light of the existing environment surrounding the application.

Following further analysis, including a review of the current radar configuration and performance, NATS is satisfied that the building to the immediate South of the site (directly across North Hyde Rd), is currently exposed to the radar and causing occasional radar reflections, which the radar processing is managing. The consequence of this impact however, is that this existing building is therefore going to obstruct the proposal and shield it from the radar for 2/3 of the height. This has been deemed to be sufficient to reduce the likelihood of the proposal reflecting radar energy.

Accordingly, NATS is now satisfied that the proposal will be very unlikely affect its infrastructure and it is therefore happy that its objection can be withdrawn and that the LPA can proceed to determine the application.

TRANSPORT FOR LONDON:

Site Description

The application site is located in Hayes and is bounded by Keith Road to its north, North Hyde Road to its south and Dawley Road to its west. The site is served by 8 bus routes (E6, U5, 90, H98, 195, 140, U4 and 350), with the nearest bus stops being Station Road/North Hyde Road, Bournes Bridge and North Hyde Road/Millington Road - at respective distances of approximately 415m, 250m and 250m. The nearest rail station is Hayes & Harlington station, which will serve the Elizabeth Line when it becomes operational, located to the east of the site at approximately 720m. Consequently, the site achieves a public transport access level of 4, on a scale of 0 to 6b, where 6b is the highest.

Active Travel Zone (ATZ), Healthy Streets & Vision Zero

TfL welcomes the proposed improvements identified by the ATZ assessment. This will significantly improve conditions for active modes and addresses several issues identified by the ATZ assessment. The proposed improvements align with TfL Healthy Streets approach and the Mayor's Vision Zero ambition and are thus supported, subject to detailed design process. We expect the final scheme to be secured through Section 278 agreement or S106 agreement.

Access and Parking

Vehicular access is taken from North Hyde Road. The design and layout of this access is acceptable (supported by a Road Safety Audit). Multiple access points for active modes (on Keith Road, North Hyde Gardens and Dawley Road) are apparent, and supported by TfL, providing that these accesses incorporate adequate DDA compliant step-free provision.

The development includes 85 car parking spaces - 75 spaces for residential and 10 spaces for the commercial element. Intend to Publish London Plan Policy T6 sets out that car-free developments should be the starting point for all developments that are well-connected by development. The proposal development enjoys good access by bus and rail (expected to improve when the Elizabeth Line becomes operational at Hayes & Harlington), and in TfL's view the location is suited to a car-free development, as promoted by the Policy T6. However, it is noted that the residential car parking equates to 0.5 per residential unit, and is within the maximum set by Intend to Publish London Plan Policy T6.1 Table 10.3. The Technical Note on parking seeks to justify car parking at a level lower than what would typically be considered acceptable by Hillingdon. This approach does not accord with TfL's philosophy on car parking in highly accessible locations. TfL expects the justification for any standard parking spaces to be provided. A further reduction in car parking would be supported as this would enhance the sustainability of the site. Nevertheless, TfL recognises that car parking is at the maximum standard set out in Intend to Publish London Plan Table 10.3 and does not submit an objection to the proposal.

A total of 12 Blue Badge parking spaces are included (indicated on submitted ground floor site plans) - to serve both the residential and commercial elements. It is clear that the minimum of 3% Blue Badge parking from the outset, for the residential element, as required by Policy T6.1, is satisfied. It is obvious that a further 7% Blue Badge parking spaces can be accommodated - possibly requiring the conversion of some standard car parking spaces when needed. The details of car parking (including the allocation of Blue Badge parking for residential and commercial) should be set out in Parking Management Plan, secured by legal agreement.

TfL welcomes the provision of 20% active EVCPs and passive provision for the remaining parking spaces. This must be secured by legal agreement.

It is noted that the General Arrangements Landscaping Plan (P20122-00-001-GIL-0100) is showing less car parking than what is stated in the Transport Assessment and indicated on the ground floor plan (level 00) included in the TA. The applicant should clarify this discrepancy.

It is proposed that cycle parking provision will be in line with Intend to Publish London Plan Policy T5

and compliant with LCDS guidance. A total of 270 long-stay and 6 short-stay cycle parking spaces must be provided for the development. Long-stay cycle parking is accommodated in two cycle stores at ground floor level. Provision for wider cycles is indicated. The details of cycle parking should be secured by legal agreement.

A Parking Management Plan (PMP) detailing the arrangements for all parking (car and cycle) on-site, including provisions for managing, monitoring, enforcement and review, should be secured by legal agreement.

Trip Generation and Impacts

The methodology applied for deriving the existing vehicle trip rates is considered robust and is accepted and thus the trip generation for the existing site is accepted. The use of TRICS to identify comparator sites and derive trip rates for the proposed development is accepted. However, TfL would expect the vehicle trip rates for affordable units to be lower than private residential units, given the lower levels of car ownership associated with affordable homes. This raises the question as to whether appropriate TRICS comparator sites were used. However, we generally accept that the net vehicle trip generation could be a small reduction or increase, which will have inconsequential impacts on the nearby strategic road network.

Notwithstanding concerns regarding the TRICS site selection, which has implications for the residential trip rates and trip generation, the additional bus and rail trips from this development are not likely to be on a scale that creates any serious implications for the public transport network - buses and rail services via Hayes & Harlington.

Agent of Change

Given the proximity of the site to railway tracks to its north, the proposed housing should include suitable protection against noise and vibration in line with the "agent of change" principle (Intend to Publish London Plan Policy D13). In particular, the balconies facing the railway tracks are likely to experience an unavoidable level of noise from railway operations. The planning consent should therefore include suitable protection of rail operations (including maintenance) against noise and other complaints from occupiers of the development.

Travel Plan

The submitted Travel Plan (TP) is welcomed and generally acceptable. The final TP and all agreed measures should be secured, enforced, monitored and reviewed through the Section 106 agreement.

Delivery and Servicing and Construction Logistics Plan

The provisions set out in the accompanying Delivery and Servicing Plan, including the turning area for large vehicles, are generally acceptable. The Delivery and Servicing Plan (DSP) must be secured by legal agreement.

The submission and implementation of a Construction Logistics Plan (CLP), prepared in line with TfL's CLP Guidance, should be secured by condition for each phase of the development.

Summary

There are questions regarding the robustness of the trip generation analysis for the residential element. The trip rates for private residential units are usually higher than affordable, because of average lower car ownership for the latter. This points to the selection of unsuitable TRICS sites.

However, when the trip generation for the existing site is taken into account, it is expected that the net trip generation for the proposed development will be a small decrease in vehicle trips, or such as small increase that the impacts on the strategic road network would be negligible. No impacts of consequence on local bus routes and Hayes & Harlington station are envisaged.

The level of car parking complies with the maximum set out in Table 10.3 of Intend to Publish London Plan. However, TfL supports a lower car parking provision in line with Policy T6 - that car-free development should be the starting point for developments in locations that are well-connected to public transport. The inconsistency between the general arrangements landscaping plan should be addressed. Appropriate parking controls should be introduced to ensure that future residents of the development can be prevented from obtaining permits to parking in the adjoining streets. This should be secured through the S106 agreement.

The proposed healthy streets/highway improvements are welcomed and is to be secured through a Section 278 agreement or S106 agreement. A Car Park Management Plan, EVCPs, Travel Plan, DSP and CLP should be secured by legal agreement.

Internal Consultees

PLANNING POLICY OFFICER:

Principle of Development

The proposed development site is currently occupied by a B8 distribution warehouse with some ancillary office use providing approximately 3,000sqm of employment floorspace. The building is currently used by the logistics firm Yodel and the existing lease is coming to an end. No current employment figures are provided. However, based on the HCA densities, it is estimated the building could support 35 to 40 employees. In terms of the building, it is identified as being constructed in the 1980s and in need of some refurbishment to bring up to current standards. The site is not located within a designated strategic or local industrial area.

Policy DME 2 of the Local Plan Part 2 is applicable to employment sites outside designated employment areas. The policy states that proposals which involve the loss of employment floorspace will normally be permitted if:

- i) the existing use negatively impacts on local amenity, through disturbance to neighbours, visual intrusion or has an adverse impact on the character of the area; or
- ii) the site is unsuitable for employment reuse or development because of its size, shape, location, or unsuitability of access; or
- iii) Sufficient evidence has been provided to demonstrate there is no realistic prospect of land being reused for employment purposes; or
- iv) The new use will not adversely affect the functioning of any adjoining employment land; or
- v) The proposed use relates to a specific land use allocation or designation identified elsewhere in the plan.

Emerging London Plan Policy E7 C) Mixed-use or residential development proposals on Non-Designated Industrial Sites states that such proposals should only be supported where:

- 1) there is no reasonable prospect of the site being used for the industrial and related purposes set out in Part A of Policy E4 Land for industry, logistics and services to support London's economic function; or
- 2) it has been allocated in an adopted local Development Plan Document for residential or mixed-use development; or
- 3) industrial, storage or distribution floorspace is provided as part of mixed-use intensification (see also Part C of Policy E2 Providing suitable business space).

The proposed mixed use development will occupy the western half of the site with provision for

further development to come forward on the eastern half. Whilst predominantly residential, the proposed development will also include 400m² of office/ light industrial floorspace within the (current) B1a/ B1c use class. The provision will be in the form of four ground floor commercial units which will have the flexibility to be combined into larger units. They will have their own servicing and parking provision. The units will be located along an internal street with the wider masterplan for the whole site creating the potential for further commercial development to be provided on the opposite side of the 'street' as part of the development of the eastern half of the site however this is not guaranteed at this stage.

Based on the HCA employment densities of between 1 per 12m² and 1 per 15m², it is estimated that this new workspace will allow for approximately 30 employees. This is slightly below the density of the current warehouse. However, it is broadly comparable despite covering only part of the existing site. The applicant has also provided a report which identifies that the age of the current unit would result in diminishing returns to the landlord however, the report also indicated that there is significant demand for industrial units of this size in west London given the proximity to Heathrow airport.

In terms of criteria in policy DME2, it is considered that there would be no issues in terms of redeveloping the site for employment and that this would be a viable option. There has also been no evidence to demonstrate any issues in relation to the amenity of neighbouring residents. However, it is agreed that the proposed use would not adversely affect the functioning of any adjoining employment land and that the site would retain a comparable employment capacity despite a reduction in employment floorspace. This reduction in floorspace should also be seen in the context of the potential for further employment floorspace to come forward on the remaining eastern portion of the site. Consequently it is considered that the current employment function of the site would be retained and the development would comply with criteria (iv) of policy DME2. In addition the re-provision of employment floorspace whilst allowing for the mixed use intensification of the site would accord with part 3 of emerging London Plan policy E7.

(NB in terms of the new E use class, given the need to replace the existing employment floorspace the Council should require the provision of office or light industrial space to be conditioned).

Affordable housing

It is noted that the current level of affordable housing is 46 units which equates to 36% affordable housing when measured by habitable rooms. This is in part due to a number of three bed units being included within the affordable provision which is welcomed. However, whilst the overall provision of affordable housing is above the 35% minimum policy requirement in policy DMH7 of the Local Plan Part 2, the proposal to provide all the affordable housing within the intermediate tenure is contrary to the policy requirement for a 70/30 split between affordable/ social rent and intermediate housing. An FVA has been provided to justify the proposed tenure and this will need to be independently assessed.

Housing Mix

Local Plan policy DMH2 seeks a mix of housing in accordance with the Council's needs as set out in the most recent SHMA. The SHMA identifies an overwhelming need for three bed plus units. It is noted the proposed development makes provision for 15% of units to be three bed plus. This is at the lower end of the provision the Council has accepted on developments within Hayes. However it is noted that a large proportion of these units will be provided as affordable which would further meet the needs of Hillingdon residents. On balance in this instance, the proportion of three bed plus units is therefore considered acceptable but any potential to increase the proportion should be explored.

Amenity Space

The applicant identifies that the policy requirement for amenity provision on this site based on the Council's standards (as set out in policy DMHB18) would be 3,535sqm. The proposed development provides a total of 2,741sqm of high quality private and communal amenity space for future residents. This is a shortfall of nearly 800sqm or nearly one quarter of the required provision. Given the location of this site over 400m away from public open space, the provision of high quality on site amenity space is considered to be of considerable value and cannot be easily mitigated. The potential for additional provision should therefore be explored.

Public Open Space

Policy DMCI3 requires all new major developments to make provision for additional public open space. Evidence in support of this requirement should be provided.

TREES AND LANDSCAPING OFFICER:

This urban site is occupied by a commercial warehouse, arranged on an east-west axis which occupies the southern half of the site, located to the north-east of the Dawley Road roundabout.

The north, south and west boundaries are defined by established wooded embankments, with the highest point in the north-west corner reflecting the rising section of Dawley Road as it approaches the road bridge over the Great Western Railway lines.

The site is currently accessed via Keith Road, which continues west, as a pedestrian link with Dawley Road, located between the north boundary and the Great West railway lines.

The established tree-lined boundaries lie within the site boundary and screen the existing warehouse, particularly in the summertime when the trees are in leaf.

There are no TPO's or Conservation Area designations affecting the site, although the Old Vinyl Factory (formerly HMV) located on the north side of the railway is a designated Conservation Area.

Comment:

1. Two-phase site plan

The site has been the subject of pre-application discussions with the developer's design team, ref. 27189/PRC/2020/10 and 2020/123.

A masterplan has been prepared which seeks to develop the whole site in two separate phases of which the current proposal for the west side of the site is the first phase.

Both phases will share a new central spine road, with a new entrance created off off North Hyde Road.

The D&AS describes the landscape strategy including; layout proposal (5.7), the private and communal amenity space strategy (5.8), public realm and landscape (6.4), levels, soft landscape and ecology (6.5), and proposed access (7.3).

2. Impact on existing trees

A tree report, by Tim Moya Associates, has been submitted which has identified and assessed the condition and value of 29 individual trees and 7 groups.

Most of the trees around the site perimeter are Norway maples. No 'A' grade trees were identified. 15

trees (T2,T8,T14,T15,T17,T18,T19,T21,T22,T23,T24,T25,T26,T27 and T28) and 5 groups (G30,G33,G34,G35 and G36) have been assessed as category 'B' trees, with a further 9 trees and 2 groups category 'C'. There are also 5 category 'U' trees whose poor condition indicates that they should be removed for sound management reasons.

(According to the recommendations of BS5837:2012, 'B' grade trees should be retained if possible as part of a new development. While less weight is normally attached to 'C' grade trees, on this site the group / cumulative value of these lower value trees is enhanced due to their contribution as a visual screen and to the local established green infrastructure.)

To enable the development, 5 individual trees will be removed (T2-B, T3-C, T11-C, T21-B and T25-B) together with part of G32 and G35. A further 6 trees (T1-U, T5-U, T12-U, T13-C, T20-u and T29-U) will be removed to enable landscape enhancements - including new / replacement planting. Of the remaining trees, three individual specimens (T15-B, T17-B and T22-B) and two groups (G33-b and G34-B) will require some pruning in order to maintain 2metres clearance from the building line.

3. Landscape layout and amenity provision

A landscape general arrangement plan, ref. GIL-0100 Rev 05, has been prepared by Gillespies. A total of 2,741m² of secure, private and communal amenity space is proposed (D&AS, section 5.8)

The masterplan shows the central spine road which forms part of this application, although it will provide access, car parking and servicing (with limited soft landscaping) for both the western site and the eastern site (to follow).

The main amenity space comprises a 1010m² hard and soft landscaped deck at podium level 01, which links, and is accessible to both the north and south residential blocks. A 350m² roof terrace on level 07 of the southern block will be accessible only to residents of the southern block.

At ground level most of the existing perimeter planting will be retained and will be enhanced / supplemented by new planting.

Within the secure boundary informal planting and access will be provided which incorporates nature trails and a 'nature' play area of 385m².

Private amenity space will be provided in the form of a few terraces fronting onto the level 01 amenity deck and private balconies.

4. Preliminary Ecology Appraisal

An Extended Phase 1 Habitat Assessment has been prepared by Tim Moya Associates

A non-technical summary of recommendations is provided on p.3. Highlighted issues include the retention / replacement of trees, precautionary working methods / design details required to prevent harm to reptiles, bats, hedgehogs and nesting birds and the control of invasive species. Specific recommendations are highlighted at the end of each section, including 7.6 (tree retention / replacement), 7.13 (vegetation management), 7.17 (trees and bats), 7.21 (bats and lighting restrictions), 7.34 (avoidance of damage to active bird nests), 7.37 (avoidance of harm to hedgehogs) and 7.40 (management of invasive plant species).

Opportunities for biodiversity enhancement, in accordance with the NPPF, are identified in section 8. Recommendations include the introduction of bird boxes, bat boxes, invertebrate boxes, planting to encourage pollinating species and native species and habitat features such as log piles and biodiverse green roofs.

The landscape strategy states (D&AS, 6.5) that it will incorporate opportunities to enhance the site wide biodiversity and ecology to mitigate the impact of the proposed development. Pt.26 confirms that biodiverse living roofs are proposed both the northern and southern blocks.

Summary:

There is no objection to the tree removal strategy subject to suitable tree replacements as part of a comprehensive landscape plan.

The need to prune back selected trees by two metres to facilitate the construction of the building is a concern. Typically three metres clearance is more realistic to accommodate scaffolding and access around a building under construction. Even at this distance it raises the question of acceptability to future occupants if the tree canopy is so close to a residential building? The trees will cut out natural light to habitable rooms and may cause damage to the building as they re-grow, unless they are regularly maintained.

The recommendations and opportunities for biodiversity enhancement need to be incorporated into the landscape details and management / maintenance plans.

The D&AS section on 'Public Realm' (6.4, pt.25) indicates the use of stepped access to overcome the change of levels around the site perimeter. The site should be accessible to all and the provision of alternative ramped access for wheelchair users is required.

Recommendation:

If you are minded to approve this application, pre-commencement condition RES8 should be imposed, together with RES9 (parts 1,2,3,4,5 and 6).

Off-site / S.106 contribution. During the pre-application discussions, the developer expressed an interest in funding landscape enhancements to the redundant west end of Keith Road - where it links to Dawley Road. While vehicular access must be maintained to the Network Rail service yard, much of the old road could become an informal 'quiet way' /shared surface for cyclists and pedestrians with soft landscaped edges. Ideally, the developer's design team should develop this concept with a costed masterplan, design details and a feasibility study - upon which to base any financial contribution.

TREES AND LANDSCAPING OFFICER FOLLOW-UP:

1. Urban Greening Factor An urban greening factor calculation has been provided on page 126 of the D&AS (Part 28 on Ocella), Section 6.0 'Public Realm and Landscape'. The diagrammatic plan confirms that only the 'developed' part of the site has been assessed (excluding the existing tree planting around the perimeters). The score of 0.48 is acceptable, compared with the GLA's target figure of 0.4 - even allowing for a particularly modest estimated area of 'sealed surface' at 39m².

2. Existing boundary trees There is no particular concern that the tree survey has not identified and assessed every individual tree, for example on the western boundary with Dawley Road. It is normal practice in woodlands / shelterbelts to only identify the most significant individual specimens individually with a 'T' reference on plan and schedule. Where trees are younger, or form a dense mass these have been referred to as a group, and pre-fixed 'G'. However, it should be noted that there is some discrepancy in the different plans regarding trees to be retained, or removed. For example, the D&AS (6.5) Landscape Strategy drawing indicates that T21 (London plane, B grade) will be retained as part of the development. TMA's 'Proposed Layout and Tree Removals Plan', ref. 200514-P-11 and 'Tree Protection for Construction Plan', 200514-P-13, propose that T21 is to be removed. All proposed plans should be consistent and clear -particularly where 'B' grade trees are

concerned.

CONTAMINATED LAND OFFICER:

I recommend that the following standard land contamination conditions should be imposed if planning permission is granted:

Proposed conditions for land affected by contamination.

(i) The development shall not commence until a scheme to deal with contamination has been submitted to and approved by the Local Planning Authority (LPA). All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing. The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works for each phase (as applicable) will be verified shall be agreed in writing with the LPA prior to commencement of each phase, along with the details of a watching brief to address undiscovered contamination. No deviation shall be made from this scheme without the express agreement of the LPA prior to its implementation.

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

(iii) Upon completion of the approved remedial works, this condition will not be discharged until a comprehensive verification report has been submitted to and approved by the LPA. The report shall include the details of the final remediation works and their verification to show that the works for each phase have been carried out in full and in accordance with the approved methodology.

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority.

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Hillingdon Local Plan: Part 2 (January 2020) Policies - DME1 11: Protection of Ground Water Resources and DME1 12: Development of Land Affected by Contamination.

FLOOD AND WATER MANAGEMENT OFFICER:

Objection - while we welcome that the proposed drainage strategy has incorporated green infrastructure and SuDS features into the proposed drainage strategy, the proposed runoff rate is not currently acceptable. The applicant has misinterpreted DMEI 10 of Local Plan Part 2 and has applied the climate change allowance to the greenfield runoff rate, which results in a rate 30% higher than we would accept. Subject to this being amended, the detailed design of the remaining drainage elements should be secured by way of a condition. The applicant is proposing to use some of the same drainage infrastructure for the Eastern site and have therefore applied a runoff rate for the whole site. It is currently unclear what the planning status is of the Eastern site to determine the approved runoff rate. We would expect a peak runoff rate of 4.5l/s for the whole site, or 3.1l/s for just the western site, in line with the Greenfield calculations in the drainage strategy.

PLANNING OFFICER COMMENT:

Following further correspondence, it was agreed that a condition could secure the submission of an acceptable drainage strategy.

FLOOD AND WATER MANAGEMENT OFFICER COMMENT:

Prior to commencement, (excluding demolition and site clearance) a scheme for the provision of sustainable water management in line with the approved Below Ground Drainage Philosophy Statement (5269-WAL-ZZ-SW-PS-D0300-R1 Dated July 2020) shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it manages water and demonstrate ways of controlling the surface water on site by providing information on:

a) Sustainable Drainage features:

i. Surface water discharge - the submitted drainage strategy must identify the proposed method and location of discharging collected surface water from the site in accordance with the hierarchy set out in Policy 5.13 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided. Any proposal that includes a connection to a private sewer network should provide details of the condition and ownership of the entire drainage route to a public sewer or ordinary watercourse.

ii. SuDS - the submitted drainage strategy should incorporate Sustainable Drainage System (SuDS) elements that are embedded, where practicable, within the landscaping plan for the development. Preference should be given to above ground SuDS elements that control water at source and provide wider biodiversity, water quality and amenity benefits.

iii. Runoff rates - surface water discharge from the site must be no greater than greenfield runoff rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus 40% climate change, with a peak flow rate of 3.1l/s for the 'West Site', 1.4l/sec for the 'East Site' and 4.5l/s for East and West Sites combined.

iv. Drainage calculations - include calculations to demonstrate that the volume of storage and size of drainage features provided is adequate to control surface water for a range of storm duration and rainfall intensities for events up to and including the critical 1 in 100 plus 40% climate change rainfall event.

v. Exceedance routes - provide a plan showing the route surface water will take through the development for rainfall events exceeding the 1 in 100 year event. Where it is intended to store water on the ground surface, the maximum extent of overland flooding should be mapped and include details on flow paths, depths and velocities. Safe access and egress for the site must be demonstrated.

b) Long-term management and maintenance of the drainage system.

i. Provide a Management and Maintenance Plan for the drainage system that includes clear plans showing all of the drainage network above and below ground, and identifies the responsibility of different parties for each component of the drainage network.

ii. Include details of the necessary inspection regimes and maintenance frequencies.

c) Minimise water use.

i. incorporate water saving measures and equipment.

ii. provide details of how rain and/or grey water will be recycled and reused in the development.

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

REASON

To ensure compliance with:

- Policies DMEI 1, DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020);

- Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012);

- Policies SI 12 and SI 13 of the London Plan (March 2021);

- National Planning Policy Framework (February 2019); and

- Planning Practice Guidance: Flood Risk and Coastal Change (March 2014).

ACCESS OFFICER:

1 Summary of Comments

Revised plans should be provided to address the accessibility concerns set out in points 3, 5, and 6. The conditions suggested below should be attached to any planning approval.

2 Observations

This proposal is for the demolition of the existing main building (the Yodel Warehouse) which dates back to the 1980's, and seeks to redevelop the site to provide two buildings of up to 8 storeys for residential use.

150 residential units would be contained within two separate but interconnected blocks. The south block would have 46 units with the north block containing 104 units, as summarised below:

		Number of units	
	Overall Mix	North Block Proposed Mix	South Block Proposed Mix
1 Bed Unit	65	53	12
2 Bed Unit	63	39	24
3 Bed Unit	22	12	10

In assessing this application, reference is made to the 2016 London Plan and its contained policies 3.1, 3.5, 3.8 and 7.2, and to the 2019 (Intend to Publish) London Plan policies D5, D7 and D12.

The following observations are provided:

1. Should the Council approve this application, suitable planning conditions should be attached to any approval to secure an appropriate number and mix of wheelchair accessible accommodations.

2. 10% of new residential units would need to meet the standards for M4(3) Category 3 - wheelchair user dwelling. The units should be interspersed throughout the development, to include all appropriate typologies and tenures.

3. The developer is proposing to locate all 15 wheelchair accessible M4 (3) units within the south block, representing 10% of the overall units. This would result in relatively high concentration of wheelchair units in one part of the development. The distribution of wheelchair units should be across the whole site, and importantly across all unit types and tenures.

4. All remaining units should accord with Category M4(2) for an accessible and adaptable dwelling as prescribed in Approved Document M. A condition as set out below should be attached to any approval. .

5. Details of the materials 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.

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. The Design and Access Statement should be updated accordingly, and should reference the latest BS8300:2018 specifications.

Proposed Accessibility Conditions

a. The development hereby approved shall ensure that 7 no, 2 bedroom, units are provided for affordable rent, and constructed to accord with the technical specifications of Section M4(3)(2)(b) for a Wheelchair Accessible dwelling as set out in Approved Document M to the Building Regulations 2010 (2015 edition).

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

b. The development hereby approved shall ensure that 3 no, 3 bedroom, units are provided for affordable rent, and are constructed to accord with the technical specifications of Section M4(3)(2)(b) for a Wheelchair Accessible dwelling as set out in Approved Document M to the Building Regulations 2010 (2015 edition).

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

c. The development hereby approved shall ensure that 3 no, 2 bedroom, units are provided for shared ownership, and are constructed to accord with the technical specifications of Section M4(3)(2)(a) for a Wheelchair Adaptable dwelling as set out in Approved Document M to the Building Regulations 2010 (2015 edition).

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

d. The development hereby approved shall ensure that 2 no, 2 bedroom, units are provided for private for sale, and are constructed to accord with the technical specifications of Section M4(3)(2)(a) for a Wheelchair Adaptable dwelling as set out in Approved Document M to the Building Regulations 2010 (2015 edition).

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

The dwellings hereby approved shall provide that 90% be constructed to meet the standards for a Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

REASON: To ensure that an appropriate standard of housing stock, in accordance with London Plan policy 3.8 c, is achieved and maintained.

PLANNING OFFICER COMMENT:

Regarding affordable housing, the tenure mix proposed by the Council's Access Officer would not work with the affordable housing offer to be secured. As such, the following condition is recommended instead:

The development hereby approved shall ensure that 2 no. Social Rent units are constructed to accord with the technical specifications of Section M4(3)(2)(b) for a Wheelchair Accessible dwelling as set out in Approved Document M to the Building Regulations 2010 (2015 edition).

The development hereby approved shall also ensure that the following number of units are constructed to accord with the technical specifications of Section M4(3)(2)(a) for a Wheelchair Adaptable dwelling as set out in Approved Document M to the Building Regulations 2010 (2015 edition):

- 5 no. 3 bedroom units are provided for Private Market sale;
- 5 no. 2 bedroom units are provided for Private Market sale; and
- 3 no. 1 bedroom units are provided for Private Market sale.

REASON

To ensure that an appropriate housing size mix is achieved and maintained, in accordance with Policies D5, D7 and H10 of the London Plan (March 2021).

AIR QUALITY OFFICER:

1 Summary of Comments

The proposal is located within the LBH Air Quality Management Area (AQMA) and Hays Focus Area. The proposed development, due to its size and location, will add to current exceedances of the nitrogen dioxide annual mean limit value within this sensitive area as a result of traffic emissions.

In addition, the proposal is not air quality neutral in terms of traffic emissions. As per the London Plan Intent to Publish (December 2019) and LBH Air Quality Action Plan 2019-2024, 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.

Damage Cost and Mitigation Measures

The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach. The proposed mitigation measures associated with the operation of the development contained in the Air Quality Report have been evaluated and a suitable emission reduction level calculated. It is noted that the lifetime of the proposed development is likely to be approximately 60 years.

The level of mitigation required to the proposed development for traffic emissions is £144,291.

The mitigation measures proposed were evaluated in terms of likely emission reductions onto local air quality. Wherever quantifiable, these are calculated and subtracted from the overall value due. When no quantification is possible, a flat rate discount is applied.

Once all deductions were applied, the remaining value of mitigation due is £242,552. Flat rate

deductions applied are as follow: Travel Plan (10%) Green Measures (5%) Strategic Multi-Modal Shift (5%).

Therefore, a section 106 agreement with the LAP of £115,433 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.

2 Reason for Refusal (if objecting)

N/A

3 Observations

In addition, two Air Quality conditions are required to develop and implement the Air Quality Emission Reduction and Exposure Mitigation Plan and manage the construction fleet as per Mayor requirements. See text below.

Condition Air Quality - Air Quality Emission and Exposure Mitigation Plan

1. No above ground works shall be undertaken until a clear and effective plan for air quality emission and exposure reduction plan have been submitted to and approved in writing by the Local Planning Authority. The plan shall include, but not be restricted to:

a) effective ways to encourage and enable residents and employees to use the cleanest vehicles possible (Euro 6/VI or cleaner (e.g. electric) and or use sustainable modes of travel. These should be listed as conditions in any future sustainable procurement procedures either during sale or lease of the premises and target the occupier(s) of the site.

b) Design and implementation of green walls to be agreed with the Environment Health and the Landscape officers.

c) an electric vehicle charging bay. This is to be implemented as part of the proposal with the minimum requirements as per the London Plan.

Measures to support and encourage modal shift, will include but be not restricted to incentives for residents and employees to use public transport to reduce their car ownership. The measures in the agreed scheme shall be maintained throughout the life of the development.

Reason - As the application site is within an Air Quality Management Area and to reduce the impact on air quality in accordance with policy EM8 of the Local Plan: Part 1 (November 2012), policy DME1 14 of the emerging London Borough of Hillingdon Local Plan (part 2), London Plan Policy 7.14, Mayor's Intent to Publish London Plan Policy S11, and paragraph 170 of the National Planning Policy Framework (2019).

Conditions - Reducing Emissions from Demolition and Construction

A No development shall commence until a Plan has been submitted to, and approved in writing by, the LPA. This must demonstrate compliance (drawn up accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document).

Reason: Compliance with London Plan Policy 7.14 and in accordance with Mayor of London "The Control of Dust and Emissions from Construction and demolition (or any successor document).

B Non-road mobile machinery (standard condition recommended by Mayor of London, London Local Air Quality Management Policy Guidance 2019)

All Non-Road Mobile machinery (NRMM) of net power of 37kW and up to and including 560kW used

during the demolition, site preparation and construction phases shall comply with the emissions standards set out in chapter 4, proposal 4.2.3.a of the London Environment Strategy. Unless it complies with the standard set out in the London Environment Strategy, no NRMM shall be onsite, at any time, whether in use or not, without the prior written consent of the LPA. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register <https://nrmm.london/>

Reason: Compliance with the London's Low Emission Zone for non-road mobile machinery as per requirements of the London Environment Strategy

Context

The proposed development is within an Air Quality Management Area and in an identified Air Quality Focus Area i.e. the Hays Focus Area. Air Quality Focus Areas are defined by the GLA as areas already suffering from poor air quality where prioritisation of improvements is required. This is supported by:

Local Plan Part 2 Policy DME1 14

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

i) be at least "air quality neutral";

ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and

iii) actively contribute towards the continued improvement of air quality, especially within the Air Quality Management Area.

CONSERVATION AND URBAN DESIGN OFFICER:

Observations

The application seeks permission to demolish the existing retail warehouse and re-develop the site to provide a mixed-use development comprising 150 residential units (Use Class C3) and flexible commercial floorspace (Use Class B1b/B1c), within two development blocks, with associated amenity areas, landscaping, car parking and all ancillary and enabling works.

The site proposals have been discussed at pre-application stage and a number of design concerns have been raised. The scheme has taken on board some of these concerns but there are still a number of concerns outstanding which are highlighted below.

Site and Surrounds

The proposed development site is located on a prominent corner site adjacent to a roundabout where North Hyde Road meets Dawley Road. The site is sensitive in that it is located to the south of the Botwell: EMI Conservation Area and separated by the GWR Main Line. The conservation area contains a listed building Enterprise House (Grade II) and other locally listed buildings namely the two HMV/EMI Buildings to the southern boundary, Neptune House, Appollo House and Jupiter House on Blythe Road.

The existing building that occupies the site is a low level warehouse shed of no architectural interest constructed from metal corrugated cladding with a brick base and a two storey office at the eastern end. The building is currently occupied by the delivery company Yodel. The building is largely hidden

from view during the spring and summer months being screened by a generous boundary of trees and has little impact on the setting of the nearby conservation area or locally listed buildings.

The Proposed Development.

The layout of the site comprises two blocks, one to the north and one to the south of the site that are connected at ground level by a first floor podium with car park below. The eastern side of the site has a north south route that connects North Hyde Road to Keith Road and allows for the future re-development of the eastern part of the site.

The North Block is nine storeys in height (ground level plus eight upper level storeys). The block's floorplates are typically the same size, with the exception of the ground floor, and which is slightly smaller due to a partial undercroft to the north west.

The South Block is primarily seven storeys in height (ground level plus six upper level storeys), with a taller, nine storey (ground level plus eight upper level storey) element aligned with the North Block and marks the line of new internal street. The South Block's massing has been stepped down to the west so that it recedes from view when viewed from Dawley Road, particularly with the landmark HMV Building that sits further north of the site.

The proposed height, bulk, mass and layout of the blocks have been discussed in detail at pre-application stage and are now generally considered to be acceptable and the Botwell: EMI Conservation Area and the setting of nearby locally listed building would not be unduly harmed by the proposal. The development also reflects other recent development schemes in the area.

There are a number of concerns, however, that have not been fully addressed. The public realm space to the east appears to be taken up with parking and hard landscaping. There should be a better balance between the parking and the provision for soft landscaping / places where people would want to sit and spend time etc.

It was intimated during a pre-application meeting that the trees surrounding the development are also included in the site boundary. The red line boundary suggests that this is the case and it should therefore be possible to integrate the landscaping around the development without the need for a double boundary fence. This would allow for a more spacious setting and improve the amenity space around the development. It appears from the submission, however, that there will be two boundaries present the inner of which would be close up the buildings. This has resulted in some awkward pieces of land being sectioned off that do not appear accessible and as a consequence create a tight boundary line and less spacious setting to the development. The resultant inaccessible areas could become undesirable untended pieces of land that could attract litter and detract from the development at a later date. It is suggested that one boundary treatment be introduced that is set away from the residential blocks to provide a more spacious setting.

The development has significant lengths of the ground floor that present dead inactive frontages to the streets with the walls to the car park, cycle / bin storage and a substation. It is suggested that these elements be reviewed so that they can present a more active and attractive frontages. The northern aspect should provide windows to provide natural surveillance to Keith Road helping to create a more welcoming and a safe route for pedestrians along this section of Keith Road particularly with future improvement works proposed along this route.

There are concerns that the proposed offices / commercial units will not receive sufficient natural light. It is suggested that the brick piers to the ground floor between the entrance doors and windows of each unit be removed so that units have a more substantial glazed frontage. This should help to provide more natural light and also help to distinguish the ground floor commercial units to the residential units above. It is also unclear what provision there is for signage to the units. Will there be

some form of fascia panel?

The entrances to the flats also appear to be undistinguished. Could these be celebrated more so that they stand out more so that the building is more legible?

It is proposed that the development's primary construction materials would be brickwork. This would be considered appropriate given the local context and the setting of the locally listed buildings to the north which have painted cast concrete framing. An appropriately chosen brick should help the development sit more quietly within the site whilst not competing with the locally listed modernist factory / office buildings to the north. The proposed detailing and modelling of the facade help to break up the elevations and add visual interest and are considered acceptable.

Conclusion

It is suggested that the above comments be considered and further amendments be made to improve the scheme.

CONSERVATION AND URBAN DESIGN OFFICER FOLLOW-UP:

I have reviewed the applicant's table of responses to officer's comments and in particular those relating to design items 188 to 203.

Under Item 196 it picks up on my comments regarding the public realm space to the east along the spine which is primarily taken up with parking and hard landscaping. It is considered that a better balance between the parking and the provision for soft landscaping should still be achieved. Removing some of the parking from this area should help to achieve this. The suggestion to use stackers within the parking area beneath the podium to maximise the parking within this space and reduce the spaces along the spine should be considered.

With respect to Item 197. I am still unclear about the proposed layout of the boundaries and I still don't think these are clearly defined within the Design and Access Statement section 6.4 Landscape Masterplan. It would be useful to have a clearer drawing showing the outer and inner boundary lines in contrasting colours. The detail of the boundaries themselves could be controlled by condition should the application be minded for approval.

Items 198 /199. The comments on the level changes are noted and that, along the northern edge, the first floor flats would be at a similar level to Keith Road and would provide more direct surveillance and the perception of a dead and inactive frontage would be less along this boundary. It is noted that glazing could be incorporated to the cycle stores which would help break up this elevation (has a drawing been provided?). The decorative grilles to the car park will need to be carefully designed to add visual interest and could be controlled by condition although this would not fully overcome my concerns with the creation of an inactive frontage particularly to the south elevation.

Item 200. The architect's comments are noted with respect to the commercial units. I do not see that this issue is a reason and my comments were provided to help improve the scheme. With respect to the signage and their positioning on the building these could be agreed by condition should the application be minded for approval (although I note they are suggesting a separate application).

201 entrances into the flats. The entrances still appear uncelebrated and I am not convinced that coloured lighting and a change of internal finishes would be sufficient to highlight them within the public realm. This might be because the entrances are 'hidden' directly beneath residential balconies and are not highlighted by other contrasting elements such as an entrance canopy. The signage

does help to demarcate the entrance but in a much more understated way.

Should the application be minded for approval then I would suggest conditions requesting external materials, brick sample panels to be constructed on site. Details of the balconies, entrances, windows, doors ventilation grilles, parapets and decorative brickwork, hard and soft landscaping and boundary treatments.

NOISE CONSULTANT:

In terms of the scope of this review, the suitability of the APR, and the scheme's compliance with policy, rests on whether sufficient consideration has been given to the layout/design with respect to acoustics (and ventilation and overheating) and the noise effect of the traction substation that has not been assessed. As it stands, it is our opinion that this has not be adequately demonstrated though in principle, from the outline information provided, that the criteria may be met. It is recommended, therefore, that further information be sought from the developer to demonstrate, if this is indeed the case, that there are no alternative layouts that would avoid habitable rooms in the noisiest locations.

Our recommendations are summarised as follows:

- For the developer to provide justification for the layout in the context of good acoustics design and provide an assessment detailing the ProPG Stage 2 assessments, including assessment of external amenity areas.
- If LBH are minded to grant planning permission, to condition the requirements for a BS4142 assessment of the proposed plant, rail vibration and ground-borne noise assessment, substation noise assessment and details of the final noise mitigation strategy.

It may also be that the Council would like to request details of the overheating assessment if not already received.

PLANNING OFFICER COMMENT:

Document reference 'M001-A Acoustic Planning Report Addendum (Dated 2 October 2020)' was submitted in response to the Noise Consultants comments.

NOISE CONSULTANT FOLLOW-UP:

ProPG Stage 2 assessment/Good acoustic design/External amenity noise

A ProPG Stage 2 assessment was recommended as stepping through the various requirements and guidance - under the four Elements - should ensure a complete and robust assessment. Notably, previously, it was not considered sufficiently documented in the APR that good acoustic design had been fully explored, with there being no assessment of noise within the external amenity areas.

In terms of good acoustic design, therefore - as per Element 1 of a ProPG Stage 2 assessment - the following quote from the architect is provided in the APR addendum:

"Acoustics (aligned with broader amenity considerations) has been a fundamental determinant of site and space planning - from the provision of an internal street to open up the quieter centre of the site. This also allows the positioning of as much of the building mass as possible away from key noise sources.

At a more detailed level, acoustics have informed the design of the facades and include the allowance of acoustics louvres to maintain occupants' thermal comfort without compromising

acoustic comfort. Services plant has been located to limit effects on both occupants and neighbours."

This first part of this statement is undermined by the assessment of external amenity noise conditions, however. It is stated in the APR addendum under Element 3 that:

"At the main amenity area to the centre of the site, predicted [sic] external noise levels are around LAeq 62-63 dB at standing height level."

These are not as suggested "slightly" above the recommended levels of 50-55 dB, but well above. And whilst we accept the guidance in ProPG that, "These guideline values may not be achievable in all circumstances where development might be desirable" the corresponding guidance is that, "In such a situation, development should be designed to achieve the lowest practicable noise levels in these external amenity spaces" and it is hard to accept that this is the case given such relatively high levels.

It is noted in the APR addendum that in addition to the main amenity area, "An additional rooftop amenity area is also provided on the south building, with predicted noise levels of around LAeq 56-60 dB at standing height level." These levels are more in keeping with the recommended thresholds and the description of "slightly above", but which is not considered sufficient to redeem the situation.

ProPG summarises the guidance as follows:

3(i) "If external amenity spaces are an intrinsic part of the overall design, the acoustic environment of those spaces should be considered so that they can be enjoyed as intended".

3(ii) "The acoustic environment of external amenity areas that are an intrinsic part of the overall design should always be assessed and noise levels should ideally not be above the range 50 - 55 dB LAeq,16hr."

3(iii) "These guideline values may not be achievable in all circumstances where development might be desirable. In such a situation, development should be designed to achieve the lowest practicable noise levels in these external amenity spaces."

3(iv) Whether or not external amenity spaces are an intrinsic part of the overall design, consideration of the need to provide access to a quiet or relatively quiet external amenity space forms part of a good acoustic design process.

3(v) Where, despite following a good acoustic design process, significant adverse noise impacts remain on any private external amenity space (e.g. garden or balcony) then that impact may be partially off-set if the residents are provided, through the design of the development or the planning process, with access to:

- a relatively quiet facade (containing openable windows to habitable rooms) or a relatively quiet externally ventilated space (i.e. an enclosed balcony) as part of their dwelling; and/or
- a relatively quiet alternative or additional external amenity space for sole use by a household, (e.g. a garden, roof garden or large open balcony in a different, protected, location); and/or
- a relatively quiet, protected, nearby, external amenity space for sole use by a limited group of residents as part of the amenity of their dwellings; and/or
- a relatively quiet, protected, publicly [sic] accessible, external amenity space (e.g. a public park or a local green space designated because of its tranquillity) that is nearby (e.g. within a 5 minutes walking distance). The local planning authority could link such provision to the definition and management of Quiet Areas under the Environmental Noise Regulations.

Given noise levels above the range of 50-55 dB, therefore, we would expect to see discussion based on 3(v), but which is not provided. We also note that the scheme includes balconies, but which haven't been considered.

Whilst we acknowledge the statement from the architect, therefore, and appreciate that compromises will need to be made, including that the external amenity noise thresholds may not be

achieved in all instances, it is hard to agree that sufficient consideration has been given, at least in terms of the amenity provisions.

Proposed plant noise/Rail vibration and ground-borne noise/Substation noise assessment

As per our previous recommendations, the approach is taken in the APR addendum to accept conditions along the lines of the following:

- BS 4142 assessment of the proposed plant.
- Rail vibration and ground-borne noise assessment.
- Substation noise assessment.
- Details of the final noise mitigation strategy.

It is stated in the APR addendum that, "All of the above conditions are considered reasonable."

Subsequent Recommendations

If it wasn't for the relatively high noise levels within the "main" external amenity area, and the lack of discussion in keeping with the advice in ProPG on access to alternative areas, we would be inclined to accept the architect's statement about noise having been considered throughout. As it is, arguably additional consideration is required in this regard, if LBH is minded to agree with this position, which should presumably come before a decision on the application.

Otherwise, if LBH is minded to grant planning permission despite the reported noise levels for the amenity areas, the following actions are recommended:

1. Condition the requirement for a Noise SPD1/BS 41422 assessment of any plant or other relevant sources associated with the operation of the proposed development.
2. Condition the requirement for an assessment of rail vibration and ground-borne noise.
3. Condition the requirement for an assessment of noise from the neighbouring substation, including specific consideration of low frequency noise.
4. Condition the requirement for the final details of the noise mitigation strategy to be provided.

PLANNING OFFICER COMMENT:

This is to be addressed within the main body of the report.

DAYLIGHT AND SUNLIGHT CONSULTANT:

With the surrounding properties, there are no contour drawings for the 'no-sky line' (NSL) analysis, nor window reference drawings contained within the report. The NSL analysis cannot be confirmed without the contour drawings and it is not clear where the affected windows are without the reference drawing.

Too many options have been analysed for the proposed development, meaning there are hundreds of pages of results. The tables do not have a pass or fail column, which makes it very difficult to work out what is going on.

Results based on no eastern building and deep kitchens, show that nearly 70% of the living/kitchen/dining room (LKD) (to both blocks) fall short of the 2% target value.

With annual probable sunlight hours (APSH), 46% of the rooms fall short of the target values. Of these 120 (38%) will not receive any sunlight in the winter months and 60 rooms will receive no sunlight at all. We do not know where the rooms with no sunlight are located.

PLANNING OFFICER COMMENT:

Document reference 'Daylight, Sunlight and Overshadowing Response (Dated 16th October 2020)' was submitted in response to the Daylight and Sunlight Consultant's comments.

DAYLIGHT AND SUNLIGHT CONSULTANT FOLLOW-UP:

Contour and window reference drawings have been provided. We are now happy with the results and consider the impact on the surrounding properties to be acceptable.

With regards to the proposed accommodation, even when using revised figures for average daylight factor (ADF) there are still 31 living/kitchen/dining rooms (LKD) that fall short. Also, there are still 21 bedrooms in the affordable block that still do not meet target values.

The rooms that fail to meet the target values for 'no-sky line' (NSL) have reduced from 25 to 21 in the main block, but increased by 1 to 40 in the affordable. When using an alternative value, Point 2 says 22 out of 61 will fall short of the target values.

When reviewing annual probable sunlight hours (APSH) again, there appears to be no change from our original report.

PLANNING OFFICER COMMENT:

Based on the Daylight and Sunlight Consultant comments received, the following is established:

- 31 LKDs fall short of ADF requirement in the 'main block'. This is 31 from 202 which is around 15%.
- 21 bedrooms (46% of the block) fall short of ADF requirement in the 'affordable block'.
- 21 rooms in the 'main block' fail to meet target values for NSL. This is 21 from 202 which is around 10%.
- 40 rooms in the 'affordable block' fail to meet target values for NSL. This is 40 from 144 which is around 28%.
- 1 room per unit is affected, totalling 26 units.
- 143 (46% of all rooms) rooms do not meet the requirements for APSH
- 121 (39% of all rooms) rooms will not receive any sunlight during winter months
- 60 (19% of all rooms) rooms will not receive any sunlight at all
- 37 of these rooms serve bedrooms which have a lesser requirement for sunlight in accordance with the BRE guidelines, 18 serve the separate kitchens and the remaining 5 serve LKDs which are orientated within 90 degrees of due north within the market block. These northern facing rooms are not expected to receive good levels of sunlight, but will enjoy good levels of daylight in accordance with the BRE guidelines. The Daylight and Sunlight Consultant accepts this reasoning.

Overall, the Daylight and Sunlight Consultant does not consider this to form a sole reason for refusal.

HIGHWAYS OFFICER:

Comments: The proposal is to build a mixed-use development comprising 150 residential units (Use Class C3) and flexible commercial floorspace (Use Class B1b/B1c) on a site known as Keith House. This proposal would be built on the western side of the Keith House site, the Highway Authority are aware that the eastern side is subject to another development proposal. The site is bound by Keith Road and rail lines to the north and east, and Dawley Road to the west. Hayes town centre is c750 metres east of the site which offers a wide range of shops and facilities as well as good access to transport opportunities. The site is situated within the Botwell ward, according to the 2011 population census 70% of households in this ward have one or more cars in each household.

The proposal would have 85 car parking spaces of which 10 would be blue badge/wheelchair

accessible. Seventy five of these spaces would be provided for the 150 residential units, the remaining 10 would be allocated to the flexible floor space. The developer commits to providing 20% of all car parking spaces with electric vehicle charging points and making charging points available to the remainder of the spaces 'as and when demand requires'.

From the information provided it is not clear what the exact number of cycle parking spaces would be, however mention is made that the amount would accord with the relevant LB Hillingdon and London Plan parking standards. There would be 4 motorcycle parking spaces.

The site is currently used by Yodel as a parcel distribution centre with a total floor area of 3,020 sq.m which would be demolished. The site has an existing priority junction access onto North Hyde Road approximately 150 metres east of the North Hyde Road/Dawley Road/Bourne Avenue roundabout junction. As part of the proposed development a new two-way access approximately 65 metres from the North Hyde Road/Dawley Road/Bourne Avenue roundabout junction would be provided. The access will be a simple priority junction arrangement open to all movements, allowing right turning movements into and out of the site.

Transport for London use as system called PTAL (Public Transport Accessibility Level) to measure access 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 4 indicating access to public transport is reasonable compared to London as a whole nevertheless suggesting there will be some reliance on the private car for trip making.

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 residential developments the maximum number of car parking spaces permitted is based on the number of bedrooms per unit ranging from 2 car parking spaces for three and four bed units, 1 to 1.5 for one and two bed units and 1 per two studio units. Applying these standards to the proposed development would allow a maximum of between 172 and 236 car parking spaces. As mentioned above 75 car parking spaces would be provided to serve the residential units giving a ratio of 0.5 spaces per flat , half of all residential units would therefore be 'car free'.

The applicant commits to providing a quantum of cycle parking spaces that would accord with the relevant LB Hillingdon and London Plan standards. The LB Hillingdon Local Plan Part 2 (2020) standards require that 172 cycle parking spaces are provided; the Highway Authority requires that this quantum is secured by way of a suitably worded condition.

For the use class B part of the development the Local Plan Part 2 (2020) requires 2 car parking spaces plus 1 space per 50 to 100 sq.m of gross floor space, this permits a maximum of between 4 and 11 car parking spaces. As mentioned above the flexible workspace would have 10 car parking spaces which is in accordance with Policy DMT 6 and is accepted.

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 10 blue badge/wheelchair accessible and 4 motorcycle parking spaces would be provided, this quantum of provision is in accordance with Policy DMT6 and is accepted. Hillingdon Local Plan: Part 2 (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 (2021) 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.

As part of the proposed development the site access would be moved, as such a s106 legal agreement is required obliging the developer to enter into a s.278 with London Borough Hillingdon under Highways Act 1980 thereby allowing works to be carried out on the Council's highway. The Highway Authority requires the developer to fund in full the reinstatement of the footway and carriageway at the existing access when it is closed. A Transport Assessment has been submitted alongside the planning application. This document demonstrates that this new access would meet the relevant Manual for Streets (2017) visibility requirements, this has been checked by the Highway Authority and the outcome is accepted. The proposed new access has been subject to a Road Safety Audit, this highlights the need to improve driver sight lines this by cutting back vegetation to the west and the widening the pedestrian island on the North Hyde Road approach to the North Hyde Road/Dawley Road/Bourne Avenue Roundabout.

The Transport Assessment also 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 3,020 sq.m parcel distribution centre has been compared against the number of the trip the site would generate if it is redeveloped to provide 150 residential units and 440 sq.m flexible commercial floorspace. To determine the number of trips the site generates in its current use the applicant has undertaken traffic surveys. The results of these surveys showed that the weekday AM peak 08:00 to 09:00 hours is the busiest period with 13 arrivals and 25 departures, over the 12 hour period 07:00 to 19:00 hours there was total of 286 combined trips. To forecast the number of trips the proposed development would generate the applicant has referred to the TRICS database. The criteria used for selecting comparison sites have been checked and is considered valid.

The number of trips generated by the proposed development has been broken down by market value flats, affordable flats and flexible commercial floor space. The outcome of this work shows that the proposed development would generate fewer trips than the site does currently. The proposed development would lead to a net reduction of 19 vehicular movements in the weekday AM peak and a reduction of 7 vehicle movements in the weekday PM peak. Across the 12 hour period 07:00 to 19:00 hours weekday daily movements would fall from 286 to 206 a net reduction of 80 movements.

Based on the number of vehicular trips that the site is forecast to generate the applicant has referred to the 2011 population census to determine the travel to work mode split. The Transport Assessment reports that 51 per cent of residents will travel to work by car, 22 per cent by bus, minibus or coach and 10 per cent by train.

The applicant has gone on to assess the cumulative impact of the Keith House site as a whole assuming that the eastern half of the site is redeveloped as 380 'shared living' residential units with minimal car parking. The Highway Authority is aware of this proposal and has already expressed reservations regarding the quantum of parking provided as it is considered insufficient to cater for demand. As such the volume of trips that the Keith House site as a whole is forecast to generate is not accepted as they are considered too low.

Based on the forecast trip generation discussed above the Transport Assessment considers the impact the proposed development would have on the surrounding road network. In addition the Transport Assessment discusses the cumulative transport impact when both the western and eastern sites are built out. The outcome of the cumulative transport impact study is not accepted as the forecast number of trips generated by the eastern site is considered to be too low as the given that the quantum of car parking proposed likely to be deemed insufficient. Nevertheless the Transport Assessment has shown that the surrounding road network could absorb the vehicular trips generated by the redevelopment of the western site as 150 residential units (Use Class C3)

and flexible commercial floorspace (Use Class B1b/B1c).

As mentioned above, the proposed development would have a low ratio of car parking spaces to residential units. The Highway Authority is concerned that if the profile of the new occupiers of the development are similar to existing residents, then c70% of the new residents could be expected to have a car and need somewhere on-site to park. This equates to 105 units needing a car parking space. As only 75 car parking spaces would be provided, the Highway Authority is concerned that 30 cars could be displaced on-street presenting a risk to road safety, generating parking stress and worsening traffic congestion. To overcome these concerns the Highway Authority requires the developer to provide a further 15 car parking spaces giving 90 in total - a ratio of 0.6 spaces per dwelling. This increase in the number of on-site car parking spaces should be combined with investment in measures that would make the alternatives to using a private car a genuine and attractive alternative. These measures will help 'soak up' those trips that would otherwise have been made by the private car.

The applicants has undertaken an Transport for London Healthy Streets Active Travel Zone assessment to identify those key improvements to the pedestrian and cycling network needed to maximise the number of people living at the proposed development who chose to walk or cycle as opposed to driving alone in a private car.

The Active Travel Zone assessment has identified the following interventions:

1. North Hyde Road/Dawley Road/Bourne Avenue Roundabout: Widen the narrow island on North Hyde Road to provide increased width for cyclists;
2. Link Keith Road to Dawley Road: Works to encourage pedestrians and cyclists to use this link including the provision of a shared footway, lighting, hard and soft landscaping;
3. Keith Road: Resurface the footway; and
4. Keith Road: Provide an advisory cycle lane on the northern side of Keith Road from the junction with Albert Road to the junction with Station Road.

In addition the Highway Authority requests the following:

5. Dawley Road: Localised provision of dropped kerbs and tactile paving;
6. Dawley Road/Swallowfield Way roundabout: Rebuild pedestrian refuges;
7. Parking Permits: The residents of this development will not be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions;
8. Reinstatement of the footway and carriageway at the existing access when it is closed;
9. Residential and Commercial operator Travel Plan plus £20,000 bond. A bond is required to provide surety that the Travel Plan will be implemented and targets achieved. In the event of the Travel Plan not being delivered the Highway Authority will use this bond to implement the Travel Plan itself. This should be secured by way of a S106 agreement. If the Travel Plan is successful the bond will be returned; and
10. Dedicated parking on-site for 2 car club vehicles, free membership for all first occupiers for 3 years plus £50 credit for one person in each unit.

Conditions

1. The Highway Authority require that the number of car parking spaces provided for residents is increased to 90
2. The Highway Authority require that a Construction Logistics Plan is submitted for approval
3. The Highway Authority require that a Service and Delivery Plan is submitted for approval
4. The Highway Authority require that a Travel Plan is submitted for approval
5. The Highway Authority require that the development provides 172 covered and secure cycle parking spaces
6. The Highway Authority require that the development provides 18 car parking spaces (20% of the total number of car parking spaces) with active electric vehicle charging points
7. The Highway Authority require that the development provides 72 car parking spaces (80% of the

total number of car parking spaces) with passive electric vehicle charging points

Subject to the above developer contributions and planning conditions the Highway Authority would be satisfied that the proposal would not present a risk to road safety, discernibly exacerbate traffic congestion or lead to parking stress. The development would then be in accordance with the Hillingdon Local Plan: Part 2 Development Management Policies (2020) Policy DMT 1: Managing Transport Impacts, Policy DMT 2: Highway Impacts and Policy DMT 6: Vehicle Parking. There would then be no highway objections to this development.

HIGHWAYS OFFICER FOLLOW-UP:

I can confirm that a contribution of £253,926 as indicated in the budget estimate prepared by Gardier & Theobald 23rd September 2020 towards works to enhance the far western end of Keith Road is acceptable. The contribution of £23,000 towards the widening the pedestrian refuge at North Hyde Road/Dawley Road is also accepted.

PLANNING OFFICER COMMENT:

Notably, the Transport Assessment has shown that the surrounding road network could absorb the vehicular trips generated by the redevelopment of the western site and it is not considered reasonable and justified to refuse the application on the basis that the trips generated by the eastern site (not included within the application site) may not be agreeable.

During the course of the application, revisions were also made to reduce the provision of car parking within the central spine of the site to provide a significantly improved public realm. This is discussed within the main body of the report.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

NON-DESIGNATED EMPLOYMENT LAND

The proposed development site is currently occupied by a distribution warehouse (Use Class B8) with some ancillary office use providing approximately 3,000m² of employment floorspace. The building is currently used by the logistics firm Yodel and the existing lease is coming to an end. No current employment figures are provided. However, based on the HCA's Employment Density Guide 3rd Edition (November 2015), it is estimated that the building could support 35 to 40 employees. In terms of the building, it is identified as being constructed in the 1980s and in need of some refurbishment to bring up to current standards. The site is not located within a designated strategic or local industrial area.

Policy DME 2 of the Hillingdon Local Plan: Part 2 (2020) is applicable to employment sites outside designated employment areas. The policy states that proposals which involve the loss of employment floorspace will normally be permitted if:

- i) the existing use negatively impacts on local amenity, through disturbance to neighbours, visual intrusion or has an adverse impact on the character of the area; or
- ii) the site is unsuitable for employment reuse or development because of its size, shape, location, or unsuitability of access; or
- iii) Sufficient evidence has been provided to demonstrate there is no realistic prospect of land being reused for employment purposes; or
- iv) The new use will not adversely affect the functioning of any adjoining employment land; or
- v) The proposed use relates to a specific land use allocation or designation identified elsewhere in the plan.

Policy E7 of the London Plan (2021) states:

C) Mixed-use or residential development proposals on Non-Designated Industrial Sites should only be supported where:

- 1) there is no reasonable prospect of the site being used for the industrial and related purposes set out in Part A of Policy E4 Land for industry, logistics and services to support London's economic function; or
- 2) it has been allocated in an adopted local Development Plan Document for residential or mixed-use development; or
- 3) industrial, storage or distribution floorspace is provided as part of mixed-use intensification (see also Part C of Policy E2 Providing suitable business space).

The proposed mixed use development will occupy the western half of the site with provision for further development to come forward on the eastern half. Whilst predominantly residential, the proposed development will also include 400m² of research and development/light industrial floorspace within Use Class E (previously B1b/ B1c). The provision will be in the form of four ground floor commercial units which will have the flexibility to be combined into larger units. They will have their own servicing and parking provision. The units will be located along an internal street with the wider masterplan for the whole site creating the potential for further commercial development to be provided on the opposite side of the 'street' as part of the development of the eastern half of the site, although this is not guaranteed.

Based on the HCA employment densities of between 1 per 12m² and 1 per 15m², it is estimated that this new workspace will allow for approximately 30 employees. This is slightly below the density of the current warehouse. However, it is broadly comparable despite covering only part of the existing site. The applicant has also provided a report which identifies that the age of the current unit would result in diminishing returns to the landlord however, the report also indicated that there is significant demand for industrial units of this size in west London given the proximity to Heathrow airport.

In terms of criteria in policy DME2, it is considered that there would be no issues in terms of redeveloping the site for employment and that this would be a viable option. There is no evidence to demonstrate any issues in relation to the amenity of neighbouring residents, but it is agreed that the proposed use would not adversely affect the functioning of any adjoining employment land and that the site would retain a comparable employment capacity despite a reduction in employment floorspace. This reduction in floorspace should also be seen in the context of the potential for further employment floorspace to come forward on the remaining eastern portion of the site. Consequently it is considered that the current employment function of the site would be retained and the development would comply with criteria (iv) of Policy DME 2 of the Hillingdon Local Plan: Part 2 (2020). The re-provision of employment floorspace whilst allowing for the mixed use intensification of the site would accord with part 3 of Policy E7 of the London Plan (2021).

If recommended for approval, a condition would secure the commercial units as for the purposes of research and development/light industrial uses and not any other uses contained within Use Class E.

7.02 Density of the proposed development

Policy DMHB 17 of the Hillingdon Local Plan: Part 2 (2020) states that all new residential development should take account of the Residential Density Matrix contained in Table 5.2.

Paragraph 5.67 of the Hillingdon Local Plan: Part 2 (2020) states that Hillingdon will apply the density standards set out in the London Plan in a flexible manner, according to local

circumstances. Large parts of the borough, including many areas in close proximity to town centres, are suburban in character and will lean heavily towards the applications of lower to mid range density scales. Table 5.3 represents a starting point for discussions on the issue of residential density, which should ultimately be determined by a design led approach.

The area surrounding the site is mixed in character. There is an established suburban character with low-rise residential properties located to the east, south-west and west. It is also located immediately next to a commercial estate to the south, approximately 470 metres west of Hayes Town Centre and has a good PTAL rating of 4, characteristics more akin to an urban setting.

If suburban/urban density guidelines are applied, Table 5.2 states that the density should be between 200-510 habitable rooms per hectare and 80-170 units per hectares. The development proposal has a density of 674 hb/ha or 238 units/ha as proposed which exceeds the density matrix of policy DMHB 17.

Density however is only one indicator of a sites capacity and it is necessary to consider the proposal holistically, taking into account amenity space requirements, the design and highways considerations. This accords with the requirements of the Policy D3 of the London Plan (2021).

UNIT MIX

Policy H10 of the London Plan (2021) requires that schemes consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, applicants and decision-makers should have regard to:

- 1) robust local evidence of need where available or, where this is not available, the range of housing need and demand identified by the 2017 London Strategic Housing Market Assessment
- 2) the requirement to deliver mixed and inclusive neighbourhoods
- 3) the need to deliver a range of unit types at different price points across London
- 4) the mix of uses in the scheme
- 5) the range of tenures in the scheme
- 6) the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity
- 7) the aim to optimise housing potential on sites
- 8) the ability of new development to reduce pressure on conversion, sub-division and amalgamation of existing stock
- 9) the need for additional family housing and the role of one and two bed units in freeing up existing family housing.

Policy DMH 2 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require the provision of a mix of housing units of different sizes in schemes of residential development to reflect the Council's latest information on housing need. 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, as identified in the Strategic Housing Market Assessment 2016. In accordance with Policy DMH 2, developments should demonstrate how the provision of family housing (>3 bedroom units) has been optimised, to address local needs.

The proposed development would provide 65 no. 1-bed units (43.3%), 63 no. 2-bed units (42%) and 22 no. 3-bed units (14.7%). As stated by the Council's Planning Policy Officer, this provision of 3-bed units is at the lower end of development allowed within Hayes. It is noted, however, that a large proportion of these units will be provided as affordable which would further meet the needs of Hillingdon residents.

On balance, the proportion of three bed plus units is therefore considered acceptable. As such, the proposal is not considered contrary to Policy DMH 2 of the Hillingdon Local Plan: Part 2 (2020) and Policy H10 of the London Plan (2021).

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

ARCHAEOLOGY

Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020) states that the Council, as advised by the Greater London Archaeological Advisory Service, will ensure that sites of archaeological interest within or, where appropriate, outside, designated areas are not disturbed. If that cannot be avoided, satisfactory measures must be taken to mitigate the impacts of the proposals through archaeological fieldwork to investigate and record remains in advance of development works. This should include proposals for the recording, archiving and reporting of any archaeological finds.

The Greater London Archaeological Advisory Service (GLAAS) have been consulted as part of the application process. Although the application site does not lie within an Archaeological Priority Area or Zone it may have some archaeological interest. Accordingly, GLAAS have advised that the development could cause harm to archaeological remains and a field evaluation is needed to determine appropriate mitigation. A two stage condition is therefore recommended to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. Subject to such a condition, the proposal would not be considered contrary to Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

CONSERVATION AREA AND LISTED BUILDINGS

The application site is located to the south of the designated Botwell: Thorn EMI Conservation Area, Old Vinyl Factory, Grade II Listed Enterprise House, Locally Listed 'His Master's Voice' building and Locally Listed Thorn/EMI Building. Accordingly, the following planning policies are considered:

Policy DMHB 1 of the Hillingdon Local Plan: Part 2 (2020) states:

A) The Council will expect development proposals to avoid harm to the historic environment. Development that has an effect on heritage assets will only be supported where:

- i) it sustains and enhances the significance of the heritage asset and puts them into viable uses consistent with their conservation;
- ii) it will not lead to a loss of significance or harm to an asset, unless it can be demonstrated that it will provide public benefit that would outweigh the harm or loss, in accordance with the NPPF;
- iii) it makes a positive contribution to the local character and distinctiveness of the area;
- iv) any extensions or alterations are designed in sympathy, without detracting from or competing with the heritage asset;
- v) the proposal would relate appropriately in terms of siting, style, scale, massing, height, design and materials;
- vi) buildings and structures within the curtilage of a heritage asset, or in close proximity to it, do not compromise its setting; and

vii) opportunities are taken to conserve or enhance the setting, so that the significance of the asset can be appreciated more readily.

Policy DMHB 2 of the Hillingdon Local Plan: Part 2 (2020) states:

D) Planning permission will not be granted for proposals which are considered detrimental to the setting of a Listed Building.

Policy DMHB 3 of the Hillingdon Local Plan: Part 2 (2020) states:

A) Proposals will be permitted where they retain the significance, appearance, character or setting of a Locally Listed Building.

B) Applications should include a Heritage Statement that demonstrates a clear understanding of the importance of the structure and the impact of the proposals on the significance of the Locally Listed Building.

Policy DMHB 4 of the Hillingdon Local Plan: Part 2 (2020) states that new development, including alterations and extensions to existing buildings, within a Conservation Area or on its fringes, will be expected to preserve or enhance the character or appearance of the area. It should sustain and enhance its significance and make a positive contribution to local character and distinctiveness. In order to achieve this, the Council will:

A) Require proposals for new development to be of a high quality contextual design.

B) Resist the loss of buildings, historic street patterns, important views, landscape and open spaces or other features that make a positive contribution to the character or appearance of the Conservation Area; any such loss will need to be supported with a robust justification.

The above is supported by Policy HC1 of the London Plan (2021).

The proposed development comprises two main blocks. Block A is a 9 storey building proposed in the north section of the site and Block B is a part 9 storey, part 7 storey, building proposed in the south section of the site. The proposed development would be seen within the context of the Botwell: Thorn EMI Conservation Area, sited approximately 50 metres to the north, and the Locally Listed 'His Master's Voice' (HMV) building, sited approximately 60 metres to the north.

Specifically, the massing of Block B has been stepped down, from 9 stories to 7 stories, on the west side so that it recedes from view when viewed from Dawley Road, particularly with the landmark HMV Building that sits further north of the site. As confirmed by the Council's Conservation Officer, the Botwell: EMI Conservation Area and the setting of nearby locally listed buildings would not be unduly harmed by the proposal and the design relationship would be considered acceptable.

It is proposed that the development's primary construction materials would be brickwork. This would be considered appropriate given the local context and the setting of the locally listed buildings to the north which have painted cast concrete framing. If recommended for approval, the detail of the brick would be secured by condition to ensure that the development sits quietly within the site and does not compete with the locally listed modernist factory and office buildings to the north.

Given the above considerations, the proposed development would not be considered contrary to Policies DMHB 1, DMHB 2, DMHB 3 and DMHB 4 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy HC1 of the London Plan (2021).

7.04 Airport safeguarding

Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020) states:

A) The Council will support the continued safe operation of Heathrow Airport and RAF Northolt and will consult with the airport operator on proposals in the safeguarded areas. Proposals that may be a hazard to aircraft safety will not be permitted.

B) In consultation with the Airport Operator, the Council will ensure that:

- i) areas included in Airport Public Safety zones are protected from development which may lead to an increase in people residing, working or congregating in these zones; and
- ii) sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.

National Air Traffic Services (NATS) have been consulted and they have confirmed that the proposed development is very unlikely to affect its infrastructure and does not raise a safeguarding objection.

The Ministry of Defence were also consulted and confirmed that there were no concerns regarding the height of the proposed development. However, as the proposed development creates new habitats which may attract and support populations of large and / or flocking birds close to aerodromes, a Bird Hazard Management Plan is required. This was also requested by Heathrow Airport Ltd. If recommended for approval, this would be secured by condition.

Subject to such a condition, the proposed development would accord with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 (2020).

7.05 Impact on the green belt

Not applicable to the consideration of this application.

7.07 Impact on the character & appearance of the area

Policy BE 1 of the Hillingdon Local Plan: Part 1 (2012) requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

A) All development, including extensions, alterations and new buildings will be required to be designed to the highest standards and, incorporate principles of good design including:

i) harmonising with the local context by taking into account the surrounding:

- scale of development, considering the height, mass and bulk of adjacent structures;
- building plot sizes and widths, plot coverage and established street patterns;
- building lines and setbacks, rooflines, streetscape rhythm, for example, gaps between structures and other streetscape elements, such as degree of enclosure;
- architectural composition and quality of detailing;
- local topography, views both from and to the site; and
- impact on neighbouring open spaces and their environment.

ii) ensuring the use of high quality building materials and finishes;

iii) ensuring that the internal design and layout of development maximises sustainability and is adaptable to different activities;

iv) protecting features of positive value within and adjacent to the site, including the safeguarding of heritage assets, designated and un-designated, and their settings; and

v) landscaping and tree planting to protect and enhance amenity, biodiversity and green infrastructure.

D) Development proposals should 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.

These above is supported by Policies D1 and D4 of the London Plan (2021).

The proposed 9 storey and part 9 storey, part 7 storey, building blocks are viewed within the context of a urban/suburban area, with a mix of characteristics. Specifically, the commercial estate to the south and south-east of the site establishes a precedent for high-rise development, as does the Old Vinyl Factory development to the north. As confirmed by the Council's Conservation and Urban Officer, the Botwell: EMI Conservation Area and the setting of nearby locally listed buildings would not be unduly harmed by the proposal and the scale and mass of development is considered to be appropriate in this context.

The revised proposal incorporates a moderately sized public open space within the central spine of the site and is considered to be a notable benefit of the scheme. Linking to this are the frontages of the residential and commercial facades at ground floor. The Council's Conservation and Urban Design Officer highlights that these elements could be more active and attractive. If recommended for approval, a condition would be secured to ensure acceptable detail is achieved.

The proposed brickwork construction of the blocks is considered to be appropriate given the local context and the setting of the locally listed buildings to the north. If recommended for approval, the detail of the brick would be secured by condition to ensure that the development sits quietly within the site and surrounding area.

The proposed development makes sufficient provision for internal storage space for general, recycling and organic waste. This avoids adverse visual impacts to occupiers and neighbours and is considered acceptable.

Based on the above considerations, the proposed development would not be considered contrary to Policies D1 and D4 of the London Plan (2021), Policy BE 1 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

HIGH BUILDING

Policy DMHB 10 of the Hillingdon Local Plan: Part 2 (2020) states that any proposal for a high building or structure will be required to respond to the local context and satisfy the criteria listed below. It should:

- i) be located in Uxbridge or Hayes town centres or an area identified by the Borough as appropriate for such buildings;
- ii) be located in an area of high public transport accessibility and be fully accessible for all users;
- iii) be of a height, form, massing and footprint proportionate to its location and sensitive to adjacent buildings and the wider townscape context. Consideration should be given to its integration with the local street network, its relationship with public and private open spaces and its impact on local views;
- iv) achieve high architectural quality and include design innovation. Consideration should be given to its silhouette, so that it provides a positive contribution to the skyline, its design at street level, facing materials and finishes, lighting and night time impact;
- v) where residential uses are proposed, include high quality and useable private and communal amenity space and ensure an innovative approach to the provision of open space;

- vi) not adversely impact on the microclimate (i.e. wind conditions and natural light) of the site and that of the surrounding areas, with particular focus on maintaining useable and suitable comfort levels in public spaces;
- vii) be well managed, provide positive social and economic benefits and contribute to socially balanced and inclusive communities;
- viii) comply with aviation and navigation requirements and not adversely impact upon telecommunication, television and radio transmission networks; and
- ix) demonstrate consideration of public safety requirements as part of the overall design, including the provision of evacuation routes.

This policy is also supported by Policy D9 of the London Plan (2021).

For the purposes of this policy, high buildings and structures are those that are substantially taller than their surroundings, causing a significant change to the skyline. The Council's Townscape Character Assessment confirms that Uxbridge and Hayes are the most suitable locations for high buildings in the Borough. Outside these two centres, the character of the Borough is mainly low rise and suburban in nature. The application site is, however, located within an area with a mix of characteristics. Notably, the commercial estate to the south and south-east of the site and the the Old Vinyl Factory development to the north establishes a precedent for high-rise development. The 7 to 9 story form of the proposed buildings would connect these two areas in terms of the skyline and contributes to the townscape.

Private and communal amenity spaces are provided on the roof terraces of both Blocks A and B, as well as the first floor podium deck. A moderately sized public open space is also provided within the central spine of the site. All of these elements add urban greening to the proposal and serve to improve the amenity of the site.

In terms of the impact of the proposed development on the microclimate, or more specifically wind conditions, a Pedestrian Level Wind Desk-Based Assessment has been submitted. It is noted that the wind microclimate would be appropriate at ground level but the elevated amenity areas are considered to pose a safety concern for more vulnerable pedestrians or terrace occupants. The wind conditions requiring mitigation are expected at the following locations:

- The rooftop terrace;
- Balconies from the fifth floor up at the south-west and south-east corners of the southern block;
- The south-western corner balcony of the seventh floor of the southern block; and
- The balconies on the eastern corners of the northern block from the fifth floor up.

Accordingly, details of the proposed wind mitigation measures are to be secured by condition if recommended for approval.

As confirmed by the National Air Traffic Services (NATS), Ministry of Defence and Heathrow Airport Ltd, the proposed development is unlikely to affect aviation and navigation requirements subject to a planning condition for the submission of a Bird Hazard Management Plan.

Safety considerations are central to the design and operation of tall buildings. Section 07.11 of the report addresses security and Section 07.22 of the report addresses fire safety.

Given the above considerations, the proposed development is not considered contrary to

Policy DMHB 10 of the Hillingdon Local Plan: Part 2 (2020) and Policy D9 of the London Plan (2021).

7.08 Impact on neighbours

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

B) Development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary."

Paragraph 5.40 of the Hillingdon Local Plan: Part 2 (2020) states: "For the purposes of this policy, outlook is defined as the visual amenity enjoyed by occupants when looking out of their windows or from their garden. The Council will expect new development proposals to carefully consider layout and massing in order to ensure development does not result in an increased sense of enclosure and loss of outlook."

Paragraph 5.41 of the Hillingdon Local Plan: Part 2 (2020) states: "The Council will aim to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development on habitable rooms, amenity space and public open space. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight. The Council will expect the impact of the development to be assessed following the methodology set out in the most recent version of the Building Research Establishments (BRE) "Site layout planning for daylight and sunlight: A guide to good practice".

Based on the information submitted, the proposed development would comprise a 9 storey block to the northern part of the site and a part 9 storey, part 7 storey block to the southern part of the site.

The proposed built form is located approximately 27 metres to the east of the nearest residential flats located along Guinness Close. Given the separation distance, it is not anticipated that the proposed development would compromise the privacy of such neighbours.

The Daylight, Sunlight and Overshadowing Report (Dated July 2020) and Daylight, Sunlight and Overshadowing Response (Dated 16th October 2020) have been submitted in support of the proposed development. As confirmed by the Council's Daylight and Sunlight Consultant, the proposed development is considered acceptable with regard to its impact on neighbouring residential properties.

The built form proposed on the west side of the site (as opposed the east part of the site which does not form part of this application), would be located over 80 metres from the nearest residential property to the west situated on Keith Road. The development proposed under this application alone is not therefore considered to have a detrimental impact on the amenity of residential properties located along Keith Road.

The impact of the development itself on the amenity of future neighbouring occupiers should also be considered. It is noted that Blocks A and B would be arranged in a way which only separates south-west facing flats in Block A from north-east facing flats in Block B by approximately 7.5 metres. To address this, the proposed development would incorporate an oriel window design to prevent any intrusive views into the habitable spaces of these flats. From a privacy perspective, this creates an acceptable design relationship.

Consideration has also been given to the potential future redevelopment of the eastern part of this site, for which there is no planning submission as yet. However the central 'spine' proposed as part of this development is of sufficient width to allow for the future redevelopment of the eastern site to come forward without resulting in harm to any future occupants. The design of this development is not considered to blight or sterilise the redevelopment of the eastern portion of land.

Given the above considerations, the proposal is considered to accord with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

7.09 Living conditions for future occupiers

Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) states that all housing development should have an adequate provision of internal space in order to provide an appropriate living environment. To achieve this all residential development or conversions should:

- i) meet or exceed the most up to date internal space standards, as set out in Table 5.1; and
- ii) in the case of major developments, provide at least 10% of new housing to be accessible or easily adaptable for wheelchair users.

Table 3.1 of London Plan (2021) Policy D6 requires the following:

- One storey 1-bed 2 person unit should provide a minimum of 50 square metres Gross Internal Area (GIA);
- One storey 2-bed 3 person unit should provide a minimum of 61 square metres GIA;
- One storey 2-bed 4 person unit should provide a minimum of 70 square metres GIA;
- One storey 3-bed 5 person unit should provide a minimum of 86 square metres GIA.

The proposed development would provide 150 residential units comprising 65 no. 1-bed 2 person units, 26 no. 2-bed 3 person units, 37 no. 2-bed 4 person units and 22 no. 3-bed 5 person units. Based on the plans submitted, all of the proposed units meet the minimum space requirements.

Each residential unit is also provided with adequate outlook from all habitable rooms and as discussed in detail in Section 7.08, all units either meet minimum separation distances or have been designed to prevent any overlooking into adjoining properties. As confirmed by the Council's Daylight and Sunlight Consultant, not all rooms achieve adequate daylight and sunlight but it was not considered that the extent of failures warranted a reason for refusal given the urban context of the site. Subject to conditions, the Council's Noise Consultant also confirms that a satisfactory noise environment can be achieved for the proposed habitable rooms. Accordingly, the proposed development complies with Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policy D6 of the London Plan (2021).

PRIVATE AMENITY SPACE

Paragraph 127 of the NPPF (February 2019) requires that planning decisions 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.

Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020) states:

A) All new residential development and conversions will be required to provide good quality and useable private outdoor amenity space. Amenity space should be provided in accordance with the standards set out in Table 5.2.

B) Balconies should have a depth of not less than 1.5 metres and a width of not less than 2 metres.

C) Any ground floor and/or basement floor unit that is non-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room. However, for new developments in Conservation Areas, Areas of Special Local Character or for developments, which include Listed Buildings, the provision of private open space will be required to enhance the streetscene and the character of the buildings on the site.

D) The design, materials and height of any front boundary must be in keeping with the character of the area to ensure harmonisation with the existing street scene.

Table 5.2 states that studio and 1-bedroom flats should provide a minimum of 20 square metres of amenity space, 2-bedroom flats should provide a minimum of 25 square metres of amenity space and 3+ bedroom flats should provided a minimum of 30 square metres of amenity space.

Based on a proposal for 65 no. 1-bed units, 63 no. 2-bed units and 22 no. 3-bed units, the proposed development would require 3535 square metres of private amenity space.

Based on the submitted plans, the proposed development would provide the following:

- 543 square metres of private amenity space for Block A provided via balconies;
- 307 square metres of private amenity space for Block B provided via balconies;
- 383 square metres of communal amenity space at ground floor level to the south of Block B;
- 1,158 square metres of communal amenity space as part of the first floor podium deck; and
- 345 square metres of communal amenity space on the 8th floor roof terrace.

Although it does not constitute private or communal amenity space, it is noted that 570 square metres of public open space is also proposed to be provided at ground floor level.

The total private and communal amenity space provided by the proposed development is considered to be circa 2,736 square metres. This equates to a shortfall of approximately 799 square metres and represents a minor conflict with Policy DMHB 18 of the Hillingdon Local Plan: Part 2 (2020).

PLAY SPACE

Policy S4 of the London Plan (2021) states that residential development proposals should incorporate good-quality, accessible play provision for all ages. At least 10 square metres of play space should be provided per child that:

- a) provides a stimulating environment
- b) can be accessed safely from the street by children and young people independently
- c) forms an integral part of the surrounding neighbourhood
- d) incorporates trees and/or other forms of greenery

- e) is overlooked to enable passive surveillance
- f) is not segregated by tenure

Policy DMCI 5 and DMHB 19 of the Hillingdon Local Plan: Part 2 (2020) state:

A) For all major development proposals, the Council will apply Hillingdon's child yields and the London Plan SPG; 'Providing for Children and Young Peoples Play and Informal Recreation', which specifies that 10sqm of play space should be provided for each child and an accessibility standard of 400 metres to equipped playgrounds.

B) In areas of deficiency, there will be a requirement for new provision to be made to meet the benchmark standards for accessibility to play provision.

C) The Council will resist the loss of existing play spaces unless:

- i) a replacement play space of equivalent size and functionality is provided to meet the needs of the local population. Where this is not possible, development will only be permitted in exceptional circumstances where there are over-riding planning merits to the proposal; and
- ii) it can be demonstrated robustly that they are no longer required and that their loss would not lead to a shortfall in overall play provision in the local area.

Specifically, paragraph 5.79 of the Hillingdon Local Plan: Part 2 (2020) states that the Council's Open Space Strategy proposes an accessibility standard for children's playgrounds based on a 400 metre travel distance. Whilst Hillingdon contains approximately 100 equipped playgrounds within parks and other areas of open space, there are areas of deficiency in relation to the accessibility standard. One of the main areas of deficiency is located within Pinkwell, the ward for the application site.

The proposed development would provide 150 no. units, broken down into the following tenure mix:

Private Market Units:

- 61 no. 1-bed units
- 55 no. 2-bed units
- 20 no. 3-bed units

Social Rent Units:

- 4 no. 1-bed units
- 8 no. 2-bed units
- 2 no. 3-bed units

Based on the GLA Population Yield Calculator (v3.2), it is anticipated that the following numbers would be yielded from the proposed development:

- 24.8 no. children under the age of 5 years old;
- 16.8 no. children aged 5 to 11 years old; and
- 7.2 no. children aged 12 years old and older.

This yields a total of 48.9 children, requiring 488.7 square metres of play space.

Based on the submitted plans, the proposed development would provide approximately 30 square metres at ground floor level to the south of Block B, 81 square metres of playspace on the 8th floor roof terrace and 106 square metres as part of the communal first floor podium deck. As such, an approximate total of 217 square metres of play space is proposed, falling short of the minimum requirement by 271.7 square metres.

It is acknowledged that there are open spaces within an 800m radius with play space provision, including Lake Farm Country Park, Botwell Leisure Centre Playground and Pinkwell Park.

In conjunction with the financial contribution sought for public open spaces within the following section, the play space provision is considered to be acceptable. Subject to a condition securing the detail of the play space provision and associated planning obligations for a Section 106 legal agreement, the proposal would not be considered contrary to Policies DMCI 5 and DMHB 19 of the Hillingdon Local Plan: Part 2 (2020) and Policy S4 of the London Plan (2021).

PUBLIC OPEN SPACE

Policy G4 of the London Plan (2021) states that development proposals should create areas of publicly accessible open space, particularly in areas of deficiency, where possible.

Policy EM4 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will safeguard, enhance and extend the network of open spaces, informal recreational and environmental opportunities that operate as carbon sinks and that meet local community needs and facilitate active lifestyles by providing spaces within walking distance of homes. Provision should be made as close as possible to the community it will serve. There will be a presumption against any net loss of open space in the Borough. The Council will identify new opportunities for open space through an Open Space Strategy. Major developments will be expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities.

Policy DMCI 4 of the Hillingdon Local Plan: Part 2 (2020) states:

A) Proposals for major new residential development will be supported where they make provision for new open space, or enhancements to existing open space, which meets the needs of the occupiers of the development and contributes to the mitigation of identified deficiencies in the quantity, quality and accessibility of open space. Regard will be had to Hillingdon's local recommended standards of provision for all relevant typologies of open space.

B) The provision of major new pieces of open space should contribute positively to Hillingdon's existing networks of green spaces. In major town centre developments, new civic space may be required as an alternative to green open space.

C) Proposals for major new residential development that fail to make provision for new or enhanced open space, or which would result in open space that is inappropriate in type, quality or location, will be resisted.

In support of this, Table 7.1 states the following requirements:

- Quantity:

* a borough-wide quantity standard of 6.0 ha of unrestricted open space per 1,000 population.

* a borough-wide quantity standard of 2.0 ha of unrestricted "Recreational" open space per 1,000 population.

- Accessibility - All residents within the borough should have access to:

* A Small or Local (or higher level) open space within 400m of where they live; and

* A District (or higher level) open space within 1,200m of where they live; and where feasible:

* A Metropolitan open space within 3.2 km of where they live.

- Quality:

* All unrestricted open spaces to achieve a minimum quality score of 3 out of 5 by 2026.

Using a 20 square metres per person requirement (based on 2.0 ha per 1,000 people required by London Borough of Hillingdon Open Space Strategy 2011-2026 (July 2011)) and estimated 401 occupants (based on 2.67 average household size in Hillingdon (as of 2011 census) to reflect that they will never be full at the same time), the development should provide 8020 square metres of publicly accessible open space.

The proposed plans indicate that approximately 570 square metres of publicly accessible open space within the central mews is to be provided which falls short of the required quantum.

If sufficient publicly accessible open space cannot be accommodated within the site, a financial contribution is required. In the context of the proposed development, it is considered appropriate that contributions are sought for the enhancement of existing public open space in Pinkwell, which is identified as a ward with insufficient open space (London Borough of Hillingdon Open Space Strategy 2011-2026 (July 2011)). Based on the Planning Obligations Supplementary Planning Document (July 2014), this is calculated as follows:

Contribution = (Build Costs + On-costs) x ([Standard Provision per person x Occupancy of Development] - Existing Capacity)

In this context, these variables would equate to the following:

- Build Costs: £20 per square metre (capital costs for providing open space per person)
- On-costs: £5 per square metre (capital/revenue costs of establishment, maintenance and management for an initial period or in perpetuity)
- 'Standard Provision per person': 20 square metres per person (based on 2.0 ha per 1,000 people required by London Borough of Hillingdon Open Space Strategy 2011-2026 (July 2011))
- 'Occupancy of Development': 401 occupants (based on 2.67 average household size in Hillingdon (as of 2011 census) to reflect that they will never be full at the same time)
- Existing Capacity: 0 (zero)

Given that the proposed development provides 570 square metres of publicly accessible open space, sufficient for 29 occupants, the 'Occupancy of Development' variable is reduced to 372. Based on the proposed scheme, the financial contribution works out to the following:

$$((20+5) \times ((20 \times 372) - 0)) = \text{£}186,000$$

Subject to a Section 106 agreement securing a financial contribution in accordance with the above, the proposal would accord with Policy DMCI 4 of the Hillingdon Local Plan: Part 2 (2020), Policy EM4 of the Hillingdon Local Plan: Part 1 (2012) and Policy G4 of the London Plan (2021).

Whilst there are minor conflicts with private amenity space and child play space within the development, the proposals do include the delivery of on-site public open space and a contribution to off-set the shortfall of public open space on-site. The provision of all forms of amenity space are considered to be of a high quality and will contribute to the delivering a sense of place. In addition to this, a public right of way runs along the northern boundary of the site, providing pedestrian and cycling routes from Keith Road to Dawley Road. A significant package of works and financial contribution is proposed to upgrade this public

right of way to make it usable for the community and future residents of this development. This package of measures as a whole is therefore considered to be acceptable.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is location on North Hyde Road. Based on TfL's WebCAT planning tool, the site has a PTAL rating of 4.

The following planning policies are considered:

Policy DMT 1 of the Hillingdon Local Plan: Part 2 (2020) states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner.

Policy DMT 2 of the Hillingdon Local Plan: Part 2 (2020) states that proposals must ensure that safe and efficient vehicular access to the highway network is provided, schemes do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents. Also that impacts on local amenity and congestion are minimised and there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and roads.

Policy DMT 5 of the Hillingdon Local Plan: Part 2 (2020) states that:

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

B) Development proposals located next to or along the Blue Ribbon Network will be required to enhance and facilitate inclusive, safe and secure pedestrian and cycle access to the network. Development proposals, by virtue of their design, will be required to complement and enhance local amenity and include passive surveillance to the network.

Policy DMT 6 of the Hillingdon Local Plan: Part 2 (2020) requires that proposals comply with the Council's parking standards in order to facilitate sustainable development and address issues relating to congestion and amenity.

The National Planning Policy Framework (NPPF) (February 2019) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This is supported by Policy T4 of the London Plan (2021).

The proposed development would provide a total of 74 no. car parking spaces within the site confines. These would be split between the different uses as described below.

RESIDENTIAL CAR PARKING PROVISION

In conjunction with Policy DMT 6, Appendix C of the Hillingdon Local Plan: Part 2 (2020) requires a maximum of 0.5 spaces per studio unit, a maximum of 1 to 1.5 car parking

spaces for 1 to 2 bedroom units and a maximum of 2 car parking spaces for 3-bed units.

The proposed development would provide 65 no. 1-bedroom 2-person units, 26 no. 2-bedroom 3-person units, 37 no. 2-bedroom 4-person units and 22 no. 3-bedroom 5-person units. Accordingly, the proposed development requires a maximum car parking provision of 236 spaces.

The proposed development would provide a total of 63 no. car parking spaces for the purposes of the residential units, equating to a ratio of 0.42 car parking spaces per unit. Evidently, the proposed development would fall significantly short of the 'maximum' standards specified by the Hillingdon Local Plan: Part 2 (2020).

The proposed development should be viewed in the context of Table 10.3 attached to Policy T6.1 of the London Plan (2021) which states that Outer London sites with a PTAL rating of 4 should not exceed a maximum car parking provision of 0.5 spaces per dwelling. The application site has a PTAL rating of 4 and is located about 500 metres (8 min walk) from Hayes and Harlington Station with 4 bus stops within a 400 metre radius. Evidently, the application site is well connected.

If recommended for approval, a number of planning obligations would be secured by Section 106 legal agreement and would contribute to the mitigation of impacts that may arise from the proposed use and associated level of car parking to be provided. This includes the following:

- Highways Works: Section 278 agreement to secure highway works, including North Hyde Road/Dawley Road Island widening, costed at £23,000.
- Keith Road Enhancement: A financial contribution amounting to £172,720 (68% of total contribution amounting to £254,000) to be paid to the Council for works to enhance Keith Road, including lighting, planting and surfacing to encourage pedestrian and cyclists to use the link.
- Travel Plan: A full Travel Plan is to be secured alongside a £20,000 Travel Plan bond to ensure that it is delivered.
- Parking Permit Restrictions: The residents of this development will not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site.
- Car Club Scheme: A Car Club Operator agreement is to be secured to deliver 2 no. car club parking spaces.
- Controlled Parking Zone Review: A financial contribution amounting to £10,000 shall be paid to the Council for the review of the Keith Road Controlled Parking Zone, with a view to extending restriction timings to 9am - 10pm.

Subject to securing the measures set out above, the level of on-site car parking is considered to be on-balance acceptable.

ACCESSIBLE PARKING FOR RESIDENTIAL

Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 (2020) states:

"For residential development, car parking areas must include 10% of spaces suitable for a wheelchair user in accordance with the provisions in the Council's Accessible Hillingdon SPD May 2013. For dwelling houses, proposals must leave enough space between the dwelling and vehicle (1200mm) to allow access for a wheelchair user in accordance with the Council's Accessible Hillingdon SPD May 2013."

Based on local plan policy, between 6 and 7 of the 63 no. car parking spaces proposed should be suitable for a wheelchair user. The plans submitted indicate that 9 no. accessible car parking spaces are proposed and therefore exceeds this requirement.

ELECTRICAL VEHICLE CHARGING POINTS FOR RESIDENTIAL

Policy T6.1 of the of the London Plan (2021) states 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.

As such, 13 no. car parking spaces should provide active electrical vehicle charging points and 50 no. spaces should provide passive electrical vehicle charging infrastructure. If recommended for approval, this would be secured by condition.

COMMERCIAL CAR PARKING PROVISION

In conjunction with Policy DMT 6, Appendix C of the Hillingdon Local Plan: Part 2 (2020) requires a maximum of 2 spaces plus 1 space per 50 - 100 square metres of gross floorspace. The proposed commercial floorspace would equate to approximately 400 square metres, requiring a maximum of between 6 and 10 car parking spaces.

During the course of the application, revised plans were submitted to confirm that the commercial element of the West Site would have access to 4 no. car parking spaces. It also indicates that an additional 4 no. car parking spaces will be for the purposes of the East Site commercial units. This is considered sufficient and acceptable for the purposes of the proposed development. If recommended for approval, this would be secured by condition.

ACCESSIBLE PARKING FOR COMMERCIAL

Appendix C, Table 1 of the Hillingdon Local Plan: Part 2 (2020) states: "For commercial developments, 10% of car parking spaces must be for blue badge holders and 5% for brown badge holders, together with one accessible on or off street parking bay designated for blue badge holders, even if no general parking is provided."

Based on the provision of 8 car parking spaces for the West and East sites, 0.8 commercial car parking spaces should be suitable for a wheelchair user. The plans submitted indicate that the commercial element of the proposal would not have access to an accessible car parking space. On-balance this is considered acceptable.

ELECTRICAL VEHICLE CHARGING POINTS FOR COMMERCIAL

Policy T6.2 of the of the London Plan (2021) states that car parking provision for office development or industrial should include appropriate provision for electric or other Ultra-Low Emission vehicles. Accordingly, it is considered appropriate that the 1 no. of the proposed commercial parking spaces should provide an active electrical vehicle charging point and the remaining 3 no. parking spaces should provide passive infrastructure for electrical vehicle charging points. If recommended for approval, this would be secured by condition.

CYCLE PARKING FOR RESIDENTIAL

Table 10.2 of Policy T5 of the of the London Plan (2021) states that residential developments should provide the following long-stay cycle spaces:

- 1 no. space per studio or 1 person 1 bedroom dwelling
- 1.5 no. spaces per 2 person 1 bedroom dwelling
- 2 no. spaces per all other dwellings

In addition, residential developments should provide the following short-stay cycle spaces:

- 5 to 40 dwellings: 2 spaces
- thereafter: 1 space per 40 dwellings

Based on the proposed 65 no. 1-bedroom 2-person units and 85 no. 2+ bedroom units, the proposed development should be providing 268 no. long stay cycle spaces and 5 no. short stay cycle spaces. If recommended for approval, this would be secured by condition.

CYCLE PARKING FOR COMMERCIAL

Table 10.2 of Policy T5 of the of the London Plan (2021) states that light industry and research and development uses should provide the following long-stay cycle spaces:

- 1 space per 250 square metre (GEA)

In addition, such developments should provide the following short-stay cycle spaces:

- 1 space per 1000 square metres (GEA)

Based on the proposed 65 no. 1-bedroom 2-person units and 85 no. 2+ bedroom units, the proposed development should be providing 2 no. long stay cycle spaces and 1 no. short stay cycle spaces. If recommended for approval, this would be secured by condition.

TRIP GENERATION

As noted within the submitted Transport Assessment, the proposed development would generate a net increase in trips when compared to the existing site. As stated by the Council's Highways Officer, the information submitted also shows that the surrounding road network could absorb the vehicular trips generated.

ACTIVE TRAVEL ZONE ASSESSMENT

The Active Travel Zone Assessment submitted identifies a number of areas along key routes which do not fulfil the healthy streets criteria. The following improvements have been identified:

- Widening of the island on North Hyde Road, adjoining the North Hyde Road/Dawley Road/Bourne Avenue Roundabout.
- Provide lighting, planting and surfacing to Keith Road link connecting to Dawley Road.
- Resurface Keith Road footway.
- Provide a painted cycle lane on the northern side of Keith Road from junction with Albert Road to junction with Station Road.
- Install dropped kerb and tactile paving to Dawley Road.

As the proposed development forms approximately 68% of the Keith House site, it is considered reasonable and proportional to secure 68% of the improvements under this application and the remaining works under the forthcoming separate application for the East Site, if recommended for approval.

Specifically, the applicant has submitted information, costing the widening of the North Hyde Road island at £23,000. If recommended for approval, this would be secured by a

Section 106 Legal Agreement.

The proposed Keith Road enhancement has also been costed at £254,000. If recommended for approval, 68% of this sum (£172,720) would be secured by a Section 106 Legal Agreement. The remainder of this sum would be secured under the forthcoming separate application for the East Site. Should the neighbouring development site not be brought forward within a given period, the remainder of the cost should be provided by the subject site developer.

SERVICING AND DELIVERY

If recommended for approval, a finalised Servicing and Delivery Plan would be secured by condition.

CONSTRUCTION LOGISTICS PLAN

If recommended for approval, a finalised Construction Logistics Plan would be secured by condition.

SUMMARY

Subject to the planning obligations and conditions noted above, the proposed development would not be considered contrary to Policies DMT 1, DMT 2, DMT 5 and DMT 6 of the Hillingdon Local Plan: Part 2 (2020), Policy T4 of the London Plan (2021) and the NPPF (2019).

7.11 Urban design, access and security

URBAN DESIGN

The design of the proposed building is considered in Section 07.07 of the report.

PUBLIC REALM

Policy DMHB 12 of the Hillingdon Local Plan: Part 2 (2020) states:

A) Development should be well integrated with the surrounding area and accessible. It should:

- i) improve legibility and promote routes and wayfinding between the development and local amenities;
- ii) ensure public realm design takes account of the established townscape character and quality of the surrounding area;
- iii) include landscaping treatment that is suitable for the location, serves a purpose, contributes to local green infrastructure, the appearance of the area and ease of movement through the space;
- iv) provide safe and direct pedestrian and cycle movement through the space;
- v) incorporate appropriate and robust hard landscaping, using good quality materials, undertaken to a high standard;
- vi) where appropriate, include the installation of public art; and
- vii) deliver proposals which incorporate the principles of inclusive design. Proposals for gated developments will be resisted.

B) Public realm improvements will be sought from developments located close to transport interchanges and community facilities to ensure easy access between different transport modes and into local community facilities.

This is also supported by Policy D8 of the London Plan (2021).

The proposed central spine road is considered to provide permeability to the site, better connecting North Hyde to Keith Road. This forms the main public realm element of the proposal and is significantly improved with the introduction of a public open space. This will also connect to the proposed Keith Road enhancement works sited to the north and is considered to be a significant benefit of the proposed scheme. Subject to securing a financial contribution for such off-site works by a Section 106 legal agreement, the proposed development is considered to accord with Policy DMHB 12 of the Hillingdon Local Plan: Part 2 (2020).

SECURITY

Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) states that the Council will require all new development to ensure safe and attractive public and private spaces by referring to the Council's latest guidance on Secured by Design principles. Where relevant, these should be included in the Design and Access Statement. Development will be required to comprise good design and create inclusive environments whilst improving safety and security by incorporating the following specific measures:

- i) providing entrances in visible, safe and accessible locations;
- ii) maximising natural surveillance;
- iii) ensuring adequate defensible space is provided;
- iv) providing clear delineations between public and private spaces; and
- v) providing appropriate lighting and CCTV.

This is supported by Policy D11 of the London Plan (2021).

If recommended for approval, a secure by design condition would be attached to achieve appropriate accreditation. Subject to such a condition, the proposal would accord with Policy DMHB 15 of the Hillingdon Local Plan: Part 2 (2020) and Policy D11 of the London Plan (2021).

7.12 Disabled access

Policy D5 of the London Plan (2021) states that development proposals should achieve the highest standards of accessible and inclusive design. They should:

- 1) be designed taking into account London's diverse population;
- 2) provide high quality people focused spaces that are designed to facilitate social interaction and inclusion;
- 3) be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment;
- 4) be able to be entered, used and exited safely, easily and with dignity for all; and
- 5) be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

Policy D7 of the London Plan (2021) states that in order to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that:

- 1) at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings'
- 2) all other dwellings (which are created via works to which Part M volume 1 of the Building

Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

The plans submitted indicate that the following units in Block B are to be provided as wheelchair accessible/adaptable units:

Level 01 - 2 no. 2 bedroom 3 person units and 1 no. 1 bedroom 2 person unit

Level 02 - 1 no. 2 bedroom 3 person units and 1 no. 1 bedroom 2 person unit

Level 03 - 2 no. 2 bedroom 3 person units and 1 no. 1 bedroom 2 person unit

Level 04 - 1 no. 2 bedroom 3 person units and 1 no. 1 bedroom 2 person unit

Level 05 - 2 no. 2 bedroom 3 person units and 1 no. 1 bedroom 2 person unit

Level 06 - 1 no. 2 bedroom 3 person units and 1 no. 1 bedroom 2 person unit

Level 07 - none

Level 08 - none

Based on the above, a total of 9 no. 2 bedroom 3 person units and 6 no. 1 bedroom 2 person units are proposed as accessible/adaptable units, totalling 15 no. units.

In conjunction with the affordable tenure mix requirements, it is proposed that the following would instead be secured as accessible units:

- Wheelchair Accessible dwellings: 2 units provided for Social Rent; and

- Wheelchair Adaptable dwellings: 5 no. 3 bedroom units provided for Private Market sale, 5 no. 2 bedroom units provided for Private Market sale and 3 no. 1 bedroom units are provided for Private Market sale.

If approved, conditions would be attached to ensure that 10% of new residential units would meet the standards for M4(3) Category 3 in an appropriate mix and that all remaining units would comply with the standards for Category M4(2).

As requested by the Council's Access Officer, details of the proposed materials for the public realm are required alongside a methodology statement confirming that all materials could be installed in accordance with the tolerances set out in BS8300:2018. Details of the proposed accessible play equipment for disabled children, including those with a sensory impairment or complex multiple disabilities, are also required. If recommended for approval, this would be secured by condition.

Subject to the conditions, the proposed development is considered to accord with the requirements of Policy DMHB 16 of the Hillingdon Local Plan: Part 2 (2020) and Policies D5 and D7 of the London Plan (2021).

7.13 Provision of affordable & special needs housing

Policy H2 of the Hillingdon Local Plan: Part 1 (2012) states that housing provision is expected to include a range of housing to meet the needs of all types of households and the Council will seek to maximise the delivery of affordable housing from all sites over the period of the Hillingdon Local Plan: Part 1. For sites with a capacity of 10 or more units the Council will seek to ensure that the affordable housing mix reflects housing needs in the borough, particularly the need for larger family units.

Significantly, Policy H5 of the London Plan (2021) requires that the threshold level of affordable housing on gross residential development is initially set at 50% on Non-Designated Industrial Sites appropriate for residential uses.

Policy DMH 7 of the Hillingdon Local Plan: Part 2 (2020) states that 50% affordable housing should be delivered with the tenure split 70% Social/Affordable Rent and 30% Intermediate.

In exceptional circumstances, where on-site provision of affordable housing cannot be delivered and as a last resort, a financial contribution will be required to provide off-site affordable housing on other sites which may be more appropriate or beneficial in meeting the Borough's identified affordable housing needs.

The Financial Viability Appraisal submitted has been independently assessed by the Council's external consultants and following negotiations with the applicant, parameters have been agreed in order to allow the LPA to understand the viability of the proposed development and the associated number of affordable housing units which can be provided on-site. Notably, Scenario 5 of document reference 'A Financial Viability Assessment Addendum in support of the Planning Application (Dated February 2021)', demonstrates that a scheme which provides 35% of all new homes as affordable housing, with the tenure split of 70% Social/Affordable Rent and 30% Intermediate, would be unviable.

Consequently, the proposed development would provide 14 no. Social Rent units (equivalent to 11.3% of the total provision when measured by habitable room) on the first and second floors of Block B, comprising 4 no. 1-bedroom units, 8 no. 2-bedroom units and 2 no. 3-bedroom units. Although this does not meet the 50% affordable housing target stated under Policy H5 of the London Plan (2021), it is the maximum reasonable affordable housing that the scheme can deliver on-site and it would positively contribute to meeting the Council's affordable housing needs and is notably supported by the Council's Housing Team. Based on the viability parameters agreed with the applicant, it is also agreed that this affordable housing offer is the maximum viable affordable housing provision possible with the tenure that best meets the needs of the Borough.

Accordingly, this affordable housing provision would be secured by a Section 106 legal agreement with an Early and Late Stage Viability Review mechanism imposed to secure further affordable housing units if the viability of the scheme improves. Accordingly, the proposed development accords with Policy H5 of the London Plan (2021), Policy H2 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMH 7 of the Hillingdon Local Plan: Part 2 (2020).

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Policy G1 of the London Plan (2021) states that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.

Policy DMEI 1 of the Hillingdon Local Plan: Part 2 (2020) states that all development proposals are required to comply with the following:

- i) All major development should incorporate living roofs and/or walls into the development. Suitable justification should be provided where living walls and roofs cannot be provided; and
- ii) Major development in Air Quality Management Areas must provide onsite provision of living roofs and/or walls. A suitable offsite contribution may be required where onsite provision is not appropriate.

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (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 Hillingdon Local Plan: Part 2 (2020) states:

A) All developments will be expected to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit.

B) Development proposals will be required to provide a landscape scheme that includes hard and soft landscaping appropriate to the character of the area, which supports and enhances biodiversity and amenity particularly in areas deficient in green infrastructure.

The application site does not form part of a Conservation Area and is not subject to any Tree Protection Orders. Based on the submitted Tree Survey information, no 'A' grade trees were identified on-site. A total of 15 no. trees and 5 groups have been assessed as category 'B' trees, with a further 9 trees and 2 groups category 'C'. There are also 5 category 'U' trees whose poor condition indicates that they should be removed for sound management reasons.

To enable the development, 5 individual trees will be removed (T2-B, T3-C, T11-C, T21-B and T25-B) together with part of G32 and G35. A further 6 trees (T1-U, T5-U, T12-U, T13-C, T20-U and T29-U) will be removed to enable landscape enhancements, including new replacement planting. Of the remaining trees, three individual specimens (T15-B, T17-B and T22-B) and two groups (G33-b and G34-B) will require some pruning in order to maintain 2metres clearance from the building line.

The proposed communal first floor podium deck forms the most notable landscaping feature proposed and comprises a shared space with pathways, seating and play areas. This is supplemented by a communal roof terrace on the 8th floor of Block B as well as a nature trail at ground floor level. If recommended for approval, a condition requiring the submission of a landscape scheme would secure the detail of these spaces.

A green roof is to be provided on both Blocks A and B. If recommended for approval, the detail of this would be secured by condition.

The central spine road would provide access, car parking and servicing for the proposed building. Notably, during the application process revised plans were submitted to incorporate a public open space, which in turn connects to the proposed Keith Road enhancement works sited to the north. This is considered to be a significant benefit of the revised scheme.

Subject to conditions, the proposed development would not be considered contrary to Policy G1 of the London Plan (2021) and Policies DME1 1, DMHB 11 and DMHB 14 of the Hillingdon Local Plan: Part 2 (2020).

URBAN GREENING FACTOR

Policy G5 of the London Plan (2021) states:

a. Major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

b. Boroughs should develop an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments. The UGF should be based on the factors set out in Table 8.2, but tailored to local circumstances. In the interim, the Mayor recommends a target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development.

Paragraph 8.5.6 of the London Plan (2021) states that the UGF for a proposed development is calculated in the following way:

$(\text{Factor A} \times \text{Area}) + (\text{Factor B} \times \text{Area}) + (\text{Factor C} \times \text{Area}) \text{ etc. divided by Total Site Area.}$

The information submitted confirms that only the 'developed' part of the site has been assessed (excluding the existing tree planting around the perimeters) and generates a score of 0.48. It is noted that this score does not include the proposed public open space within the central mews of the site (included as part of a revision to the scheme) and will therefore exceed a score of 0.48. Evidently, the proposed development accords with Policy G5 of the London Plan (2021).

ECOLOGY

Paragraph 170 of the NPPF (February 2019) states that planning decisions should contribute to and enhance the natural and local environment by: d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is supported by Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

The submitted Preliminary Ecological Appraisal (July 2020) recommends the introduction of bird boxes, bat boxes, invertebrate boxes, planting to encourage pollinating species and native species and habitat features such as log piles and biodiverse green roofs.

If recommended for approval, an ecological enhancement condition would secure the appropriate protection and enhancement of ecological value within the site. Subject to this condition, the proposal is considered to accord with the NPPF (February 2019), Policy G6 of the London Plan (2021) and Policy DMEI 7 of the Hillingdon Local Plan: Part 2 (2020).

7.15 Sustainable waste management

Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020) states that:

D) Development proposals should 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.

Bin storage is proposed at the ground floor level of both Block A and Block B, with dedicated provisions for residential use and commercial use. Accordingly, the proposed development is considered to accord with part D) of Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

7.16 Renewable energy / Sustainability

Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (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'.

This is supported by Policy EM1 of the Hillingdon Local Plan: Part 1 (2012).

Policy SI 2 of the London Plan (2021) states that major development should be net zero-carbon, in accordance with the energy hierarchy: Be lean: use less energy and manage demand during operation; Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly; Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site; and Be seen: monitor, verify and report on energy performance.

The submitted Energy Strategy states that the development achieves a 75.15% carbon reduction on site through a fabric first approach and the installation of high efficiency ASHP and PV panels. If recommended for approval, the details of this technology would be secured by condition.

Given that there is a zero-carbon requirement for the residential development, the applicant has made a commitment to ensure the shortfall is met via payment to the Hillingdon's carbon offset fund. If recommended for approval, a Section 106 legal obligation will secure £57,024 at a cost of £60 per tonne of carbon over a 30-year period. It should be clarified that this application was submitted prior to the adoption of the London Plan (2021) and as such, the new £95 per tonne cost has not been applied.

Subject to the condition and Section 106 planning obligation, the proposed development would not be considered contrary to Policy SI 2 of the London Plan (2021), Policy EM1 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMEI 2 of the Hillingdon Local Plan: Part 2 (2020).

OVERHEATING

Policy SI 4 of the London Plan (2021) states:

- A) Development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials and the incorporation of green infrastructure.
- B) Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the following cooling hierarchy:
 - 1) reduce the amount of heat entering a building through orientation, shading, high albedo materials, fenestration, insulation and the provision of green infrastructure;
 - 2) minimise internal heat generation through energy efficient design;
 - 3) manage the heat within the building through exposed internal thermal mass and high ceilings;
 - 4) provide passive ventilation;
 - 5) provide mechanical ventilation; and
 - 6) provide active cooling systems.

The Energy Strategy submitted indicates that the cooling hierarchy has been incorporated into the principle of the proposed design. If recommended for approval, the detail of the Mechanical Ventilation Heat Recovery system shall be secured by condition. Subject to condition, the proposal would accord with Policy SI 4 of the London Plan (2021).

7.17 Flooding or Drainage Issues

Policy SI 12 of the London Plan (2021) requires that development proposals ensure that flood risk is minimised and mitigated. Policy SI 13 of the London Plan (2021) also requires that development proposals utilise sustainable urban drainage systems (SuDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off

rates and ensure that surface water run-off is managed as close to its source as possible. This is supported by Policy EM6 of the Hillingdon Local Plan: Part 1 (2012) and Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020). Notably, proposals that fail to make appropriate provision of flood risk and surface water flooding mitigation will be refused.

The proposed drainage strategy incorporates green infrastructure and SuDS features into the proposed drainage strategy. However, the proposed runoff rate is considered unacceptable as it results in a rate 30% higher than acceptable limits. Following correspondence with the applicant, it was agreed that a bespoke condition could secure a revised drainage strategy, ensuring that a peak runoff rate of 4.5l/s is achieved for the whole site, with 3.1l/s for the 'West Site' and 1.4l/sec for the 'East Site'. Subject to such a condition, the proposed development is not considered contrary to Policies DMEI 9 and DMEI 10 of the Hillingdon Local Plan: Part 2 (2020), Policy EM6 of the Hillingdon Local Plan: Part 1 (2012), Policies SI 12 and SI 13 of the London Plan (2021).

7.18 Noise or Air Quality Issues

NOISE

Policy D13 of the London Plan (2021) places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Development should be designed to ensure that established noise and other nuisance-generating uses remain viable and can continue or grow without unreasonable restrictions being placed on them.

Policy D14 of the London Plan (2021) states that in order to reduce, manage and mitigate noise to improve health and quality of life, residential and other non-aviation development proposals should manage noise by:

- 1) avoiding significant adverse noise impacts on health and quality of life
- 2) reflecting the Agent of Change principle as set out in Policy D13 Agent of Change
- 3) 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 existing noise-generating uses
- 4) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity)
- 5) separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use) through the use of distance, screening, layout, orientation, uses and materials - in preference to sole reliance on sound insulation
- 6) 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 applying good acoustic design principles
- 7) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

This is supported by Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

The Council's Noise Consultants have confirmed that the sound levels have generally been adequately calculated to determine the worst case sound insulation requirements, and that the specifications in terms of glazing and ventilation louvres are likely to be adequate acoustically. However, the proposed podium deck communal amenity space exceeds the recommended levels of 50-55 dB (measured at 62-63 dB). A design solution is therefore

required to achieve a better noise environment.

Part 3(v) of the ProPG states that where, despite following a good acoustic design process, significant adverse noise impacts remain on any private external amenity space then that impact may be partially off-set if the residents are provided with access to:

- a relatively quiet facade (containing openable windows to habitable rooms) or a relatively quiet externally ventilated space (i.e. an enclosed balcony) as part of their dwelling; and/or
- a relatively quiet alternative or additional external amenity space for sole use by a household, (e.g. a garden, roof garden or large open balcony in a different, protected, location); and/or
- a relatively quiet, protected, nearby, external amenity space for sole use by a limited group of residents as part of the amenity of their dwellings; and/or
- a relatively quiet, protected, publicly accessible, external amenity space (e.g. a public park or a local green space designated because of its tranquillity) that is nearby (e.g. within a 5 minutes walking distance).

Acoustics have informed the design of the proposed development, notably with the provision of an internal street to open up the quieter centre of the site. Acoustics have also informed the design of the facades and include the allowance of acoustic louvres to maintain occupants' thermal comfort without compromising acoustic comfort. Plant services have also been located to limit effects on both occupants and neighbours.

An additional rooftop amenity area is also provided on the south building, with predicted noise levels of around LAeq 56-60 dB at standing height level. This is better than the main amenity space but is technically above the recommended limits. Some of the future occupiers of the south building will therefore have access to "a relatively quiet, protected, nearby, external amenity space for sole use by a limited group of residents as part of the amenity of their dwellings". In addition to this, there are a selection of relatively quiet, protected, publicly accessible, external amenity spaces around the site for residents to enjoy although these would not be within 5 minutes walking distance (with distances equating to between 10 and 20 minutes walk). On balance, the proposed development is considered to accord meet the requirements of ProPG part 3(v).

Further, if recommended for approval, planning conditions would secure the submission of details pertaining to the use of screening on the amenity deck, which should include the use of planting/banking as well as solid balustrades.

The Council's Noise Consultants also recommend that planning conditions are secured for the following:

1. A Noise SPD1/BS 41422 assessment of any plant or other relevant sources associated with the operation of the proposed development.
2. An assessment of rail vibration and ground-borne noise.
3. An assessment of noise from the neighbouring substation, including specific consideration of low frequency noise.
4. Final details of the noise mitigation strategy to be provided.

Subject to such conditions, the proposal would accord with the requirements of Policies D13 and D14 of the London Plan (2021), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

AIR QUALITY

Paragraph 170, point e), of the NPPF (February 2019) states that planning decisions should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air quality.

Policy EM8 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will seek to safeguard and improve all land, water, air and noise quality. All development should not cause deterioration in the local air quality levels and should ensure the protection of both existing and new sensitive receptors. Policy SI 1 of the London Plan (2021) further supports this.

Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020) states:

A) Development proposals should demonstrate appropriate reductions in emissions to sustain compliance with and contribute towards meeting EU limit values and national air quality objectives for pollutants.

B) Development proposals should, as a minimum:

i) be at least "air quality neutral";

ii) include sufficient mitigation to ensure there is no unacceptable risk from air pollution to sensitive receptors, both existing and new; and

iii) actively contribute towards the improvement of air quality, especially within the Air Quality Management Area.

The application site is located within the Hillingdon Air Quality Management Area and Hays Air Quality Focus Area. The proposed development, due to its size and location, will add to current exceedances of the nitrogen dioxide annual mean limit value within this sensitive area as a result of traffic emissions. The proposal is also not air quality neutral in terms of traffic emissions.

As advised by the Council's Air Quality Officer, the level of mitigation required for traffic emissions associated with the proposed development is £144,291. Taking into account mitigation measures provided by the proposed scheme, the Council's Air Quality Officer advises that a contribution of £115,433 is required and should be secured by a Section 106 legal agreement. Planning conditions pertaining to an Air Quality Emission and Exposure Mitigation Plan and control of Non-Road Mobile Machinery are also required.

Subject to such planning obligations and conditions, the proposal is not considered contrary to Policy DME1 14 of the Hillingdon Local Plan: Part 2 (2020), Policy EM8 of the Hillingdon Local Plan: Part 1 (2012), Policy SI 1 of the London Plan (2021) and the NPPF (2019).

7.19 Comments on Public Consultations

Please see section 06.1 of the report.

7.20 Planning obligations

Policy DMCI 7 of the Hillingdon Local Plan: Part 2 (2020) states:

A) 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. Infrastructure requirements will be predominantly addressed through the Council's Community Infrastructure Levy (CIL).

B) Planning obligations will be sought on a scheme-by-scheme basis:

i) to secure the provision of affordable housing in relation to residential development schemes;

ii) where a development has infrastructure needs that are not addressed through CIL; and

iii) to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

C) Applications that fail to secure an appropriate Planning Obligation to make the proposal acceptable will be refused.

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.

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

i. Affordable Housing: Planning obligation for an on-site provision of 14 no. Social Rent units (equivalent to 11.3% of the total provision when measured by habitable room), comprising 4 no. 1-bedroom units, 8 no. 2-bedroom units and 2 no. 3-bedroom units. This shall include an Early and Late Stage Viability Review mechanism as defined by Policy H5 of the London Plan (2021).

ii. Local Air Quality Action Plan Contribution: A financial contribution amounting to £115,433 shall be paid to the Council's Local Air Quality Action Plan to address the air pollution emissions associated with the proposed development.

iii. Emissions Reductions: A financial contribution amounting to £57,024 shall be paid to the Council's carbon offset fund.

iv. Public Open Space: A financial contribution amounting to £186,000 shall be paid to the Council for the enhancement of existing public open space in Pinkwell.

v. Highways Works: Section 278 agreement to secure highway works, including North Hyde Road/Dawley Road Island widening, costed at £23,000.

vi. Keith Road Enhancement: A financial contribution amounting to £172,720 (68% of total contribution amounting to £254,000) to be paid to the Council for works to enhance Keith Road, including lighting, planting and surfacing to encourage pedestrian and cyclists to use the link. Should the neighbouring development site (Keith House East Site) not be brought forward within a given period, the remainder of the cost, equal to an additional £81,280, is to be provided by the subject Site developer.

vii. Travel Plan: A full Travel Plan shall be submitted to and approved in writing by the Local

Planning Authority. The Plan will include such as matters as: targets for sustainable travel arrangements; effective measures for the ongoing monitoring of the Travel Plan; and a commitment to delivering the Travel Plan objectives. A £20,000 Travel Plan bond is also to be secured.

viii. Parking Permits: The residents of this development will not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site, apart from Blue Badge holders and a charge made against the site to ensure the future buyers are aware of the parking restrictions.

ix. Car Club Scheme: The details of an agreement with a Car Club Operator providing for Car Club Membership shall be submitted to and approved in writing by the Council. This should include 2 no. car club parking spaces.

x. Controlled Parking Zone Review: A financial contribution amounting to £10,000 shall be paid to the Council for the review of the Keith Road Controlled Parking Zone, with a view to extending restriction timings to 9am - 10pm.

xi. 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 the Council's priority. A financial contribution will only be accepted in exceptional circumstances.

xii. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

COMMUNITY INFRASTRUCTURE LEVY (CIL):

The scheme would also be liable for payments under the Community Infrastructure Levy.

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre (from April 2019). The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable is equal to £95 per square metre for residential development.

Hillingdon CIL: £1,262,372.03

Mayoral CIL: £612,417.36

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

CONTAMINATED LAND

Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020) states that:

A) Proposals for development on potentially contaminated sites will be expected to be accompanied by at least an initial study of the likely contaminants. The Council will support planning permission for any development of land which is affected by contamination where it can be demonstrated that contamination issues have been adequately assessed and the site can be safely remediated so that the development can be made suitable for the proposed use.

B) 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.

C) Where initial studies reveal potentially harmful levels of contamination, either to human health or controlled waters and other environmental features, full intrusive ground investigations and remediation proposals will be expected prior to any approvals.

D) In some instances, where remedial works relate to an agreed set of measures such as the management of ongoing remedial systems, or remediation of adjoining or other affected land, a S106 planning obligation will be sought.

The Council's Contamination Officer considers that the proposal is acceptable subject to a planning condition requiring details of a remediation strategy. Subject to such a condition, the proposal is not considered contrary to Policy DMEI 12 of the Hillingdon Local Plan: Part 2 (2020).

FIRE SAFETY

Policy D12 of the London Plan (2021) states that all major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor. The statement should detail how the development proposal will function in terms of:

- 1) the building's construction: methods, products and materials used, including manufacturers' details
- 2) the means of escape for all building users: suitably designed stair cores, escape for building users who are disabled or require level access, and associated evacuation strategy approach
- 3) features which reduce the risk to life: fire alarm systems, passive and active fire safety measures and associated management and maintenance plans
- 4) access for fire service personnel and equipment: how this will be achieved in an evacuation situation, water supplies, provision and positioning of equipment, firefighting lifts, stairs and lobbies, any fire suppression and smoke ventilation systems proposed, and the ongoing maintenance and monitoring of these
- 5) how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building
- 6) ensuring that any potential future modifications to the building will take into account and not compromise the base build fire safety/protection measures.

A final fire strategy will be secured by condition if recommended for approval and will need to be assessed by a suitably qualified Fire Safety Specialist. The discharge of condition application should be accompanied by a Building Control application. Subject to such a condition, the proposal would accord with Policy D12 of the London Plan (2021).

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 Probitry 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

In conclusion, the proposed demolition of the existing retail warehouse and re-development of the site to provide a mixed-use development comprising 150 residential units (Use Class C3) and flexible commercial floorspace (Use Class E formerly Use Class B1b/B1c) is considered acceptable in light of the proposed commercial floorspace provision. It is also agreed that the affordable housing offer is the maximum viable affordable housing provision possible with the tenure that best meets the needs of the Borough. The proposed scale and mass of the development is considered to be appropriate within the context of the site. Although insufficient amenity space is provided, the shortfall is not considered to be significant and financial contributions are to be secured for the enhancement of public open space within Pinkwell. The parking provision proposed is considered to be low but any impact would be mitigated by the comprehensive package of planning obligations to be secured by a Section 106 legal agreement. Notably, a financial contribution for the enhancement of Keith Road is to be secured and would be a significant off-site public benefit of the scheme. The proposed development is also considered acceptable with regard to its impact on neighbour amenity, access, security, landscaping, ecology, refuse, energy, flooding, noise and contaminated land.

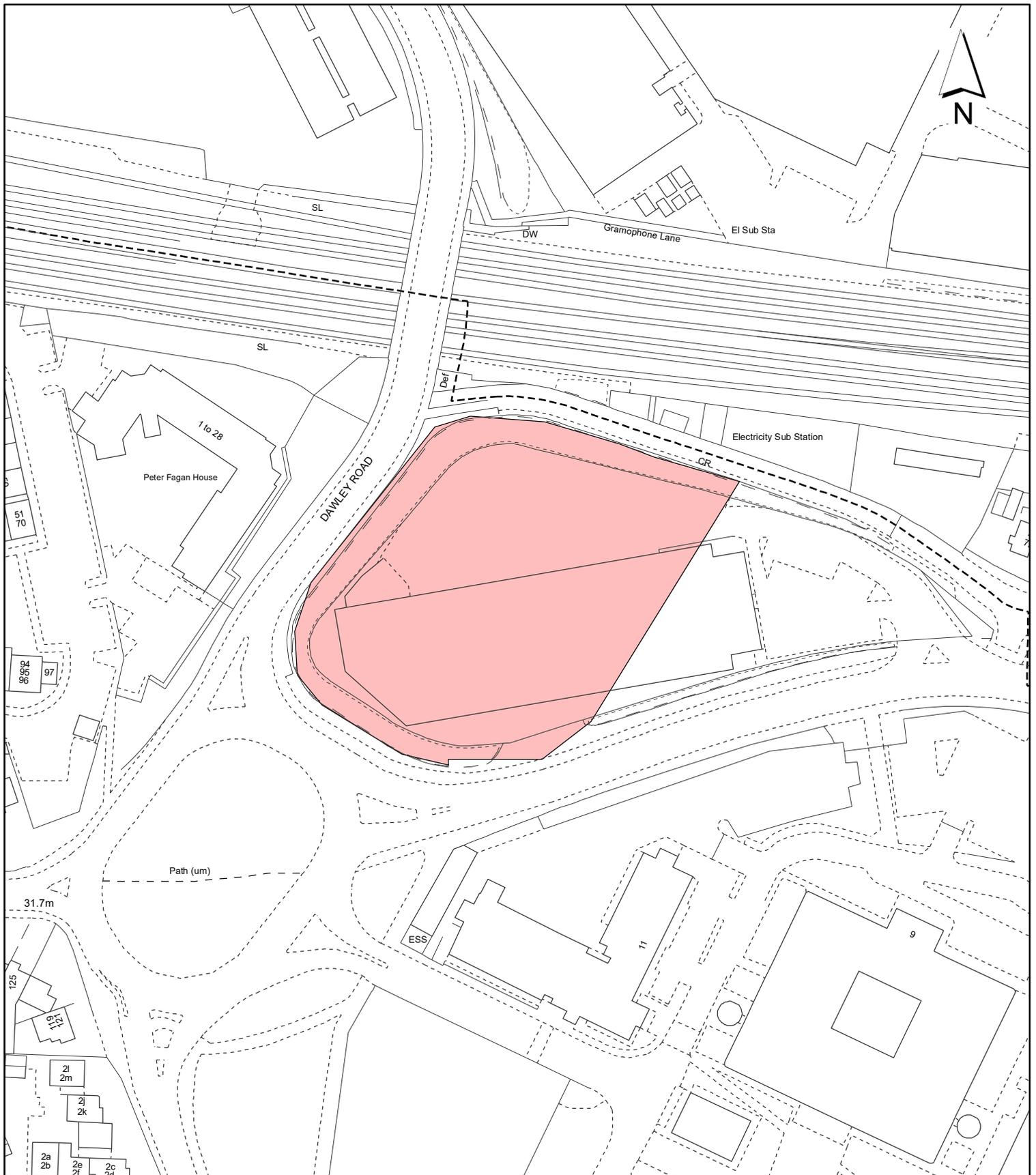
On balance, the proposed development is considered to be acceptable subject to planning conditions and a Section 106 legal agreement. Accordingly, this application is recommended for approval.

11. Reference Documents

National Planning Policy Framework (February 2019)
Technical Housing Standards - Nationally Described Space Standard (May 2016)
The London Plan (March 2021)
The Housing Standards Minor Alterations to The London Plan (March 2016)
Mayor of London's adopted Supplementary Planning Guidance - Housing (March 2016)
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)
Accessible Hillingdon Supplementary Planning Document (September 2017)
Planning Obligations Supplementary Planning Document (July 2014)
London Borough of Hillingdon Open Space Strategy 2011-2026 (July 2011)

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Notes:

 Site boundary

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 Residents Services
 Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 01895 250111

Planning Application Ref:

27189/APP/2020/2181

Scale:

1:1,250

Planning Committee:

Major

Date:

March 2021



HILLINGDON
 LONDON