

LB Hillingdon issued a 'Breach of Condition Notice' on 04 October 2022 (ref 3E04/HS/020869(A)) relating to 'Land South Side of Bentinck Road West Drayton known as Padcroft Works, Tavistock Road, West Drayton UB7 7QX' (45200/APP/2020/2603).

This Note has been produced by Ove Arup & Partners Ltd ("Arup") on behalf of Redrow to inform preapplication engagement to seek to address and agree an approach to resolving this Breach of Condition Notice (as it relates to the refuse strategy). This Note should be read in parallel with 'Tavistock Gardens (Padcroft Works), Waste Strategy Review, Issues and Options, Arup, August 2024'.

In particular, this note considers the level of cycle parking which is required at the development in planning terms and the implications and acceptability of a reduced level of provision as may result from options to address the Breach of Condition Notice (as it relates to the refuse strategy).

The level of cycle parking approved at Tavistock Gardens (Padcroft Works) is defined by 45200/APP/2018/639 which discharges Condition 17 attached to planning permission ref 45200/APP/2017/327. Condition 17 reads:

*"Notwithstanding the details submitted, a scheme shall be submitted to and approved in writing by the Local Planning Authority with details to provide a total of 549 secure cycle parking (of which 540 spaces are allocated for future resident, 8 spaces for visitors and a minimum of 1 space for the B1 use) or with details of such a combination of cycle spaces and innovative measures that meet the objectives of the London Plan standards. Unless otherwise agreed in writing by the Local Planning Authority the approved details shall be implemented as approved and thereafter be permanently retained."*

The officer report related to the condition discharge states:

*"The original condition stipulated that 549 cycle parking spaces should be provided and the applicant has supplied a Technical Note (TN) by WSP which proposes that a lesser number (324) is provided as an initial provision. The TN identifies where the 324 secure covered spaces will be provided throughout the scheme. This approach is acceptable provided that an annual revision is undertaken using the Residential Travel Plan that was submitted in 2014. On this basis, the relevant consultees are satisfied with the proposals and condition 17 can accordingly be discharged."*

The Technical Note which supported the discharge of this discharge included surveys of cycle parking demand from five sites, with cycle parking demand varying from 0.11 to 0.76 spaces per dwelling, and an average of 0.42 spaces per dwelling across all surveyed sites.

For the 315 dwellings included in the planning permission (and now built and occupied), the Technical Note concludes that 132 spaces would reflect an average level of demand, and that 239 spaces would reflect the maximum observed level of demand. The 324 spaces (of which 315 are long stay residential, 1 is for long stay B1 commercial use, and 8 are for visitors) would equate to 1 space per dwelling, with additional provision for employees and visitors, exceeding the occupancy observed at any site reported in that note.

London Plan Policy at that time required 1 space per studio and 1 bedroom unit 2 spaces per all other dwellings for residents, plus 1 space per 40 units for visitors, and 1 space per 150 sqm for B1 employees and 1 space per 500 sqm for visitors. This equates to the total of 549 secure cycle parking (of which 540 spaces are allocated for future resident, 8 spaces for visitors and a minimum of 1 space for the B1 use) stated in Condition 17.

The completed scheme includes 326 for long stay residential and commercial users plus 10 spaces for visitors, and therefore totals 336 spaces which is 12 more than required by the current planning permission.

The utilisation of cycle stores across the site was noted during a site visit held on 11 June 2024. These observations were taken during the day, and peak 'overnight' occupancy may be slightly but not substantially higher. Overall observed demand for long stay cycle parking was for 98 spaces, equating to 0.31 spaces per dwelling. This is within the range observed from the various surveys of similar sites quoted in the previous Technical Note submitted in support of Condition 17. This level of demand falls below the average level observed from those surveys, and noting that peak overnight occupancy may be slightly but not substantially higher, this is still very likely to be below that previously observed average.

With reference to ‘Tavistock Gardens (Padcroft Works), Waste Strategy Review, Issues and Options, Arup, August 2024’ and the more recently developed detailed drawings, the following options have been considered as they relate to cycle parking:

- Option 6a - Repurpose rear ground level (northern) courtyard cycle stores partially or fully; one or both as required; and
- Option 6c - Repurpose some existing cycle store space in main central landscape

The ‘Tavistock Gardens (Padcroft Works), Waste Strategy Review, Issues and Options, Arup, August 2024’ note anticipated that Option 6a would reduce cycle parking by up to c.36 spaces and that Option 6c would reduce cycle parking by c.28 spaces. The latest EPR drawings suggest that Option 6a may in fact only reduce cycle parking by c.20 spaces.

Noting that the current cycle stores include 10 more residential long stay spaces than agreed through planning, Option 6a would equate to a 26 space reduction (or a 10 space reduction considering the latest EPR plans) against the permission for long stay residential parking (to 289 or 0.92 spaces per dwelling, plus 1 commercial long stay space and 10 visitor spaces) (or 305 or 0.97 spaces per dwelling, plus 1 commercial long stay space and 10 visitor spaces based on the latest EPR drawings) and Option 6c would equate to a 18 space reduction against the permission for long stay residential parking (to 297 or 0.94 spaces per dwelling, plus 1 commercial long stay space and 10 visitor spaces).

That level of reduction must be considered in the context of the observed level of cycle ownership (c.0.31 cycles per dwelling in long stay spaces during the day and not substantially more overnight) and the previous planning decision, as quoted previously from the officer’s report. In particular, this note identifies that the 302-310 spaces will be provided throughout the scheme and that this approach should continue to be acceptable provided that an annual revision is undertaken using the Residential Travel Plan, with the planning permission (45200/APP/2017/327) having demonstrated potential for additional cycle parking to be provided at upper podium levels should that become required in line with that monitoring. To trigger such additional cycle parking, the level of cycle ownership at the development would need to triple, and is therefore unlikely in the short to medium term.

The proposed level of reduction in cycle parking is therefore reasonable and acceptable in the context of resolving the Breach of Condition Notice, with no material change to the availability of cycle parking to residents, with three spaces available for every one cycle owned on the site.