

## Report of the Head of Development Management and Building Control

- Address:** LAND AT YIEWSLEY LIBRARY & FORMER YIEWSLEY POOL FALLING LANE OTTERFIELD ROAD YIEWSLEY
- Development:** Formal Description: Demolition of existing Yiewsley Library Building and the erection of a new residential building on the Yiewsley Library site (Falling Lane) and the erection of a new mixed use building on the former Yiewsley Swimming Pool site (Otterfield Road), with a replacement library at ground floor level, residential uses above and new pedestrian access off of the High Street.
- Detailed Description: Demolition of existing Yiewsley Library Building and the erection of a 5-storey residential building, comprising 50 dwellings, with 28 undercroft parking spaces (13 for residential and 15 for use by Rabbsfarm Primary School). The Otterfield Road site proposes the erection of a 5-storey building, comprising 45 dwellings, with 25 car parking spaces (23 for residential and 2 for library users).
- LBH Ref Nos:** 76795/APP/2023/2503
- Drawing Nos:** Greenfired Volumes 13/11/2023  
3476-FALL-ICS-01-XX-DR-C-0200-S2 Rev P06  
Soakaway Details Ottefield Road 09/09/2021  
M9534-APL104 Rev C  
M9534-APL105 Rev C  
M9534- APL202 Rev B  
M9534- APL203 Rev B  
M9534- HUN- DR- APL204 Rev C  
M9534-APL205 Rev B  
M9534- APL206 Rev B  
M9534 APL400 Rev A  
M9534-APL113 Rev C  
M9534-APL500 Rev A  
M9534- HUN- DR- APL208 Rev B  
M9534-APL209 Rev C  
M9534-APL210 Rev C  
M9534- HUN- DR- APL211  
M9534-APL111 Rev B  
M9534- HUN- A- APL116 Rev B  
M9534- HUN- DR- APL212 Rev B  
M9534-APL201 Rev B  
M9534-APL401 Rev A

M9534- HUN- A- UGF001 Rev A  
Otterfield Road Whole Carbon Life-cycle Assessment October 2023  
Falline Lane Archaeology Report July 2023  
Otterfield Road Archaeology Report 10042.002  
Construction Management Plan July 2023  
21675-HYD-XX-XX-RP-Y-0001 Fire Safety Strategy  
Daylight Sunlight Report July 2023  
Falling Lane Contaminated Land Survey Addendum V2  
Otterfield Road Contaminated Land Survey Addendum V2  
Otterfield Road Travel Plan Statement<sup>14</sup> July 2023  
Falling Lane Travel Plan Statement SJ/RW/HC/ITB14707-003C  
M9534- APL102 Rev B  
M9534-APL213 Rev A  
M9534-APL215 Rev A  
M9534-APL300 Rev A  
M9534-APL301 Rev A  
Affordable Housing Statement August 2023  
Ground Contamination Risk Assessment Letter 10 November 2021  
Potential Contamination Risk Assessment CGK/00150/GRA  
Energy Statement P7567-FUT-ZZ-R-001  
Whole Carbon Lifecycle Spreadsheet  
Transport Statement Falling Lane  
Cover Letter  
M9534-APL101 Rev B  
Design and Access Statement August 2023  
M9534-APL103 Rev A  
26770REP-1C  
M9534- HUN- A- APL117 Rev B  
M9534- APL106 Rev C  
M9534- APL107 Rev C  
M9534- APL108 Rev B  
M9534-APL109 Rev B  
M9534-APL110 Rev B  
M9534-APL901 Rev 01  
M9534-APL902 Rev 01  
M9534-HUN-01-01-DR-A-21-014 Rev 01  
Planning Statement September 2023  
Circular Economy Statement October 2023  
Falling Lane Whole Carbon Life Cycle October 2023

M9534- APL106 Rev D  
 M9534-APL112 Rev B  
 M9534- APL114 Rev C  
 M9534- APL115 Rev B  
 M9534- UGF002 Rev A  
 F14/146109/GRA Phase II Contaminated Land Report  
 F13/1/HA Covering Letter Contaminated Land Report  
 21.0172.0002.F0 Preliminary Ecological Appraisal Report  
 3476-FALL-ICS-XX-RP-C-001D Flood Risk Assessment and Drainage Statement  
 Revised Falling Lane  
 F13/146109/PRA Phase 1 Contaminated Land Report  
 Air Quality Assessment July 2023  
 Otterfield Road Arboricultural Report TH 1958 February 2022  
 Falling Lane Arboricultural Report TH 1957 February 2022  
 Risk Assessment - Contaminated Land Survey November 2021  
 Risk Assessment - Contaminated December 2021 Land Survey  
 Transport Statement Otterfield Road 28 July 2023  
 Otterfield Road Arboricultural Report TH 1958 April 2019  
 Falling Lane Arboricultural Report TH 1957 April 2019  
 Catchment Descriptors 15/11/23

<b>Date Plans received:</b>	23-08-2023	<b>Date(s) of Amendments(s):</b>	28-03-2023
			23-08-2023
<b>Date Application valid</b>	14-09-2023		18-09-2023
			10-11-2023
			15-11-2023

## 1. SUMMARY

Full planning permission is sought for the redevelopment of the Yiewsley Library and Former Yiewsley Swimming Pool sites on Falling Lane and Otterfield Road. The developments comprise of the construction of a single building on each site of up to 5 stories in height and would accommodate 95 affordable residential units, a relocation and enhancement of the existing library and community use space. To facilitate this development the existing library building on the Falling Lane site would be demolished.

The proposal is considered to be acceptable in principle, making effective use of two town centre brownfield sites within the Heathrow Opportunity Area to provide additional housing, and notably provide 100% affordable housing (95 units), secured as London Affordable Rent. The proposal also secures the provision of dedicated community floorspace that would be inclusive, accessible and flexible.

Due to the siting of the proposed development coupled with separation distances to adjoining

buildings, the impact on residential amenity of nearby properties would be acceptable. The quality of accommodation proposed is considered to be of a high standard with sufficient outlook and access to natural light within the future units and amenity spaces, with all units meeting the minimum space standard requirements.

The level of parking provision proposed is considered appropriate for the location, and a s106 legal obligation would prevent future occupiers of the new developments from being eligible to apply for parking permits within the parking management areas and Council car parks in the vicinity of the sites.

The overall scale, density, and layout of the Falling Lane development is considered to respond well to local context, with the Falling Lane development stepping up appropriately from the undeveloped parkland and lower-scale housing and High Street buildings. The proposed detailed design is of high quality, with the proposed Falling Lane building providing a coherent frontage at all levels facing onto the public highway, whilst optimising the site's layout to include ground floor parking and a communal garden, with front doors onto Falling Lane and High Street reinforcing the proposed residential character.

The proposed Otterfield Road development would have a varied height, and it is considered that its overall up-and-down stepped appearance helps reduce the perceived scale of the development from Otterfield Road, Yiewsley Recreational Ground and the neighbouring residential properties. The Otterfield Road development would provide an enhanced, modern, purpose built library building with accessible community floorspace.

The design of the development as a whole, including the massing, scale, bulk and detailed architecture of the proposed buildings, is considered appropriate for the location, seeking to optimise densities in sustainable brownfield locations. The development will also make a positive contribution by providing new homes that meet the borough's identified needs, bringing an underused brownfield site into use, providing a more extensive public library, and supporting improvements to the adjoining park and public realm of the town centre. Having due regard to the need to optimise the use of the site, the impacts on townscape, residential amenity and local transport impacts are all considered to be acceptable.

Overall, the proposal is considered to bring forward a number of significant benefits, namely the provision of 100% affordable housing explicitly targeted at addressing the tenure in the highest demand within the borough, the provision of a new purpose built public library and several on and off-site improvements, including improvements to the public park and the public realm within Yiewsley Town Centre. Taking all matters into account, the proposed development is considered to comply with the Development Plan and it is recommended that planning permission should be granted, subject to the conditions and s106 obligations outlined in this report.

## APPROPRIATION OF THE LAND

Whilst not a matter for consideration in the assessment of this application, it is noted that the land at the Otterfield Road site was subject to a covenant which restricted the use of the land to open space. The applicant has since undertaken the necessary processes to appropriate the land for planning purposes, in accordance with section 203 of the Housing and Planning Act 2016.

## 2. RECOMMENDATION

That delegated powers be given to the Director of Planning, Regeneration and Environment 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. 100% on site Affordable Housing (95 units) to be delivered as London Affordable Rent (LAR) dwellings;
  - 41 one-bedroom flats,
  - 35 two-bedroom flats and
  - 19 three-bedroom flats.
- ii. Library re-provision (maintain an operational library at all times);
- iii. Air Quality Contribution: A financial contribution amounting to £39,623 shall be paid to address the air quality impacts of the proposed development;
- iv. Carbon Offset Contribution: A financial contribution which shall be agreed subject to the approval of Condition 13 and paid prior to the commencement of the development;
- v. Public Open Space: Submission of a detailed Plan for the upgrade of the park; to include, but not limited to, a new playground, improved pedestrian access and boundary treatment on the Otterfield Road site and footpath, tree planting, footpath and ramp upgrades;
- vi. Highways Works and S278 works;
- vii. Local Highways Improvements/ATZ works: A financial contribution amounting to £90,018;
- viii. A financial contribution of £1,200 to fund a study that will identify those measures required to improve the safety and convenience of cycling across the Trout Road/High Street/Falling Lane junction;
- ix. Travel Plan: A full Travel Plan for both sites shall be submitted to and approved in writing by the Local Planning Authority. The Plans will include such 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;
- x. 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 (including future Parking Management Schemes that are introduced), apart from Blue Badge holders, and a charge made against the site to ensure the future buyers are aware of the parking restrictions;
- xi. Employment Strategy and Construction Training: Details shall be in accordance with the Council's 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. HUDU Health Contribution: A financial contribution amounting to £231,385 shall be paid to the Council for the enhancement of health infrastructure provision;
- xiii. Falling Lane site; Retention in perpetuity of 15 car parking spaces for Rabbsfarm School pick up

and drop off;

xiv. **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 Director of Planning, Regeneration and Environment), delegated authority be given to the Director of Planning, Regeneration and Environment 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, Carbon Emissions Reductions, Public Open Space, Highways Works, Highways Improvements, Travel Planning, Parking Permits, Employment Strategy and Construction Training). The scheme therefore conflicts with Policies DMCI 3, DMCI 1, DMCI 7, of the Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020), Policy CI1 Hillingdon Local Plan: Strategic Policies, the adopted Planning Obligations Supplementary Planning Document (July 2014), and Policies DF1, H5, SI2 , T1, T2, T6, SI1 and GG3 of the London Plan (March 2021).'

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:

M9534-APL101 Rev B  
M9534- HUN- A- APL117 Rev B  
M9534- APL105 Rev C  
M9534- APL106 Rev C  
M9534- APL107 Rev C  
M9534- APL108 Rev B  
M9534-APL109 Rev B  
M9534-APL110 Rev B  
M9534- APL202 Rev B



M9534- APL203 Rev B  
M9534- HUN- DR- APL204 Rev C  
M9534-APL205 Rev B  
M9534- APL206 Rev B  
M9534-APL113 Rev C  
M9534-APL500 Rev A  
M9534-HUN-01-01-DR-A-21-014  
M9534- APL106 Rev D  
M9534-APL112 Rev B  
M9534- APL114 Rev C  
M9534- APL115 Rev B  
M9534- HUN- DR- APL208 Rev B  
M9534-APL209 Rev C  
M9534-APL210 Rev C  
M9534- HUN- DR- APL211  
M9534-APL111 Rev B  
M9534- HUN- A- APL116 Rev B  
M9534- HUN- DR- APL212 Rev B  
M9534-APL401 Rev A  
M9534-APL104 Rev C;

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 Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

### **3. COM5 General compliance with supporting documentation**

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

Design and Access Statement August 2023  
Noise Impact Assessment 26770REP-1C  
Planning Statement September 2023  
Circular Economy Statement  
Otterfield Road Whole Carbon Life-cycle Assessment October 2023  
Falling Lane Whole Carbon Life-cycle Assessment October 2023  
M9534-APL201 Rev B  
M9534- HUN- A- UGF001 Rev A  
M9534- UGF002 Rev A  
F14/146109/GRA Phase II Contaminated Land Report  
F13/1/HA Covering Letter Contaminated Land Report  
F13/146109/PRA Phase 1 Contaminated Land Report  
21.0172.0002.F0 Preliminary Ecological Appraisal Report  
3476-FALL-ICS-XX-RP-C-001D Flood Risk Assessment & Drainage Statement Revised Falling Lane  
10042.001 Falling Lane Archaeology Report  
10042.002 Otterfield Road Archaeology Report  
Construction Management Plan July 2023  
21675-HYD-XX-XX-RP-Y-0001 Fire Safety Strategy  
Daylight Sunlight Report July 2023

Otterfield Road Contaminated Land Survey Addendum V2 July 2023  
Falling Lane Contaminated Land Survey Addendum V2 June 2023  
Falling Lane Travel Plan Statement SJ/RW/HC/ITB14707-003C  
Otterfield Road Travel Plan Statement SJ/RW/HC/ITB14706-003  
M9534- APL102 Rev B  
M9534-APL215 Rev A  
M9534-APL300 Rev A  
M9534-APL301 Rev A  
Affordable Housing Statement August 2023  
Ground Contamination Risk Assessment Letter 10 November 2021  
Potential Contamination Risk Assessment CGK/00150/GRA  
Energy Statement P7567-FUT-ZZ-R-00  
Whole Lifecycle Carbon Assessment Spreadsheet  
Drainage Strategy 3476-FALL-ICS-01-XX-DR-C-0200-S2 Rev P06  
Proposed Drainage Layout 3477-OTTE-ICS-01-XX-DR-C-0200-S2 Rev P06  
Flood Risk Assessment and Drainage Strategy 3477-OTTE-ICS-RP-C-07.001C  
Otterfield Road Arboricultural Report TH 1958 February 2022  
Falling Lane Arboricultural Report TH 1957 February 2022  
Risk Assessment - Contaminated Land Survey November 2021  
Risk Assessment - Contaminated Land Survey December 2021  
Transport Statement Otterfield Road 28 July 2023  
Transport Statement Falling Lane 28 July 2023  
Soakaway Details Otterfield Road 09/09/2021  
Greenfired Volumes 13/11/2023

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 Hillingdon Local Plan Parts 1 (November 2012) and 2 (January 2020) and the London Plan (2021).

#### 4. NONSC Materials

Notwithstanding the submitted plans, detailed drawings or samples of materials, as appropriate, in respect of the following shall be submitted to and approved in writing by the Local Planning Authority before the relevant phase of the development is commenced. Thereafter the development shall be constructed in accordance with the approved details and be retained as such. Details should include information relating to:

- (i) Details and samples of all new external materials, including brickwork (to include sample brick panels on site), bonding, pointing style, mortar mix, mastic colour, roofing materials, brise de soleil, brick detailing;
- (ii) Details of external rainwater goods, pipe work, flues, vents, signage, balconies and door canopies;
- (iii) Detailed drawings of fenestration and doors, including profiles of all new windows, external doors, together with information on materials, glazing and finishes;
- (vi) Cycle and Bin Stores.

#### 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 (2020).



## **5. RES9 Landscaping (Falling Lane)**

### **FALLING LANE PHASE**

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100)
  - 1.b Written specification of planting and cultivation works to be undertaken
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Cycle Parking for 90 long stay and 6 short stay bicycles
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts for 28 cars (13 for the residential units and 15 Park & Stride) including demonstration that 20% of all parking spaces are served by active electrical charging points (and the remainder served by passive provision) and 7 disabled accessible 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 turfing/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.

### **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, DMEI 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy G5 of the London Plan (2021).

## **6. NONSC Landscaping (Otterfield Road)**

## OTTERFIELD ROAD PHASE

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100)
  - 1.b Written specification of planting and cultivation works to be undertaken
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Cycle Parking for 74 long stay and 10 short stay bicycles
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts for 25 cars (23 for the residential units and 2 for library use) including demonstration that 20% of all parking spaces are served by active electrical charging points (and the remainder served by passive provision) and 7 disabled accessible 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 turfing/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.

## 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, DMEI 1 and DMT 2 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policy G5 of the London Plan (2021).

## 7. NONSC Construction Logistics and Management

Prior to the commencement of the relevant phase of the development hereby approved (including demolition), a Demolition and Construction Logistics Plan (DLP/CLP) and a Demolition and

Construction Management Plan (DMP/CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, to minimise impacts to the local highway network, and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'.

The DLP/CLP and DMP/CMP shall include details of (but shall not necessarily be limited to):

- (i) a programme of works, including hours of construction;
- (ii) the measures for traffic management and encouragement of sustainable modes of transport for workers, including prohibition of construction vehicles parking on the local highway network within the vicinity of the application site;
- (iii) the haulage routes and details of a vehicle booking system including use of a banksman (if applicable), ensuring construction deliveries are received outside peak hours;
- (iv) any closures of public routes and diversions, demonstrating how time spent closed to the public has been minimised;
- (v) the provision of secured restricted access as the sole means of entry to site for cyclists along with a secured turnstile entrance for pedestrians;
- (vi) a site plan identifying the location of the site entrance, exit, visibility zones, wheel washing, hard standing, hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
- (vii) the loading, unloading and storage of equipment, plant, fuel, oil, materials and chemicals;
- (viii) the means to prevent deposition of mud on the highway and chemical and/or fuel run-off from into nearby watercourse(s);
- (ix) a dust risk assessment, including means to monitor and control dust, noise and vibrations, following the published guidance by The Institute of Air Quality Management (IAQM) on how to assess impacts of emissions of dust from demolition and construction sites. This must demonstrate compliance (drawn up in accordance with) the GLA Control of Dust and Emissions from Construction and Demolition SPG (or any successor document);
- (x) the likely noise levels to be generated from plant and construction works and the precautions set out to eliminate or reduce noise levels where the operational risk levels illustrated within The Control of Noise at Work Regulations 2005 could be exceeded;
- (xi) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
- (xii) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" and must be registered at <http://nrmm.london/>;
- (xiii) an asbestos survey and management plan; and
- (xiv) the arrangement for monitoring and responding to complaints relating to demolition and construction.

and, for the avoidance of doubt:

- (i) all Heavy Goods Vehicles associated with the development shall comply with the Direct Vision Standard, with a rating of 3 stars (or more);

(ii) all deliveries to the site, particularly Heavy Goods Vehicles, shall be made using vehicles which have a Class VI mirror fitted in accordance with EU directive 2007/38/EC.

The development hereby approved shall be implemented in accordance with the approved DLP/CLP and DMP/CMP.

#### REASON

To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties, in accordance with Policies DMT 1, DMT 2, and DMEI 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and Policies D14, SI 1, T4, and T7 of the London Plan (2021). Also, 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: Development Management Policies (2020).

### **8. NONSC Servicing and Delivery**

Prior to the occupation of the relevant phase of the 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 (2020) and Policies T3 and T7 of the London Plan (2021).

### **9. NONSC Accessibility**

1. The dwellings hereby approved shall, as a minimum standard, 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.

2. The dwellings hereby approved shall ensure that three, two bed units are constructed to meet the standards for a Category 3, M4(3)(2)(a) Wheelchair Adaptable Standard 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.

3. All Wheelchair Accessible Standard M4(3)(2)(b) and Wheelchair Adaptable Standard M4(3)(2)(a) units shall each be allocated an accessible parking space, capable of accommodating a high sided vehicle, designed to accord with the specifications set out in BS 8300:2018 which shall remain in place in perpetuity.

4. The development hereby approved shall accord with London Plan policy D5(B5) and D12(A) to include a minimum of one fire evacuation lift per block designed to meet the technical standards set out in BS EN 81-76, BS 9991 and/or BS 9999, as shown on drawing number M9534- APL107 and M9534- HUN- DR- APL204. The evacuation lift required within the Falling Lane and Otterfield Road

buildings shall serve all floors and remain in place for the life of the development.

5. Prior to occupation of the relevant phase, the type and location of accessible play equipment for disabled children, to include sound tubes, colour and lighting canopies, and/or other play equipment that can stimulate the olfactory senses, shall be submitted to, and approved in writing, by the Local Planning Authority. The approved equipment shall be installed prior to the occupation of the relevant phase and thereafter retained and maintained.

#### REASON

To allow the Building Control body to check compliance of the development against the optional Building Regulations standards, and to ensure an appropriate standard of housing, in accordance with Policy D7 of the London Plan (2021) and to ensure the development provides inclusive play for all children, including those with complex multiple disabilities, in accordance with Policy D5 of the London Plan (2021).

### 10. NONSC External Noise

For the lifetime of the development hereby permitted the rating level (LAr) of noise caused by its operation shall not exceed: 40 dB LAr 15 min for any fifteen-minute period between 2300 and 0700, and 50 dB LAr 1 hour for any one-hour period between 0700 and 2300, determined one metre free field external to any window or door of any permanent residential, or equivalently noise sensitive premises, in accordance with 'Methods for rating and assessing industrial and commercial sound' British Standards Institution BS4142 2014.' This should ensure that the permitted development does not cause the recommended internal noise levels set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' BS8233 2014 to be exceeded with windows partially open for the purposes of ventilation and cooling to the extent that a significantly adverse noise effect would be likely. The night-time limit provides additional protection for vulnerable persons as explained in the WHO 2009 and 2018 Guidelines on noise impact.

#### REASON

To safeguard residential amenity in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

### 11. NONSC Internal Noise

For the lifetime of the development hereby permitted the noise level shall not exceed: 35 dB LAeq 16 hrs between 0700 and 2300 and 30 dB LAeq 8 hrs, between 2300 and 0700, measured inside any room of any permitted dwelling whilst achieving acceptable internal living conditions with respect to ventilation and temperature.' This has regard to the guidance set out in 'Guidance on Sound Insulation and Noise Reduction for Buildings' British Standard Institution BS8233: 2014.

#### REASON

To safeguard the amenity of the occupants of the development in accordance with Policy EM8 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) and Policy DMHB 11 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020).

### 12. NONSC Crane Operation Plan

Prior to commencement of the relevant phase of the development a Crane Operation Plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Heathrow

Airport Limited. The submitted plan shall include details of:

- cranes and other tall construction equipment (including the details of obstacle lighting)

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

#### REASON

In the interests of aircraft safety in compliance with Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

### **13. NONSC Energy Assessment**

Prior to above ground works for the relevant phase, a detailed Energy Assessment shall be submitted to and approved in writing by the Local Planning Authority. The Energy Assessment shall conform to the GLA Energy Assessment Guidance (June 2022 or amended) and shall set out the specific measures (including specifications, type and location) to achieve the zero carbon target required by London Plan SI2. The Energy Assessment shall set out clearly the baseline performance across the development (total kwhr per annum and kgCO<sub>2</sub> per annum) and then how the 'be lean', 'be clean' and 'be green' measures set out in the London Plan shall be applied. The Energy Assessment shall be accompanied by plans and specification of any low or zero carbon technology to be used, including plans of its inclusion with the development. The report shall also clearly set out any 'shortfall' in carbon emissions below the zero carbon target that will form part of a carbon offset payment. The development must proceed and operate in accordance with the approved scheme.

#### REASON

To ensure the development contributes to a reduction in CO<sub>2</sub> emissions in accordance with Policy SI 2 of the London Plan (2021).

### **14. NONSC Be Seen Monitoring**

Prior to commencement of the relevant phase of the development (excluding demolition), a detailed energy monitoring, recording and reporting plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the requirements of the London Plan (policy SI2) and the GLA Energy Assessment Guidance (April 2020 or as amended) and demonstrate that the development will secure the energy savings set out and approved within the updated Energy Assessment required to be submitted.

The development must proceed in accordance with the approved reporting structure and where there is a failure to achieve the carbon savings as set out in the energy strategy, the quantum (tCO<sub>2</sub>) shall be treated as part of the shortfall and shall result in a cash in lieu contribution in accordance with the formula set out in the S106.

#### REASON

To ensure the development's onsite carbon savings from regulated energy demand is achieved in perpetuity (i.e. annually over 30years) in accordance with the Policy SI 2 of the London Plan (2021).

### **15. NONSC Bird Hazard Management**

Prior to superstructure works commencing within the relevant phase of the development, 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 roof 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 roof terrace and other public access areas are to be provided with lidded bins, and an approved method to maintain the accumulation of waste, to ensure that no food waste is available for the attraction of hazardous birds.

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 roofs in order to minimise their attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport, to accord with the requirements of Policy DMAV 1 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

#### 16. NONSC **Prevention of Roof Gardens**

Access to any flat roof areas not within private balconies or communal terraces hereby approved shall be for maintenance or emergency purposes only and such flat roofs shall not be used as a roof garden, terrace, balcony, patio or similar amenity area.

#### REASON

To prevent overlooking to adjoining properties in accordance with Policy DMHB 11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

#### 17. NONSC **Refuse Management Plan**

##### FALLING LANE PHASE

Details of on-site refuse and recycling storage, including the on-site management plan for bin rotation and collection shall be submitted to and approved in writing by the Local Planning Authority, this shall include plans and documentation. Such facilities shall be provided prior to occupation of the development and thereafter permanently retained.

#### REASON

To ensure adequate collection arrangements are in place in accordance with policy DMHB11 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

#### 18. NONSC **No Floodlighting**

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered other than for routine

maintenance which does not change its details.

#### REASON

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with policies DMHB 11 and DME17 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

### 19. NONSC Window Opening

#### FALLING LANE PHASE

No new ground floor window or door shall open out onto or over the public highway (including the pavement), except those required for emergency access.

#### REASON

In the interest of pedestrian safety and ease of movement for pedestrians in accordance with Policies DMHB 12 and DMT 5 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

### 20. NONSC Cycle Parking Design

Notwithstanding the submitted details, prior to the commencement of above ground works within the relevant phase of the development, excluding demolition and site clearance works, details of the proposed cycle storage facilities within and outside that building, shall be submitted to and approved in writing by the Local Planning Authority.

The cycle parking details shall demonstrate that:

- at least the minimum quantum of short-stay and long-stay, as identified in Policy T5 of the London Plan (2021) is provided;
- no less than 5% of all provision within each cycle store is available on Sheffield stands with wide spacing (1.8m spacing, or 900mm side space if wider cycles are expected just on one side of a stand) for larger/wider cycles;
- no less than 20% of all residential cycle parking spaces and 10% of commercial cycle parking spaces are provided on Sheffield stands at a minimum of 1.0m spacing;
- all other matters are in accordance with the London Cycling Design Standards; and
- cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

The cycle parking provision shall be fully implemented as approved, prior to the first occupation of the relevant phase, and so maintained in good working order and shall not be used for any other purpose.

#### REASON

To ensure that adequate arrangements are made for cycle parking in accordance with Policy T5 of the London Plan (2021).

### 21. NONSC Parking Allocation

Prior to occupation of the relevant phase 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 following:

- (i) The arrangements for all parking onsite and include provisions for managing, monitoring, enforcement and review. All RESIDENTIAL on-site parking spaces shall be solely for the use by future residents of the development hereby approved and shall not be used for any other purpose or leased/sub-let.
- (ii) The final arrangements for managing the Rabbsfarm School Car Parking Area, including the access gate arrangements to ensure the future security of this parking area.

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 (2020).

### **22. NONSC Child Play Space**

Prior to commencement of works above ground floor level within the relevant phase (Falling Lane/Otterfield Road), full details of on-site children's play areas for the relevant phase shall be submitted to, and approved in writing by, the Local Planning Authority. A minimum of 125sqm children's play area is required for each phase. The details of the children's play area and play equipment to be installed shall achieve substantial compliance with the Mayor's Supplementary Planning Guidance 'Shaping Neighbourhoods: Children and Young People's Play and Informal Recreation' (September 2012) (or such other relevant standard), and shall clearly set out the type and location of accessible play equipment for disabled children, to include sound tubes, colour and lighting canopies, and/or other play equipment that can stimulate the olfactory senses.

Thereafter, the play areas shall be provided prior to the occupation of any unit within the relevant phase of the development and shall be maintained for this purpose only.

#### REASON

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

### **23. NONSC Overheating**

Prior to commencement of works above ground floor level within the relevant phase, the final Overheating Strategy shall be submitted to and approved in writing by the Local Planning Authority. The submission shall demonstrate how the development 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 approved details shall thereafter be implemented and retained for the lifetime of the development.

#### REASON

To demonstrate that the final strategy will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy and Policy SI 4 of the London Plan (2021).

#### 24. NONSC Tree Protection

No site clearance or construction work shall take place within the relevant phase of the development 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 (2020).

#### 25. NONSC Secure by Design

The entire site (building and car parks) 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 DMHB15 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and London Plan (2021) Policies D11 and D12.

### **26. NONSC Trees to be Retained**

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

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

## REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy DMHB 14 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020) and to comply with Section 197 of the Town and Country Planning Act 1990.

### **27. NONSC Ecology (Reptiles)**

#### OTTERFIELD ROAD PHASE

Prior to the commencement of development (including demolition or groundworks) of the Otterfield Road site, a detailed method statement for the protection of reptiles shall be submitted to and approved in writing by the Local Planning Authority. The method statement shall set out how reptiles are to be protected during ground clearance and/or preparatory works in accordance with best practice. The development must be carried out in accordance with the approved method statement.

## REASON

In order to encourage and protect wildlife in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

### **28. NONSC Ecology (Badgers)**

## OTTERFIELD ROAD PHASE

Prior to the commencement of development (including site clearance/preparatory works) of the Otterfield Road site, a badger survey shall be undertaken and the results submitted to and approved in writing by the Local Planning Authority. The survey shall be undertaken by a suitably qualified person using best practice techniques. If badgers and/or setts are identified, then the survey shall be accompanied by recommendations and a suitable method statement to ensure the subsequent development works are undertaken in a manner that protects badgers and their setts. The development must proceed in accordance with the approved survey, recommendations and method statements (where necessary).

### REASON

In order to encourage and protect wildlife in accordance with Policy DMEI 7 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

### **29. NONSC Contaminated Land**

(i) The relevant phase of the development shall not commence until a further and, as appropriate, updated scheme to deal with contamination have 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 is to be conducted 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 is to be conducted, the investigation is to include 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 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.

(d). An updated summary of the previously conducted site investigation, including the recorded 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

(e) A written method statement providing details of the remediation scheme/s, including details of how completion of the remedial works will be verified, shall be agreed in writing with the LPA prior to commencement, 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/s is identified an addendum to the remediation scheme/s 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/s are submitted to and approved by the LPA. The report/s shall include the details of the final remediation works and their verification to show that the works at each site 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/s. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development/s 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 Policies DMEI 11 and DMEI 12 of the Hillingdon Local Plan: Part 2 - Development Management Policies (2020).

### **30. NONSC Privacy Screening**

Prior to the first occupation of the relevant phase of the development hereby approved, a scheme of privacy screening for balconies and communal terraces shall be submitted to, and approved in writing by, the Local Planning Authority.

The scheme shall include details of the type, size and materiality of the proposed privacy screens, together with details of setbacks and/or defensible spaces for all communal amenity areas above ground floor level, to mitigate against loss of privacy and in the interests of safety.

The privacy screens shall be installed prior to the first occupation of the development and thereafter retained in perpetuity.

#### REASON

To prevent overlooking between amenity spaces and habitable rooms within the development in accordance with Policy DHMB 11 of the Hillingdon Local Plan Part 2: Development Management Policies (2020).

### **31. NONSC Final Drainage Design**

Prior to commencement of groundworks (excluding site investigations and demolition) within the relevant phase of the development, the applicant must submit a final detailed drainage design including drawings and supporting calculations (which include the whole site area) to the Lead Local Flood Authority for review and approval, aligned with the Flood Risk Assessment and Drainage Statement for Falling Lane (23/10/2023) and the Flood Risk Assessment and Drainage Statement for Otterfield Road (13/05/2022) and associated drawings. Drawings should demonstrate that exceedance flows are to be directed away from any buildings. Rainwater harvesting should be

included in the final design. Evidence should be provided to demonstrate that infiltration testing has been carried out to demonstrate that this is feasible for the Otterfield Road site. A detailed management plan confirming routine maintenance tasks for all drainage components must also be submitted to demonstrate how the drainage system is to be maintained for the lifetime of the development.

#### REASON

To prevent the risk of flooding to and from the site in accordance with policies SI 12 and SI 13 of the London Plan (2021), its associated Sustainable Design and Construction SPG, the Non-Statutory Technical Standards for Sustainable Drainage Systems and Policy EM6 of the Hillingdon Local Plan Part 1: Strategic Policies.

### **32. NONSC Sustainable Drainage Installation**

No building hereby permitted shall be occupied until evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for all of the proposed drainage components.

#### REASON

To prevent the risk of flooding to and from the site in accordance with policies SI 12 and SI 13 of the London Plan (2021), its associated Sustainable Design and Construction SPG, the Non-Statutory Technical Standards for Sustainable Drainage Systems and Policy EM6 of the Hillingdon Local Plan Part 1: Strategic Policies.

### **33. NONSC Fire Safety**

Prior to above ground level works of the relevant phase, a revised Fire Safety Strategy shall be submitted and approved in writing by the Local Planning Authority.

The development shall accord with the relevant approved Fire Safety Strategy and thereafter shall be maintained and retained as such.

#### REASON

To ensure that the development meets Fire Safety Standards in accordance with Policy D12 of the London Plan (2021).

### **34. NONSC Brick Design Feature**

Notwithstanding the approved drawings and prior to commencement of above ground works in either phase, revised details (including drawings) demonstrating that the winged horse relief feature from the existing library building to be demolished shall be incorporated into the development where feasible, or an alternative piece of public art shall be installed within the development.

The development shall be carried out in accordance with the agreed details and thereafter retained as such.

#### REASON

To ensure that an existing positive design feature is replicated in the new development in the interests of the character and appearance of the area and to accord with Policy DMHB 11 of the

## INFORMATIVES

### 1. I73 **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@hillingsdon.gov.uk](mailto:planning@hillingsdon.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](http://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.

### 2. I70 **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.

### 3.

The demolition of the existing buildings and the construction of the permitted development has the potential to disturb occupiers of nearby premises.

It is recommended that the Council uses its powers under Section 60 of the Control of Pollution Act 1974, with reference to BS5228 parts 1 and 2, to avoid significant noise and vibration effects on occupants.

### 4.

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist. If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the

apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting [cadentgas.com/diversions](http://cadentgas.com/diversions) Prior to carrying out works, including the construction of access points, please register on [www.linesearchbeforeudig.co.uk](http://www.linesearchbeforeudig.co.uk) to submit details of the planned works for review, ensuring requirements are adhered to. Your responsibilities and obligations Cadent may have a Deed of Easement on the pipeline, which provides us with a right of access for a number of functions and prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent/temporary buildings, or structures. If necessary Cadent will take action to legally enforce the terms of the easement. This letter does not constitute any formal agreement or consent for any proposed development work either generally or related to Cadent easements or other rights, or any planning or building regulations applications. Cadent Gas Ltd or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements. If you need any further information or have any questions about the outcome, please contact us at [plantprotection@cadentgas.com](mailto:plantprotection@cadentgas.com) or on 0800 688 588 quoting your reference at the top of this letter.

## 5.

With regard to the above conditions attached to this Decision Notice and reference to the 'relevant phase of the development' this refers to the separate phase/sites of the proposals, i.e. either the Falling Lane site or the Otterfield Road site.

### 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 2021 and national guidance.

DMAV 1	Safe Operation of Airports
DMAV 2	Heathrow Airport
DMAV 3	RAF Northolt
DMCI 1	Retention of Existing Community Sport and Education Facilities
DMCI 2	New Community Infrastructure
DMCI 3	Public Open Space Provision
DMCI 4	Open Spaces in New Development
DMCI 5	Childrens Play Area
DMCI 7	Planning Obligations and Community Infrastructure Levy
DMEI 1	Living Walls and Roofs and Onsite Vegetation
DMEI 10	Water Management, Efficiency and Quality
DMEI 11	Protection of Ground Water Resources
DMEI 12	Development of Land Affected by Contamination
DMEI 14	Air Quality
DMEI 2	Reducing Carbon Emissions

DMEI 4	Development on the Green Belt or Metropolitan Open Land
DMEI 6	Development in Green Edge Locations
DMEI 7	Biodiversity Protection and Enhancement
DMEI 9	Management of Flood Risk
DMH 2	Housing Mix
DMH 4	Residential Conversions and Redevelopment
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 3	Locally Listed Buildings
DMHB 7	Archaeological Priority Areas and archaeological Priority Zones
DMT 1	Managing Transport Impacts
DMT 2	Highways Impacts
DMT 6	Vehicle Parking
DMTC 1	Town Centre Development
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 D2	(2021) Infrastructure requirements for sustainable densities
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 G3	(2021) Metropolitan Open Land
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 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 HC1	(2021) Heritage conservation and growth
LPP S1	(2021) Developing London's social infrastructure
LPP SD1	(2021) Opportunity Areas
LPP SD6	(2021) Town centres and high streets
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 T2	(2021) Healthy Streets
LPP T5	(2021) Cycling
LPP T6	(2021) Car parking
LPP T6.1	(2021) Residential parking
LPP T7	(2021) Deliveries, servicing and construction

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The application site consists of two parcels of land sited to the east and west of Yiewsley Recreational Ground. For ease in this report, the eastern site shall hereafter be referred to as the 'Otterfield Road site' and the western site shall be referred to as the 'Falling Lane site'.

The Otterfield Road site, to the east of the park, is a 4228 sqm triangular-shaped open plot, which has its boundaries formed by the rear gardens of Nos. 37-71 (odd numbers only) Otterfield Road to the east, a public footpath to the west and an access road for the Fairfield Road Car Park to the south. The Otterfield Road site currently has no public access, with boundary hoarding which has been in place for a considerable length of time following the demolition of the swimming pool which was previously located on the site, in 2011. The site has been left unattended for some time, and as a result is now characterised by low-level shrubbery, and grass, although there is still clear evidence of built form with hardstanding occupying much of the site.

The Falling Lane site, to the west of the park, is a rectangular plot with an area of 2421 sqm, comprising a two-storey building facing towards the High Street. The building is in use as a library at ground floor level and a fitness centre at first floor level. The site also contains a substation and previously included a single-storey structure for storage, however this was demolished in 2019. The



site car park includes a 42-space public car park, with 16 'park & stride' spaces for the Rabbsfarm School.

The two sites are approximately 110 metres apart, separated by the Yiewsley Recreational Ground, which includes the bowling green, skatepark, hardcourt games area and an area for children's play equipment. This park, which is classified as Metropolitan Open Land (MOL), contributes towards the spacious and verdant appearance of Falling Lane and provides a counterpoint to the relatively fine urban grain of the busy High Street and surrounding residential streets, including Otterfield Road and Fairfield Road, as well as the higher-density developments along Trout Road and St Stephen's Road.

There are a wide mix of uses in the area, however in general low-scale residential uses are the most dominant type of built form to the north and east of both sites, whereas commercial or business uses tend to characterise the areas to the south of the sites. This is particularly the case along the High Street and Fairfield Road, with large retail shed-style buildings further afield to the west within Cowley Retail Park. The residential areas to the north and east vary in their styles, appearances and age, but generally comprise a mix of two-storey detached, semi-detached and terraced houses with occasional examples of 3-storey houses or small blocks of flats. The High Street, which forms the heart of the Yiewsley and West Dayton Town Centre, is relatively typical for a London town centre, containing a mix of general convenience, retail and restaurant uses as well as other town centre uses, with shops on both sides of the road stretching from Station Road in the south to the junction of the High Street with Falling Lane and Trout Road. It is of relevance that the boundary of the town centre includes both parcels of land within the application site.

Near to the application site, on the High Street, are several locally listed buildings, including the George and Dragon Pub adjacent to the Falling Lane site, with the Former Methodist Chapel and former Town Hall (now Key House) slightly further south. There are no nationally listed buildings which would be affected by the proposals. Both sites which are subject for redevelopment have a PTAL rating of 3, which indicates the site has a moderate level of public transport accessibility.

## **3.2 Proposed Scheme**

As set out above, the application site comprises two parcels of land; the Falling Lane site (currently occupied by a library and car park) and the Otterfield Road site (which is cleared as a result of the demolition of the swimming pool in 2011).

The overall proposal seeks planning permission for the erection of two buildings, one on each site, to be used for residential purposes through the addition of 95 affordable residential units (secured as London Affordable Rent units), and also to include a relocated replacement library with an increased floorspace.

The proposed development of the Falling Lane site seeks permission for the demolition of the existing library building and the erection of a part two, three, four and five-storey residential building which steps up in height from south to north and east to west. The proposed building would have a maximum height of 16.7m (18.5m to the top of the rooftop lift overrun and plant equipment housing) and would comprise of 50 flats; which would include 18 one-bedroom units, 24 two-bedroom units and 8 three-bedroom units.

The ground floor would be used for a mix of purposes, with approximately half used for undercroft car

parking with residential uses in the south-east corner, alongside cycle parking, bin storage, a communal garden and a residential foyer. Additionally, the first floor two-bedroom flats facing out onto Falling Lane would have internal staircases which lead to residential entrances at ground floor level. 13 car parking spaces (including 5 wheelchair accessible spaces) are proposed for residential use and 15 car parking spaces (including 2 wheelchair accessible spaces) are proposed for use by Rabbsfarm Primary School. Parking for the different users would be separated into two undercrofts with a security gate preventing unrestricted access into the main part of the building.

The proposed Otterfield Road building would also have a varied height, appearing as a part three, four, and five-storey building with a maximum height of 17.5m (18.5m to the top of the lift overrun and plant equipment housing). The heights of the different elements of the building would alternate in an up-and-down stepped appearance, similar to the design rationale proposed at the Falling Lane site.

The ground floor of the proposed Otterfield Road development would be predominantly for residential use, however would also contain a new 316 sqm library within the southern part of the building to replace the 276 sqm library that would be demolished at the Falling Lane site. In addition, the library would benefit from a 75 sqm community use space. At first floor level and above, only residential uses are proposed, and the building would comprise of 45 flats; 23 one-bedroom, 11 two-bedroom, 11 three-bedroom units. A total of 23 residential car parking spaces (including 5 wheelchair accessible spaces) and 2 wheelchair accessible spaces for the library are proposed, to be laid out around the northern and eastern edges of the building. These would be accessed from the road connecting Otterfield Road and the Fairfield Road car park.

### 3.3 Relevant Planning History

18344/APP/2013/3564      Former Yiewsley Swimming Pool Site & Part Fairfield Car Park Otterfield Road Yiewsley

Redevelopment of site to provide mixed use development including one three-storey block comprising health centre and gym; one two-storey block comprising 12 supported housing/living flats and associated accommodation; car parking; landscaping; and ancillary development.

**Decision:** 18-03-2014      Approved

76795/APP/2021/3704      Land At Yiewsley Library & Former Yiewsley Pool Falling Lane Otterfield Road Yiewsley

Formal Description: Demolition of existing Yiewsley Library Building and the erection of a new residential building on the Yiewsley Library site (Falling Lane) and the erection of a new mixed use building on the former Yiewsley Swimming Pool site (Otterfield Road), with a replacement library at ground floor level and residential uses above.

Detailed Description: Demolition of existing Yiewsley Library Building and the erection of a 5-storey residential building, comprising 50 dwellings, with 28 undercroft parking spaces (13 for residential and 15 for use by Rabbsfarm Primary School). The Otterfield Road site proposes the erection of a 6-storey building, comprising 50 dwellings, with 25 car parking spaces (23 for residential and 2 for library users).

**Decision:** 01-08-2022      Withdrawn

## **Comment on Relevant Planning History**

The planning history set out above indicates that the Otterfield Road site was formerly occupied by an indoor swimming pool, and following demolition, a proposal for a mixed-use development up to three-storeys in height, comprising 12 supported housing/living flats, a health centre and gym was granted approval on the 6th June 2014 (Ref: 18344/APP/2013/3564). This scheme was never implemented, and the permission has now lapsed, however the planning history is a relevant material consideration.

An application (Ref: 76795/APP/2021/3704) for a similar development to that currently proposed was submitted in 2021 and was later withdrawn by the applicant prior to determination.

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

The National Planning Policy Framework (NPPF), Planning Practice Guidance, as well as relevant supplementary planning documents and guidance are all material considerations in planning decisions.

The proposed development has been assessed against development plan policies and all relevant material considerations.

## **Local Plan Designation and London Plan**

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.CI1 (2012) Community Infrastructure Provision

PT1.E5 (2012) Town and Local Centres

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM1 (2012) Sustainable Waste Management  
1

PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains

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

DMAV 2 Heathrow Airport

DMAV 3 RAF Northolt

DMCI 1 Retention of Existing Community Sport and Education Facilities

DMCI 2 New Community Infrastructure

DMCI 3 Public Open Space Provision

DMCI 4 Open Spaces in New Development

DMCI 5 Childrens Play Area

DMCI 7 Planning Obligations and Community Infrastructure Levy

DMEI 1 Living Walls and Roofs and Onsite Vegetation

DMEI 10 Water Management, Efficiency and Quality

DMEI 11 Protection of Ground Water Resources

DMEI 12 Development of Land Affected by Contamination

DMEI 14 Air Quality

DMEI 2 Reducing Carbon Emissions

DMEI 4 Development on the Green Belt or Metropolitan Open Land

DMEI 6 Development in Green Edge Locations

DMEI 7 Biodiversity Protection and Enhancement

DMEI 9 Management of Flood Risk

DMH 2 Housing Mix

DMH 4 Residential Conversions and Redevelopment

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 3 Locally Listed Buildings

DMHB 7 Archaeological Priority Areas and archaeological Priority Zones

DMT 1 Managing Transport Impacts

DMT 2 Highways Impacts

DMT 6 Vehicle Parking

DMTC 1 Town Centre Development

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 D2 (2021) Infrastructure requirements for sustainable densities

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 G3 (2021) Metropolitan Open Land

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 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 HC1 (2021) Heritage conservation and growth

LPP S1 (2021) Developing London's social infrastructure

LPP SD1 (2021) Opportunity Areas

LPP SD6 (2021) Town centres and high streets

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 T2 (2021) Healthy Streets  
LPP T5 (2021) Cycling  
LPP T6 (2021) Car parking  
LPP T6.1 (2021) Residential parking  
LPP T7 (2021) Deliveries, servicing and construction

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: **18th October 2023**

5.2 Site Notice Expiry Date: **25th October 2023**

## 6. Consultations

### External Consultees

A total of 4 site notices were displayed to the front of each site (8 in total), letters were sent to 254 neighbouring properties and an advert was posted in the local paper. All methods of consultation expired 25.10.23.

During the public consultation 47 household letters of response were received of which 46 raised objections to the proposed development. In addition, a petition in objection has been received containing 435 signatures, accompanied by a detailed letter of objection from a local ward councillor.

A summary of the concerns raised is set out below:

- Overbearing / sense of intrusion
- Loss of privacy / overlooking
- Loss of outlook
- Loss of daylight / sunlight
- Diminished visual amenity
- Out of character / not in keeping
- Increased congestion and parking stress
- Health and mental health wellbeing will be affected
- Covenant on the land
- Pressure on local infrastructure
- The buildings are too tall

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**1 - MEMBERS, PUBLIC & PRESS**

- Unit mix and type (flats are not needed)
- Over-development
- Loss of community resources
- Loss of greenspace
- Antisocial behaviour concerns
- Area is overpopulated
- Accessibility concerns relating to new libraries
- Environmental concerns (noise, air pollution)

One objection refers to laws and policies which the resident states apply to councils and which they should work within. It should be noted that the Local Planning Authority (LPA) is not the applicant but the determining authority, and the LPA is governed by Planning Law and determines planning applications in accordance with this and the Development Plan.

In addition, an objection has been received from a Local Ward Councillor, a summary of the concerns is set out below:

- No appropriate consultation was undertaken with residents and local businesses and community groups
- Over-development of the site
- Lack of local infrastructure such as healthcare centres, school places, dentists
- Further impacts upon air quality
- Noise pollution
- Increased congestion
- Increase in crime and anti-social behaviour
- Increase in local litter
- A sequential approach has not been undertaken to determine whether there are more appropriate sites for this development
- This application does not address the local deficiency in open space
- The proposed plans indicate that there would be an overlooking of the children's playground from the residential properties
- Reduced privacy for Otterfield Road residents
- Library is better located where it is

Case Officer comment:

The points raised above are responded to within this committee report, however in response to the concern regarding the lack of appropriate consultation, the applicant has undertaken a community engagement exercise whereby residents of the local area were invited to a presentation of this development and invited to make comments. This took place at the Yiewsley Library on 6th October 2022.

It should also be noted that the Local Planning Authority has conducted its own consultation (as required) during the planning application process, in accordance with planning legislation.

#### TRANSPORT FOR LONDON (INFRASTRUCTURE)

Thank you for your consultation.

I can confirm that London Underground/DLR Infrastructure Protection has no comment to make on this planning application.

#### NATIONAL AIR TRAFFIC SERVICES (NATS)

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

#### GREATER LONDON ARCHEAOLOGICAL ADVISORY SERVICE (GLAAS)

Thank you for your consultation of 18/09/2023 regarding the above application for Planning Permission. On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England's Greater London Archaeological Advisory Service under their consultation criteria, details of which are on our webpage.

If you consider that this application does fall within one of the relevant categories, or you have other reasons for seeking our advice, please contact us to discuss your request. If we do not hear from you within five working days we will assume this application should not have been sent to us.

This response relates to undesignated archaeological assets only. If necessary, Historic England's Development Management or Historic Places teams should be consulted separately regarding statutory matters.

#### HEATHROW SAFEGUARDING

No objection subject to the attachment of a condition regarding the use of cranes.

Case Officer Comment:

The condition recommended by Heathrow Airport has been included in the recommendation at section 2 of this report (Condition number 12).

#### CADENT GAS

No objection subject to standard informative.

Case Officer Comment:

The informative note recommended by Cadent Gas has been included in the recommendation at section 2 of this report (informative number 4).

#### LONDON FIRE BRIGADE (summary)

The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and have no observations. It should be ensured that if any material amendments to this consultation is proposed, a further consultation will be required.

#### **Internal Consultees**

##### PLANNING POLICY (summary)

##### Principle of Development

Overall, the principle of development remains unchanged from the previous withdrawn application reference 76795/APP/2021/3704. As set out in the consultation comments under the application referenced above, both sites are located adjacent to Metropolitan Open Land (MOL), a designation that covers most of the Yiewsley Recreation Ground. However, a small proportion of Site 1 includes an area of the Recreation Ground that is not designated as MOL but would be defined as public open space

according to Local Plan Policy DMCI 3.

Policy DMCI 1 of the Local Plan states that proposals involving the loss of an existing community facility such as the existing Yiewsley library will only be permitted where it can be demonstrated that the specific use is no longer required on-site, will not lead to a shortfall in the provision, is no longer in demand or appropriate, or replacement/ relocated facilities provide at least the same level of accessibility as the existing facility. Whilst the proposed redevelopment of this site would lead to the loss of the library from its High Street location, the scheme as a whole does make provision for a new library on Site 2.

The existing library would be relocated as a result of the proposed development, it should be noted that the reprovision of the library will need to be secured by a relevant planning obligation to ensure that the replacement library is delivered before the commencement or completion of a proportion of residential units.

Site 2 is an area of previously developed land boarded up since the demolition of the swimming pool buildings. It is not subject to any planning policy designations and overall, redevelopment of existing brownfield sites are supported by the Local Plan.

Overall, the principle of development is acceptable, subject to the relevant planning obligations being in place.

#### Housing Mix

Policy DMH2 requires a mix of housing units to reflect the Council's latest information on housing needs. The Council's latest evidence of housing need indicates a substantial borough-wide requirement for larger affordable and private market units, particularly three-bedroom properties. However, both sites have a PTAL rating of 3, are within the town centre and walking distance of the Elizabeth Line. Furthermore, Policy H10 of the London Plan states that schemes should generally consist of a range of unit sizes.

When considering the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, the London Plan Policy H10 criterion 6 outlines that the nature and location of the site should be considered and recognises that it could be appropriate for developments closer to a town centres or stations or with higher public transport access and connectivity to contain a higher proportion of one and two bed units generally.

In addition, Policy H10 criterion B sets out for low-cost rent, boroughs should provide guidance on the size of units required (by number of bedrooms) to ensure affordable housing meets identified need. In this regard it should be noted that the borough has a need for low-cost rent units especially for family units.

The overall split and numbers on the separate sites and overall can be seen below:

#### SITE 1

One bedroom: 18 (36%)  
Two bedroom: 24 (48%)  
Three bedroom: 8 (16%)  
Total : 50

#### SITE 2

One bedroom: 23 (51.1%)  
Two bedroom: 11 (24.4%)  
Three bedroom: 11 (24.4%)  
Total : 45

## OVERALL

One bedroom: 41 (43.2%)

Two bedroom: 35 (36.8%)

Three bedroom: 19 (20%)

Total: 95

It is noted that site 2 has 51.1% one-bedroom units, this means that more than half of the site is one-bedroom units, however when considering the scheme as a whole the two sites there are 43.1% one-bedroom units. Overall, the application proposes 16% and 24.4% (or 20% across the two sites) of family units and given the site-specific circumstance when considering the scheme as a whole and other recent applications in similar contexts this is considered to be acceptable.

### Affordable Housing

Policy H4 of the London Plan sets out that residential development of public sector land should deliver at least 50 per cent affordable housing. The applicant has provided an affordable housing statement, which sets out that the proposal would provide 100% affordable housing.

Policy H5 of the London Plan requires the proposed development to be consistent with the relevant tenure split, which is 70% social/ affordable rent and 30% intermediate. Furthermore, criterion D of Policy H5 of the London Plan sets out that "Developments which provide 75 per cent or more affordable housing may follow the Fast Track Route where the tenure mix is acceptable to the borough or the Mayor where relevant". In this regard it is noted that the Council's adopted Housing Strategy (2022) highlights on page 32 paragraph 29 that a majority of affordable housing is required as Social Rent or London Affordable Rent rather than for intermediate housing.

As such, given the wording of criterion D of Policy H5 of the London Plan and the Council's adopted Housing Strategy (2022) it is considered that the proposed tenure mix would be acceptable and as such complies with Policy H5 of the London Plan.

### ACCESS OFFICER (summary)

The scheme has been reviewed and no objection is raised subject to conditions being attached in relation to M4(3)/M4(2) units, fire evacuation facilities and accessible play equipment, should the application be recommended for approval.

#### Case Officer comment:

The proposed conditions are included within Section 2 of this report (refer to Condition 9) and are recommended to be attached should the application be approved.

### NOISE OFFICER (summary)

Sufficient information has been provided by the Applicant to make a recommendation with respect to noise. It is recommended that no objection is made on noise grounds subject to the inclusion of suitable conditions which should be met based on the design information provided and considering measurement and prediction uncertainty.

#### Case Officer comment:

The proposed conditions are included within Section 2 of this report (Conditions 10 and 11) and are recommended to be attached should the application be approved.

## WASTE STRATEGY

A 50/50 split of general waste and recycling containers would be required per bin store, plus a 140L food waste unit in each bin store.

Yiewsley Pool site: Collection of waste is adequate and no comments other than the above.

Yiewsley Library site: As previously advised, Bin store 2 is preferred as a stopping point for waste collection, but not bin store 1 due to its proximity to the junction. This is supported within the Design and Access Statement, point 2.1.1 which identifies the site as 'being located on a busy intersection'. The preference is for all bins to be together and a last resort to use management to move bins back and forth on collection day. To have the bins all in one place, the following has previously been suggested and should be considered - Move substation and/or cycle storage to the area currently marked as Bin store 1, and utilise space now vacant next to bin store 2, so that containers can be stored and collected in one place without/with minimal caretaker involvement. A more detailed Waste Strategy Plan is required to detail how waste will be collected, including the use of caretakers to pull bins out prior to collection point if this is what is being proposed.

Case Officer comment:

A Waste Strategy Plan condition is recommended to be attached should the application be approved (refer to Condition 17 - section 2 of the report). Further details are provided within Section 7.15 of this report.

## AIR QUALITY (summary)

The proposed development is located within the LBH Air Quality Management Area and within the West Drayton/Yiewsley Focus Area bringing additional traffic emissions which will add to current likely exceedances and contribute to poor local air quality. As per the London Plan, developments need to be neutral as minimum and LBH requires development proposals located in Focus Areas to be air quality positive (LBH Air Quality Local Action Plan 2019-2024), contributing to the reduction of emissions in these sensitive areas.

LBH requires developments to incorporate air quality positive design measures from the outset and suitable mitigation measures to reduce pollution, especially in areas where the air quality is already poor (LBH Air Quality Local Action Plan 2019-2024), namely Focus Areas. Furthermore, Policy DME1 14 of the Hillingdon Local Plan (Part 2), requires active contribution towards the continued improvement of air quality, especially within the Air Quality Management Area.

The proposed 95 new apartments (Use Class C3 residential development) a public library, new community space and associated access, servicing, landscaping and parking are anticipated to generate 116 daily residential vehicle trips per day and 48 vehicle trips per day associated with the use of the proposed library.

According to LBH Local Action Plan, proposed development within Focus Areas (or with impacts on FAs) needs to be Air Quality positive and further action is required to reduce total emissions produced by its operation. Therefore, the total emissions associated with these activities need to be mitigated.

The proposed development is air quality neutral but not air quality positive.

## Damage Costs and Mitigation measures

Mitigation measures to reduce emissions can be applied on-site or off-site. Where this is not practical or desirable, pollutant off-setting will be applied. The level of mitigation required associated with the operation phase of the proposed development is calculated using Defra's Damage Cost Approach.



Any 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. Tables 1 and 2 summarise the aspects of air quality and planning requirements for the proposed development.

The undiscounted level of mitigation required to the proposed development for traffic emissions is £132,078. Once all deductions were applied, the remaining value of mitigation due is £39,623. Flat rate deductions applied are as follow: Travel Plan (15%), Green Sustainable Measures (5%), contribution to long term LBH strategic long-term strategies and public service projects (e.g. library) (50%), totalling a reduction of £92,454.

Therefore, a section 106 Legal Agreement with the LAP of £39,623 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.

#### Observations

In addition, Air Quality conditions are required to manage construction emissions as required by the London Plan.

#### Case Officer comment:

The proposed conditions are included within Section 2 of this report (see Condition 7) and are recommended to be attached should the application be approved.

#### URBAN DESIGN AND CONSERVATION (Summary)

The Urban Design comments are limited to the appearance of both buildings. Previous comments covered the principle of re-locating the library away from the High Street, the height, scale, massing and form of the proposed buildings which have not changed from the previous application that was recommended for approval.

#### Corner building along High Street and Falling Lane

The pre-app design comments requested the overall design be simplified to sit the proposed building more comfortably in the immediate townscape context. Particularly, as the multi-faceted form of the building with staggered frontage, recessed corner, projecting and inset balconies is at odds with the simple building forms of the existing and emerging context.

Suggestions were made on the building's appearance to assist with the coherence of the building reducing the number of design elements to deliver a building that conforms better to the context. It is acknowledged that some suggested revisions have been made.

However, it is considered that the balconies proposed using a perforated metal superimposed with a leaf pattern fails to fit holistically with the overall building appearance. Particularly as this design is not carried through to the shutters along the High Street elevation. While, the balcony design may prevent visual clutter of chairs and table on the balconies, it has a solid appearance that is a visual detractor on the elevation and needs revision. Further information is required on the depth of the door reveals.

#### Materiality

The main material is a cream coloured brick. The predominant material in the immediate context is red/brown brick. This should be considered as an alternative to a light brick, which can stain and look dirty very quickly making the building look shabby. Further, the structural integrity of the staggered perforated

brick pattern for ventilation on the ground floor is questioned. Lastly, every effort should be taken to incorporate the winged horse relief (currently above the Library entrance) into one of the two proposed buildings.

#### Former Pool Site building

The design of the former pool site building is accepted. Clarification is sought on the Yiewsley Former Pool Site that the footpath directly to the west of the site is being retained.

#### Materiality

Part of the building is proposed to be faced in a brick described as 'Buff' although the image is a pink brick. Both this colour brick and the light grey proposed facing brick is considered inappropriate to the context and should be revised. This issue can be resolved through an appropriate condition.

#### Landscape

The Landscape proposals are accepted.

#### Summary

While some of the revisions requested have been made the key concerns that remain are:

- balcony design for the former Library site at the junction of Falling Lane and the High Street;
- brick colours of the both sites.

If minded to grant this application a materials condition should be attached to secure these details.

#### Case Officer comment:

The recommended materials condition is included within Section 2 of this report (Condition number 4). Condition 30 also secures details of privacy screens for the proposed balconies. Further, Condition number 34 has been included in the recommendation in order to address the Design / Conservation Officer's advice about securing a winged horse relief feature on the new Falling Lane building. Finally, with regard to comments about retaining a footpath to the west of the Otterfield Road site, it is understood that this is to be retained, however clarification has been sought from the applicant.

#### ENERGY (summary)

The energy assessment submitted does not comply with the London Plan energy assessment guidance. It fails to provide a clear baseline carbon footprint and energy demand (per annum) for residential and non-residential uses.

In summary, the report cannot be used constructively to inform the carbon emissions associated with the development.

However, the development is not abnormal or complex and achieving the London Plan Target of 35% reduction in CO<sub>2</sub> is reasonably practicable. The failure to provide a useable report at this stage merely provides uncertainty about the plan to achieve zero carbon but doesn't mean it can't be achieved. It also provides uncertainty for any future s106 legal agreement which will need to be kept flexible and adaptable to reflect any shortfall identified through a GLA compliant energy assessment. Conditions are therefore required to secure a detailed Energy Assessment and a 'Be Seen' energy condition.

In addition a clause in a subsequent S106 will be required to capture a payment linked with any identified shortfall:

On commencement of development (excluding demolition), the shortfall (where applicable) identified in the

Energy Assessment required by condition shall form an in lieu contribution to the Council's carbon offset fund at £95/tCO<sub>2</sub> annualised over 30 years (i.e. shortfall x 30 x 95 = £contribution).

Case Officer comment:

The proposed conditions are included within Section 2 of this report (Conditions 13 and 14) and are recommended to be attached should the application be approved. The proposed obligation is also recommended to be included within a future legal agreement.

## ECOLOGY (summary)

The ecology assessment (Phase 1) has identified further survey requirements for the Otterfield Road site. The surveys required relate to foraging and commuting bats, badgers and reptiles.

With regards to bats the report makes very little evaluation of why the areas need to be surveyed further and concludes that the Otterfield Road site would have low suitability for bats. The planning test to determine whether further surveys are required is one of reasonableness. No evidence has been presented that identifies the presence of the types of habitats that would support bats in the area or why the Otterfield Road site would therefore be of importance. Given the low suitability of bats and no evidence to support the likely presence on site (i.e. the presence of mature trees or features reflected in the Natural England Standing Advice) then it would be unreasonable to seek further bat surveys at this time, particularly as the survey season is now closed.

With regards to reptiles, again there is a lack of evidence or commentary on the wider suitability of the area to support reptiles. The site backs on to heavily maintained recreational areas and rear gardens limiting the suitability of the area for reptiles. There should be a reasonable likelihood of the presence of reptiles on site to justify further survey work. The site is ultimately an urban area with heavily used roads surrounding the recreational area and Otterfield Road site. The likely presence of reptiles is therefore low although noting that they can't be discounted in their entirety and the actual foliage on site would be an attractive habitat. A condition is therefore required to secure a detailed method statement for the protection of reptiles. The method statement shall set out how reptiles are to be protected during ground clearance and/or preparatory works in accordance with best practice.

With regards to badgers, the site has some suitability to support this transient mammal. The network of roads is less of a constraint to badgers but would still act as a constraint or obstacle to their presence on site. Given the likely reduced presence of badgers on the Otterfield Road site along with reasonable steps available to manage the harm either through method statements or Natural England licensing then it is acceptable to consider further information through condition.

Case Officer comment:

The proposed conditions are included within Section 2 of this report (Conditions 27 and 28) and are recommended to be attached should the application be approved.

## HIGHWAYS

An application has been received seeking permission to build a residential building on the site of Yiewsley Library, Falling Lane and the construction of a new mixed use building on the site of the former Yiewsley Swimming Pool, Otterfield Road. The Falling Lane site would provide 50no. units and the Otterfield Road site 45no. units. The Falling Lane site is situated on the southeastern corner of the intersection of High Street and Falling Lane, the Otterfield Road site is to the rear of houses that front onto Otterfield Road.

Both sites occupy an edge of town centre location and benefit from convenient access to a range of shops,

services, facilities and travel opportunities. Both sites have a PTAL ranking of 3 indicating that access to public transport is reasonable compared to London as a whole.

The Falling Lane site would comprise 18no. one-bed, 24no. two-bed and 8no. three-bed units. There would be 90no. secure residential cycle parking spaces and 6no. short stay cycle spaces. Also proposed are 28no. undercroft /surface car parking spaces, with 13no. be for use by residents and 15no. allocated to Rabbsfarm School which is situated on the opposite side of Falling Lane. Five of the residential parking bays would be for disabled persons parking.

The Otterfield Road site would comprise 23no. one-bed, 11no. two-bed and 11no. three-bed units. The proposal would also include a Public Library with 316sq.m GIA and 75sq.m Community Space. The Otterfield Road site would offer 74no. secure residential cycle parking spaces plus 10no. short stay cycle spaces for the Library. There would be 23no. car parking spaces for residents, of which 5no. would be disabled persons parking and 2no. disabled persons parking spaces for Library visitors.

#### Access

Access to the Falling Lane site would be from Falling Lane as existing, pedestrian and cycle access to the site would be provided from the footway along Falling Lane and High Street.

Access to the Otterfield Road site would be taken from an access road leading off Otterfield Road that provides access to an existing adjacent public car park. Otterfield Road is a single carriageway road that has been traffic calmed with a speed limit of 20mph. The majority of Otterfield Road is not subject to any parking restrictions; however, the southern end of Otterfield Road is subject to a 'business permit holder only' parking restriction between 08:00-18:30h, Monday to Saturday. Around 120m south of the site access Otterfield Road connects to Fairfield Road via a priority junction. Parking Management Scheme Y1 encompasses Fairfield Road. This restricts parking to resident permit holders only between 09:00-18:00h, Monday to Saturday.

#### Car Parking Residential

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021 would allow the Falling Lane site to provide (a maximum of) between 25no. and 38no. car parking spaces, the 13no. proposed are in accordance with this standard. The London Plan would allow the Otterfield Road proposal to provide (a maximum of) between 23no. and 34no. spaces, the 23no. proposed are therefore also acceptable.

The Falling Lane car park would include 15no. car parking spaces for use by Rabbs Farm School. It is important that these spaces are managed to ensure they are not used by the new residents and/or the general public. The Highway Authority requires that a Car Parking Design and Management Plan is submitted to the Council for approval that sets out the management regime proposed. To be in accordance with the London Plan Policy T6.1 Residential Parking all residential car parking spaces should be leased and not sold, this should be secured by a planning condition.

#### Cycle parking

The London Plan requires that cycle parking is provided at a standard of 70no. long-stay and 2no. short-stay spaces for the Falling Lane site and 63no. and 2no. short-stay spaces for the Otterfield Road site, the number of cycle parking spaces proposed at both sites is in accordance with these standards.

#### Disabled persons parking

The London Plan requires that residential developments must ensure that for 3% of dwellings at least one designated disabled persons parking space is available from the outset and that it is demonstrated as part

of the Parking Design and Management Plan how a further 7% of dwellings could be provided with one space in response to demand. The London Plan requires that both the Falling Lane and Otterfield Road site provide 5no. spaces, at both sites and this standard has been met.

#### Electric vehicle charge points (EVCP)

The London Plan requires that new residential developments provide EVCP at a standard of 20% having active charge points with all the remaining spaces having passive provision, the Falling Lane Transport Statement confirms this standard would be met, however the Highway Authority is unable to determine if or how many EVCPs the Otterfield Road site would be provided.

#### Car Parking Library

As mentioned above, the Library would provide 2no. disabled persons car parking spaces and 10no. cycle parking spaces. The London Plan does not provide parking standards for Libraries neither does the Local Plan. Taking into account there is a public car park immediately next to the proposed Library site that visitors could use, the 2no. disabled parking spaces is considered a suitable standard of provision.

#### Servicing and Delivery

Refuse collection at both Falling Lane and Otterfield Road would take place from within the site. Swept path drawings have been provided that demonstrates that a Council refuse vehicle can get within 10m of the bin-store for collection. The refuse vehicle can safely be accommodated within the proposed layout and is able to enter and exit the site in forward gear.

#### Trip generation

The Falling Lane site is currently operating as a 42no. space public car park and Library, with 16no. 'park & stride' spaces serving the Rabbsfarm School. The car park accumulation survey undertaken in 2021 showed that during the weekday the main car park rarely reached its capacity, with the busiest periods recorded at around 08:30- 08:45h and 14:30-15:00h, coinciding with school drop-off and pick-up times. The Rabbsfarm School 'park & stride' spaces were quiet throughout the day but reached capacity at school drop-off and pick-up times. At its busiest, parking stress for both car parks combined was around 84% in the morning. The applicant reports that for the remainder of the study period there were many spaces available.

In its current use during the AM Peak 08:00 to 09:00h when the surrounding road network is busiest, the car park generates 35no. two-way 'park & stride' trips and 58no. two-way car park user trips, 93no. two-way trips in total. To determine the number of trips the proposal would generate the applicant has referred to the industry standard TRICS database. In the AM peak the proposal would generate 6no. two-way residential trips, in addition to this would be the 35no. two-way 'park & stride' trips giving 41no. two-way trips. With the Falling Lane development built out there would be a reduction in car movements to the Falling Lane car park of 52no. However, the Highway Authority is mindful that if built out those drivers that currently use the public car park will need to find somewhere else to park instead. The applicant has addressed this issue in the Transport Statement and report that the Fairfield Road car park has the capacity to cater for any increase in parking demand arising from the proposal and loss of parking at Falling Lane.

To forecast the number of trips the Otterfield Road development would generate in the AM Peak the applicant has again referred to the TRICS database, this shows that the residential element of the proposal would generate 6no. two-way trips on the AM Peak. This uplift in vehicular traffic is considered insignificant and could easily be accommodated by the surrounding road network.

The applicant reports that the Library would employ 4no. members of staff, they contend that the Library would not generate any vehicular visitor traffic as it is assumed that visitors to the Library will already be in

the town centre, any visit they make would be a linked trip. They assume that nobody would make a single purpose car trip from their home to the Library and back again.

#### Supporting documents

##### Travel Plan

A Travel Plan has been drafted and submitted for each site, as would be expected both are similar. Neither of the Travel Plans contain targets for achieving a modal shift away from the private car in favour of active and sustainable travel. Should the application be recommended for approval then the Highway Authority would require that revised Travel Plans are submitted to the Council for approval prior to the development being occupied.

##### Construction Logistics Plan

A Construction Logistics Plan has been submitted alongside the planning application; the Highway Authority would require a final version of this document to be provided for approval prior to works commencing on site.

##### Service Delivery Plan

A Service Delivery Plan has been submitted alongside the planning application; the Highway Authority would require a final version of this document to be provided for approval prior to works commencing on site.

##### Site Layout

The Highway Authority has reviewed the site layout and it is found to be suitable.

#### Planning conditions and contributions

##### Contributions

The Highway Authority require that the applicant enter a s.106 agreement with the Council obliging them to fund the Healthy Streets works listed in the table below:

Public Right of Way Y29 improvements: £38,276  
Dropped kerbs and tactile paving at 2no. Locations: £11,000  
Ten Legible London finger post signs: £25,000  
Two street benches: £4,000  
Sub total: £78,276  
Contingencies (5%): £3,914  
Fees (10%): £7,828  
Sub total: £11,742  
Total: £90,018

The Highway Authority require that the applicant enter a s.106 agreement with the Council obliging them to fund a Study that will identify those measures required to improve the safety and convenience of cycling across the Trout Road/High Street/Falling Lane junction. This should include the production of preliminary designs, a contribution of £1,200 is required.

Conditions are requested to secure a Car Parking Design and Management Plan, that all residential car parking spaces are leased and not sold, a Construction Logistics Plan, and a Service and Delivery Plan

A legal agreement is also required to secure revised Travel Plans and to prohibit future residents of the development from applying for a permit to join any parking management scheme in the vicinity of the site.

#### **Hillingdon Planning Committee - 6th December 2023 PART**

#### **1 - MEMBERS, PUBLIC & PRESS**



## Recommendation

Subject to the above there are no highway objections to this proposal.

### Case Officer comment:

The proposed conditions are included within Section 2 of this report (refer to Conditions 5, 6, 7, 8, 20 and 21) and are recommended to be attached should the application be approved. The proposed obligations are also recommended to be included within a future legal agreement.

## FLOODING AND DRAINAGE (Summary)

The greenfield runoff volume has been provided for the Falling Lane site. Calculations have been resubmitted for the 1 in 100 year (+40%CC) event for the Otterfield Road site. Drawings have been provided to show the exceedance flow routes for both sites.

### Recommendation and Requests:

The following information is still outstanding and should be addressed by the applicant:

The total site area for Otterfield Road (3100m<sup>2</sup>) has not been included in the calculations.

Drawings have been provided to show the exceedance flow routes for both sites. There is one arrow on the Otterfield Road site that is directed towards a building, more information should be provided as to how this would be managed.

The following items can be addressed at Discharge of Condition stage:

- The applicant should include rainwater harvesting in the design or provide reasonable justification as to why this cannot be included.
- The applicant should provide evidence to demonstrate that infiltration testing has been carried out to show that soakaways are feasible for the Otterfield Road site.

Conditions are therefore proposed requiring a final detailed drainage design including drawings and supporting calculations, and evidence (photographs and installation contracts) is submitted to demonstrate that the sustainable drainage scheme for the site has been completed in accordance with the submitted details.

### Case Officer comment:

The proposed conditions are included within Section 2 of this report (Conditions 31 and 32) and are recommended to be attached should the application be approved.

## DAYLIGHT AND SUNLIGHT (Summary)

Of the 265 rooms analysed for daylight, 207 rooms meet the target values. 51 of the 58 rooms that fell short of the target values are living/kitchen/dining rooms. Of the 95 dwellings analysed for sunlight, 19 rooms failed to meet the target values. All the 19 living rooms that failed to meet target values are north facing and will not receive direct sunlight. Analysis was undertaken to 13 amenity areas at Falling Lane. Of these 13 amenity areas 9 met the target values. When analysis was undertaken on 21st June, all amenity areas achieved the target values.

### Case Officer comment:

Daylight and sunlight is assessed in the main body of the report at section 7.09.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The development proposes the delivery of 95 new homes of which 100% would be affordable housing, together with a replacement public library, including a community use space following the demolition of the existing library building on Falling Lane. The proposal will also bring a vacant brownfield site back into use on Otterfield Road.

This proposal is considered to be in accordance with paragraph 119 of the NPPF and Policy GG2 of the London Plan, which both require proposals to make the best use of land, it is recognised that the redevelopment of brownfield sites should be prioritised to ensure that proposals limit their harm to the natural environment and to ensure that new developments are located within existing built-up areas, which tend to have better supporting infrastructure. This is supported by paragraph 120 of the NPPF which states that substantial weight should be given to the value of using suitable brownfield land whilst promoting and supporting the development of under-utilised land.

The site is also located in the Heathrow Opportunity Area. Opportunity Areas, defined by Policy SD1 of the London Plan (Opportunity Areas), are areas identified with the highest potential for development growth, with capacity to deliver a substantial amount of new homes and jobs. In particular, proposals in Opportunity Areas should seek to maximise the delivery of affordable housing and create mixed and inclusive communities by tackling spatial inequalities and environmental, economic and social barriers that affect the lives of people in the area, whilst ensuring that development facilitates ambitious transport mode share targets. The supporting text to Policy SD1 of the London Plan outlines that intensification is key to meeting housing targets, particularly for outer London boroughs where the suburban pattern of development has significant potential for higher density residential development. The application site falls within the Heathrow Opportunity Area, with an indicative capacity of 13,000 new homes and 11,000 new jobs, which itself is part of the wider Heathrow/Elizabeth Line West Growth Corridor.

Paragraph 123 of the NPPF, which requires local planning authorities to take a proactive approach to applications which encourage higher density residential development and which propose alternative uses of developed land, particularly supporting proposals which seek to use employment land for homes, or which make more effective use of a site providing a community use, provided this would not undermine the town centre network or reduce the quality of service provision or access to open space. In this regard, it is recognised that prioritising brownfield sites for redevelopment at higher densities is particularly important for outer London boroughs, as it ensures that housing targets can be met without developing on the Green Belt (or Metropolitan Open Land), which serves as a permanent open buffer between London and the surrounding settlements, preventing urban sprawl.

Policy D1 (London's form, character and capacity for growth) and Policy D3 (Optimising Site capacity through the design led approach) of the London Plan both require proposals to have regard to the context of the surrounding area. Policy D3 further states that all development must make the best use of land and that higher density developments should be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking or cycling.

There is a clear presumption in favour of redeveloping brownfield sites to provide new housing, especially for sites which fall within Opportunity Areas and town centre boundaries, as these areas

either have or are expected to have access to higher levels of public transport (in this instance a PTAL of 3). The proposal would contribute to this objective, and notably with the provision of 100% affordable housing (to be provided as 95 LAR units), would contribute to the strategic objectives of maximising affordable housing contributions from sites with the highest growth potential in accordance with Policy GG4 of the London Plan. At present, the Falling Lane site is largely occupied by outdoor surface parking, and a two-storey building, and it is considered that this fails to optimise the site's potential having regard to Policies SD1, D1 and D3 of the London Plan, whilst the Otterfield Road site is vacant and inaccessible, and therefore provides little to no public benefit, and does not contribute to the vitality of the town centre.

Moreover, Policy GG4 (Delivering the homes Londoners need) sets out that to create a housing market that works better for all Londoners, those involved in planning and development must ensure that more homes are delivered, must support the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable and must create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing. The application therefore goes beyond the strategic target which is a clear and significant public benefit.

Policy H1 of the London Plan (Increasing housing supply) sets the 10-year housing targets for each London borough, and this places a 10-year housing completions target for the London Borough of Hillingdon of 10,830 homes (starting in 2019/20 and continuing through to 2028/29). Boroughs are required to optimise the potential for housing delivery on all suitable and available brownfield sites, especially for sites with existing or planned public transport access levels (PTALs) 3-6, which are located within 800m of a station or town centre boundary, or are on industrial sites that have been identified through the processes set out in Policies E4, E5 and E7 of the London Plan as being suitable for redevelopment.

The redevelopment of these sites will support the delivery of 95 new affordable homes in accordance with policies and contribute to achieving the borough's housing targets in accordance with London Plan policies GG4 and H1.

Policy SD6 of the London Plan (Town centres and high streets) seeks to promote and enhance the vitality and viability of London's town centre network by encouraging a range of uses within town centres including (alongside main town centre uses) civic, community, social and residential uses. Of particular relevance, Policy SD6 states that the potential for new housing within and on the edge of town centres should be realised through mixed-use or purely residential developments where these make the best use of land, capitalising on the availability of services within walking and cycling distance, whilst the provision of social infrastructure should be enhanced. The supporting text to this policy confirms that residential development can play an important role in ensuring town centre vitality, and residential-only schemes in town centres may be appropriate outside the primary shopping area, and primary and secondary shopping frontages, where it can be demonstrated that they would not undermine local character or the diverse range of uses required to make a town centre vibrant and viable.

Policy SD7 of the London Plan (Town centres: development principles and Development Plan Documents) further highlights that some sites within town centres may be suitable for higher density mixed-use or residential intensification, such as through the comprehensive redevelopment of surface car-parks, surplus shopping frontages or other low-density town centre buildings that are not of heritage value, whilst re-providing any non-residential uses that would be lost as part of the redevelopment.

Policy CI1 of the Hillingdon Local Plan: Strategic Policies (Community Infrastructure Provision) sets out that community and social infrastructure which caters for the needs of the existing community and future populations should be encouraged, which includes supporting the retention and enhancement of existing community facilities whilst resisting their loss. Where the loss of community facilities is justified, the Council will seek to ensure that the resulting development compensates these uses to ensure there is no net loss. In some instances, developments may need to contribute towards the provision of community facilities.

Policy CI1 further sets out that community facilities (including health facilities, police stations, leisure facilities, community centres and libraries) should be sited in town centres or other accessible locations to maximise community access, make best use of sustainable transport options and build a sense of local identity. Moreover, community facilities and services must be accessible and inclusive to all potential users regardless of age, ability, gender or socio-economic status.

Policy DMTC 1 of the Hillingdon Local Plan: Development Management Policies (Town Centre Developments), supports the principles of the London Plan town centre hierarchy and states that the use of ground floors for residential purposes within primary and secondary shopping areas will not be supported and interruptions in the shopping frontage should be minimised to ensure the frontages are kept as an area of continuous commercial activity.

While both parcels of land fall within the town center boundary, neither parcel is designated as part of the primary or secondary shopping areas, and as such, the loss of the non-residential frontage onto the High Street (as a result of the relocation of the library) would have a minimal impact on the continued vitality of the town centre. Moreover, it is noted that the existing library is sited at the northern end of the High Street, where the shopping frontage is less continuous as a result of the George and Dragon pub (adjacent), the former Methodist Church the large Aldi store (opposite), whilst the overall design of the existing library building does not currently provide a high level of interest or particularly promote activity within the town centre.

It is further recognised that the proposal would result in the loss of the existing library (265.5 sqm) (F1 (d) use class) and the fitness centre above (265.5 sqm) (E(d) use class), with a replacement library facility (316 sqm) and new community space (75 sqm) to be re-provided within the ground floor of the Otterfield Road site. The proposed location of the new library remains within the same town centre, with a larger floorspace, and it is therefore considered that the relocation of the existing library is acceptable and would not lead to a reduction or shortfall in the amount of community floorspace, in accordance with the requirements for redevelopment proposals as set out in Policies SD6 and SD7 of the London Plan and the community infrastructure requirements of Policy CI1 of the Hillingdon Local Plan. Should Planning Committee be minded to approve the development proposal, an obligation would be required to ensure that the new library is constructed and operational before the closure of the existing library in order to ensure the local community does not suffer a temporary loss of this community asset.

In addition to the larger library floorspace, the provision of the new community space (75 sqm) at ground floor level on the Otterfield Road site allows for the provision of new community floorspace that would be inclusive, accessible and flexible in line with the provisions of Policy DMCI 2 of the Hillingdon Local Plan.

The proposed loss of the town centre uses at first floor level within the existing library building (in use as a fitness centre) would not be re-provided as part of the proposal, and it is recognised that this

results in the loss of some town centre uses, however in light of local vacancies in the town centre as whole, it is considered that the loss of 265.5 sqm of non-residential floorspace, outside of the primary or secondary shopping areas, would not result in significant harm to the vitality or viability of Yiewsley and West Drayton Town Centre.

In summary, recognising that both sites are underutilised accessible town centre locations, it is considered that the principle of residential-led redevelopment (which re-provides the library) is acceptable in principle, in accordance with the general thrust of the NPPF, the London Plan and Hillingdon Local Plan, which require local planning authorities to promote residential developments in suitable town centre locations and make the most efficient use of previously developed land. The application site's inclusion within the Heathrow Opportunity Area, which are areas identified as having the highest potential for growth in the London Plan, reinforces the strategic need for housing in this location, and the provision of 95 (100%) LAR units would make a significant contribution to the borough's affordable housing targets and help to address the strategic target of 50% of all new housing in London to be affordable.

It should be further noted that the Otterfield Road site gained planning permission for a mixed-use development up to three-storeys in height, comprising 12 supported housing/living flats, a health centre and gym on the 6th June 2014 (Ref: 18344/APP/2013/3564). Whilst this permission has now lapsed, it is a material consideration, and supports the principle of a residential-led, mixed-use development on the Otterfield Road site. The previous permission was approved under a different planning policy landscape, and there have been several policy changes since permission was granted, including the introduction of a new NPPF (2019, 2021 and 2023), London Plan (2015 and 2021) and Hillingdon Local Plan Part 2: Development Management Policies (2020). However in general the changes in policy have reflected a need to build housing at greater densities, prioritising town centre locations and encouraging more sustainable travel. This is evident in the Hillingdon Local Plan annual housing completion targets of 425 set out in Policy H1 of the Hillingdon Local Plan (adopted in 2012) compared to the completion target of 1,083 new homes each year set out in Policy H1 of the London Plan (adopted 2021).

Overall, as discussed above, it is considered that the proposed redevelopment of the two parcels of land on either side of Yiewsley Recreation Ground is acceptable in principle, and would accord with the principles of sustainable development as set out in the NPPF, London Plan and Hillingdon Local Plan, in particular seeking to prioritise the development of brownfield sites which have been identified through the plan-led process as suitable for growth, such as Opportunity Areas and Town Centres, for residential-led mixed use developments. Moreover, the proposal would make a meaningful contribution to the borough's annual housing targets, with the delivery of 100% affordable housing specifically targeted at addressing the council's housing waiting list through the provision of low-cost rented tenures only (to be secured as no higher than LAR levels which are reviewed annually).

## **7.02 Density of the proposed development**

The supporting text to Policy GG2 of the London Plan outlines that London is anticipated to experience very high levels of continued growth which will require more efficient use of land, to allow growth whilst protecting the Green Belt. Encouraging higher densities in appropriate locations means more people are within walking distance of local amenities and transport connections, which in turn reduces the need for private car ownership and supports the transition to a more sustainable city.

Policy D3 of the London Plan (Optimising site capacity through the design-led approach) requires all developments to make the best use of land, by optimising a site's capacity. Optimising does not mean maximising, and a proposal should seek to respond to a site's context whilst also recognising its



capacity for growth. The supporting text to Policy D3 recognises that direct comparisons between schemes using a single measure (e.g. units per hectare) can be misleading because it depends on the area included in the application site boundary and does not take into account the size of residential units or a mix of uses within one building. Nonetheless, the proposed density of a development is a relevant consideration and provides a broad picture of a scheme's suitability for a site, but it is important to measure in a number of ways.

The application proposes 95 units and 262 habitable rooms across the two sites. This results in an overall density of 142 units p/ha and 394 hab rooms p/ha.

In accordance with Policy DMHB 17 of the Hillingdon Local Plan: Development Management Policies (Residential Density), all new development should take account of the residential matrix presented in table 5.2, which sets out that an appropriate starting point for assessing appropriate densities within Yiewsley town centre is between 150-250 units/ha, or 450-750 habitable rooms/ha, for proposed flatted developments. The proposed density falls just below the lower end of both of these ranges, as the proposal has to respond to the undeveloped and generally low-rise context of its surroundings, and is considered to represent an optimal use of the site which provides a good level of new housing, appropriate for the density of residential development the area, when taking into account all other material considerations.

## 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 unit mix proposed is 41 one-bedroom flats, 35 two-bedroom flats and 19 three-bedroom flats. The scheme proposes the mix as 43.2% one-bedroom flats, 36.8% two-bedroom flats and 20% three-



bedroom flats by unit.

This overall housing mix is considered to be acceptable, and noting the comments from the Council's Policy Officer, the proposed mix would broadly meet local demand and would therefore comply with Policy H10 of the London Plan.

### **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 and have confirmed that there is no archaeological interest on the site which would warrant further investigation of the site. All necessary processes have been followed and the proposal would not be considered contrary to Policy DMHB 7 of the Hillingdon Local Plan: Part 2 (2020).

#### **CONSERVATION AREA AND LISTED BUILDINGS**

Policy HC1 of the London Plan (Heritage conservation and growth) states that Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings.

Policy HE1 of the Hillingdon Local Plan: Strategic Policies (Heritage) states that the Council will conserve and enhance Hillingdon's distinct and varied environment, its settings and the wider historic landscape, which includes designated heritage assets such as statutorily Listed Buildings, Conservation Areas and Scheduled Ancient Monuments, Registered Parks and Gardens and historic landscapes, Archaeological Priority Zones and Areas. Non-designated heritage assets (recognised at a local level) such as Areas of Special Local Character and Locally Listed Buildings will also be protected and harm to their significance will be resisted.

The application site does not fall within a Conservation Area, and would not affect a nationally listed building or its setting, however there are a number of locally listed buildings nearby including the George and Dragon pub adjacent to the Falling Lane site (176 High Street), the former Methodist Church (152-156 High Street), the former Town Hall and St Mathew's Church (both sited at the junction of the High Street with Fairfield Road).

These non-designated heritage assets are generally important as local landmark or wayfinding buildings, often in key or prominent locations along the main High Street. The prominence and simple architectural styles of these buildings contribute to their inclusion as buildings of historical value.

As demonstrated in the views analysis submitted in support of the application and the proposed streetscene elevations of the High Street it is considered that the proposal would not have a significant impact on the significance of the George and Dragon pub or its setting, with the key architectural features and its spacious setting unaffected by the proposals. The remaining locally listed

buildings nearby would be sited a sufficient distance away from both sites that they would not be generally within in the same vista and therefore would be largely unaffected.

#### **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.

In this instance, it is considered that the proposal would not have a detrimental impact on air safety. This is confirmed in the response from the National Air Traffic Services who have stated that they have "no safeguarding objection to the proposal". However a condition is recommended to be attached, should the application be approved, to require details of the use of cranes during demolition and construction.

#### **7.05 Impact on the green belt**

As noted earlier within the report, both sites are located on the edge of Yiewsley Recreation Ground, the majority of which is designated as Metropolitan Open Land (MOL). Policy G3 of the London Plan (Metropolitan Open land) states that Metropolitan Open land (MOL) is afforded the same status and level of protection as Green Belt, and should be protected from inappropriate development in accordance with national planning policy tests that apply to the Green Belt.

Chapter 13 of the NPPF outlines the importance of protecting the Green Belt, and its fundamental aim is to prevent urban sprawl by keeping land permanently open. As such, the two essential characteristics of the Green Belt are its openness and its permanence. Paragraph 138 of the NPPF outlines that the Green Belt serves five purposes, and these are to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. In addition, paragraph 145 of the NPPF sets out that within Green Belts, local planning authorities should proactively look for opportunities to provide public access, together with improved opportunities for outdoor sport and recreation.

The NPPF further outlines that any inappropriate development within the Green Belt will be, by definition, harmful to its key characteristics, and proposals which affect the openness of the Green Belt should be refused unless overriding material considerations outweigh this harm.

Policy EM2 of the Hillingdon Local Plan: Strategic Policies (Green Belt, Metropolitan Open Land and Green Chains) states that the Council will seek to maintain the current extent, hierarchy and strategic functions of the Green Belt, MOL and Green Chains, whilst Policy DME1 6 of the Hillingdon Local Plan: Development Management Policies (Development in Green Edge Locations) sets out that new development adjacent to MOL should incorporate proposals to assimilate development into the surrounding area by the use of extensive peripheral landscaping to site boundaries.

There is no definition of openness but it is generally agreed that the main component of open land is

its undeveloped nature, generally free of buildings or structures, and noting that the application site falls fully outside of the MOL boundary, the proposed openness of the MOL (i.e. the amount of built form within the MOL) would be unaffected by the proposal.

It is recognised that there would be some impact on visual amenity from within the MOL, as the proposal would increase the amount of built form adjacent to the MOL, however in the context of a park which is sited in the centre of a built-up area, this is considered to have a minimal effect on the key characteristics of the MOL, which is already appreciated in an urban environment. Moreover, the proposal would not encroach onto the boundaries of the MOL, and has been designed to maximise landscaped areas near to the boundaries with the park, to minimise any impacts of the proposal.

## **7.07 Impact on the character & appearance of the area**

Policy D3 of the London Plan states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, including existing and planned supporting infrastructure capacity. Higher-density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 of the London Plan. In areas of comparatively low densities, incremental densification should be actively encouraged to achieve a change in densities in the most appropriate way.

As such, proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through layout, orientation, scale, appearance, and shape regarding building types, forms, proportions, and the street hierarchy. Proposals should encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings that are aligned with peoples' movement patterns and desire lines in the area, be street-based with clearly defined public and private environments, and facilitate efficient servicing and maintenance of buildings and the public realm that minimise negative impacts on the environment, public realm and vulnerable road users.

### **Scale and Massing**

The proposed developments on the Falling Lane and Otterfield Road Sites are below the threshold for a tall building as set out Policy D9 of the London Plan (less than 6 storeys or 18 metres measured from ground to the floor level of the uppermost storey). Accordingly, the development is not considered to incorporate a tall building as defined under Policy D9 and no further assessment is required against the relevant policy criteria. This is a notable change from the previously withdrawn application (76795/APP/2021/3704) which proposed six storeys on the Otterfield Road site and accordingly fell within the definition of tall building as set out in Policy D9.

Policy BE1 of the Hillingdon Local Plan: Strategic Policies (Built Environment) sets out to create successful and sustainable neighbourhoods, new development (including new buildings, alterations and extensions) should be of a high-quality design that enhances the local distinctiveness of the area and contributes to a sense of place. As such, proposals should be designed to be appropriate to the context of Hillingdon's buildings, townscapes, landscapes and views and make a positive contribution to the local area in terms of layout, form, scale and materials. In addition, proposals should not result in the inappropriate development of gardens and green spaces as this could lead to the erosion of the character and biodiversity of suburban areas and increase the risk of flooding through the loss of permeable areas. Proposals within Yiewsley should specifically seek to improve their visual

environment.

When considering design options, regard should be had to Policy GG2 and SD1 of the London Plan, which requires proposals to make the most effective use of land to help boroughs achieve their annual housing targets, which often requires more intensive development in sustainable locations, such as Town Centres and Opportunity Areas.

As set out above, the proposal comprises two parcels of land on either side of Yiewsley Recreation Ground; the Falling Lane site currently occupied by a library and car park and the cleared Otterfield Road site (with the former swimming pool demolished in 2011).

## FALLING LANE

The proposed development of the Falling Lane site seeks permission for a part two, three, four and five-storey residential building. The loss of the existing library building has been determined as acceptable on design grounds, recognising that this building makes a broadly neutral contribution to the appearance of the street scene with a somewhat dated design and a slightly top-heavy appearance of no architectural value. However, as the proposed building occupies a prominent corner location where Falling lane meets the High Street, any proposal for a new building on this plot must achieve a high-quality design. The context of the Falling lane site is of a mixed character with a variety of non-residential uses in the vicinity (mainly to the east, south and west) with lower-rise residential buildings to the north along Falling Lane.

The proposed development of the Falling lane site would see the introduction of a five-storey building onto a plot with an existing two-storey building and would increase the built footprint within the site, noting that most of the site is used for external surface-level parking. However, the building would have a varied height across the site, which is considered to respond well to the site's disparate contexts to the north and south and supports a transition in scale from an undeveloped park to a busy Town Centre High Street. This approach also helps to break down the mass of the development, adding visual interest through the provision of a series of terraces of different heights, which, when coupled with the setback of the top storey, also helps to break up the perceived scale of the building, helping to create a more varied visual profile.

In particular, the proposed building steps up appropriately from the adjacent locally listed George and Dragon pub whilst maintaining good separation distances between the proposed and existing buildings. Hence, as not to overly disrupt the development pattern, the variation in height contributes to a legible transition in scale that would be visible at street level. It is further recognised that the massing of the proposed building has been set away from Falling Lane to maximise views from Falling Lane into Yiewsley Recreation Ground and reduce the overall visual impact of this proposed building.

Moreover, the proposed layout will optimise the use of the site, allowing space for parking for future residents and users of Rabbsfarm Primary School, whilst encouraging active ground floor residential frontages with front doors facing directly onto the street. The proposed visible front doors would reinforce the residential appearance of the building and would be consistent with the general appearance of residential buildings on Falling Lane, where individual private entrances to houses are prevalent. The proposed communal courtyard provides a good quality of amenity space for future residents and helps soften the edges of the scheme as supported by Policy DMEI 6 of the Hillingdon Local Plan. The layout minimises the amount of hardstanding and space dedicated for vehicles within the site. It improves the street scene and visual appearance of the development facing Falling Lane,

as the frontage includes landscaping with a recessed building line and the proposed parking is predominantly contained within the proposed undercroft.

As noted above, the proposed Falling Lane building addresses the street well whilst creating usable enclosed amenity spaces. The introduction of private entrances and communal doors at the ground floor level would provide an active residential frontage and avoid the creation of blank elevations. The main communal entrance is well-positioned at the corner of Falling Lane and the High Street, set back slightly from the edge of the footway to allow a small area of external refuge. The private residential entrances on Falling Lane would serve first floor flats, with stairs and a foyer providing occupiers of these flats direct access to the street. The units facing the High Street benefit from a larger footway immediately to the front of their entrances and serve duplex units, and these entrances further contribute to a sense of activity on the High Street, providing a continuous frontage as the building wraps around the corner of the High Street into Falling Lane.

Together with the doors at ground floor level, it is considered that the proposed detailed design is of good quality and offers a coherent frontage at all levels facing onto the public highway with brickwork features and fenestration, which give the proposed building a human scale and demonstrate the residential architectural quality of the scheme. In addition, the articulation of the facades incorporates a mix of in-set and traditional balconies, providing private amenity space and visual depth to the facade, which complements the up-and-down massing of the building.

Using brick as an external material is acceptable as it would be robust and durable and should help the building, subject to colour, tone and texture, sit contextually within its surroundings. In addition to the primary facing material of brick, metal cladding is to be used to break up the mass further with perforated metal panel balustrades and tall glazing providing a more modern contemporary aesthetic. This juxtaposition of modern materials with brick would create an attractive frontage.

The applicant confirms in the Material Schedule that the Falling Lane building would be constructed of facing buff brown brick albeit the colour does appear to be lighter in the CGI's. When compiling a CGI there are a number of different components that are inserted into the rendering software which unfortunately cannot always provide an accurate representation of the final material colour. Notwithstanding the fact that a CGI is not an approved document, a planning condition has been recommended pertaining to the submission of further material details and this will include the review of a sample brick panel built on site prior to the commencement of the scheme.

## OTTERFIELD ROAD

The proposed Otterfield Road building would also have a varied height, appearing as a part three, four and five storey structure with a maximum height of approximately 17.5m. As part of the previously withdrawn application (reference 76795/APP/2021/3704), a sixth storey was proposed at the southern end of the building. The current scheme has been reduced in scale with the 6th storey element now removed. When viewing the proposed development from the west elevation, the proposed massing transits from five stories to three storeys and seeks to have the tallest elements towards the southern end of the site resulting in an up-and-down stepped appearance that also helps to break up the perceived scale of the building, helping to create a more varied visual profile.

The Otterfield Road site has a similar character to the Falling Lane site, with the undeveloped park defining one boundary and a mix of residential and non-residential uses nearby of varying scale. However, it is recognised that the residential homes to the north and east of the site on Otterfield Road are almost exclusively two-storeys in height. The triangular-shaped plot is enclosed to the east



by the rear gardens of the residential properties along Otterfield Road, Fairfield Road Public Car Park to the south and the Yiewsley Recreation Ground to the west.

A views analysis submitted in support of the application illustratively shows the completed building in its context, appearing readily visible and affecting the skyline of Yiewsley when looking at the site from the west and north, across the unobstructed vista of Yiewsley Recreation Ground. This is evident in view 02 (from Gordon Road looking south-east), view 03 (from the western side of the park looking south-east) and view 05 (from the top of the park looking south), where the proposed building is visible in the skyline, exceeding the height of the tree line which runs along the eastern boundary of the park and partially filling in part of the unobstructed skyline. In this regard, the analysis of the views demonstrates there would be limited harm to visual amenity associated with the development of the Otterfield Road site.

Whilst some limited harm has been identified, the existing plot formerly housed an indoor swimming pool which would have been visible to some extent from the park before its demolition, and it is recognised that any form of redevelopment of the Otterfield Road site would result in some harm to views from within the park, partially filling in a gap in the treeline. It is of further relevance that the existing park sits in the middle of a built-up area, and whilst existing buildings around the park tend to be of a lower scale than the current proposal, some level of development on this site would be expected. Due to changes in land levels, the proposed Otterfield Road building would also be approximately 0.5 metres below the park level, which would help limit the perceived scale of the building when viewed from Yiewsley Recreation Ground.

The views analysis further assesses the impact of the proposed Otterfield Road building on views not within the park to determine the level of harm, if any, of the proposal on medium/long-distance views. At medium range, the proposal would have little to no impact on the skyline outside of Yiewsley Recreation Ground because of the tight-knit development pattern to the south and east of the proposal. This minimal impact is demonstrated by view 01 (to the front of the George and Dragon pub looking east) and view 04 (from the north of Otterfield Road looking south), which are representative of the impacts to the High Street and the residential area to the north-east respectively, with the proposal not readily visible in either view.

Overall, the analysis of the views submitted in support of the application satisfactorily demonstrate that the visual impact of the proposed development would be acceptable, with a moderate impact on local visual amenity within the park as a result of its open and undeveloped nature, but with little to no impact on medium or long-distance views within the Yiewsley or West Drayton Area.

As with the proposed development at Falling Lane, the proposed building would have a varied height across the length of the plot, with an up-and-down approach to the size from south to north with the massing broken down into series of terraces at different heights. The scale and massing have sought to respond to the constraints of the site (namely the two-storey houses on Otterfield Road and the undeveloped parkland to the west), and the variation in height across the site is supported to ensure the proposal does not appear monolithic or oppressive, with an undulating form which allows the various elements to be expressed and appreciated separately.

The proposed roof form of this building further complements the design rationale, with a mix of flat and pitched roof forms that help break the proposal's massing down into smaller elements. This approach also helps reduce the perceived scale of the development from the street, recreational area and the neighbouring gardens. It also gives the building a distinctive silhouette, adding variation to the skyline.



Overall the proposed layout is considered a suitable design response to the constraints of the site with the design and layout of the development mitigating any potential for material harm on the two-storey residential properties along Otterfield Road. Moreover, the proposed position of the building broadly in the middle of the plot allows sufficient room for landscaped buffering which maximises the separation distance to the existing properties on Otterfield Road.

As noted above, the type of materials suggested are not subject to change however the specification and colour is yet to be formally agreed. A planning condition has been recommended pertaining to the submission of material samples including a physical brick panel to ensure that the quality and colour of the materials are robustly reviewed.

## **7.08 Impact on neighbours**

Policy DMHB 11 of the Hillingdon Local Plan: Development Management Policies and Policy BE1 of the Hillingdon Local Plan: Strategic Policies both seek to ensure that new development does not adversely impact on the residential amenity of neighbouring properties. The supporting text to Policy DMHB 11 sets out that sufficient privacy for existing residents will be protected by resisting proposals which would introduce an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. To maintain existing levels of privacy, a minimum separation distance of 21 metres between facing habitable room windows of habitable rooms will be required, and in some locations, for example where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary. Moreover, new development proposals must carefully consider their layout and massing in order to ensure development does not result in a significantly increased sense of enclosure or loss of outlook.

### **DAYLIGHT/SUNLIGHT**

Furthermore, the Mayor's Housing SPG sets out that proposals should limit the harm to neighbouring properties, whilst recognising that to comply with policies seeking the optimal use of land, some development proposals may be allowed even where harm has been identified. When assessing impacts related to the loss of natural light, the Mayor's Housing SPG advises that avoiding harm to habitable rooms is the priority, which are usually defined as any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bathrooms or toilet facilities, service rooms, corridors, laundries, hallways, utility rooms or similar spaces are excluded from this definition of habitable rooms.

A standardised method of assessment for calculating the level of impact to neighbouring buildings is prescribed within the BRE's guide to good practice, titled 'Site Layout Planning for Daylight and Sunlight'. This guidance document discusses various methods of assessing a proposals impact on access to natural light, and sets out a number of thresholds which, if exceeded, would probably have a noticeable impact on natural light to neighbouring properties. The BRE guidance sets out that a loss of light to existing windows does not need to be assessed if the distance of each part of the new development from the existing window is at least three times the height of the centre of the existing window, as the loss of natural light will be very small in these instances. Typically, the centre of ground floor windows tend to be about 1.5 metres above the ground and some windows (for example bay windows are designed in a concave shape to maximise the amount of daylight that reaches the glass).

Where an assessment of access to natural light is considered necessary, BRE guidance sets out a number of tests which can be carried out to determine the level of harm, if any has been identified.

The first test involves drawing a horizontal line from the midpoint of the affected window, followed by a second line which extends upwards at an angle of 25 degrees from the centre of the window. If the second line (extending away from the window at an angle of 25 degrees) intersects the line of the proposed building, then the proposal might have an adverse impact on light, and further assessments are required.

Broadly, these further assessments consider the likely significant effects to daylight for neighbouring buildings in terms of Vertical Sky Component (VSC), Daylight Distribution (DD) (often referred to as No-Sky Line) and Average Daylight Factor (ADF). An assessment of sunlight can also be undertaken in relation to neighbouring buildings in terms of Average Probable Sunlight Hours (APSH), where windows are within 90 degrees of due south, or through an assessment of overshadowing.

An overshadowing assessment should shadow on the ground at different times of the day on March 21st, June 21st and December 21st, and BRE guidance further recommends that where a large building is proposed, which may affect a number of gardens or open spaces, a shadow plan showing the location of shadows at different times of the day and year is produced.

#### Falling Lane

The nearest residential properties to the proposed Falling Lane building are Nos. 17, 19, 21 and 23 Falling Lane, which are sited approximately 32 metres, 39 metres, 44 metres and 45 metres north of the proposal respectively. In line with BRE guidance, Nos. 17 and 19 (at 32 and 39 metres from the application site) are potentially affected by the fourth-storey element of the proposed development, therefore it is considered that a further assessment on the impact to Nos. 17 and 19 is required.

As such, in support of the application, a drawing has been submitted which assesses the potential impact to No. 17 and 19 Falling Lane in terms of a loss of daylight. This sectional drawing seeks to demonstrate how the 25 degree test has been applied to this development, and clearly shows that the closest parts of the proposal (the third and fourth storeys) would not breach the 25 degree line. It is noted that the very top of the balustrade on the roof appears to slightly intersect this line, however it is further noted that the line originates from the ground level, rather than the midpoint of the front window, and if the line extended from the midpoint of the window there would be no breach. On this basis, it is considered that the proposal would not have a significant impact on access to natural light to nearby residential properties.

#### Otterfield Road

The relevant residential properties close to the Otterfield Road site are Nos. 37-63 Otterfield Road (odds), many of whom have long rear gardens which back onto the application site. The rear elevations of these properties are located between 41 and 51 metres to the east of the proposed building, and noting that the height of the closest part of the proposed building to the rear of these houses is three to four storeys, it is considered that further assessment is not strictly necessary in accordance with BRE guidance (which states that windows more than 40.5 metres from the proposal need not be assessed).

Nonetheless, a drawing has been submitted showing the potential daylight impacts of the proposed Otterfield Road building using the 25 degree line test and the assessment clearly demonstrates that all nearby residential properties on Otterfield Road would pass this test. Consequently, the proposal has satisfactorily demonstrated that it would not have a significant impact on access to natural light for nearby residential properties.

#### Overshadowing

The Design and Access Statement further makes an assessment of overshadowing, which shows that there would be some level of overshadowing into both the gardens of properties on Otterfield Road and the eastern edge of Yiewsley Recreation Ground. However, this would not be materially harmful and would be commensurate with the level of development expected on a brownfield site in a Town Centre location.

#### Overlooking/Privacy/Outlook

As discussed above, the proposal would have some limited impact on visual amenity in the area and would influence the appearance of the skyline at a local level. However, it is considered that neither building would significantly affect the outlook of nearby residential properties, and would not lead to a sense of enclosure because of the significant separation distances between facing walls, of at least 40 metres.

The separation distance between the rear facing habitable room windows at 37-63 Otterfield Road and the proposed development is at least 40 metres, which far exceeds the minimum separation distances of 21 metres described in the Hillingdon Local Plan. It is therefore considered that the proposal would not lead to a loss of privacy. Whilst there would be some increase in the potential for overlooking into the residential gardens of Otterfield Road, it is recognised that there is already a degree of mutual overlooking into neighbouring gardens from first floor windows of existing houses as a result of the traditional layout of the street, which allows obtuse viewing angles into neighbouring properties. As such, noting that the layout of the Otterfield Road building has been designed to minimise overlooking in any event, it is considered that the proposal would not lead to a significant loss of privacy.

Overall, the proposal is considered to comply with the objectives of Policies DMHB 11 and BE1 of the Hillingdon Local Plan and the Mayor's Housing SPG, insofar as they seek to protect residential amenity.

### **7.09 Living conditions for future occupiers**

Policy D3 of the London Plan states that proposals should deliver appropriate outlook, privacy and amenity, provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity, help prevent or mitigate the impacts of noise and poor air quality, and achieve indoor and outdoor environments that are comfortable and inviting for people to use.

Policy D6 of the London Plan (Housing quality and standards) requires all new residential properties to meet the minimum space standards and further states that the minimum floor to ceiling height must be 2.5m for at least 75 % of the Gross Internal Area of each dwelling to avoid overheating and generally improve living conditions. In addition, the design of new residential development should be high-quality and should provide adequately-sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.

Moreover, proposals should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution as a result of site constraints which would mean dual aspect dwellings would severely restrict optimising the site's potential. The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

Furthermore, Policy D6 of the London Plan and Standard 26 of the Mayor's London Housing SPG

sets out that a minimum of 5 sqm of private outdoor open space should be provided for 1-2 person dwellings, with an additional 1 sqm provided for each additional occupant, and it must achieve a minimum width and depth of 1.5 metres to be functional and fit for purpose. As such, a 3-person dwelling should include 6 sqm of external private amenity space, a 4-person dwelling should include 7 sqm, a 5-person dwelling should include 8 sqm and so on.

Policy S4 of the London Plan (Play and informal recreation), sets out that proposals for schemes that are likely to be used by children and young people should increase opportunities for play and informal recreation and enable children and young people to be independently mobile. For residential developments, this means incorporating good-quality, accessible play provision for all ages, with at least 10 sqm of play space provided per child, based on the GLA's child yield calculator. Play space should be accessed safely and independently, be overlooked, not be segregated by tenure, incorporate accessible routes for children and young people, incorporate greenery and should generally provide a stimulating environment. The supporting text to Policy S4 sets out that there should be appropriate provision for different age groups, including older children and teenagers and that play space provision should usually be provided on-site.

Policy DMCI 5 of the Hillingdon Local Plan: Development Management Policies (Children's Play Areas) requires all major development proposals to provide at least 10 sqm of play space for each child, based on the GLA's child yield calculator, and playgrounds must be within 400m of a development in line with the accessibility standard. Policy DMHB 19 of the Hillingdon Local Plan: Development Management Policies (Play Space) further sets out that major development proposals should seek to provide children's play facilities on-site, and where this is not possible, the Council will seek a financial contribution towards the improvement of existing children's facilities in the local area.

Policy G4 of the London Plan (Open space) sets out that proposals should not result in the loss of protected open space and, where possible, areas of publicly accessible open space should be created. This is supported by Policy DMCI 4 of the Hillingdon Local Plan: Development Management Policies (Open Spaces in New Development) which states that proposals which enlarge or enhance existing open spaces will be supported, especially where these improve areas identified as being open space deficient.

## SPACE STANDARDS

All of the proposed flats would meet the minimum space standards set out in Policy D6 of the London Plan and DMHB 16 of the Local Plan, with layouts that are fit for purpose and would provide a good level of amenity. Moreover, the proposed floor-to-ceiling heights of all proposed flats would be at least 2.5 metres high for 75% of each dwelling.

## DAYLIGHT/SUNLIGHT/ASPECT

The proposed plans indicated that the Falling Lane Site would provide 24 single-aspect units; 17 double aspect units and 9 triple-aspect units. The drawings indicate that within the Otterfield Road Site, there will be 18 single aspect units, 15 double aspect units and 12 triple aspect units. It is clear that where possible, efforts have been made to maximise the number of double and triple aspect units and in total 55% of units are dual aspect.

The larger proportion of single aspect units has been influenced by the large amount of private and shared amenity space that is proposed, including balconies and terraces for all residential units. It is important to note that there are no single-aspect north-facing units proposed as part of this scheme. It

is also important to give consideration to all aspects of the design and achieve an appropriate balance between the different areas which create a residential environment such as the internal living spaces and external amenity spaces. It is considered that the proposed development provides good quality and usable amenity space whilst proposing a proportional quantum of single aspect units.

A Daylight Sunlight and Overshadowing Assessment was submitted in accordance with the 2022 BRE guidance. In terms of daylight, the submitted report indicates that of the 265 rooms analysed for daylight, 207 rooms (79%) meet the target values. Most of the rooms that fell short of the target values are open plan living/kitchen/dining areas. Furthermore of the 41 living/kitchen/dining that fell short of the target values, 14 achieved 80% of the target values, 16 achieved 60% and of the remaining 11 rooms, 8 were between 50-60% with 3 rooms achieving 35% of the target values.

With regards to sunlight, a sunlight analysis has been undertaken using the method outlined in BS EN 17037, which recommends that a space should receive a minimum of 1.5 hours of direct sunlight on a selected date between 1 February and 21 March with cloudless conditions. The medium level of recommendation is three hours and the high level of recommendation four hours. For dwellings, at least one habitable room, preferably a main living room, should meet at least the minimum criterion. Analysis was undertaken to 95 dwellings over the two sites. Of the 50 dwellings at Falling Lane, 33 meet the target values. This equates to 70%. Of the dwellings at Otterfield Road, 43 of the 45 dwellings analysed met target values. This equates to 96%. All of the 19 living rooms that failed to meet target values are north facing and will not receive sunlight.

Overall it is considered that an appropriate level of daylight and sunlight has been achieved.

#### PRIVATE/COMMUNAL AMENITY SPACE

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 one bedroom flats should provide a minimum of 20 square metres of amenity space, two bedroom flats should provide a minimum of 25 square metres of amenity space and three+ bedroom flats should provided a minimum of 30 square metres of amenity space.

Based on a proposal for 41 one bedroom units, 35 two bedroom units and 19 three bedroom units, the proposed development would require 2,265 sqm of private amenity space, in line with local policies. With regards to the Falling Lane site a total of 1,363 sqm of amenity space will be delivered, of which 659 sqm will be private amenity space and provided for each individual unit through the use of terraces and balconies and 704 sqm will be used as shared / communal areas for all new residents. At the Otterfield Road Site, 983 sqm of amenity space will be delivered. 484 sqm of amenity space will be provided and similarly to the Falling Lane Site, this will be delivered in the form



of balconies and terraces per residential unit. The shared / communal amenity areas extend to a total of 499 sqm and will be provided as communal terraces and gardens at ground floor level.

The total on site amenity space is therefore 2,346 sqm which exceeds the minimum requirements for private amenity space on site. The amount and quality of the proposed external amenity areas are considered acceptable, and it is considered that these would provide future occupiers with a good level of amenity.

#### CHILD 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

This is supported by the Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a benchmark of 10m<sup>2</sup> of useable child play space to be provided per child, with under-fives play space provided on-site as a minimum, and makes clear that play space should not be segregated by tenure.

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

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.

Policy DMHB 19: of the Hillingdon Local Plan: Part 2 (2020) also states that new major residential developments which result in an occupancy of ten or more children will be required to provide children and young people's play facilities on-site. Where a satisfactory level of provision for children and young people's play facilities cannot be achieved on-site, the Council will seek a financial contribution towards the improvement of existing children and young people's play facilities within the local area.

Paragraph 5.78 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.

Based on the Mayor's supplementary planning guidance (SPG) 'Shaping Neighbourhoods: Play and Informal Recreation', play space requirements is divided into 3 categories;



- age 0-4; door step play/within 100m;
- age 5-11 years; play within 400m of site;
- age 12+ years; play within 800m of site.

Using the GLA's child yield calculator, the proposed development is likely to house 74.4 children (aged 0-17), which equates to a play space provision requirement of 744 sqm (10 sqm per child). This would include include 32.4 children aged 0-4 years, 24.8 children aged 5-11 years, 11.3 children aged 12-15 years, 6 children aged 16-17 years.

With regard to the Falling Lane site, a communal terrace at the fourth floor is proposed, extending to a total of 256.4 sqm of floorspace providing opportunities for informal play and recreation for 0-4 year olds. With regard to the Otterfield Road site, 158.83 sqm of playspace is proposed for ages 0-4 years and 5-10 years. The new equipment will consist of activity trails, log walks, a net bridge and a log climbing frame.

As a result, the total playspace provision equates to 415.23 sqm for the entire Site and provides sufficient play space to accommodate the child yield for children aged 0-4 years as well as partially meets the needs of the 5-11 year olds. The remainder of the play space will be provided off-site through a new landscaped family area within Yiewsley Recreation Ground. This will comprise of new play equipment for children and landscapes areas, comprising of new seating and outdoor furniture and features.

A planning condition is recommended to secure a minimum of 125sqm of child play on each site to ensure adequate door step play was provided on site for future residents in accordance with Policy S4 of the London Plan and Policy DMCI 5 of the Hillingdon Local Plan. A planning condition is also recommended to ensure the provision of accessible play equipment. Yiewsley Recreation Grounds directly adjoins each site and in accordance with policy is able to facilitate the play needs of the 5-15 year olds.

## PUBLIC OPEN SPACE

It is important to set out clearly that the proposal does not result in the loss of any protected open space, recognising that Yiewsley Recreation Ground is also designated as MOL and therefore any development of this open space would need to be managed through the development plan. Further, in accordance with Policy G4 of the London Plan and Policy DMCI 4 of the Hillingdon Local Plan Part 2, which both encourage the enhancement of accessible open spaces, especially in areas of open space deficiency such as the Yiewsley ward, a number of improvements to Yiewsley Recreation Ground are proposed. The proposed development includes enhancements to the Recreation Ground through the creation of a new playground near to the centre of the park, and upgrades to the footpaths both through and around the edge of the park including new lighting and fencing.

In addition, the illustrative plan shows improvements to the ramped access from the Fairfield Road Car Park and the creation of a new pedestrian entrance to Yiewsley Recreation Ground adjacent to the George and Dragon Public House. These improvements would directly benefit both future residents of the development and existing local residents, providing play equipment (within the proposed playground) and general improvements to the park environment, including the planting of 30 native trees. The combination of on and off-site provision, and the improvements to the accessibility of the park are considered to accord with the principles of Policy G4 and DMCI 4. These improvements and enhancements are considered to be a significant benefit of the scheme, which should be considered as part of the overall planning balance.

It is noted that some concerns were raised by local residents in respect of a perceived loss of access to Yiewsley Recreation Ground. In response to matters raised, officers consider that accessibility to the Recreation Ground would be maintained or improved. It is further recognised that the proposed development would result in the loss of existing car parking at Falling Lane that can be currently used by people with mobility issues, who use the blue badge spaces to park their vehicle and access the benefits of Yiewsley Recreation Ground. However, Fairfield Road Car Park, which would be retained in full, is also sited adjacent to the Recreation Ground, and blue badge holders can use these parking facilities on visits to the area, with improved ramped access and a new entrance into the park proposed as part of the off-site upgrades to be secured through the legal agreement.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Policy T1 of the London Plan (Strategic approach to transport) seeks development proposals to facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

Policy T2 of the London Plan (Healthy Streets) requires development proposals to demonstrate how they will reduce the dominance of vehicles on London's streets whether stationary or moving, be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Policy T4 of the London Plan (Assessing and mitigating transport impacts) sets out that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. When required, transport assessments or statements should be submitted with proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed.

Policy T4 further explains that where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

Policy T5 of the London Plan (Cycling) sets out that proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located.

Developments should provide cycle parking at least in accordance with the minimum standards, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards and proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

Policy T6 of the London Plan (Car Parking) states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car-free development should be the starting point for all development proposals in places that are (or are planned to be)

well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free developments have no general parking but should still provide disabled persons parking. The maximum standards for car parking outlined in the London Plan take account of PTAL as well as London Plan spatial designations and use classes, and the supporting text further outlines that developments in town centres generally have good access to a range of services within walking distance, and so car-free lifestyles are a realistic option for many people living there.

Policy T6 makes clear that an absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets, whilst further stating that the redevelopment of sites should reflect the current approach to parking and not be re-provided at previous levels where this exceeds the maximum parking standards.

The maximum car parking standards, disabled persons parking, and the provision of electric or other Ultra-Low Emission vehicles are set out in Policy T6.1 to Policy T6.5.

Policy T6.1 of the London Plan (Residential parking) states that new residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category. Policy T6.1 further sets out that for 3% of dwellings, at least one designated disabled persons parking bay per dwelling should be available from the outset and these spaces must be for residents' use only (whether M4(2) or M4(3) dwellings), not be allocated to specific dwellings, unless provided within the curtilage of the dwelling, and explains that these spaces should count towards the maximum parking provision for the development.

Policy T6.5 (Non-residential disabled persons parking) also sets out that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay. Disabled persons parking bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated with and designated bays should be marked up as disabled persons parking bays from the outset.

## CAR PARKING PROVISION

At ground floor level within the Falling Lane site, 13 car parking spaces (including 5 wheelchair accessible spaces) are proposed for residential use and 15 car parking spaces (including 2 wheelchair accessible spaces) are proposed for use by Rabbsfarm Primary School. Parking for the different users would be separated into two undercrofts with a security gate preventing public access into the main part of the building, together with three external spaces for use by Rabbsfarm School near to the vehicle entrance on Falling Lane.

On the Otterfield Road site, a total of 23 residential car parking spaces (including 5 wheelchair accessible spaces) and 2 car parking spaces for the library (both wheelchair accessible) are proposed, to be laid out around the northern and eastern edges of the building, to be accessed from the road connecting Otterfield Road and the Fairfield Road car park.

This amounts to a total provision of 36 residential car parking spaces split across the two sites (including 10 wheelchair accessible spaces), 15 car parking spaces for Rabbsfarm Primary School (including 2 wheelchair accessible spaces) within the Falling Lane site and 2 car parking spaces for the replacement library at the Otterfield Road site (both wheelchair accessible).

In accordance with Policy T6.1, applying the more restrictive parking standard when a site falls into more than one category, it is considered that the application site has a PTAL of 3, which is considered to represent a moderate level of access to public transport (on a scale of 0-6b, where 0 is the worst and 6b is the best). In this instance, the maximum parking standards would allow for up to 80 parking spaces (applying a ratio of 0.75 spaces for every one and two bedroom unit, and 1 space for every three bedroom unit).

Policy T6 of the London Plan makes clear that the starting point for all proposals in places that are (or are planned to be) well connected by public transport should be car free, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

Policy H1 of the London Plan which requires the potential for housing delivery on all suitable and available brownfield sites to be optimised, especially for sites with existing or planned PTALs of 3-6, or which are located within 800m of a station or town centre boundary. The application site has a PTAL of 3, is within a Town Centre and is within 800 metres of West Drayton train station and it is therefore imperative that the site is optimised and that parking provision does not compromise the high proportion of affordable housing provided within this scheme.

The Council's Highways Officer has confirmed that owing to the site's PTAL and Town Centre location, any redevelopment of the site should seek to provide significantly lower than the maximum residential car parking standards of the London Plan.

The Falling Lane site also includes provision for 15 'park and stride' parking spaces for use by Rabbsfarm Primary School, replacing the 16 parking spaces which currently exist within the Yiewsley Library Car Park. It is evident from the submission the main function of the car park currently is to provide the park and stride spaces for Rabbsfarm Primary School given that those spaces are available for use by the schools users between 07:00 and 19:00. As an appropriate level of spaces are being retained within the proposed development, no objection is raised to the proposed loss of 1 parking space.

Within the Otterfield Road site, 23 residential car parking spaces are proposed inclusive of 5 wheelchair accessible spaces which is considered to reflect a car-lite approach to the site. It is considered that the higher proportion of car parking spaces relative to the Falling Lane site reflects more three-bedroom units but also less on-street parking restrictions on Otterfield Road. Two wheelchair accessible parking spaces are proposed for use by library users, which is considered appropriate for a library in a Town Centre location and it is recognised that Fairfield Road Car Park has spare capacity adjacent to the site.

The proposed level of parking would provide wheelchair accessible spaces for 10% of the total number of dwellings to reflect the number of wheelchair accessible units which would be created. This amounts to approximately 10 spaces, 5 within each plot, which is supported.

#### Active Travel Zone Assessment

An Active Travel Zone Assessment has been undertaken to identify a number of areas along key routes which do not fulfil the healthy streets criteria. In connection with this, the following improvements are to be secured by a Section 106 legal agreement if recommended for approval:

Public Right of Way Y29 improvements : £38,276

Dropped kerbs and tactile paving at 2no. Locations : £11,000

Ten Legible London finger post signs : £25,000  
Two street benches: £4,000  
Sub total: £78,276  
Contingencies (5%)£3,914  
Fees (10%): £7,828  
Sub total£11,742  
Total : £90,018

#### Restriction on Parking Permits

The residents of the proposed development will not to be eligible for parking permits within the Parking Management Areas and Council car parks in the vicinity of the site.

#### Cycle Parking Provision

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

A total of 180 cycle parking spaces are provided across both sites, with 96 spaces at the Falling Lane site provided in two stores at ground floor level and Sheffield stands at the entrance. 84 spaces at the Otterfield Road site would be provided in three locations at ground floor level. 10 of these spaces will be short-stay and will specifically serve the new library. The proposed cycle parking provision is in accordance with the London Plan and the Local Plan. Evidently, the proposed development commits to a significant number of cycle parking spaces in aid of encouraging a shift towards more sustainable travel modes.

#### Travel Plan

The applicant has submitted a Travel Plan framework which is broadly considered to be acceptable. However more conclusive details are required therefore the submission of a more detailed Travel Plans for both sites is recommended to be secured by a legal agreement. As the sites are segregated, the head of term has been drafted to reflect this as each of the sites different requirements which are mainly the fact that one site accommodates a non-residential use.

#### Sustainable Travel Summary

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

#### ACCESSIBLE PARKING

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

G) Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

- 1) ensure that for 3% of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset
- 2) demonstrate as part of the Parking Design and Management Plan, how an additional 7% of dwellings could be provided with one designated disabled persons parking space per dwelling in



future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

The proposed development would deliver 10 no. accessible spaces for the residential units and an additional 4 spaces for the proposed library use and Rabbsfarm Primary School. The London Plan requires 3% to be delivered from the outset and a further 7% to be delivered upon demand. This application demonstrates provision for more than 10% from the outset therefore the application meets the London Plan requirements.

#### ELECTRICAL VEHICLE CHARGING POINTS

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. This requirement is secured as part of the proposed landscaping conditions (Conditions 5 and 6 - section 2 of the report).

#### TRIP GENERATION

The Transport Assessment confirms that the volume of car traffic is considered insignificant and is not anticipated to present a risk to road safety or be detrimental to the free flow of traffic.

#### SERVICING AND DELIVERY

A Servicing and Delivery Plan is recommended to be secured by condition.

#### CONSTRUCTION LOGISTICS PLAN

A Construction Logistics Plan has been submitted but is only in framework form. As such a more detailed document is required and is recommended to be secured by condition.

### **7.11 Urban design, access and security**

Urban Design and Accessibility are addressed at Section 7.07 and Section 7.12 respectively.

#### SECURED BY DESIGN

Policy D11 of the London Plan (Safety, security and resilience to emergency) sets out that boroughs should work with the Metropolitan Police Service's 'Design Out Crime' Officers to identify the community safety needs and necessary infrastructure to maintain a safe and secure environment and reduce the fear of crime. Proposals should seek to maximise building resilience and minimise potential physical risks, and should include measures to design out crime that deter terrorism, assist in the detection of terrorist activity and help mitigate its effects. These measures should be considered at the start of the design process to ensure they are inclusive and aesthetically integrated into the development and the wider area. Measures to design out crime, including counter terrorism measures, should be integral to proposals, taking into account the principles contained in guidance such as the Secured by Design Scheme published by the Police.

Policy BE1 of the Hillingdon Local Plan: Strategic Policies (Built Environment) encourages the creation of safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson, having regard to Secure by Design standards.



A planning condition is recommended requiring both sites to achieve Secured by Design accreditation in consultation with the Metropolitan Police to ensure the proposal meets the requirements of Policy D11 of the London Plan and Policy BE1 of the Hillingdon Local Plan. It is noted that one resident objection refers to the car park adjacent to the Otterfield Road site creating an unsafe place within the local area at night. This is an existing Council owned car park which does benefit from security gates at either end and therefore benefits from controlled access should it be required. Moreover, the proposed redevelopment of the Otterfield Road site would add to the security of the area as the residential properties would have views of this area thus creating additional natural surveillance. On this basis, the proposal is considered acceptable in terms of safety and security.

## **7.12 Disabled access**

Policy D5 of the London Plan (Inclusive design) sets out that proposals should achieve the highest standards of accessible and inclusive design by providing high quality people focused spaces that are designed to facilitate social interaction and inclusion, be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment, and be able to be entered, used and exited safely, easily and with dignity for all. 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, and proposals should ensure they are compliant with Policy D12 of the Plan (Fire safety) and place fire resilience central to the proposal's design.

To provide suitable housing and genuine choice for London's diverse population, including disabled people and families with young children, Policy D7 of the London Plan (Accessible housing) states that all residential development should include 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' and 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'.

Policy BE1 of the Hillingdon Local Plan: Strategic Policies (Built Environment) requires 10% of new dwellings to be wheelchair accessible, encouraging places of work and leisure, streets, neighbourhoods, parks and open spaces to be designed to meet the needs of the community at all stages of people's lives. In addition, all proposals should incorporate a clear network of routes that are easy to understand, inclusive, safe, secure and connect positively with interchanges, public transport, community facilities and services.

The Council's Accessibility Officer has reviewed the proposal and have raised no objection to the relocation of the library or the detailed plans for the residential element of the scheme. The scheme delivers on-site disabled parking, M(4)3 and M(4)2 units are proposed, evacuation lifts on site that meet current days standards alongside numerous other measures that would make both the residential developments and library facilities proposed fully inclusive and accessible. The proposed development is therefore considered to accord with Policy D5 of the London Plan (2021) subject to the aforementioned access conditions set out in the Access Officers comments within section 6.2 of this report.

## **7.13 Provision of affordable & special needs housing**

Policy H2 of the Local Plan: Part One (2012) requires sites with a capacity of 10 or more units to provide an affordable housing mix to reflect the housing needs in the borough, particularly the need for larger family units. Policy H4 of the London Plan (Delivering affordable housing) sets the strategic target of 50% of all new homes delivered across London to be genuinely affordable. As such, all

developments that trigger the affordable housing requirements (10 units or more) should provide affordable housing through the threshold approach (discussed below), using grants to increase affordable housing delivery beyond further. Affordable housing can be provided off-site or as a cash in lieu contribution in exceptional circumstances.

Policy H5 of the London Plan and Policy DMH7 of the Hillingdon Local Plan: Part Two require a minimum of 35% affordable housing. To follow the fast track route and not be required to submit a financial viability assessment, applicants must meet the following criteria:

- a minimum of 35 per cent without public subsidy
- 50 per cent for public sector land
- 50 per cent on existing industrial land
- Be consistent with the relevant tenure split (70/30 social rent/intermediate).

Policy H6 of the London Plan (Affordable housing tenure) states that affordable housing products within a development should include a minimum of 30% low-cost rented homes (including London Affordable Rent or Social Rent), 30% intermediate products which meet the definition of genuinely affordable housing (including London Living Rent and London Shared Ownership), with the remaining 40% to be determined by the borough based on identified need. There is a presumption that the 40% to be decided by the borough will focus on Social Rent and London Affordable Rent, given the level of demand for this type of tenure across London.

Part B of Policy H6 further explains that the Fast Track route is also available to applicants that elect to provide low-cost rented homes in place of intermediate dwellings, provided the relevant threshold level (of 50% affordable housing) is reached.

Policy H10 of the London Plan (Housing size mix) states that schemes should generally consist of a range of unit sizes, having regard to the requirement to deliver mixed and inclusive neighbourhoods, the need to provide a range of unit types at different price points, the mix of uses, the range of tenures, the nature and location of the site, PTAL, the need for additional family housing and the role of one and two-bed units in freeing up existing housing by providing an alternative to conversions and subdivisions, to optimise a site's potential. Policy DMH2 of the Local Plan seeks a mix of units that reflects the latest information on need. The 2018 Strategic Housing Market Assessment identifies an overwhelming need for family-sized homes.

The proposal seeks to provide 100% affordable housing across both sites, as such the affordable housing provision meets the minimum threshold requirement for the fast track route set out in the London Plan of 50%. However, the proposal does not provide the prescribed tenure mix as all of the affordable units would be for London Affordable Rent (LAR). Policy H6 of the London Plan states that the fast track route is also available to applicants who elect to provide low-cost rent homes in place of intermediate homes provided the overall unit threshold is reached. Given that all affordable housing will be LAR, a low-cost product, the scheme would accord with the provisions of Policy H6 and no viability assessment is required.

The Council's Policy Officer supports this approach and has confirmed that low-cost rented housing (such as LAR) has been identified as the tenure in highest demand within the borough, and the provision of increased levels of low-rent affordable housing would help to address the growing number of households on the Housing Register. The Council has a statutory duty to house applicants on the Housing Register, and intermediate tenures are often unaffordable for these households.

## **7.14 Trees, landscaping and Ecology**

## TREES

Policy G5 of the London Plan (Urban Greening) states that major developments 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. The Mayor recommends that boroughs seek an Urban Greening Factor (UGF) target score of 0.4 for developments that are predominately residential, and a target score of 0.3 for predominately commercial development (excluding B2 and B8 uses). In broad terms, the UGF is an assessment of the amount, type and value of natural environment provided on site as a proportion of the overall site area. The assessment assigns each landscape type (e.g. semi-natural vegetation, intensive green roof to depth of 150mm, extensive green roof to depth of 80mm, amenity grassland, etc) with a 'factor' (1, 0.8, 0.7 and 0.4 respectively for the landscapes listed above). These factors are a simplified measure of various benefits provided by soils, vegetation and water based on their potential for rainwater infiltration as a proxy to provide a range of benefits such as improved health, climate change adaption and biodiversity conservation.

Policy EM4 of the Hillingdon Local Plan: Strategic Policies (Open Space and Informal Recreation) states that the network of open spaces will be safeguarded, enhanced and extended, recognising their role in serving local communities and encouraging active lifestyles by providing spaces within walking distance of homes. There will be a presumption against any net loss of open space in the Borough and major developments will be expected to make appropriate contributions to the delivery of new opportunities, or to the improvement and enhancements of existing facilities.

Moreover, the Council will seek to protect existing trees and landscape features and enhance open spaces with new areas of vegetation cover (including the linking of existing fragmented areas) for the benefit of wildlife and a healthier lifestyle.

The proposals also include the delivery of on site greening and public realm enhancements such as a new pedestrian link into the Otterfield Road development and enhanced activity and natural surveillance from both developments.

Respectively the sites will deliver a UGF of 0.38 and 0.35 against a target of 0.4. Whilst this is below the target set out in Policy G5 of the London Plan 2020, it is noted that the UGF target is a guide. The applicant is also proposing a suite of improvements to the adjoining recreation ground which include new playground, improved pedestrian access and boundary treatment on the Otterfield Road site and footpath, tree planting, footpath upgrade and ramp upgrade. The improvements are a significant benefit to the existing and future residents and park users and will be secured via legal agreement.

The submitted documentation indicates that there are 10 trees proposed to be removed on the Falling Lane site and no trees will be removed on the Otterfield Road site with measures proposed for tree protection. The parkland proposals (mentioned above) include the planting of 30 new trees which will compensate for the loss of trees at the Falling Lane site.

Subject to securing a legal agreement and conditions, the proposal is considered acceptable in terms of Policies G1 and G5 of the London Plan (2021) and Policies DMEI 1, DMHB 14 and DMHB 11 of the Hillingdon Local Plan: Part 2 (2020).

## ECOLOGY

Policy EM7 of the Hillingdon Local Plan: Strategic Policies (Biodiversity and Geological Conservation)

seeks to protect biodiversity features from inappropriate development, and encourages the provision of biodiversity improvements from all developments, including green roofs and walls where feasible.

An ecological appraisal has been submitted and sets out the ecological baseline for each of the sites and what key characteristics they benefit from which could provide ecological habitat. The documents set out that the existing car park and building on the Falling Lane site is unlikely to provide a reasonable habitat for local ecology.

However, the document highlights that the Otterfield Road site would benefit from further surveys in respect of badgers and reptiles and this has been conditioned. The proposed on site and off-site parkland improvements will provide ecological enhancements locally, therefore no ecological enhancement plan is required. Subject to the imposition of the conditions to secure the badger and reptile surveys, the proposal is considered to accord with the NPPF (2023), Policy G6 of the London Plan (2021) and Policy DME1 7 of the Hillingdon Local Plan: Part 2 (2020).

### **7.15 Sustainable waste management**

Policy SI 7 (Reducing waste and supporting the circular economy) and Policy D6 (Housing quality and standards) of the London Plan require developments to be designed with adequate, flexible, and easily accessible storage space and collection systems that support, as a minimum, the separate collection of dry recyclables (at least card, paper, mixed plastics, metals, glass) and food.

Policy EM11 of the Hillingdon Local Plan: Strategic Policies (Sustainable Waste Management) states that the Council will aim to reduce the amount of waste produced in the borough. To achieve this, the Council will require all new developments to address waste management at all stages of a development's life from design and construction through to the end use and activity on site.

Refuse collection points are proposed on-site at the Otterfield Road site and the quantum of storage proposed as well as the collection arrangements are all considered to be acceptable, and no objection is raised to the proposed arrangements.

At the Falling Lane site, two bin stores are proposed to serve as holding rooms for residents to distribute their waste prior to collection day. Bin Store 1 is located towards the corner of Falling Lane and the High Street with Bin Store 2 sited adjacent to the north-east corner of the building. The bins will be collected via dedicated refuse collection points on Falling Lane. Having regard to drag distances, the bins within Bin Store 2 will be pulled and placed in the temporary holding area adjacent to the footpath and the bins within Bin Store 1 will be pulled directly to the front of the store ready for collection, on collection day. The arrangement proposed for waste collection has been reviewed by the Council's Waste Team who have raised no objection subject to the imposition of a condition. A planning condition is recommended to allow for the submission of a Refuse Management Plan in order to ensure that appropriate measures are in place to ensure waste is located within the maximum drag distances as shown in the proposed site plan.

Subject to conditions, the development is considered to accord with Policy SI 7 of the London Plan, Policy EM11 of the Local Plan Part 1 and Policy DMHB 11 of the Local Plan Part 2.

### **7.16 Renewable energy / Sustainability**

Policy SI 2 of the London Plan (Minimising greenhouse gas emissions) states that major development should be net zero-carbon. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the following energy hierarchy, placing an additional requirement to monitor emissions beyond implementation to determine the

effectiveness of the mitigation:

1. be lean: use less energy and manage demand during operation
2. be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
3. be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
4. be seen: monitor, verify and report on energy performance.

Policy SI 2 sets targets for carbon dioxide emission reductions in buildings. These are expressed as minimum improvements over the Target Emission Rate (TER) outlined in national building regulations. The current target for residential and non-residential buildings is zero carbon beyond the current Building Regulations Part L 2013.

Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy and how a minimum on-site reduction of at least 35% beyond Building Regulations will be achieved. Residential development should achieve 10%, and non-residential development should achieve 15% through energy efficiency measures alone. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either through a cash in lieu contribution to the borough's carbon offset fund or off-site, provided that an alternative proposal is identified, and delivery is certain.

Moreover, major development proposals should calculate and minimise carbon emissions from any other part of the development, including plant or equipment, that are not covered by Building Regulations (i.e. unregulated emissions).

In addition, Policy SI 3 of the London Plan (Energy Infrastructure) states that all major development proposals shall explore opportunities to maximise the use of on-site renewable energy generation and incorporate demand-side response measures.

Policy EM1 of the Hillingdon Local Plan: Strategic Policies (Climate Change Adaptation and Mitigation) sets out that the installation of renewable energy will be encouraged for all new developments.

The applicant has submitted an Energy Statement which provides minor details in terms of the general output of carbon to be generated by the development and reference to the schemes requirements to conform with a minimum onsite target of 35% carbon savings required by the London Plan (2021) and the Local Plan Part 2 requirement for the scheme to achieve net zero carbon. The Statement does not provide conclusive information to demonstrate how the 35% on-site target will be achieved therefore it is difficult to determine what level of carbon offset contribution should be secured to reach the net zero carbon requirement. Notwithstanding this point, the Council's Energy Officer has reviewed the document and considered there to be adequate detail to suggest that the 35% on site target could be delivered and therefore recommends that an updated Energy Assessment be secured by condition and an obligation included within any associated legal agreement to ensure that the outcome of the updated document in terms of the level of carbon savings above the 35% target which cannot be delivered on site, is captured within a carbon offset contribution.

Subject to the aforementioned condition and carbon offset obligation, the proposed development is



considered to accord with the above policies.

### **7.17 Flooding or Drainage Issues**

Policy SI 12 of the London Plan (Flood risk management) sets out that flood risk across London should be managed in a sustainable and cost-effective way in collaboration with the Environment Agency, the Lead Local Flood Authorities and developers where relevant. Proposals should further ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses. Development proposals adjacent to flood defences will be required to protect the integrity of flood defences and allow access for future maintenance and upgrading.

In addition, Policy SI 13 of the London Plan (Sustainable drainage) sets out that proposal should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Moreover, drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.

Policy EM6 of the Hillingdon Local Plan: Strategic Policies (Flood Risk Management) encourages development to be sited away from the areas of highest flood risk (Flood Zones 2 and 3), and all development will be required to use sustainable urban drainage systems (SUDS).

The Council's Flood and Drainage consultants has reviewed the submitted details and raised no objection to the proposals, subject to conditions to secure a final drainage plan and evidence that the sustainable urban drainage infrastructure has been provided on site.

Subject to the above conditions, the proposals are considered to accord with policies SI 12 and SI 13 of the London Plan (2021), and Policy EM6 of the Hillingdon Local Plan Part 1: Strategic Policies.

### **7.18 Noise or Air Quality Issues**

#### **NOISE**

Policy D13 of the London Plan (Noise) states that new noise and other nuisance-generating development proposed close to residential and other noise-sensitive uses should put in place measures to mitigate and manage any noise impacts for neighbouring residents and businesses. Development proposals should manage noise and other potential nuisances by ensuring good design mitigates and minimises existing and potential nuisances with necessary and appropriate provisions including ongoing and future management responsibilities, and proposals should seek to separate new noise-sensitive development from existing noise-generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other acoustic design measures.

Policy D14 of the London Plan (Agent of Change) sets out that proposals should mitigate and minimise 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, improving and enhancing the acoustic environment and promoting appropriate soundscapes. Proposals should first seek to separate new noise-sensitive development from major noise sources through the use of distance, screening, layout, orientation, uses and materials, in preference to sole reliance on sound insulation. 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, promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

It is generally accepted that noise emanating from residential properties is lower than commercial premises, and industrial uses are associated with the highest noise profile.

Policy EM8 of the Hillingdon Local Plan: Strategic Policies (Land, Water, Air and Noise) states the Council will promote the maximum possible reduction in noise levels and will minimise the number of people potentially affected by new developments. As such, the Council will seek to ensure that noise sensitive development and noise generating development are only allowed if noise impacts can be adequately controlled and mitigated.

In support of the application, a Noise Impact Assessment has been submitted, which assesses the existing noise conditions at both sites and the potential suitability of the noise environment for the proposed residential uses, and identifies that there are some noise constraints associated with both sites, noting the town centre locations. The report includes a number of recommendations including mitigation measures in the form of sound insulation within the external building fabric, glazing and mechanical ventilation. It is recommended that these noise protection measures would be controlled by way of conditions and suitably worded conditions have been included within the recommendation at Section 2 of this report.

## AIR QUALITY

Policy SI 1 of the London Plan (Improving air quality) states that proposals should not lead to further deterioration of existing poor air quality or create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits, so as not to create unacceptable risk of high levels of exposure to poor air quality.

As such, as a minimum, proposals must be at least Air Quality Neutral and should use design solutions to prevent or minimise increased exposure to existing air pollution, whilst making provision to address local problems of air quality in preference to post-design or retro-fitted mitigation measures.

Major development proposals must be submitted with an Air Quality Assessment. Proposals in Air Quality Focus Areas or that are likely to be used by large numbers of people particularly vulnerable to poor air quality, such as children or older people should demonstrate that design measures have been used to minimise exposure.

Policy EM8 of the Hillingdon Local Plan: Strategic Policies (Land, Water, Air and Noise) requires all development to protect both existing and new sensitive receptors, and not result in the deterioration of local air quality. In addition, all major developments within Air Quality Management Areas (AQMA) should be air quality neutral whilst actively contributing to the promotion of sustainable transport measures such as vehicle charging points and the increased provision for vehicles with cleaner transport fuels.

The proposed development is located within the LBH AQMA, with the Falling Lane site within the West Drayton/Yiewsley Focus Area (FA), and the Otterfield Road site within the FA catchment area, bringing additional traffic emissions which will add to current likely exceedances. New developments should incorporate air quality positive design measures from the outset and suitable mitigation

measures to reduce pollution, especially in areas where the air quality is already poor.

The proposed development would not be air quality positive and therefore further action is required to reduce emissions, and these can include off-site mitigation measures. As set out in the Air Quality Officer's comments, the level of mitigation required for the proposed development is £39,623 and this would be secured through a legal agreement. In addition, air quality conditions are recommended to manage construction emissions and have been incorporated into recommended Condition number 7.

Subject to the above obligation and proposed conditions, the impact of the proposals on air quality is considered to be acceptable.

## **7.19 Comments on Public Consultations**

Comments received that relate to material planning considerations have been addressed through the relevant sections of this 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 appropriate to request planning obligations relating to the following:

- i. 100% on site Affordable Housing (95 units) to be delivered as London Affordable Rent (LAR) dwellings;
  - 41 one-bedroom flats,
  - 35 two-bedroom flats and
  - 19 three-bedroom flats.

- ii. Library re-provision (maintain an operational library at all times);
- iii. Air Quality Contribution: A financial contribution amounting to £39,623 shall be paid to address the air quality impacts of the proposed development;
- iv. Carbon Offset Contribution: A financial contribution which shall be agreed subject to the approval of Condition 9 and paid prior to the commencement of the development;
- v. Public Open Space: Submission of a detailed Plan for the upgrade of the park; to include, but not limited to, a new playground, improved pedestrian access and boundary treatment on the Otterfield Road site and footpath, tree planting, footpath and ramp upgrades;
- vi. Highways Works and S278 works;
- vii. Local Highways Improvements/ATZ works: A financial contribution amounting to £90,018;
- viii. A financial contribution of £1,200 to fund a study that will identify those measures required to improve the safety and convenience of cycling across the Trout Road/High Street/Falling Lane junction;
- ix. Travel Plan: A full Travel Plan for both sites shall be submitted to and approved in writing by the Local Planning Authority. The Plans will include such 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;
- x. 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 (including future Parking Management Schemes that are introduced), apart from Blue Badge holders, and a charge made against the site to ensure the future buyers are aware of the parking restrictions;
- xi. Employment Strategy and Construction Training: Details shall be in accordance with the Council's 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. HUDU Health Contribution: A financial contribution amounting to £231,385 shall be paid to the Council for the enhancement of health infrastructure provision;
- xiii. Falling Lane site; Retention in perpetuity of 15 car parking spaces for Rabbsfarm School pick up and drop off;
- xiv. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

All financial contributions will be required prior to the commencement of the development.

COMMUNITY INFRASTRUCTURE LEVY (CIL):

The scheme would also be liable for payments under the Community Infrastructure Levy.

From 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100 sqm or more are 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 (LBH) 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 (Hillingdon CIL), which came into effect on 1st August 2014. The liability payable is equal to £95 per square metre for residential development (Use Class C3).

The proposed development would be CIL liable for £1,235,444.94 under the London Borough of Hillingdon's CIL Charging Schedule, and would be MCIL liable for £560,383.64 under the Mayoral CIL Charging Schedule.

It should be noted that the proposal is to deliver 95 affordable homes which will be subject to CIL exemption and a CIL exemption notice has been submitted with the application. However, the CIL details are included in the report and the liability notice will be attached to the decision notice if the Council is minded to approve the application. The CIL exemption details will be processed after the application is determined.

#### **7.21 Expediency of enforcement action**

Not applicable to the consideration of this application.

#### **7.22 Other Issues**

##### **LAND CONTAMINATION**

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.

Contamination Risk Assessments for both sites were submitted in support of the application and reviewed by the Council's Contaminated Land Officer. There is the potential for some levels of site contamination, noting the previous use of the Otterfield Road site as a swimming pool and the current use of the Falling Lane site as a car park, both of which have the potential for the leaching of contaminants into the soil. Consequently, a condition is recommended requiring an updated desktop study and a written method statement providing details of the remediation scheme and how the

completion of the remedial works will be verified for both sites.

## FIRE SAFETY

In the interests of fire safety and to ensure the safety of all building users, Policy D12 of the London Plan states that all proposals must achieve the highest standards of fire safety and ensure that they identify suitably positioned unobstructed outside spaces for fire appliances to be positioned on, provide suitable access and equipment for firefighting which is appropriate for the size and use of the development, and provides spaces which are appropriate for use as an evacuation assembly point.

Buildings should be designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire by being constructed in an appropriate way to minimise the risk of fire spread. This should include appropriate fire alarm systems, passive and active fire safety measures, suitable and convenient means of escape and an associated robust evacuation strategy which can be periodically updated and published, and which all occupants can have confidence in. These measures should be set out in a Fire Strategy, prepared by a suitably qualified fire engineer.

Policy BE1 of the Hillingdon Local Plan: Strategic Policies (Built Environment) encourages the creation of safe and secure environments that reduce crime and fear of crime, anti-social behaviour and risks from fire and arson, having regard to Secure by Design standards.

In support of the application, a Fire Statement and Fire Safety comments have been submitted which discuss the means of escape for future residents including an evacuation strategy, evacuation lifts, fire-protected stairways and evacuation assembly points. The Fire Statement further sets out active fire safety measures including fire detection alarm systems and automatic water fire suppression systems (i.e. an automatic sprinkler system). The London Fire Brigade (LFB) have been consulted with regard to the above-mentioned premises and have no observations.

The material details which will comprise the construction of the building at this stage have not been confirmed other than broad details relating to the type of materials to be used. As such a condition is required to secure an updated fire safety strategy which should include the details of the materials to be used.

## HEALTH

Paragraph 92 of the NPPF (2023) states that planning decisions should aim to achieve healthy, inclusive and safe places which:

c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.

Paragraph 93 of the NPPF (2023) states that planning decisions should:

b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

Policy GG3 of the London Plan (2021) states that in order to improve Londoners' health and reduce health inequalities, those involved in planning and development must:

a) ensure that the wider determinants of health are addressed in an integrated and co-ordinated way, taking a systematic approach to improving the mental and physical health of all Londoners and reducing health inequalities

b) assess the potential impacts of development proposals and Development Plans on the mental and

physical health and wellbeing of communities, in order to mitigate any potential negative impacts, maximise potential positive impacts, and help reduce health inequalities

c) plan for appropriate health and care infrastructure to address the needs of London's changing and growing population

Policy CI1 of the Hillingdon Local Plan: Part 1 (2012) states that the Council will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations.

Paragraph 7.2 of the Hillingdon Local Plan: Part 2 (2020) also states that there is a particularly pressing need in the Borough for additional health care facilities to address higher than expected birth rates and an increase in the older population.

The floorspace occupied by affordable housing is not liable to Community Infrastructure Levy. Accordingly, the HUDU Planning Contributions Model has been used to assess the health service requirements and cost impacts of the development. A financial contribution amounting to £231,385 has been calculated and is recommended to be secured as part of a legal agreement.

## INFRASTRUCTURE ASSESSMENT

Policy D2 of the London Plan (2021) states that an unallocated site that may cause planned infrastructure capacity to be exceeded might need to provide additional infrastructure proportionate to the development.

There have been significant neighbour concerns received with regard to the impact of development on the local infrastructure of the West Drayton and Yiewsley area including but not limited to the need for improved GP facilities and the loss of the library facility and the recreational use of the pool site. As set out in Section 7.01 of this report, the development will not result in the loss of library facilities. The application proposes a new modern purpose-built library on the Otterfield Road site with a larger floorpace than the existing ground floor library floorspace on Falling Lane. In addition, the former Yiewsley Pool site was closed some time ago and permission was granted on 18.03.2020 for a new leisure centre at Rowlheys Place in West Drayton (ref: 75127/APP/2019/3221). This development is currently under construction and the new Leisure Centre at Rowlheys Place will deliver a range of facilities including indoor play pitches, an eight-lane swimming pool and splash pool and a rooftop football pitch.

Neighbouring residents raise concerns over the lack of GP facilities in the local area. The existing Yiewsley Health Centre site (located close to West Drayton station) recently undertook some works to improve the health centre facilities utilising S106 monies, this included the conversion of some vacant space on the site into additional clinical accommodation. The Council are working closely with the NHS/CCG to identify the longer term needs of the health centre and deliver wider improvements to services locally. In this regard, this development is also required to provide a health contribution that will assist in delivering the long term needs.

A comprehensive set of planning obligations are also to be secured by legal agreement if planning permission is granted. Accordingly, the proposal is considered to be in accordance with Policy D2 of the London Plan (2021).

## 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.

It is envisaged that mechanical ventilation with heat recovery is likely to be needed on the Falling Lane site to allow for ventilation during times when windows need to remain closed due to external elements such as noise or air quality. Some windows are likely to require the incorporation of low emissivity coatings to limit overheating while ensuring adequate daylight. The final details of the Overheating Strategy are recommended to be secured by condition. Subject to such a condition, the proposal would accord with Policy SI 4 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 Probity in Planning, 2009.

### Planning Conditions

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

### Planning Obligations

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

## Equalities and Human Rights

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

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

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

### **9. Observations of the Director of Finance**

Not applicable.

### **10. CONCLUSION**

The proposal is considered to be acceptable in principle, making effective use of two town centre brownfield sites within the Heathrow Opportunity Area to provide additional housing, and notably provide 100% affordable housing (95 units), secured as London Affordable Rent. The proposal also secures the provision of dedicated community floorspace that would be inclusive, accessible and flexible.

Due to the siting of the proposed development coupled with separation distances to adjoining buildings, the impact on residential amenity of nearby properties would be acceptable. The quality of accommodation proposed is considered to be of a high standard with sufficient outlook and access to natural light within the future units and amenity spaces, with all units meeting the minimum space standard requirements.

The overall scale, density, and layout of the Falling Lane development is considered to respond well to local context, with the Falling Lane development stepping up appropriately from the undeveloped parkland and lower-scale housing and High Street buildings. The proposed detailed design is of high quality, with the proposed Falling Lane building providing a coherent frontage at all levels facing onto the public highway, whilst optimising the site's layout to include ground floor parking and a communal garden, with front doors onto Falling Lane and High Street reinforcing the proposed residential character.

The proposed Otterfield Road development would have a varied height, and it is considered that its overall up-and-down stepped appearance helps reduce the perceived scale of the development from Otterfield Road, Yiewsley Recreational Ground and the neighbouring residential properties. The Otterfield Road development would provide an enhanced, modern, purpose-built library building with

accessible community floorspace.

The design of the development as a whole, including the massing, scale, bulk and detailed architecture of the proposed buildings, is considered appropriate for the location, seeking to optimise densities in sustainable brownfield locations. The development will also make a positive contribution by providing new homes that meet the borough's identified needs, bringing an underused brownfield site into use, providing a more extensive public library, and supporting improvements to the adjoining park and public realm of the town centre. Having due regard to the need to optimise the use of the site, the impacts on townscape, residential amenity and local transport impacts are all considered to be acceptable.

Overall, the proposal is considered to bring forward a number of significant benefits, namely the provision of 100% affordable housing explicitly targeted at addressing the tenure in the highest demand within the borough, the provision of a new purpose built public library and several on and off-site improvements, including improvements to the public park and the public realm within Yiewsley Town Centre. Taking all matters into account, the proposed development is considered to comply with the Development Plan and it is recommended that planning permission should be granted, subject to the conditions and s106 obligations outlined in this report.

## 11. Reference Documents

National Planning Policy Framework (July 2023)

The London Plan (March 2021)

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Development Management Policies (January 2020)

Hillingdon Local Plan: Part 2 - Site Allocations and Designations (January 2020)

Accessible Hillingdon Supplementary Planning Document (September 2017)

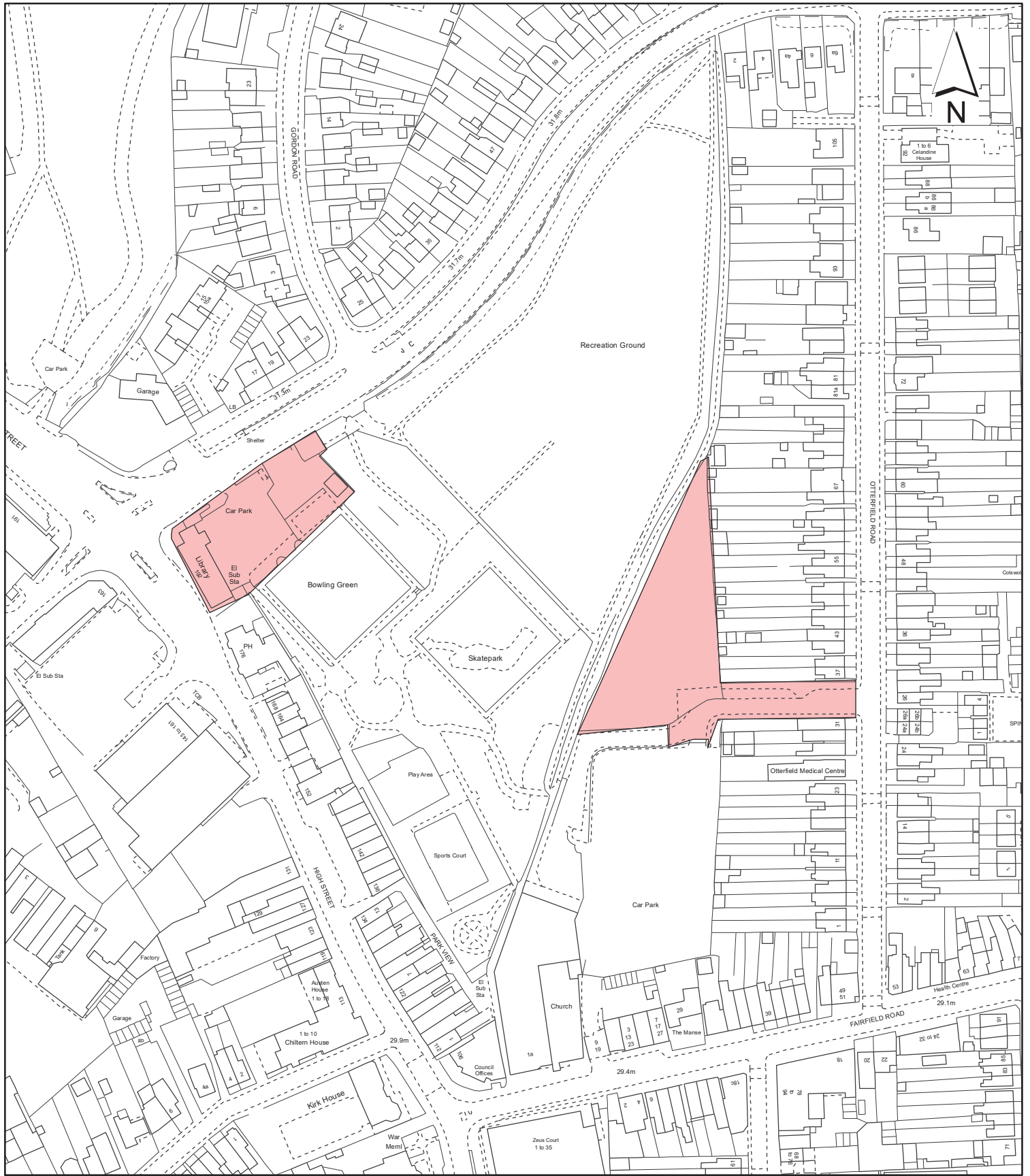
Planning Obligations Supplementary Planning Document (July 2014)

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**Notes:**

 Site boundary

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Site Address:

**Yiewsley Library**

Planning Application Ref:

**76795/APP/2023/2503**

Planning Committee:

**Major**

Scale:

**1:2,000**

Date:

**December 2023**

**LONDON BOROUGH  
 OF HILLINGDON**  
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