

Planning Statement

In respect of

3 Viveash Close, Hayes, UB3
4RY

On behalf of

General Food Trading Co. Ltd

RPS CgMs Ref: MR/BH/18182

May 2017

Secure & Stable
ADDING VALUE

QUALITY MANAGEMENT

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CONTENTS

1	INTRODUCTION	1
2	THE SITE AND SURROUNDING AREA	3
3	PLANNING HISTORY AND PRE-APPLICATION SUMMARY	5
4	PROPOSED DEVELOPMENT.....	8
5	PLANNING POLICY CONTEXT	9
6	PLANNING CONSIDERATIONS	12
7	PLANNING OBLIGATIONS.....	27
8	CONCLUSIONS	28

1 INTRODUCTION

- 1.1 This Planning Statement has been prepared on behalf of General Food Trading Co. Ltd in support of a full planning application for the redevelopment of the site at 3 Viveash Close for mixed residential and commercial use.
- 1.2 The application seeks planning permission for;
- ‘Demolition of the existing buildings and redevelopment of site to provide one building with separate eight storey and thirteen storey blocks, connected at ground floor providing 88 residential units on upper floors and 977m2 commercial floorspace at ground, mezzanine and first floor levels; 50 car parking spaces, 140 cycle parking spaces and associated landscaping’*
- 1.3 The application proposals have been the subject of one pre-application meeting held with officers at the London Borough of Hillingdon (hereinafter ‘the Council’) and one pre-application meeting held with officers at the Greater London Authority (hereinafter ‘the GLA’). The supporting documentation required for the validation of the planning application is detailed below.
- I. Air Quality report prepared by Gem Air Quality Ltd – March 2017;
 - II. Archaeological Assessment prepared by CgMs – December 2016;
 - III. CIL Form prepared by RPS CgMs – March 2017;
 - IV. Contaminated Land Assessment prepared by RPS – March 2017
 - V. Daylight and Sunlight Assessment prepared by GIA – March 2017;
 - VI. Design and Access Statement prepared by Fraser Brown MacKenna Architects – March 2017;
 - VII. Drainage Strategy/SUDS report prepared by RPS – March 2017
 - VIII. Energy and Sustainability Assessments prepared by RPS – March 2017;
 - IX. Ecology Appraisal prepared by Applied Ecology – March 2017;
 - X. Landscape scheme prepared by Farrer Huxley Associates – March 2017;
 - XI. Noise Impact Assessment Report prepared by KR Associates – March 2017;
 - XII. Overheating Assessment prepared by RPS Associates – May 2017;
 - XIII. Planning Statement prepared by RPS CgMs – March 2017;
 - XIV. Transport Assessment and Framework Travel Plan prepared by Vision Transport – March 2017;
 - XV. Tree Survey and Constraints prepared by Ben Larkham Associates – February 2017;

XVI. Unexploded Ordnance Contamination Assessment prepared by RPS – April 2017.

1.4 The report is structured as follows;

1. Introduction (this section);
2. The site and surrounding area;
3. Planning History and Pre-application summary;
4. Proposed development;
5. Planning Policy context;
6. Planning considerations; and
7. Conclusion.

2 THE SITE AND SURROUNDING AREA

The Application site

- 2.1 The site currently comprises a two storey building located towards the north of an industrial estate adjacent to Hayes railway station. The existing building is a flat roofed block which is currently occupied by a food distribution business.
- 2.2 The site is located to the south of Hayes town centre and adjacent to Hayes and Harlington train station. The station is on one of the major commuter routes into central London, providing a direct connection to Heathrow and links to the South West.
- 2.3 The plot is at the north end of Viveash Close and lies within Site B of London Borough of Hillingdon's Emerging Local Plan Part Two Site Allocations and Designations document. The site is allocated both in this local policy and in the regional GLA Hayes Masterplan for 97 residential units and 50% B1/B2 floorspace.
- 2.4 The GLA Masterplan is divided into three sites, providing approximately 1,860 new homes and maintaining B1/B2 employment use. 3 Viveash Close is in Site B which is the smallest of the three development areas.
- 2.5 The site area is 2335m² and is accessible both on foot and by car, located adjacent to the entrance to Hayes and Harlington station car park.
- 2.6 A site location plan is enclosed at **Appendix A**.

Surrounding Area

- 2.7 Surrounding building are of a similar functional industrial style ranging from one to three storeys in height. The buildings have large windows and are built from metal cladding or brick. A large portion of the site is allocated to car parking presumably for workers employed within the buildings.
- 2.8 The area is predominantly residential south of Nestles Avenue however the area around Viveash Close has started to be redeveloped in recent years. There are a number of recently approved tall buildings in the vicinity, namely the recently approved Vinyl Factory and the High Point Village scheme which have enhanced the character of the area and set the precedent for future developments.
- 2.9 The site is located within the wider Nestles Avenue industrial cluster – designated within the Hillingdon Saved UDP Policies as a Strategic Industrial Location (SIL). The Nestles Avenue industrial cluster comprises approximately 34 hectares of land south of the railway, and extends eastwards from Station Road, across Squirrels Trading Estate and North Hyde Gardens, encompassing the electricity substation and land beneath the Hayes Bypass. Having undertaken a review of employment land in the borough, the Council propose to release 16 hectares of SIL land within the Nestles Avenue industrial cluster (including the Squirrels Trading Estate) as part of its emerging Local Plan part 2.

- 2.10 The surrounding area has undergone large scale redevelopment in recent years. The aforementioned schemes in close proximity to the site include Highpoint Village, a development of 576 private and affordable homes and 1500 square metres of A1-5 floorspace located across the railway tracks opposite our site, and the Old Vinyl Factory comprising 642 residential units and 17,000square metres a1-5, D1-2, B1 floorpace across the railway to the west of our site. Blyth House is also in close proximity, providing 147 residential units and commercial space opposite Hayes and Harlington Station.
- 2.11 The site falls within a designated Housing Zone which has been designed to unlock massive regeneration projects on large hectares of brownfield land in London.
- 2.12 The site benefits from a good PTAL rating of 4 which is forecast to rise to a very good PTAL rating of 5 in 2021 due to the arrival of Crossrail to Hayes and Harlington Station.

Flood Risk

- 2.13 The Environment Agency online flood maps confirm that the site is not in a flood risk area (Flood Zone 1), in respect of fluvial flooding. In terms of flood risk from surface drainage, the EA maps classify the sites as at very low risk.

Heritage

- 2.14 The site does not fall within a conservation area and the buildings are not designated as listed buildings, locally or statutorily.

3 PLANNING HISTORY AND EVOLUTION OF DEVELOPMENT SCHEME

The Relevant Planning History

3.1 The Council's statutory register has been reviewed and confirms that there is limited relevant planning history on the site. Historically the below consent is of note:

- Erection of seven industrial units with ancillary loading/parking space. LPA ref 35315/84/1693. Approved on the 8th December 1984

Evolution of the Development Scheme

3.2 The Scheme has evolved significantly through the pre application and design process. A full timeline of events is provided in the table below and the evolution of the scheme is further detailed in the following paragraphs.

Event	Date
First pre-application submission was made to LBH Planning & Building Team	1 st February 2016
First pre-application meeting was held, attendees included Mandip Malhotra (Major Applications Manager), Efua Dadze-Arthur (Policy Officer), Matt Kolaszewski (Planning Officer), John Moakes (Architect), Shona McMillan (Architect), Matthew Roe (Planning Consultant), and Sophie Hinton (Planning consultant).	18 th February 2016
The applicant wrote to NATS to request pre-application feedback on the height and massing of the development and what is considered acceptable.	4 th May 2016
Formal NATS report received	21 st June 2016
Proposals for a GLA pre-application meeting were sent to the GLA	9 th September 2016
GLA pre-application meeting held, attendees included Graham Clements (Senior Development Manager), Andrew Russell (Senior Strategic Planner), Colin Wilson (Head of Development), Maja Jorgensen (Housing Zone Manager), Fred Raphael (TfL), Neil McCellan (Hillingdon Major Applications), John Moakes (Architect), Shona McMillan (Architect), Matthew Roe (Planning Consultant) and Mark Wiseman (Planning Consultant).	7 th October 2016
Formal GLA pre-application response was issued by Graham Clements.	4 th November 2016

3.3 The proposals have been discussed at pre-application stage with relevant Council representatives including high level planning Officers Neil McClellan and Matt Kolaszewski. As is

detailed at length within the submitted Design and Access Statement, the scheme has subsequently evolved as a result of these discussions.

First Pre-Application Meeting

- 3.4 A pre-application submission was made to LBH on 1st February 2016 in relation to the site. The proposed scheme was for a 16 storey residential development with 90 units and a mix of 1200m² of commercial and/or office/light industrial space at ground floor level.
- 3.5 These proposals were discussed at the pre application meeting on 18th February 2016. The key conclusions of the pre application meeting and formal response are as follows;
- Principle of predominantly residential development was acceptable alongside the re-provision of the employment land use;
 - Building height of 16 stories considered to be excessive;
 - Higher proportion of family sized accommodation is required;
 - Advised to contact NATS for a Technical and Operation Assessment;
 - Advised to contact Metropolitan Police Crime Prevention Officer to discuss Secure by Design strategy.
- 3.6 Following the feedback received from the Council, the scheme was taken forward for a TOPA Assessment (NATS). The impact of the scheme was tested on the radar system and it was deemed that changes to the radar system would be required due to reflection issues. The mitigation would require a financial contribution to the upgrade of the radar.

Second Pre-Application Meeting

- 3.7 Following the advice received at the first pre-application meeting and the subsequent TOPA feedback, the proposals were then taken to GLA pre-application consultation on 17th October 2016 and the formal response was received on 4th November 2016. The key conclusions of the pre-application meeting and formal response are as follows;
- Principle of high-density residential-led mixed use redevelopment is strongly supported in strategic planning terms;
 - Need a more comprehensive approach to redevelopment along the Squirrels Trading Estate.
 - 50% of current on site employment space should be re-provided;
 - High residential density is above the identified range but supported in the context of the Opportunity and Housing Zone designation and its proximity to both the station and town centre.
 - 35% affordable housing is expected in line with recent GLA Housing SPG.
- 3.8 Further this meeting the following amendments have been made to the scheme, having regard to the concerns from pre-application two and NATS advice;

- The building has been split into two blocks comprising 13 storeys and 8 storeys;
- Increased provision of affordable workspace (83% of requirement);
- Car parking provision of 0.5 spaces per residential unit in line with GLA guidance and advice;

Proposed Scheme

- 3.9 The revised scheme has taken into consideration the comments received throughout the evolution of the scheme from February 2016 to November 2016. As detailed above, this consultation comprised one pre application meeting with London Borough of Hillingdon, one pre-application response from NATS and one pre-application meeting with the GLA. The following section details the proposal for which planning permission is now sought and assesses it against National and Local planning policy.

Neighbouring Owner Consultation

- 3.10 The GLA offered to arrange a joint meeting between the owners of the industrial estate to facilitate cooperative development measures in line with their proposed masterplan.
- 3.11 Further to the formal GLA response, we have been in contact with the neighbouring land owners in an attempt to arrange a joint stakeholder meeting to discuss comprehensive redevelopment of the Masterplan area.
- 3.12 Carter Jonas acting on behalf of Buccleugh (Site C) have declined to meet and the occupiers of the Squirrels Trading Estate (remainder of Site B) have shown no interest in our contact. An example of the letters sent to owners of the Squirrels Trading Estate is enclosed at **Appendix B**.
- 3.13 Barratt London has progressed a separate masterplan for their site which borders closely with the plot at 3 Viveash Close.

4 PROPOSED DEVELOPMENT

4.1 The proposed scheme seeks to utilise a sustainable urban site and maximise its strategic contribution through the livery of a high quality residential-led mixed use development which critically seeks to re-provide commercial uses on site further to the demolition of existing buildings on site.

4.2 The development proposals therefore seek the following;

'Demolition of the existing buildings and redevelopment of site to provide one building with separate eight storey and thirteen storey blocks, connected at ground floor providing 88 residential units on upper floors and 977m² commercial floorspace at ground, mezzanine and first floor levels; 50 car parking spaces, 140 cycle parking spaces and associated landscaping'

4.3 As is set out in the Design and Access Statement the development proposals comprise a number of elements which are addressed below.

Detailed Parameters of the Development

4.4 The redevelopment of the site will comprise:

- Complete demolition of the existing warehouse building and associated buildings;
- The development proposes a total of 88 units (1126 habitable rooms per hectare). The proposal aims to provide a high quality residential scheme, which is sensitive to the surrounding environment and will enhance the character and setting of the Hayes Opportunity Area and the wider land south of the railway, including the Nestle Site.
- Construction of 2 blocks from building;
 - i. 13 storey Block A fronting Viveash Close, ground, mezzanine and first floor commercial (Use Class B1) floorspace 977m² and 58 spaces cycle store with 54 residential units above;
 - ii. 8 storey Block B on eastern edge of site, ground and mezzanine floor energy centre, refuse area accessed along northern boundary, water tank and 52 cycle store spaces with 34 residential units above;
- Ground floor central connecting building providing 40 car parking spaces from triple stacking combilifts, 5 motorcycle parking spaces, 5 disabled parking spaces and 22 commercial cycle racks. Cycle stores are access either from the communal entrances or through the car park entrance on Viveash Close.
- Roof top play area on Block A, 760m².

5 PLANNING POLICY CONTEXT

- 5.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning applications should be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The Development Plan for this site comprises:
- Consolidated London Plan; Further Alterations (March 2015) (FALP) and Minor Alterations to the London Plan (March 2016) (MALP);
 - 2007 Saved Unitary Development Plan policies (2007);
 - Hillingdon Local Plan Part 1 – Strategic Policies (2012);
 - Emerging Hillingdon Local Plan Part 2 – Development Management Policies, Site Allocations and Designations and Policies Map (Proposed Submission Version 2015).
- 5.2 The following documents are material planning considerations when determining the application;
- National Planning Policy Framework (2012);
 - GLA Draft Opportunity Area Planning Framework (2016);
 - LBH Planning Obligations SPD (2014) ;
 - Affordable Housing SPD (May 2006);
 - London Plan Housing SPG (March 2016).

National Policy

National Planning Policy Framework (March 2012)

- 5.3 The National Planning Policy Framework (NPPF) was published on 27 March 2012. It is the document which sets out the Government's overarching planning policies for England and how these are expected to be applied.
- 5.4 When determining planning applications, the NPPF directs Local Planning Authorities (LPAs) to apply the presumption in favour of sustainable development; the 'golden thread' which is expected to run through their plan making and decision-making. Paragraph 14 of the NPPF notes that the presumption in favour of sustainable development for decision-taking means "approving development proposals that accord with the development plan without delay." This is re-iterated within paragraph 196.
- 5.5 Paragraph 17 of the NPPF states that within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision taking. These core principles state that planning should:
- *Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;*

- *Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;*
- *Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the re-use of existing resources, including conversion of existing buildings, and the use of renewable resources;*
- *Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;*
- *Promote mixed use developments, and encourage multiple benefits from the use of land in urban areas and rural areas, recognising that some open land can perform many functions;*
- *Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.*

5.6 The NPPF has a focus on building a strong, competitive economy and it states that planning should operate to encourage and not act as an impediment to sustainable growth and therefore significant weight should be placed on the need to support economic growth through the planning system.

Development Plan Policy

5.7 Section 38(6) of the Planning and Compulsory Purchase Act 2007 requires planning applications to be determined in accordance with the statutory Development Plan unless material considerations indicate otherwise.

Regional Policy

The London Plan

5.8 The London Plan was adopted in July 2011 and has been since been consolidated with further alterations (FALP) in March 2015 and Minor Alterations to the London Plan in March 2016 (MALP). The Consolidated London Plan covers a plan period up to 2036, its formal end date.

5.9 The London Plan is the Mayor's Planning Strategy for London. The purpose of the London Plan is to promote economic and social development and environmental improvement for Greater London. It is intended to provide an overall strategy for development in London and ensure that a consistent approach is taken by each of the London Boroughs.

5.10 It also recognises the pressing need for more homes in London to promote opportunity and real choice for all Londoners. Policy 3.3 sets out the objectives for increasing housing supply and states that Boroughs should identify and seek to enable development capacity to be brought forward.

5.11 The GLA released a Draft Opportunity Area Planning Framework in June 2016 for Hayes area. The supporting Design and Access Statement describes in detail how the development proposals have evolved to respond to the detailed masterplan allocation.

Local Policy

- 5.12 The Hillingdon Local Plan: Part 1 reflects the priority themes of the Council's wider vision:

Putting residents first at the heart of everything we do and promoting civic pride; Protecting and enhancing the borough's natural environment; Improving buildings, roads and footways and ensuring that new buildings fit in with the natural environment; and Maintaining the solid approach to financial management that has delivered our success to date and which is vital for going forward.

- 5.13 The Plan sets out a number of policies through which to achieve this aim. The chapter below sets out how the development proposal accords with the policies set out in this document.

6 PLANNING CONSIDERATIONS

- 6.1 This section reviews the proposed development against the relevant planning policy and other material considerations.

Presumption in favour of sustainable development

- 6.2 The principle of mixed-use development on this site is supported by both national and local planning policy. One of the Core Planning Principles outlined in the NPPF is to:

“Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas”.

- 6.3 The site falls within the Inner London boundary and thus relevant London Plan policies are applicable in this instance given the area is deemed suitable for regeneration and enhancement, notably for a mix of uses.

- 6.4 A core principle of the Framework at paragraph 17 is to *encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value*. Our site meets this principle and can effectively promote mixed use development from the site thus encouraging multiple benefits from the use of land.

- 6.5 The proposal would meet the relevant policy criteria of the NPPF, where the delivery of the mixed use housing and employment floorspace would create a sustainable living and working environment along Lawrence Road and the surrounding area.

- 6.6 When considered in light of the overall spatial vision and strategic objectives of the adopted Local Plan, the site would contribute to the following aspects:

- Regeneration of underutilised brownfield land in sustainable location;
- Accommodating population growth, the scheme provides a mix of 88 no residential dwellings of different size including much needed family housing which is a priority for the borough of Hillingdon as identified in the Council’s Emerging Development Management (Local Plan Part 2) Policy DMH2 ‘Housing Mix’;
- Achieving economic prosperity and opportunity for all, the scheme provides employment opportunities through the creation of a new commercial unit;
- Tackling and adapting to climate change, the scheme seeks to enlist sustainable principles through construction and design;
- Promoting community cohesion and safe, liveable neighbourhoods, the scheme will enhance active frontages along this part of Lawrence Road;
- Creating and maintaining attractive, distinctive places, the scheme makes a bold architectural statement and is sympathetic to established townscape in the area.

- 6.7 A crucial ingredient to achieving such is evidently through the delivery of mixed-use development throughout London wherein higher density development with active frontages will be promoted subject to conformity with other material considerations, which will be addressed in the sections below.
- 6.8 The proposed application site is identified in emerging local and regional policy as a site specific allocation for a mixed use scheme. In principle and in accordance with the aims of sustainable regeneration, the proposed development has been designed to make the best use of the site through the delivery of new high quality residential and commercial floorspace in keeping with the existing development pattern, local character and the immediate Conservation Area. Therefore it is considered the proposal fully accords with national, regional and local policies and site specific proposal SA5.

Principle of Employment Use

- 6.9 As outlined in the National Planning Policy Framework ("The Framework") which states at paragraph 22 that, "Planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose". Evidently there is a strategic drive to enable the release of land last in use for employment purposes wherein there is no reasonable prospect of such use being sustained in the long term.
- 6.10 When considered in light of the proposed site allocation at the former Nestle Site (SA5) in the emerging Site Allocations document, greater flexibility should be given to alternative uses in that it should be clear that the principal use should be for residential, to be complemented by a portion of commercial. As per the site allocation requirements, this could seek an affordable, high quality commercial element, and therefore sufficient re-provision rather than more holistic commercial retention being applied which is clearly unviable on this site and in this current climate.
- 6.11 The latest GLA masterplan for the Hayes area released in June 2016 specifically states the whole of plot B should accommodate 900 square metres of employment floorspace. In the GLA pre-application meeting, strong support was provided for the principle of a mixed use residential/employment development.
- 6.12 The size of the commercial units has been carefully designed to be occupied by small and medium-sized enterprises. It is appropriate to reference saved Policy LE3 which requires new development in designated industrial and business areas to include the provision of small units, particularly when small units are proposed to be demolished. The arrangement of the commercial units over 3 floors works to provide an innovative range of units.
- 6.13 As government guidance does not specify the size of accommodation for small businesses the proposed development has provided a range of unit sizes designed flexibly so as to accommodate the uses spanned by the B1 Use Class. Given the site's imminent deallocation from an industrial use, the re-provision of commercial space would be in line with the Council's adopted policies while also meeting the requirements of the emerging allocation.

Principle of Residential Use

- 6.14 When determining planning applications, the NPPF directs LPAs to apply the presumption in favour of sustainable development; the 'golden thread' which is expected to run through their

plan-making and decision making. Policy 14 of the NPPF noted that the presumption in favour of sustainable development for decision-taking means 'approving development proposals that accords with the development plan without delay.' This is reiterated within paragraph 196.

- 6.15 Policy 17 of the NPPF sets out 'core planning principles,' including that planning should 'encourage the effective use of land by reusing land that has been developed previously (Brownfield land) provided that it is not of high environmental value.' These principles also include 'proactively drive and support sustainable economic development to deliver homes...'
- 6.16 Section 6 of the NPPF specifically addresses delivery of a wide choice of high quality homes and paragraph 49 notes that 'Housing applications should be considered in the context of the presumption in favour of sustainable development.' Paragraph 50 goes on to encourage the delivery of a wide choice of quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
- 6.17 The NPPF also notes that planning law requires that applications for planning permission must be determined in accordance with the development plan.
- 6.18 London Plan Policy 3.3 recognises the need for more homes in London to ensure that there is a real choice of housing available for all within London. The London Plan (MALP 2016) notes a minimum provision of new homes up to 2025 of 5,593 with a target of 559 units per annum for the London Borough of Hillingdon. At a local level, Hillingdon's Local Plan Part 1 Policy H1 states the borough's current target is to provide an additional 4,250 dwellings, annualised as 425 dwellings per year, for the ten year period between 2011 and 2021.
- 6.19 Rolled forward to 2026, this target equates to a minimum provision of 6,375 dwellings over the period of the Hillingdon Local Plan: Part 1- Strategic Policies. Sites that will contribute to the achievement of this target will be identified in the Hillingdon Local Plan: Part 2- Site Specific Allocations Local Development Document.
- 6.20 Having undertaken a review of employment land in the borough, the Council propose to release 16 hectares of SIL land within the Nestles Avenue industrial cluster (including the Squirrels Trading Estate) as part of the emerging Local Plan part 2.
- 6.21 Following consideration of this draft plan, a statement (reference D&P/LDF14/LDD18/CG) issued on 7th December 2015 by the GLA Assistant Director – Planning (acting under delegated authority) confirms that this approach is in general conformity with the London Plan.
- 6.22 Accordingly, whereas London Plan Policy 2.17 resists development on SIL land for non-industrial type uses, noting the emerging mixed use land allocation for this site within the (proposed submission) Local Plan part 2, the proposal strongly conforms with the principle of residential led mixed-use redevelopment of the Squirrels Trading Estate.
- 6.23 The site also falls within the Hayes Housing Zone where the building of homes is supported by a range of planning and financial measures.
- 6.24 Clearly there is a significant need for housing in the area, and the principle of the site for residential use should therefore be supported. The proposal will provide 88 dwellings of mixed unit sizes and tenure in a highly sustainable location, suitable for residential use in accordance

with the NPPF, the London Plan and Local Policy. The proposal therefore clearly complies with local and strategic policy in meeting the housing demand in a borough where the demand for new housing is steadily increasing. In light of this and the local and national planning policies set out above, it is considered that the use of the site for residential purposes is wholly appropriate.

Affordable Housing

- 6.25 The NPPF makes it clear that development should not be frustrated, either through policy/plan making or decision making (paragraph 14). The NPPF sets a national policy framework which seeks to ensure there are policies in place to secure delivery of a wide choice of high quality homes for a range of needs including affordable housing (paragraph 50) having regard to the overriding policy objective to deliver a significant boost in supply of housing (paragraph 47) with emphasis on deliverability, quality and sustainable communities.
- 6.26 The NPPF requires housing applications to '*be considered in the context of the presumption in favour of sustainable development*' (paragraph 49). The need to seek a range of types and tenures of homes is required to be applied flexibly, specifically in the context of establishing an appropriate affordable housing contribution and local authorities are required to consider scheme viability on a site-by-site basis.
- 6.27 London Plan Policy 3.12 seeks the maximum reasonable amount of affordable housing and the Local Plan establishes a Borough-wide strategic affordable housing target of 35%. The same target has been adopted for the Hayes Housing Zone.
- 6.28 It should also be noted that the Mayor published a consultation draft Affordable Housing SPG in November 2016 which established a benchmark level of 35% affordable housing as a cut off for the requirement for a scheme viability review process.
- 6.29 The proposed development offers 31 units as affordable housing, equating to 35.2% of the total residential units.
- 6.30 London Plan Policy 3.11 sets the current strategic affordable housing target for London as at least an average of 17,000 additional affordable homes a year. It states that, 'in order to give impetus to a strong and diverse intermediate sector, 60% of the affordable housing provision should be for social and affordable rent and 40% for intermediate rent or sale'.
- 6.31 In accordance with the above, the affordable tenure split is as follows:
- Affordable rent 61.3%
- Shared Ownership 38.7%

Quality of Residential Accommodation

- 6.32 At a strategic level, FALP policy 3.5 seeks to encourage housing developments to be of the 'highest quality internally, externally and in relation to their context and wider environment.' The policy continues to note that 'the design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of public, communal and open spaces, taking particular account of the needs of children and older people.'

6.33 Providing residential accommodation is a top priority for LB Hillingdon, however ensuring these homes are of a high quality is also a crucial element to creating sustainable places.

6.34 Details of the quality of the residential accommodation are set out in the following paragraphs.

Unit mix

6.35 The National Planning Policy Framework (The Framework) recognises that to create sustainable, inclusive and diverse communities, a mix of housing based on demographic and market trends and the needs of different groups should be provided.

6.36 London Plan Policy 3.8 'Housing Choice' of the London Plan seeks to ensure that development schemes deliver a range of housing choices in terms of a mix of housing and types.

6.37 Emerging Local Plan Part 2 Policy DMH2: Housing Mix states 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.

6.38 Supporting text states that 'Notwithstanding the conclusions of the census data analysis the Council's Housing Market Assessment notes that for affordable housing, the Council may wish to pursue a split of 40% smaller one and two bed dwellings and 60% larger three and four bed properties'. The specific housing requirements by type and size are set out in the following table:

Tenure	1 Bed %	2 Bed %	3 Bed %	4 Bed %
Private Market	0	4	56	40
Intermediate	19	24	24	12
Social/affordable rented	20	7	48	25

6.39 The proposed mix of units is as follows:

Size of Unit	No of Units	Percentage (%)
1 bed	28	32
2 bed	34	38
3 bed	26	30

6.40 The scheme incorporates a range of dwelling types to provide opportunities for families, first time buyers and downsizers. The scheme provides a good number of 3 bed units which is a priority for the Council to deliver family sized units.

6.41 The prescribed mix has had consideration to the individual site circumstances, relationship to the emerging site allocation and required quantum of housing and local housing need. The site is appropriate for a high density development and delivers a range of unit sizes which all meet the London Plan Housing SPG minimum space standards. This maximises the potential of the

emerging site allocation and serves to contribute to a progressive and mixed community in the area which will enhance housing choice in the area alongside existing housing stock.

Unit size and orientation

- 6.42 London Plan Policy 3.5 states that housing developments should be of the 'highest quality internally, externally and in relation to their context and to the wider environment.' The policy also states that 'the design of all new housing developments should enhance the quality of local places, taking into account physical context; local character; density; tenure and land use mix; and relationships with, and provision of, public, communal and open spaces, taking particular account of the needs of children and older people'. The policy further states that LDFs should incorporate minimum space standards which conform to those set out in the London Plan.
- 6.43 Table 3.3 within the London plan sets out minimum space standards for all new development however this has been updated since the adoption of the Mayors Housing SPG in 2016. This sets out specific guidance on the size of flats and duplexes.
- 6.44 The scheme complies with these regional standards and thus provides a high standard of quality, sustainable accommodation as shown in further detail in the schedule of accommodation.
- 6.45 The DCLG March 2015 Technical Housing Standards document details nationally described space standards for proposed dwellings. The Schedule of Areas demonstrates that all units comply with or exceed the stated thresholds. The unit sizes and therefore accord with national and Local Policy as the national standards reflect the established GLA standards.
- 6.46 The site overlooks the railway line and sits on a narrow plot on the end of Site B. It was necessary to modify the proposed development's orientation to respond to the GLA's draft Opportunity Area Planning Framework masterplan, therefore incorporating significantly more 1 and 2 bed units in order to conform with the site layout.

Amenity Space and Playspace

- 6.47 At a national level, the NPPF sets out 12 core planning principles. One of these principles outlines how planning should seek 'high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 6.48 In regards to amenity space the Mayor's Housing SPG (2016) and the London Housing Design Guide (2010) recommends that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant.
- 6.49 Therefore for a total of 1297.5 square metres is provided for the 88 residential units.
- 6.50 Emerging Policy DMHB 19: Play Space states at part A) 'New major residential developments which result in a significant net increase in child yield an occupancy of ten or more children will be required to provide children and young people's play facilities on-site'.
- 6.51 As recommended in the guidance the new development will include: playable courtyard landscape that includes changes of level, mounding seats and other engaging features, in order to create incidental play opportunities as well as the opportunity for formal play.

- 6.52 The play space is located on the roof of Block A and Block B. The total play space calculation is based on the proposed accommodation schedule and is 483 square metres (inclusive of all age groups). The proposed development provides 760 square metres of total playable space.

Density

- 6.53 The London Plan at Table 3.2 indicates that densities of 200-700 habitable rooms/ ha and (45 – 260 units/ ha) are appropriate in Urban locations with PTAL ratings of 4-6. Adopted policy H1 requires the Council to apply the Mayor's policy table 3.2 to provide indicative housing density targets.
- 6.54 The scheme proposes 88 units across the 0.23ha site at 594 dwellings/ha (1126 hab. rooms/ha). The scheme falls in an 'Urban' location being located nearby the Hayes and Harlington Station facilities.
- 6.55 Having regard to the characteristics of this site (including the Opportunity Area and Housing Zone designation and proximity to the station and town centre) the principle of such density is supported in strategic planning terms and also supported by GLA officers.

Impact on wider amenity

- 6.56 At a national level, the NPPF sets out 12 core planning principles. One of these principles outlines how planning should seek high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 6.57 London Plan Policy 7.6 requires new buildings and structures to ensure that they do not cause unacceptable harm to the amenity of surrounding land and buildings in relation to a number of factors.
- 6.58 Saved UDP Policy BE19 seeks to ensure that new development within residential areas complements or improves the amenity and character of the area.
- 6.59 One of the key design drivers for the scheme has been to enhance the private and communal amenity space by introducing full width balconies, communal terraces and protected roof top play areas. The total private and communal amenity space provision is 2193.5 square metres for the proposed development.
- 6.60 Crucially the scheme has worked to improve the amenity of future developments in line with the proposed masterplan:
- Introduction of barrier which reduces noise and visual pollution from the railway line at the North of the site;
 - Permeability between the three sites and connectivity by green pedestrian links that will also enhance connectivity to the train station and the Hayes town centre;
 - Viveash Close remaining as vehicular access road with direct access to the site; and
 - The green link will North of Viveash Close will run along the railway and the canal, animating the north edge of the site.

6.61 In respect to future occupiers on the site, amenity is enhanced in line with the overall masterplan approach;

- All of the units have generous private and communal amenity spaces;
- High quality landscaping proposals achieving green infrastructure enhancement on site.

6.62 The development proposals seek to deliver a balanced and carefully designed scheme which enhances the existing amenities of local residents whilst also providing a high quality space for future occupants. The scheme fully complies with the local Development Plan in respect to the enhancement of amenities.

Daylight/Sunlight and overshadowing

6.63 London Plan Policy 7.6 requires new buildings and structures to ensure that they do not cause unacceptable harm to the amenity of surrounding land and buildings in relation to a number of factors, including overshadowing. The policy makes reference to this being particularly important for residential buildings.

6.64 Saved Policy BE20 states buildings should be laid out so that adequate daylight and sunlight can penetrate into and between them and the amenities of existing houses are safeguarded.

6.65 Furthermore, emerging Policy DMHB 11 part B requires development proposals to not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

6.66 Nevertheless the urban context and site constraints should reasonably be considered as at paragraph 2.3.47 of the London Plan Housing SPG which states;

“BRE guidelines on assessing daylight and sunlight should be applied sensitively to higher density development in London, particularly in central and urban settings, recognising the London Plan’s strategic approach to optimise housing output (Policy 3.4) and the need to accommodate additional housing supply in locations with good accessibility suitable for higher density development (Policy 3.3). Quantitative standards on daylight and sunlight should not be applied rigidly, without carefully considering the location and context and standards experienced in broadly comparable housing typologies in London”.

6.67 Guidance relating to daylight and sunlight is contained in the Building Research Establishment (BRE) handbook ‘Site Layout Planning for Daylight and Sunlight’. The primary method of assessment is through calculating the vertical sky component (VSC). BRE guidance specifies that reductions in daylighting materially affect the living standard of adjoining occupiers when, as a result of development, the VSC figure falls below 27 and is less than 80% times its former value.

Landscaping

6.68 London Plan policy 5.10 seeks to promote ‘urban greening’ and new development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening. The policy recognises that elements that can contribute to this include tree planting, green roofs and walls, and soft landscaping.

6.69 Emerging Policy DMHB 14: Trees and Landscaping requires:

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

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

C) Where space for ground level planting is limited, such as high rise buildings, the inclusion of living walls and roofs will be expected where feasible.

D) Planning applications for proposals that would affect existing trees will be required to provide an accurate tree survey showing the location, height, spread and species of trees. Where the tree survey identifies trees of merit, tree root protection areas and an arboricultural method statement will be required to show how the trees will be protected. Where trees are to be removed, proposals for replanting of new trees on-site must be provided or include contributions to offsite provision'.

6.70 The landscaping proposals are detailed within the Landscape Strategy completed by Farrer Huxley Associates however the overall approach taken seeks to deliver a varied landscape of hard and soft spaces which support both servicing and active frontages as well as creating soft landscape edges to the built form within the central area.

6.71 The main central podium between the two blocks features an arrangement of soft landscape, and organic plating areas to break up the hard landscape. A green buffer is used to provide a screen to the northern boundary of the site, adjacent to the railway to reduce the impact of noise.

6.72 As such the landscape quality on site provides a softer edge to wider townscape development on site and serves to enhance functionality on the site as per the requirements at emerging Policy DMHB 14.

Transport

6.73 Paragraph 35 of the NPPF outlines that development should be designed to give priority to pedestrian and cycle movement, it also further outlines how developments should; 'create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones.'

6.74 London Plan Policy 6.1 seeks the integration of transport and development by encouraging development which reduces the need to travel; seeking to improve the capacity and accessibility of public transport, walking, and cycling; and supporting development which generates high trip levels at locations with high public transport accessibility.

6.75 London Plan Policy 6.3 requires the impacts of new developments on the transport network to be fully assessed and states that developments should not adversely impact the safety of the transport network.

- 6.76 With regards to cycle parking, the London Plan states at Policy 6.9 that developments should provide secure, integrated and accessible cycle parking facilities in line with the minimum standards as set out in table 6.3 in the London Plan (2015).
- 6.77 There are a number of saved UDP policies relevant to the transport considerations of the proposed development including Policy AM1, AM2, AM7, AM9, AM14 and AM15 which require development proposals to adhere to the following general conditions:
- i) Walkability to public transport;
 - ii) Existing or proposed public transport system has capacity to absorb additional journeys;
 - iii) Proposals judged against their contribution to traffic generation and impact on congestions;
 - iv) Permit development in accordance with the Council's adopted car parking standards; and
 - v) All car parks provided for new development shall contain conveniently located reserved spaces for disabled persons in accordance with the Council's adopted parking standards.
- 6.78 Adopted Policy T1 steers development to the most appropriate locations in order to reduce their impact on the transport network. It also encourages access by sustainable modes such as cycling and walking.
- 6.79 Furthermore emerging policy DMT 1 requires development proposals to meet the needs of the development and address its transport impacts in a sustainable manner.
- 6.80 A total of 140 cycle parking spaces are provided across the development, with 118 spaces for the residential uses, 12 secure cycle parking spaces for the commercial land use and a further 10 short term cycle parking spaces that are provided to the front of the building.
- 6.81 Hillingdon's cycle parking standards are expressed as a minimum and specify 1 space per 1 or 2 bed flat and 2 spaces for flats with three bedrooms or more. Based on the breakdown of 1, 2 and 3 bedroom units, the development proposals would require a total of 114 cycle parking spaces. A total of 118 secure cycle parking spaces are provided within two secure cycle stores (108 spaces) and within cycle racks located within the ground floor car park, which provided a further 10 spaces for the residential uses. As such cycle parking for the residential land use is in excess of the standards set out within Hillingdon's UDP.
- 6.82 Twelve secure cycle parking spaces will be provided for the commercial floorspace within the ground floor car park. A further 10 cycle parking spaces will be provided to the front of the building, which will provide an element of short-term cycle parking for the development. The provision of cycle parking spaces for the commercial floorspace is in accordance with the minimum cycle parking standards set out within Hillingdon's UDP and The London Plan.
- 6.83 It is considered that cycle parking is provided in accordance with the minimum standards set out within adopted parking guidance and provides a level of cycle parking that will encourage future residents and employees to utilise cycling as a means of transport.

- 6.84 Following consultation with TfL Highways Officer Fred Raphael at the GLA pre-application meeting, we were advised to provide a car parking standard of 0.5 spaces per residential dwelling.
- 6.85 With a total of 45 car parking spaces (including spaces for disabled drivers), residential car parking has been provided at a ratio of 0.51 spaces per flat. As such the level of residential car parking is fully in accordance with The London Plan and Hillingdon's maximum parking standards, and meets the requirement specified by TfL within the GLA's pre-planning response (0.5 spaces per flat).
- 6.86 A total of five parking spaces will be provided for the commercial uses, which equates to a provision of 1 space per 187 square metres (within the London Plan's specified range of 1 space per 100 – 600 square metre). This level of parking takes into account the accessible nature of the site and the need to promote sustainable transport and minimise transport impacts. The provision of five spaces is in accordance with Hillingdon's maximum parking standards and the standards set out within The London Plan.
- 6.87 A Travel Plan has been completed by Vision Transport Planning which strategizes the key target of reducing single occupancy car trips while promoting sustainable transport measures including walking, cycling and public transport.

Design Considerations

- 6.88 Chapter 7 of the NPPF details the importance of the design of the built environment. It states that good design is a key aspect of sustainable development and should contribute positively to making places better for people. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. It is noted that the design of new development will function well and add to the overall quality of the environment.
- 6.89 The NPPF advocates good design and high quality, inclusive development for all (policy 57). Section 7: 'Requiring Good Design' reinforces the importance of good design in achieving sustainable development, by ensuring the creation of inclusive and high quality places. Policy 58 of the NPPF states that new design should respond to the local character and history of an area and reflect its identity.
- 6.90 The emerging draft OAPF sets out strategic design principles for this site in the form of a wider masterplan for the emerging Hillingdon site allocation SA5.
- 6.91 Adopted Policy BE1 part 1 states all new developments should 'achieve a high quality of design in all new buildings, alterations, extensions and the public realm which enhances the local distinctiveness of the area, contributes to community cohesion and a sense of place'.
- 6.92 Furthermore, part 2 requires development to 'make a positive contribution to the local area in terms of layout, form, scale and materials and seeks to protect the amenity of surrounding land and buildings, particularly residential properties'.

Footprint

- 6.93 The building footprint is defined by the constrained nature of the site and the southern boundary will likely adjoin future development due to the GLA masterplan of the area.
- 6.94 Above the podium sit two blocks of differing height with an expansive bi-level communal terrace between them. Ground floor open space has been primarily located on the northern side of the site to tie in with the proposed 'Green Route' and the new Viveash Square.

Height

- 6.95 Following the recommendations of the NATS TOPA assessment and comments from the planning officer, it was decided to reduce the height of the proposed development from sixteen storeys to a maximum of thirteen storeys.
- 6.96 This height is distributed across two distinct volumes which fall in line with the GLA's proposed masterplan for the area. This not only improves the visual appearance of the development from Viveash Close but also improves the relationship of townscape on the site.
- 6.97 Block A on the west side, acts as a focal point for the scheme. At 13 storeys it is a more appropriate location for increased height because any overshadowing will primarily be limited to the site itself, rather than onto neighbouring developments.
- 6.98 Block B on the east side is lower at 8 storeys and responds to the character of the adjacent Viveash Square in contrast with Block A.

Profile

- 6.99 The building profile and the relationship of the different building heights has been developed to create an elegant and varied form that aligns with the proposed masterplan for the site.
- 6.100 The proposed masterplan local street pattern is north-south, with east-west orientation for buildings and the proposal responds to this.
- 6.101 It is therefore considered that the design evolution has responded to the available masterplan documents and consultation with relevant parties and thus complies with adopted local policy and emerging regional policy.

Energy and Sustainability

- 6.102 The NPPF promotes local planning authorities to adopt proactive strategies to mitigate and adapt to climate change. In March 2015, Code for Sustainable Homes was withdrawn from planning policy requirements.
- 6.103 The London Plan states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy set out at Policy 5.2:
- Be Lean: use less energy;
 - Be Clean: supply energy efficiently;

- Be Green: use renewable energy.

- 6.104 In accordance with the London Plan, developments are expected to deliver a 35% carbon dioxide emissions reduction improvement on 2010 Building Regulations and in accordance with London Plan Policy 5.7- Renewable Energy, the Mayor seeks to increase the proportion of energy generated from renewable sources. London Plan Policy 5.2 further requires major development proposals to provide a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction are to be within the framework of the energy hierarchy.
- 6.105 Policy 5.10 and 5.11 of London Plan set out how the Mayor will promote urban greening and how major development proposals should be designed to include green roofs and walls and site planting where feasible.
- 6.106 Adopted policy BE1: Built Environment part 10 states *'the Council will require all new development to achieve reductions in carbon dioxide emission in line with the London Plan targets through energy efficient design and effective use of low and zero carbon technologies'*.
- 6.107 Furthermore Emerging Policy DME1 2: Reducing Carbon Emissions requires all developments to make the fullest contribution to minimising carbon dioxide emissions in accordance with London Plan targets and all development proposals to be accompanied by an energy assessment showing how these reductions will be achieved.
- 6.108 The energy statement prepared by RPS confirms that applying the Mayor's energy hierarchy resulted in savings from energy-efficient measures and "clean" energy supplies. The scheme complies with London Plan Policy 5.2 to be zero carbon residential buildings from 2106 forward.

Technical Considerations

- 6.109 As part of the planning application, various technical assessments have been undertaken and reports produced which assess the site and, where appropriate, offer mitigation measures in order to ensure the proposals are acceptable and in accordance with the Development Plan. Full details of the findings and any mitigation are provided in the respective reports which accompany the submission, however, in summary, the key findings and recommendations are provided below.

Archaeology

- 6.110 Section 12 of the NPPF, entitled Conserving and Enhancing the Historic Environment provides guidance for planning authorities, property owners, developers and others on the conservation and investigation of heritage assets. Overall, the objectives of Section 12 of the NPPF can be summarised as seeking the:
- Delivery of sustainable development
 - Understanding the wider social, cultural, economic and environmental benefits brought by the conservation of the historic environment
 - Conservation of England's heritage assets in a manner appropriate to their significance, and
 - Recognition of the contribution that heritage assets make to our understanding of the past.

- 6.111 An Archaeological Desk Based Assessment has been completed by CgMs that confirms the site is not located within an Archaeologically Significant Area, including any Archaeological Priority Zone or Area and based on the limited archaeological potential of the study site, the development proposals are considered very unlikely to have a significant or widespread negative archaeological impact.

Contaminated Land

- 6.112 The Desk Based Assessment produced by RPS has identified a number of potential pollutant linkages that may become active upon the redevelopment of the site. It is therefore recommended that the potential for these linkages to be active is assessed through a Phase 2 Environmental Site Investigation of the site.
- 6.113 We consider that this can be required under a condition of planning for the proposed development.

Drainage and SuDS

- 6.114 The NPPF requires a Flood Risk Assessment for proposals on sites of 1 hectare or greater in Flood Zone 1 and all new development in Flood Zones 2 and 3.
- 6.115 According to the Environment Agency, the site is not in an area at risk from flooding and further does not lie in a critical drainage area. Surface water management on the site is detailed within the submitted drainage report which recommends the use of permeable surfaces on site.

Noise report

- 6.116 London Plan Policy 5.3 seeks the highest standard of sustainable design and construction to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Achieving minimal noise pollution is a sustainable design principle in this policy.
- 6.117 Adopted Policy EM8: Land, Water, Air and Noise states that the Council will seek to ensure that noise sensitive development and noise generating development are only permitted if noise impacts can be adequately controlled and mitigated.
- 6.118 The noise report by KR Associates concludes that existing noise sources will not have a significant adverse impact on the internal or external living conditions of the residents of the proposed residential dwelling. The assessments undertaken are in accordance with British Standard 8233:2014 and the report indicates that if the proposed mitigation measures are adhered to then the required internal noise levels and external amenity noise levels will be met.

Air Quality

- 6.119 One of the 12 core planning principles of the NPPF states that planning should “contribute to conserving and enhancing the natural environment and reducing pollution.” Policy TP36 ‘Health’ of the emerging Birmingham Development Plan notes that the Council is “committed to reducing health inequalities, increasing life expectancy and improving quality of life” by “seeking to improve air quality”.

- 6.120 An Air Quality Assessment has been undertaken by Gem Air Quality Ltd; the report assesses the impacts of the development on the air quality of the area, to ensure that there would be no adverse impacts in respect of air quality as a result of the proposed development.
- 6.121 The assessment concludes that the proposed development will meet building emissions benchmarks and as such, no mitigation measures are required to reduce these emissions.

Trees

- 6.122 Saved Policy OL26 states the LPA will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands. Saved Policy BE39 also recognises the importance of tree preservation orders in protecting trees and woodlands in the landscape.
- 6.123 The site is mainly handstanding and thus has limited tree coverage. An Arboricultural survey was completed by Ben Larkham Associates and confirms only very minor encroachments of retained trees Root Protection Areas will be in evidence and therefore no adverse impact will result from the proposals.

Servicing and Refuse

- 6.124 Emerging Policy DMHB 11 part D states 'Development proposals should make sufficient provision for well designed internal and external storage space for general, recycling and organic waste, with suitable access for collection. External bins should be located and screened to avoid nuisance and adverse visual impacts to occupiers and neighbours'.
- 6.125 Refuse and recycling facilities are located on the North façade, in prominent, visible locations to improve the sense of safety for residents. Controlled access to these facilities is provided to maintain security and entrances have been located to minimise travel distance for all users as much as possible.
- 6.126 The scheme benefits from two separate refuse and recycling stores, serving each block. These have been sized to provide suitable capacity, as determined by GLA guidelines.
- 6.127 The loading of refuse vehicle strategy can be found on the application drawings and in the Design and Access Statement.

7 PLANNING OBLIGATIONS

- 7.1 The proposed development includes a package of planning obligations that will be secured through a S106 Agreement. These obligations will secure the necessary infrastructure improvements to meet the needs of prospective residents and will benefit the existing local community. In identifying the level and scope of planning obligation to be secured, the Council's Planning Obligations SPD (2014) has been followed.
- 7.2 The SPD explains the Council approach to planning obligations and aims to clarify the types of planning obligations that may be sought and the methodology for calculating the amount of these obligations.

Community Infrastructure Levy (CIL)

- 7.3 The Mayor of London implemented their charging schedules on 1st April 2012, in Hillingdon new developments are required to pay CIL at a flat rate of £35 per square metre.
- 7.4 Hillingdon's CIL came into effect on 10th July 2014 and the charging schedule states that new residential accommodation in this location is charged at £95 per square metre. New office (B1) accommodation is charged at £35 per square metre.
- 7.5 The relevant CIL form has been submitted as part of the planning application.

8 CONCLUSIONS

- 8.1 This planning statement has assessed the proposed development against the National Planning Policy Framework (NPPF), The London Plan, London Borough of Hillingdon's Local Development Framework and National and Local Supplementary Planning Guidance.
- 8.2 3 Viveash Close is an underutilised brownfield site in a sustainable location adjacent to Hayes and Harlington Station. The site is ideal for a mixed use residential led redevelopment scheme and the principle of which has been fully supported and encouraged by officers at the council and officers at the GLA.
- 8.3 The description of development can be read as follows:
- 'Demolition of the existing buildings and redevelopment of site to provide one building with separate eight storey and thirteen storey blocks, connected at ground floor providing 88 residential units on upper floors and 977m2 commercial floorspace at ground, mezzanine and first floor levels; 50 car parking spaces, 140 cycle parking spaces and associated landscaping'*
- 8.4 The site has been allocated within Hillingdon's emerging Site Allocations document for the provision of 97 residential units with a minimum of 50% of the site containing employment generating uses including B1 office, and suitable B2 light industrial. The document is currently at Proposed Submission stage and we have been informed by planning officers that it will be submitted to the Secretary of State for Examination in Public in June.
- 8.5 The site is also allocated within the GLA's draft OAPF for mixed use residential and employment use and as a Housing Zone by the Mayor of London. Planning benefits of the scheme include:
- Regeneration of underutilised brownfield land in a sustainable location;
 - Accommodating population growth, the scheme provides a mix of 88 no residential dwellings of different size including much needed family housing which is a priority for the borough of Hillingdon;
 - Achieving economic prosperity and opportunity for all, the scheme provides employment opportunities through the creation of new commercial units and it is anticipated the scheme could support approximately X jobs;
 - Tackling and adapting to climate change, the scheme seeks to enlist sustainable principles through construction and design;
 - Promoting community cohesion and safe, liveable neighbourhoods, the scheme will create active frontages along the north and south of the site;
 - Creating and maintaining attractive, distinctive places, the scheme makes a bold architectural statement and is responding to proposed masterplan of the area.
- 8.6 The site presents an excellent opportunity for residential led mixed use redevelopment in a highly sustainable location. The site has been allocated in both local and regional masterplans and our client is keen to bring a development forward which meets the needs of both Hillingdon and London as a whole, by providing a high quality, residential led development which will compliment any wider masterplan scheme brought forward.

- 8.7 The current buildings have no architectural significance and do not contribute to the character of the wider area. Located on a railway line, and next to the new Crossrail station which will welcome around 10 trains an hour, there is the opportunity to maximise the site by providing a high density scheme, pushing the envelope of the site to significantly contribute to Hillingdon's housing need.
- 8.8 Therefore it is clear that the scheme is fully compliant with The London Plan, Hillingdon's Development Plan and emerging policy documents which should be awarded considerable weight when determining the planning application. The scheme has evolved to gain the full support of the officers at LB Hillingdon and the GLA and thus should be recommended for approval to allow the considerable regenerative benefits to be realised.

APPENDIX A



notes
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drawing notes
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KEY
— Site boundary



REV | BY | CHKD | DATE | AMENDMENT DETAILS

project
3 Viveash Close, Hayes

client
General Food Trading Inc.



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15-18 Featherstone St. London EC1Y 8SL www.fbmarchitects.com
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drawing title
Location Plan

PLANNING

scale 1:1250@A1	drawn by DG	checked by JM	date 12/04/2017
DRAWING NUMBER	project 897	status P	revision 0001

APPENDIX B

Our Ref: **MR/SH/18182**

E-mail: Sophie.hinton@cgms.co.uk

Date: **8th September 2016**

Paramount Powders Ltd
4 David Road
Poyle Trading Estate
Colnbrook
Slough Berks

Dear Sir/Madam,

**LAND AT 3 VIVEASH CLOSE, HAYES, HILLINGDON
DEVELOPMENT PROPOSALS AT THE ABOVE SITE**

I am writing on behalf of my client, Elite Group, the freehold owners of the site at 3, Viveash Close in Hayes (please see **Appendix A** for site location plan). The Elite Group owns, operates, manages and develops a number of properties, businesses and brands across a range of sectors including hotels, student accommodation, property development and construction and are based in West London. The purpose of our letter is to introduce our client and to instigate contact with yourself with regard to Hillingdon's emerging Site Allocations document, please refer to **Appendix B** for the relevant extract.

Development of the Scheme

We have met with Hillingdon Council to discuss the opportunities at site at 3 Viveash Close and present our scheme developed by FBM Architects. We have since made advancements in our proposals and consider the site to be an excellent opportunity for residential led mixed use redevelopment in a highly sustainable location.

The planners at the Council advised us to contact the neighbouring owners given the strategic significance of the site and the location of no. 3 Viveash Close within plot 'B' and in between sites A and C in the Site Allocations document.

Consultation

We are keen to understand whether you have spoken with the planners at the Council and whether you are keen to begin discussions with regards to developing your site. We believe this is potentially an exciting and unique opportunity to work collaboratively to bring forward a comprehensive development scheme which would meet aspirations at the local and regional level.

We would be keen to meet with yourselves to gain a full understanding of how you intend to proceed with the development of linking site B together.

I trust that the information above sets out our position clearly however if you have any questions do not hesitate to contact either myself or Sophie Hinton at this office. I look forward to hearing from you.

Yours faithfully,



MATTHEW ROE
Director
RPS CgMs

Our Ref: MR/SH/18182
Your Ref:

E-mail: Sophie.hinton@cgms.co.uk
Date: 18th May 2016

David Peck
Buccleuch Property
The Pavilion
118 Southwark Street
London
SE1 OSW

Dear Mr Peck,

LAND AT 3 VIVEASH CLOSE, HAYES, HILLINGDON DEVELOPMENT PROPOSALS AT THE ABOVE SITE

I am writing on behalf of my client, Elite Group, the freehold owners of the site at 3, Viveash Close in Heyes (please see **Appendix A** for site location plan). The Elite Group owns, operates, manages and develops a number of properties, businesses and brands across a range of sectors including hotels, student accommodation, property development and construction and are based in West London. The purpose of our letter is to introduce our client and to instigate contact with yourself and understand the progress you have made in the development of neighbouring sites A and C. I have set out further details in the below paragraphs.

Development of the Scheme

We have met with Hillingdon Council to discuss the opportunities at site at 3 Viveash Close and present our scheme developed by FBM Architects. We have since made advancements in our proposals and consider the site to be an excellent opportunity for residential led mixed use redevelopment in a highly sustainable location.

The planners at the Council advised us to contact the neighbouring owners given the strategic significance of the site and the location of no. 3 Viveash Close in between sites A and C in the Site Allocations document.

Consultation

We understand from the planners at the Council that you have also progressed in the development of a scheme across the site. The planners also confirmed that at the time of the meeting you had not formally submitted a pre application request to the Council. We understand that a joint EIA Screening Opinion has been submitted to the Council on behalf of the owners of sites A and C.

We are keen to understand the feedback from this and also the extent to which you have developed proposals for the sites in your ownership. We believe this is potentially an exciting and unique opportunity to work collaboratively across all three sites to bring forward a comprehensive development scheme which would meet aspirations at the local and regional level.

We would be keen to meet with yourselves to gain a full understanding of how you intend to proceed with the development of the above site and to explore the potential of linking sites A, B and C together.

I trust that the information above sets out our position clearly however if you have any questions do not hesitate to contact either myself or Sophie Hinton at this office. I look forward to hearing from you.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'Matthew Roe', with a stylized flourish at the end.

MATTHEW ROE
Director