

Report of the Head of Planning, Sport and Green Spaces

- Address** SILVERDALE INDUSTRIAL ESTATE SILVERDALE ROAD HAYES
- Development:** Demolition of existing buildings and redevelopment of the site to provide a podium at ground level and buildings ranging from four storeys to nine storeys, comprising 124 residential units (Use Class C3) and 227 sqm of flexible commercial space (Use Classes A1, A3, B1, D1 or D2), together with associated car parking, vehicular access, landscaping, infrastructure works and the extension of Shackles Dock.
- LBH Ref Nos:** 71374/APP/2016/4027
- Drawing Nos:** Design and Access Statement by Rolfe Judd dated 31/10/16
Design and Access Statement Addendum by Rolfe Judd dated 22/2/17
Archaeological Desk Based Assessment by CGMS (ref CC/21861) dated 25/10/16
Landscape Strategy by Outerspace UK dated 31/10/16
Framework Travelplan by RPS dated 31/10/16
Transport Statement by RPS (ref JE/NC/AN/adf/JNY8812-01E) dated 31/10/16
Flood Risk Assessment and Surface Water Drainage by Mayer Brown dated 31/10/16
Contamination assessment by Merebrook dated 31/10/16
Heritage, Townscape and Visual Assessment by CGMS (ref JCG20963) dated 31/10/16
Air Quality Assessment by Mayer Brown dated 31/10/16
T(20)D01 Rev P1 (Blocks A and B Detail Bay Studio 01)
T(20)D02 Rev P1 (Blocks A and B Detail Bay Studio 02)
T(20)D03 Rev P1 (Blocks C and D Detail Bay Studio 01)
T(20)E01 Rev P1 (Proposed Site Elevations 1-1 & 2-2)
T(20)E02 Rev P1 (Proposed Site Elevations 3-3 & 4-4)
T(20)E03 Rev P1 (Proposed Site Elevations 5-5 & 6-6)
T(20)E04 Rev P1 (Proposed Site Elevations 7-7 & 8-8)
T(20)E05 Rev P1 (Proposed Site Elevations 9-9 & 10-10)
T(20)P00 Rev P1 (Proposed Ground Floor Layout)
T(20)P01 Rev P1 (Proposed First Floor Layout)
Sustainability and BREEAM Pre-Assessment by Chapman BDSP dated 31/10/16
Energy Statement by Chapman BDSP dated 31/10/16
Ecological Assessment by JTaylor Ecology consultancy dated 31/10/16
Building Services Plan by Chapman BDSP dated 31/10/16
Fire Strategy by Chapman BDSP dated 31/10/16
Daylight and Sunlight Assessment by EB7 dated 31/10/16
Planning Statement by savills dated 31/10/16
Statement of Community Involvement by Thorncliffe dated 31/10/16
Waste Management Strategy by RPS dated 31/10/16
Technical Note; Response to Highway comments by RPS (ref JNY8812-02D) dated 22/2/17
T(20)P02 Rev P1 (Proposed Second Floor Layout)
T(20)P03 Rev P1 (Proposed Third Floor Layout)
T(20)P04 Rev P1 (Proposed Fourth Floor Layout)

T(20)P05 Rev P1 (Proposed Fifth Floor Layout)
T(20)P06 Rev P1 (Proposed Sixth Floor Layout)
T(20)P07 Rev P1 (Proposed Seventh Floor Layout)
T(20)P08 Rev P1 (Proposed Eighth Floor Layout)
T(20)P09 Rev P1 (Proposed Roof Plan)
T(20)S01 Rev P1 (Proposed Site Sections A.A & B.B)
T(20)S02 Rev P1 (Proposed Site Sections C.C & D.D)
Blue Roof Storage and Outflow Estimate by abgltd dated 15/2/17
T(90) P00 P2 (Site Location Plan)

Date Plans Received:	01/11/2016	Date(s) of Amendment(s):	25/10/2016
Date Application Valid:	07/11/2016		31/10/2016
			22/02/2017
			15/02/2017

1. SUMMARY

Planning permission is sought for demolition of existing buildings and the construction of four blocks, ranging from four to nine storeys providing 128 new residential dwellings and 227sqm of flexible commercial floor-space. In addition, the proposal will refurbish and extend Shackles Dock in the eastern part of the site and deliver significant improvements to the canal side, as well as new publically accessible open spaces and extensive landscaping. 76 residential parking spaces (including 13 disabled spaces) are proposed in a semi-basement level, together with 6 visitor spaces at street level.

In terms of principle of development, there is both Local Plan and London Plan support for the release of surplus industrial land to provide more housing where appropriate. Evidence demonstrates that Hillingdon Borough has a surplus of employment land at present. The proposal includes 122 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy.

The proposed scheme would be within the London Plan density guidelines, providing good internal and external living space. The proposed layout would not have an adverse impact on the living conditions of surrounding occupiers in terms of over dominance, loss of privacy and loss of daylight/sunlight. It is considered that the scale and layout of the proposed development would be compatible with sustainable residential quality, having regard to the specific heritage constraints of this site.

There are no adverse impacts upon ecology or archaeology, contamination, air quality and noise impacts are considered to be acceptable. Highway, flood and drainage issues can be addressed by suitable conditions. A viable level of affordable housing provision has been agreed. The application is therefore recommended for approval, subject to conditions and a S106/278 Agreement.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to grant planning permission subject to:

A) Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980

(as amended) and/or other appropriate legislation to secure:

Non-monetary contributions:

- i) Affordable Housing: 7 x 1 bed, 7 x 2 bed and 6 intermediate units.**
- ii) Affordable Housing Review Mechanism: The legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought.**
- iii) S278/S38 agreement to secure access and pavement modifications.**
- iv) Travel Plan with £20,000 bond (to include a CERS and PERS Audits to be commissioned by the applicant. The applicant should fund the improvement measures identified by the audits).**
- v) Provision for storage space, changing facilities and a club room for use by the Sharks Canoe Club.**

Monetary contributions:

- vi) Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + £9,600 coordinator costs per phase) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.**
- vii) Carbon Fund Contribution: Financial contribution of £162,000 towards provision of off site carbon reduction measures shall be secured.**
- vii) Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.**
- viii) £80, 532 for mitigation of air quality impacts.**

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements 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) If the Legal Agreements have not been finalised by 26th May 2017 (or such other time-frame as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the

development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of public realm, highways, affordable housing, and construction training). The proposal therefore conflicts with policies AM7 and R17 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2016).'

E) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

F) That if the application is approved, the following conditions be imposed subject to changes negotiated by the Head of Planning and Enforcement prior to issuing the decision.

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 referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

- T(20)D01 Rev P1 (Blocks A and B Detail Bay Studio 01)
- T(20)D02 Rev P1 (Blocks A and B Detail Bay Studio 02)
- T(20)D03 Rev P1 (Blocks C and D Detail Bay Studio 01)
- T(20)E01 Rev P1 (Proposed Site Elevations 1-1 & 2-2)
- T(20)E02 Rev P1 (Proposed Site Elevations 3-3 & 4-4)
- T(20)E03 Rev P1 (Proposed Site Elevations 5-5 & 6-6)
- T(20)E04 Rev P1 (Proposed Site Elevations 7-7 & 8-8)
- T(20)E05 Rev P1 (Proposed Site Elevations 9-9 & 10-10)
- T(20)P00 Rev P1 (Proposed Ground Floor Layout)
- T(20)P01 Rev P1 (Proposed First Floor Layout)
- T(20)P02 Rev P1 (Proposed Second Floor Layout)
- T(20)P03 Rev P1 (Proposed Third Floor Layout)
- T(20)P04 Rev P1 (Proposed Fourth Floor Layout)
- T(20)P05 Rev P1 (Proposed Fifth Floor Layout)
- T(20)P06 Rev P1 (Proposed Sixth Floor Layout)
- T(20)P07 Rev P1 (Proposed Seventh Floor Layout)
- T(20)P08 Rev P1 (Proposed Eighth Floor Layout)
- T(20)P09 Rev P1 (Proposed Roof Plan)
- T(20)S01 Rev P1 (Proposed Site Sections A.A & B.B)
- T(20)S02 Rev P1 (Proposed Site Sections C.C & D.D)
- T(90) P00 P2 (Site Location Plan)

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (2016).

3 COM5 General compliance with supporting documentation

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

Design and Access Statement by Rolfe Judd dated 31/10/16
Design and Access Statement Addendum by Rolfe Judd dated 22/2/17
Archaeological Desk Based Assessment by CGMS (ref CC/21861) dated 25/10/16
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Technical Note; Response to Highway comments by RPS (ref JNY8812-02D) dated 22/2/17

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan (2012) and the London Plan (2016).

4 OM19 Demolition and Construction Management Plan

Prior to commencement of development, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval. The plan shall detail:

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.

(vii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON

To safeguard the amenity of surrounding areas in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

5 COM6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

6 RES9 Landscaping (including treatment for defensible space)

A landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping

- 1.a All ornamental and ecological planting (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.e Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping

- 2.a Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front, side and rear of flats to ensure the privacy of these residents.
- 2.b Hard Surfacing Materials
- 2.c Other structures (such as gates, steps, ramps, retaining walls and chains/treatment to provide defensible space to ground floor units)
- 2.d Children's play space.
- 2.e Details of external lighting.

3. Details of Landscape Maintenance

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

4. Schedule for Implementation

5. Other

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

Thereafter the approved details shall be implemented prior to first occupation of the flats in

full accordance with the approved details and shall be retained thereafter.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and contributes to a number of objectives in compliance with policies BE13 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), and policy 5.17 (refuse storage) of the London Plan (2016).

7 NONSC Non Standard Condition

Prior to the commencement of development a scheme for the creation of biodiversity features and enhancement of wildlife shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include plans showing the incorporation of (but not limited to) the recommendations in the Ecology Assessment (31/10/2016). The plans shall also show the use of living walls/screens and living roofs, and an area of planting within the landscaping with the primary purpose of attracting and supporting wildlife. The development must proceed in accordance with the approved plans.

Reason

To ensure the development makes a positive contribution to the protection and enhancement of flora and fauna in an urban setting in accordance with Policy BE1 of the Local Plan.

8 NONSC Non Standard Condition

Prior to the occupation of the development, the developer shall submit in writing for approval a maintenance and servicing agreement for the proposed car stackers. Unless agree otherwise in writing by the Local Planning Authority the Car Stacker Type 4100-230 shall be used for the basement car parking.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site and meet the objectives of policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and Chapter 6 of the London Plan (2016).

9 RES12 No additional windows or doors

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of Block D as identified on the approved plans.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

10 COM15 Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in 'Flood Risk Assessment', produced by Meyer Brown dated 31/10/16 and Rebuttal Statement and supporting documents submitted Feb 2017.

The scheme shall clearly demonstrate how it, Manages Water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Capacity of Receptors

- i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

c) Minimise water use.

- i. incorporate water saving measures and equipment.
- ii. provide details of how rain and grey water will be recycled and reused in the development.

d) Long Term Management and Maintenance of the drainage system.

- i. Provide a management and maintenance plan
- ii Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).
- iii Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.
- iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

- i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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

REASON

To ensure that surface water run off is controlled, to ensure there is no increase in the risk of flooding, and to ensure water is handled as close to its source as possible in accordance with policy EM6 Flood Risk Management of the Hillingdon Local Plan: Part 1- Strategic Policies (2012), policies 5.12 'Flood Risk Management', 5.13 'Sustainable Drainage', and 5.15 'Water use and supplies' of the London Plan (2016) and to the National Planning Policy Framework.

11 NONSC Risk Assessment and Method Statement

Prior to the commencement of the development hereby approved a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the canal must be submitted and approved in writing by the Local Planning Authority.

REASON

To ensure the proposed construction works do not have any adverse impact on the safety of waterway users and the integrity of the canal, in accordance with policies 7.24, 7.25,

7.26, 7.27, and 7.28 of the London Plan (2016).

12 NONSC Surface Water

No development shall take place until details of surface water drainage into the Grand Union Canal are submitted and agreed in writing by the Local Planning Authority, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

REASON

To protect the waterway from contamination during construction and operational phases of the proposed development, in accordance with policies 7.21, 7.24, 7.25, 7.26, 7.27, and 7.28 of the London Plan (2016).

13 RES26 Contaminated Land

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

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

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.

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

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable

risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.21 of the London Plan (2016).

14 NONSC Flood Mitigation

Prior to occupation, details of the condition survey and the proposed remediation and works to capping and walls to ensure an appropriate flood defence shall be submitted to and agreed in writing with the Local Planning Authority. Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

REASON

To safeguard future residents of the development from the risk of flooding, in accordance with policy EM6 Flood Risk Management of the Hillingdon Local Plan: Part 1- Strategic Policies (2012), policy 5.12 'Flood Risk Management' of the London Plan (2016) and to the National Planning Policy Framework.

15 NONSC Cycle Storage

The development shall not be occupied until the 192 cycle parking spaces are provided in accordance with the approved plans for use by future occupiers of the residential units. In addition details of a minimum 4 visitor spaces for the residential accommodation and a minimum 9 cycle spaces for the commercial use shall be submitted in writing and approved by the Local Planning Authority. Thereafter, these cycle parking spaces shall be permanently retained, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the development provides a quantum of cycle parking in accordance with policy 6.9 of the London Plan (2016).

16 RES16 Car Parking

The development shall not be occupied until 69 car parking spaces, including 7 disabled bays, 6 bays for the use of the commercial unit, 14 electric charging bays with a further 14 bays with passive provision have been provided, and 5 motorcycle bays. Thereafter the parking bays/areas shall be permanently retained and used for no other purpose than the parking of motor vehicles associated with the consented residential units at the site.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site and meet the objectives of policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and Chapter 6 of the London Plan (2016).

17 RES22 Parking Allocation

No unit hereby approved shall be occupied until a car park management and allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. The 63 parking spaces identified for residential use should be assigned to specific flats (giving precedence to the larger units), form an integral part of the lease title and cannot be sold separately. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

18 RES18 Accessible Homes/Wheelchair Units

10% of the units shall meet the standards for M4(3) 'wheelchair user dwellings' and the remainder shall meet the standards for M4(2) 'Accessible and adaptable dwellings' as set out in Approved Document M to the Building Regulations (2015). All such provisions shall remain in place in perpetuity.

REASON

To ensure an appropriate standard of housing stock is achieved and maintained which meet the needs of disabled and elderly people in accordance with policies 3.1, 3.8, and 7.2 of the London Plan (2016) and the National Planning Policy Framework (2012).

19 NONSC Outdoor Amenity Areas

Prior to occupation of the development, the outdoor amenity areas as hereby approved shall be provided for future use by residents. Thereafter, the amenity areas shall be retained in perpetuity for their use.

REASON

To ensure the continued availability of external amenity space for residents of the development, in the interests of their amenity and the character of the area in accordance with policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.1 of the London Plan (2016).

20 NONSC Details of Finish

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

- 1) Samples and where appropriate, manufacturer's details, of all external materials, including roofing.
- 2) Detailed drawings at an appropriate scale of the elevational treatment of the building to illustrate the finish of porches, doorways, openings, coping/parapets, brickwork and cladding detailing
- 3) Details of the materials, construction, colour and design of all new external windows and doors.
- 4) Details of the design of the balconies, balustrades and handrails
- 5) The location, type, size and finish of plant, vents, flues, grills and downpipes/hoppers
- 6) Details of the external appearance and colour of the lift overrun and housing

The approved details shall be implemented and maintained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

REASON

To safeguard the visual amenity of the area in accordance with policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), policy BE1 of the Local Plan: Part 1 Strategic Policies (2012), and policies 7.4 and 7.6 of the London Plan (2016).

21 COM31 Secured by Design

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association

of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising 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 reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

22 NONSC Non Standard Condition

Prior to the commencement of development, the following information shall be submitted in writing for approval:

- a comprehensive traffic study in order to assess the impacts of the proposals on the surrounding highway network. The exact scope of such study should be agreed with the Council. The developers should fund any measures identified by the study necessary to mitigate the impacts of the proposed development;

These details shall be submitted to and agreed in writing with the Local Planning Authority. Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

REASON

To ensure that appropriate mitigation is provided to the surrounding highway network as a result of the proposed development in accordance with policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

23 NONSC Non Standard Condition

Prior to the commencement of development, a Delivery and Servicing Plan shall be submitted and approved in writing by the Council.

Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

REASON

To ensure that appropriate mitigation is provided to the surrounding highway network as a result of the proposed development in accordance with policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

24 OM6 Refuse Collection Area (Residential)

Prior to the commencement of development a Waste Management Plan for the development shall be submitted and approved in writing by the Council.

Thereafter, the proposed works shall be implemented and carried out in accordance with the approved details.

REASON

To comply with the Hillingdon Design & Accessibility Statement (HDAS) Supplementary Planning Document: "Residential Layouts" (May 2006) and for the convenience of

residents in accordance with Policy OE3 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

25 NONSC Energy Centre Details

Prior to the commencement of construction works, the Energy Centre design plans and emission mitigation strategy with associated action plan for both NO_x and PM_{10/2.5} emissions shall be submitted to and approved in writing by the Local Planning Authority. The design of the facility and emission levels achieved post mitigation shall be evidenced by an air quality assessment with the methodology consulted with and agreed by the EHO of the Planning Authority.

A clear and measurable strategy for maintenance and emission control of the plant through its full life cycle must be included. The action plan will aim to implement the strategy and will indicate how and when the measures will be implemented and how their effectiveness is quantified.

REASON To ensure the development reduces and manages its air quality impacts to the possible maximum extent in an area that currently exceeds minimum EU limit values for health and in line with Policy EM8 of the Local Plan and 7.14 of the London Plan.

26 B21 Noise Insulation of Residential Development

All noise mitigation works as recommended in the noise report by Mayer Brown dated October 2016 shall be implemented before occupation of the development and thereafter retained.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by traffic noise.

27 NONSC Non Standard Condition

Further details of the restoration of the brick arch at the entrance to Shackles Dock and the dredging and extension of the Dock shall be submitted in writing and approved by the Local Planning Authority Prior to the commencement of work on site.

REASON

To safeguard the visual amenity of the area and ensure the development makes a positive contribution to the protection and enhancement of the environment in accordance with policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), policy BE1 of the Local Plan: Part 1 Strategic Policies (2012), and policies 7.4 and 7.6 of the London Plan (2016).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies

and proposals in the Hillingdon Unitary Development Plan Saved Policies (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC4	Monitoring of existing sites of nature conservation importance and identification of new sites
EC5	Retention of ecological features and creation of new habitats
EC6	Retention of wildlife habitats on derelict or vacant land
BE8	Planning applications for alteration or extension of listed buildings
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE28	Shop fronts - design and materials
BE29	Advertisement displays on business premises
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE9	Limitation of development in areas with a potential for sewerage flooding
OE10	Phasing of development in areas of potential flooding or inadequate sewerage capacity
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
R1	Development proposals in or near areas deficient in recreational open space
R7	Provision of facilities which support arts, cultural and entertainment activities

R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
LE2	Development in designated Industrial and Business Areas
AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM6	Measures to discourage the use of Local Distributor and Access Roads by through traffic
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LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.7	(2016) Location and design of tall and large buildings
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.9	(2016) Heritage-led regeneration
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.25	(2016) Increasing the use of the Blue Ribbon Network for passengers and tourism
LPP 7.26	(2016) Increasing the use of the Blue Ribbon Network for freight transport
LPP 7.27	(2016) Blue Ribbon Network: supporting infrastructure and recreational use
LPP 7.28	(2016) Restoration of the Blue Ribbon Network
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF12	NPPF - Conserving & enhancing the historic environment

3 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies, then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in

September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4 I1 Building to Approved Drawing

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

5 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

6 I2 Encroachment

You are advised that if any part of the development hereby permitted encroaches by either its roof, walls, eaves, gutters, or foundations, then a new planning application will have to be submitted. This planning permission is not valid for a development that results in any form of encroachment.

7 I21 Street Naming and Numbering

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

8 I45 Discharge of Conditions

Your attention is drawn to the pre-commencement conditions which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge,

UB8 1UW (Tel: 01895 250230).

9 148 **Refuse/Storage Areas**

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

10 13 **Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

11

This permission is liable for a contribution under the Community Infrastructure Levy (CIL) and a separate CIL liability notice will be provided for your consideration.

12

The Council's Waste Service should be consulted about refuse storage and collection arrangements. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

13

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE. Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804).

14

The Council's Environmental Protection Unit (EPU) must be consulted for their advice when importing soil to the site.

15

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained and should take appropriate steps to ensure that their works do not adversely affect the canal infrastructure or towpath at this location. Please visit <http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-onour-property>

The applicant is advised that surface water discharge to the waterway will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team (nick.pogson@canalrivertrust.org.uk).

The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required access agreement. For the Trust to effectively monitor our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

16

You are advised that the Environment Agency recommends that developers should:

1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
3. Refer to the contaminated land pages on GOV.UK for more information.

17 I62 **Potential Bird Hazards from Buildings**

The applicant is advised that any flat/shallow pitched or green roof on buildings have the potential to attract gulls for nesting, roosting and loafing and loafing purposes. The owners/occupiers of the building must ensure that all flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar.

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs. For further information please see the attached Advice Note 8 - 'Potential Bird Hazards From Building Design'

18 I60 **Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

3. CONSIDERATIONS

3.1 Site and Locality

The site has an area of approximately 0.68 ha and is L shaped. It is located off Silverdale Road and is very close to Hayes Town Centre. The site forms part of the Craufurd and Silverdale Industrial Estate. It is occupied by a series of industrial and office buildings ranging from approximately 2 to 3 storeys in height. The site also includes the disused Shackles Dock which occupies the eastern part of the site.

To the south of the site is the Grand Union Canal. A new residential development known as Highpoint Village, completed in 2011, which extends to nine storeys in height is located adjacent to the proposal site on the opposite side of the canal.

To the north of the site are 2 storey houses located on Little Road and Chalfont Road. To the west of the site on the other side of Silverdale Road is the Council's Austin Road Housing Estate which includes the 15-storey Skeffington Court and lower rise housing. To the east of the site are two storey buildings that form part of the wider Industrial estate.

The site is not located in a Conservation Area and does not comprise any statutorily listed buildings. However Benlow Works, a four storey Grade II listed Victorian industrial building, is located to the north east of the site. A locally listed warehouse, formerly a chair factory built in 1907 is located along the application sites western boundary. Shackles Dock is considered to be a non-designated heritage asset.

The site is located 120m east of Station Road and the local amenities available within the town centre and 300m from Hayes and Harlington Railway Station which will have improved services delivered by Crossrail, due in 2019. The Grand Union Canal Quietway between West Drayton and Paddington is due runs past the site and is due to open by March 2018. This is a joint scheme to upgrade the towpath by Transport for London and the Canal's to make it more attractive and accessible for pedestrians and cyclists and more useful as a route for commuters. It includes better quality surfaces, wider paths, improved access points and new signage.

The site is 750m west of Minet Country Park and the Parkway, which links up to the A40, M4, and wider national road network.

The site is currently occupied by warehouse units, an office building, and a central area used as a coach depot and vehicle servicing/MOT centre.

The site is located within an existing Industrial and Business Area (IBA) and is situated within the Hayes / West Drayton Corridor. It forms part of a larger site allocation in the Council's emerging Local Plan Site Allocations and Designations document. The draft allocation is for residential led mixed use development.

In terms of other constraints, the site has a PTAL rating of 5 (Very Good), is located within an Air Quality Management Area (AQMA), and suffers from surface water flooding.

The site is located within the Hayes Town Centre Housing Zone and the Heathrow Opportunity Area.

3.2 Proposed Scheme

This application seeks full planning permission for a contemporary high quality residential led mixed use development. The proposals comprise the demolition of the existing buildings and the construction of new buildings, ranging from four to nine storeys, comprising 122 residential units (Use Class C3) and 227sqm of flexible commercial space (Use Class A1, A3, B1, D1 or D2). The proposals include also associated landscaping, parking and infrastructure works and the refurbishment and extension of Shackles Dock.

The new development comprises four blocks, (A, B, C, and D). Blocks C (7 storeys) and D (4-5 storeys) are focused around Shackles Dock, whilst Blocks A and B (both 9 storeys) are situated along the Grand Union Canal.

The 122 residential units are comprised of 21 x 3-bed units, 49 x 2-bed units, 46 x 1-bed units & 6 studios.

A total of 69 car parking spaces are proposed, 63 in the basement beneath blocks A & B and 6 surface spaces for the use of visitors and the commercial unit. 5 motorcycle spaces and 205 cycle parking spaces are also proposed.

3.3 Relevant Planning History

Comment on Relevant Planning History

No relevant history to the determination of this application.

4. Planning Policies and Standards

Please see list of relevant planning policies below.

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E5	(2012) Town and Local Centres
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM3	(2012) Blue Ribbon Network
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:

- EC2 Nature conservation considerations and ecological assessments
- EC3 Potential effects of development on sites of nature conservation importance
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- LPP 7.3 (2016) Designing out crime
- LPP 7.4 (2016) Local character
- LPP 7.5 (2016) Public realm
- LPP 7.6 (2016) Architecture
- LPP 7.7 (2016) Location and design of tall and large buildings
- LPP 7.8 (2016) Heritage assets and archaeology
- LPP 7.9 (2016) Heritage-led regeneration
- LPP 7.13 (2016) Safety, security and resilience to emergency
- LPP 7.14 (2016) Improving air quality
- LPP 7.15 (2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.18 (2016) Protecting open space and addressing deficiency
- LPP 7.19 (2016) Biodiversity and access to nature
- LPP 7.21 (2016) Trees and woodlands

LPP 7.24	(2016) Blue Ribbon Network
LPP 7.25	(2016) Increasing the use of the Blue Ribbon Network for passengers and tourism
LPP 7.26	(2016) Increasing the use of the Blue Ribbon Network for freight transport
LPP 7.27	(2016) Blue Ribbon Network: supporting infrastructure and recreational use
LPP 7.28	(2016) Restoration of the Blue Ribbon Network
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 8.1	(2016) Implementation
LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF2	NPPF - Ensuring the vitality of town centres
NPPF4	NPPF - Promoting sustainable transport
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF12	NPPF - Conserving & enhancing the historic environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **6th December 2016**

5.2 Site Notice Expiry Date:- **15th December 2016**

6. Consultations

External Consultees

196 neighbouring properties were consulted on the 11th November 2016, site notices were erected (including on notice boards within High Point Village) on the 15th November 2016, and an advert was published the 23rd November 2016. The statutory consultation period expired on the 14th December 2016. Only 2 objections has been received relating to the adjoining commercial property to the north has objected. The concerns raised are summarised as follows:

- A piecemeal and disproportionate approach for Site Allocation 23 which will prejudice the proper planning and delivery of the allocation as a whole
- The number of units sought represents 88% of the allocated amount set out the Site Allocation. However, the objector's site comprises 60% of the area of Site B. Therefore, the density is excessive.
- The proposal would prejudice any future scheme for the remainder of Site B as well as create specific permeability and access problems
- The proposed east-west building orientation is not an appropriate arrangement for buildings located along the canal frontage, which effectively isolates much of the northern section of Site B, limiting the potential for visual and functional connectivity of this land to the canal frontage in any future scheme for our clients' site. A north-south alignment would be preferable
- The scheme fails to delivery the pedestrian linkage as the vehicular access would prevent

satisfactory east-west pedestrian linkage between Site A and Site B, undermining the policy expectation of providing good linkage with Hayes Town Centre

- The site comprises two 'limbs' which are separated by Shackles Dock which is a heritage asset. To create the linkage between each part, the dock would require partial infilling. Also, there are ownership concerns as our client has loading rights to and from the west side of the dock
- Removal of the existing pedestrian access ramp from Silverdale Road up to the canal side would result in a contorted route through the centre of the proposed development
- The linkage between between the two parts of the application site would be constrained and contrived, and the proposal would restrict rather enable improved north-south and east-west access to and along the canal
- Include a pre- commencement planning condition is made requiring the applicants to have the legal rights in place to implement all the access along with an undertaking it will be provided prior to the development taking place. (With regard to this objection, it was received prior to completion of the committee report and further information is required in order to understand if a condition is required in respect of this objection, further information will be provided to Committee via the Addendum report and by Officers at the committee meeting).

BIODIVERSITY GROUP (GREATER LONDON AUTHORITY)

No comment

CANALS AND RIVERS TRUST

Comments (summary): No objection, subject to conditions to address the details below.

- Character and Appearance of the Waterway Corridor

The Trust considers that the overall form, the broken down roofscape and the detailing of the brickwork and cladding of the proposed development seem very well considered and have the potential to make a positive contribution to the waterfront. We consider that the buildings do allude to historic warehouses and we have no objection to the proposed scale and massing.

We welcome the proposals to bring the existing dock back into use and consider that the proposals for the boardwalk and the inclusion of a commercial unit in this location will make a positive contribution to the area and give the regenerated dock the best opportunity to thrive as piece of public realm. The principle of expanding the dock and encouraging active use of it is also supported. We also welcome the inclusion of some active uses fronting the canal, such as the workshop, and we would encourage the applicant to maximise the benefit of these in terms of the improved natural surveillance they will offer. We are pleased to see the thought that has been given to creating links between the development and the canal.

We suggest that further details of the proposed landscaping should be required, and compliance secured, through a suitably worded planning condition. This should consider the interface between the surfaces used on the towpath, the bridge and the other paths within the site. We welcome the reduction in height of planting alongside the towpath (compared to the existing), which would improve its natural surveillance. It would also increase visibility for and of cyclists, where this is a fairly blind approach to the bridge over the entrance to Shackles Dock at the moment. However, we would suggest that instead of featuring primarily ornamental herbaceous species, a greater proportion of the proposed planting should be of a less ornamental native species. We consider that this would help the development to integrate into the wider canal corridor and have a greater beneficial impact on biodiversity. Any trees/shrubs that are proposed to be planted near the canal wall should not negatively impact on the structural integrity of the canal wall or the towpath. We suggest that a planting list should be required prior to planting taking place. The quality of the buff concrete 'slabs and setts' for the hard landscaping, particularly around Shackles Dock, will be

especially important and we would suggest that the Council requests samples for approval or details of a specific product / supplier. Public art or information boards to explain the history of the site, the dock and the relationship with the canal and wayfinding signage could be considered as part of this condition.

It appears as if the parking area will be hidden from views from the canal frontage, which we welcome. Should it be necessary to provide any grilles/pipes or any other such proposed form of ventilation along the canal frontage for the car parking, we would wish to see the details of this for consideration and comment as part of the suggested landscaping condition.

In order to ensure that it continues to make a positive contribution to the character of the canal corridor, we would suggest that maintenance arrangements for the public realm within the site boundary should be agreed through a suitably worded planning condition.

In summary, subject to conditions set out above, we consider that the development will have a positive impact on the character and appearance of the waterway corridor in this location. We consider that it accords with policies BE1 and HE1 of the Hillingdon Local Plan: Part 1.

- Re-use and expansion of Shackles Dock

As stated above, the Trust supports the principle of regenerating, expanding and re-using Shackles Dock. We consider that securing active uses of the waterspace in this location will be an important factor in how the development integrates with the dock and secures a successful public realm. We note that the Design & Access Statement currently envisages the use of the dock for watersports, which accords with policy EM3 of the Hillingdon Local Plan: Part 1 and policy 7.27 of the London Plan. Should this not come to fruition, we would suggest that alternative uses of the dock should be positively considered by the developer. Whilst further discussion would be needed with the Trust, this could include provision for boats to moor within the dock and infrastructure to support this. There are a range of mooring types that could be considered, including commercial, community, residential or visitor uses, all of which would add vibrancy to the waterspace.

Depending on the type of use of the dock that is eventually proposed, a Network Access Agreement with the Trust may be required. If it is proposed that the extended dock is to be filled with water from the Grand Union Canal then this is also likely to require the agreement of the Trust. The applicant is advised to contact the Trust to discuss this and should also follow the Trust's Code of Practice for Works Affecting the Canal & River Trust.

The Trust suggests that a suitably worded planning condition should require a risk assessment and method statement to be prepared, and followed, by the applicant/developer in undertaking any works to regenerate the existing Shackles Dock and to extend it. From the Trust's perspective, this request is primarily to ensure that this work does not affect water quality of the Grand Union Canal or structural integrity of the Trust's bridge over the entrance to the dock.

- Works to the Canal Towpath and Canal-side Land

We welcome the inclusion of the canal towpath and the existing "mid-level" path from Western View within the site boundary. We consider that this provides the best opportunity to integrate these with the proposed built development. As the Council will be aware, there are plans/aspirations for both of these paths to be improved in the near future. The towpath is scheduled to be improved by the Trust as part of the delivery of one of TfL's Quietways between August 2017 and March 2018.

The Trust would be happy for the applicant to carry out improvements to the towpath within the site boundary as part of the development. We would request that it should be finished to 2m width (or min 1.8m if required to maintain verges), buff tar-spray and chip finish to maintain consistency with

the rest of the route.

It will be important for the Trust to understand the timing for undertaking the proposed development and how this fits with the timetable for delivery of the Quietway. Any works on the Trust's land will require an agreement with us, as will proposals to provide access points to the Trust's property from the development. We have engaged with the applicant over this but the formal agreement is still to be made.

- Biodiversity

In the interests of the biodiversity of the canal corridor and to ensure that the development accords with policy EM3 and EM7 of the Hillingdon Local Plan: Part 1, we would suggest that lighting should be installed near the canal, and any lighting near the canal should be bat friendly, avoiding spillage onto the canal waterway. It is recommended that bat friendly lighting is used throughout the development to encourage local bat populations. We would suggest that the Council requires further details on the external lighting to be used throughout the site and secures compliance with these plans through a suitably worded planning condition.

- Drainage and Water Quality

The FRA states that it is considered that the site currently discharges all surface water to the existing Thames Water Surface Water Sewer located in Silverdale Road. However, a topographic survey completed in July 2016 states that the routes of the existing drains were not recorded and the basis for the assumption that surface water drains to this sewer was that there was no watercourse in the vicinity for the site to otherwise drain to. This is clearly incorrect as the site could be discharging its surface water into the canal (possibly via Shackles Dock).

As the developer seeks to retain the existing surface water discharge system, whatever this might be, we request that the existing arrangements are surveyed and confirmed. We suggest that this should be secured through a suitably worded planning condition.

If the existing discharge is directly to the canal, then the Trust may need to specify certain pollution control measures during the construction and operational phases of development as part of a drainage agreement, which would need to be in place before any discharge takes place. We would also be keen to comment on any proposal to discharge surface water into Shackles Dock, as any contamination of this could result in contamination of the canal.

Pollution control measures may include the use of an interceptor, especially if commercial vehicles are to operate on parts of the site that would drain to the canal. We note that the parking area will discharge to the foul sewer.

The initial land assessment undertaken, recommends that a Phase II Intrusive Investigation be undertaken which should include chemical analysis of soil and groundwater, in conjunction with a programme of hazardous gas monitoring. We suggest that a suitably worded planning condition should require that this further work is undertaken, given the sites immediate proximity to the canal.

Depending on the results of this investigation, suitable protective measures should be required during the demolition, construction and operational phases of development.

- Potential to Use Canal Water for Heating and Cooling

We note that the applicant's Energy Statement does not consider the potential to use the thermal energy contained in canal water for heating and cooling of the development. Should the applicant wish to consider this then they should contact the Trust.

DESIGNING OUT CRIME OFFICER

No objection, subject to condition to require compliance with Secured By Design.

ENVIRONMENT AGENCY

No objection, subject to informative.

GREATER LONDON ARCHAEOLOGICAL ADVISORY PANEL (GLAAS)

No objection

HAYES TOWN PARTNERSHIP

I am writing on behalf of the Hayes Town Partnership to express support for the application to redevelop land at the Silverdale Industrial Estate for the erection of 124 residential units, provision of commercial space and the restoration of Shackles Dock.

The Hayes Town Partnership is a multi-agency partnership set up by the Council to help regenerate the area. Besides the Council our members include Hillingdon Police, Hayes Town Business Forum, Hillingdon Chamber of Commerce, Uxbridge College (Hayes Campus) and Brunel University plus major employers and developers. This response is from the Partnership as a whole and does not purport to represent the corporate view of the Council.

- Overall impact of the development

The Silverdale Industrial Estate is located at the edge of the Town Centre adjoining the Grand Union Canal and the area is relatively remote, under-used and uncared for. The site includes the long derelict Shackles Dock but makes no use of this or the adjoining canal frontage as a positive amenity. The end result is to produce a rather alien environment that deters people from using the canal towpath and encourages use by drug-dealers and others engaged in anti-social behaviour. It is considered that the redevelopment of the site along the lines proposed has the potential to transform this part of the Town Centre and make it into a vibrant and well-used space with a range of activities which will encourage people to feel much safer than at present.

- Character and appearance of the development

The Partnership is keen to see the development of the canal frontage as part of the regeneration of the Town Centre but is anxious to avoid continuous high rise buildings on both sides of the canal producing the 'canyon effect' that can be seen in some other town centres which have canals. It is considered that the proposed gaps between blocks and the broken roofscape will avoid that problem occurring. The allusion to warehousing in the design also shows a sympathetic approach to the use of a canal-side location.

- Restoration of Shackles Dock

There is little remaining evidence on the ground of the development of Hayes in the nineteenth century as an important centre for brick-making and the impact of the building of the Grand Union Canal in the substantial extension of that activity. Of the six docks that were constructed for the loading of bricks onto boats it is only Shackles Dock that remains and it is somewhat surprising that it has never received the benefit of being listed. Its present derelict and partially filled-in state do not reflect well on its historic importance. The proposal to restore the Dock and re-excavate the filled-in section as part of this development is therefore strongly supported.

The restoration of the brick arch at the entrance to the Dock will need careful attention as will the dredging of the Dock after many years of silting and ingress of oil and diesel from the adjoining coach park. These requirements can no doubt be achieved by the imposition of conditions to the granting of any planning consent.

- Canoe Club base

During the early consultation by the applicants on the proposed development the Hillingdon Canals Partnership took the opportunity to put forward a suggestion that the restoration of Shackles Dock should include space for a canoe base. The provision of kayaks by the Sharks Canoe Club for free use by children and young people has been an important element of the increasingly successful Hayes Canal Festivals that have been held over the last three years. This has demonstrated a local demand for kayaking.

The Grand Union Canal is lock-free between Cowley Lock and Hanwell and the stretch of water through Hayes Town is well-suited for kayaking. Not only would this provide a good recreation activity for young people but it would also bring life to the canal and contribute to the improvements in community safety that the development could bring.

Currently the Sharks do not have a permanent local base and it is understood that the Club has submitted a specification of its needs to the developer. As a minimum there is a requirement for storage space, changing facilities and a club room and cafe . It is suggested that the Council should seek to ensure the provision of a canoe centre by means of a Section 106 agreement.

- Canal frontage

The inclusion of the canal towpath and the Western View path within the site boundary has much merit so that it can be designed as a whole and open up the area for natural surveillance. Details of the proposed landscaping and planting will benefit from the experience and advice of the Canal and River Trust and this can no doubt be achieved by suitable planning conditions. One point we would like to make very firmly is the need for proper maintenance arrangements. The canal embankment below Western View demonstrates how the lack of ongoing maintenance responsibility has allowed the area to become overgrown and subject to frequent accumulation of litter. It is only through the efforts of environmental charity Thames 21 and its volunteers that the area has been kept in a half decent state in recent years. A clear system for ensuring ongoing maintenance is an important requirement.

- Effect on Silverdale Road

The existing configuration of Silverdale Road means that the road stops abruptly when it reaches the canal. This produces an unattractive and little-used area which results in the anti-social behaviour problems at this location that have already been mentioned. A locally- listed building is also found at this location and while it may end up being overshadowed by the bulk of the proposed residential blocks it is considered that this risk is outweighed by the overall benefit of the development which should enhance the appearance and safety of the immediate area.

- Car parking

It will be for the Council to decide on the adequacy of the proposed parking provision in the light of its policies. One issue of concern to the Partnership is the existing problems for residents of Austin Road and Silverdale Road in the absence of regulated parking. A petition was submitted to the Council by the residents and it was heard on 9 December 2015, exactly a year ago today. Approval was given by the Cabinet member to the drawing up of a parking management scheme but because of staff shortages this has not been done to date. While the scheme is not directly part of the

planning application it is possible that street parking by people living in the proposed blocks or by their visitors could make the situation worse and it is considered that in the interests of existing residents the Council should put parking controls in place in advance of the completion of any development.

- Impact on local infrastructure

The main concern of the Partnership about granting approval to another housing development in Hayes is the added pressure that this will put on local infrastructure, particularly in relation to health services and school places. In the absence of an overall plan for Hayes Town Centre it is important that the contribution from the developers by means of the Community Infrastructure Levy will be used to meet the specific needs generated by this development in the event that it receives approval

HEATHROW AIRPORT LIMITED

No objection, subject to condition to ascertain a Bird Hazard Management Plan and an informative regarding the use of cranes.

INLAND WATERWAYS ASSOCIATION

No comment

LONDON FIRE BRIGADE

No comment

LONDON WILDLIFE TRUST

No comment

NATIONAL AIR TRAFFIC SERVICES (NATS)

No objection

THAMES WATER

No objection, subject to standard Thames Water informatives.

THE SHARKS CANOE CLUB

The Sharks Canoe Club support the application to build on the areas around Shackles Dock, along with the provision of facilities for the The Sharks to provide a canoeing (and other activities) base for the people of Hayes and beyond. We have been consulted over the required facilities and would like to be involved to ensure that our requirements are met and that they are funded from a section 106 agreement. The Club requires; storage facilities, fully functioning changing rooms (toilets, showers etc), Club rooms including space of gym exercises (which we would happily make available to the local community. we would also like caf facilities, which again would be open to the public (we see this as a way of providing facilities on colder days, looking after parents when children are paddling, enabling us to run events at the site and to help fund the canoeing and keeping cost down for participants.) We would also want to manage the dock area, to ensure it is safe and suitable for our activities. Teaching people and coaching more advanced paddlers. We have an excellent track record in this area. We are one of the fastest growing participation clubs in the Country at one end and have international paddlers at the other, with everything in between. Working with the Hayes Canal Partnership and the Canals and Rivers Trust we have proved there is huge demand for this

kind of facility in Hayes. We have run a number of come and try it sessions at eh annual Hayes Canal festival and attract over 100 people on each occasion. With the building of this facility, we will work closely with Hillingdon Council, Sport England and British Canoeing to ensure we establish a first class facility. With section 106 funding and the facilities we will be able to secure external finding from Sport England to provide equipment required. The Club's experience is second to none, we already employ coaches with international experience, the chance to establish our permanent home in the Borough will be of benefit to all, we already operate at locations in the Borough and manage the London Youth Games Kayak team for the Council and in 2016, we had a winner, the first time ever for Hillingdon and the first person from outside the old established Clubs won a gold medal. We have proved we can deliver. We just need the facilities which this opportunity could provide. We therefore support the application with the proviso that we get the facilities we require with the section 106 funding and request we are involved in the detailed planning of the facilities.

TRANSPORT FOR LONDON (TFL)

Having reviewed the details of the case, TfL has the following comments:

- It is noted that the applicant is going to provide 62 car parking spaces for this 124 -unit development. This represents a ratio of 0.5 spaces per unit, which is acceptable for TfL.
- TfL request that the applicant ensures that the car stackers are maintained appropriately according to the manufacturer's guidance, in order to avoid situations where the stackers do not work and vehicles cannot be accessed. This should be secured by condition.
- The applicant shall also ensure a provision of 20% active Electric Vehicle Charging Points (EVCPs) and 20% passive EVCPs. This is in line with London Plan standards and should be conditioned.
- TfL welcomes the proposed quantum of cycle parking spaces. This meets London Plan standards which is acceptable for TfL. However, it is noted that double-decker cycle storage racks will be used to provide the cycle parking. Where these are provided, it is recommended that they should have a mechanically or pneumatically assisted system for accessing the upper level, as people can find using these spaces difficult. Minimum aisle widths, as set out in the London Cycle Design Standards (LCDS) must be met in order for these stands to be usable.
- Please note that the London Plan refers to the need to cater "for cyclists who use adapted cycles". This is an accessibility requirement. The LCDS state that 5% of stands ought to be able to accommodate larger cycles. The easiest way to meet accessibility requirements on types of cycle parking, as well as serve different user needs generally is to provide a mix of types of cycle stands.
- TfL welcome the information provided within the Design & Access Statement regarding deliveries and servicing, this should be consolidated and added to via the submission of Delivery & Servicing Plan (DSP). This should also include information regarding where delivery and servicing vehicles and safely and legally stop and unload.
- A Construction Management Plan (CMP) and Construction Logistics Plan (CLP) should also be secured by condition.
- TfL welcome the Framework Travel Plan submitted, the finalised version should include information on how it will be funded and secured. This should be secured by s106 agreement.

Subject to the above, TfL has no objection to this proposal.

Internal Consultees

ACCESS OFFICER

No objection, subject to condition to require that 10% of the residential units are constructed to meet the standards for Category 3 M4(3), with all remaining units designed to the standards for Category 2 M4(2) dwelling, of Approved Document M to the Building Regulations (2010) 2015.

CONSERVATION AND URBAN DESIGN

- Background:

The pre-application process and subsequent planning application has undertaken a number of revisions to positively address the Council's concerns. This has been a complex and well thought out process to bring forward a site that is effectively one half of 'Site B' Silverdale Rd/ Western View (LBH Site Allocations 'Part II' DPD). The applicants master planning process demonstrates a comprehensive approach to development for all of 'Site B'. It outlines an option that shows an appropriate quantum of development, land use and access can be achieved across all land ownership boundaries. Therefore, the scheme in its current form will not prejudice the development of neighbouring sites coming forward.

- Comments:

The height and massing is regarded as the upper limit for an appropriately scaled development for this location, so is acceptable considering the sites close proximity to the town centre and new Crossrail station.

The overall building heights in principle step down to the north in response to the lower suburban context immediately adjacent to the site at Silverdale Rd, Chalfont Rd and Little Rd. Though the condition of the surrounding existing urban fabric requires urban renewal, the scheme is a positive step towards setting a precedent for future development that is appropriated scaled for the locality.

The lower scaled development also defines the character and quality of the proposed public space at the centre of the scheme. The continuity of enclosure of the surrounding buildings is proportionate to the new public space and will allow for passive surveillance of this space throughout the daytime and evening.

The approach of utilising existing assets will unlock the previously inaccessible 'Shackles Dock', enabling it to become a destination place that will contribute to the quality and character of the wider public realm, and will be a key feature of the Blue Ribbon Network in the Hayes area.

The proposed 'new dock' is a welcome addition to the existing 'Shackles Dock' (non designated heritage asset) that will allow for new community and leisure uses for public benefit, in addition to canal users and potential moorings for the historic dock. The ground floor non residential uses and provision for a new link between Silverdale Rd to the north and the canalside to the south, addresses the aspiration of integrating the proposed development with the wider Blue Ribbon Network.

The proposed public link to the Blue Ribbon Network has been enhanced with the increase footway width adjacent to the 'new dock, the double height opening from Silverdale Rd with improved materials and signage, and the reconfiguration of the space + increased setback at ground level against 'Shackles Dock'. These elements combined create a seamless and legible link that opens up the heart of the development with a series of activities and features that will animate this space.

The reconfiguration of the southern end of development facing Silverdale Rd and the canalside is also a positive contribution to addressing the relationship between the development, the Blue Ribbon Network, and the locally listed building 'dutch gable warehouse'. The upgrades to the existing structures, setbacks of the proposed buildings, and improved access will add character and legibility to the place that is a welcomed addition to the area.

The southern aspect of the scheme proposes the tallest scale of development within the site. The height of two blocks have been balanced with an adequate setback from the canal to ensure that the new build does not overbear the Blue Ribbon Network in this location. The development at this location has been separated into two elements with a clear break between the blocks that allows direct access to the development and will be a 'right of way' for the potential future redevelopment of the neighbouring site to the north. This approach also reduces the impact of the new build to ensure that there is a variation of form facing the canalside is welcomed.

The overall concept of 'Brickfields' is supported. It is clear that a great deal of refinement has seen the detailing and motifs of the fenestration and form of the building is expressed throughout the entire scheme. This design approach has mitigated most of the concerns of development intensity for the site regarding the massing and form of the buildings. It is therefore important that the planning architects are retained to ensure the integrity of the scheme is carried from conception to completion. And is not lost through the working drawings and value engineering at the construction stage.

Officer Comment: Whereas we cannot condition to prevent value engineering appropriate conditions are nonetheless proposed to ensure details of all materials (not just bricks and tiles) are agreed.

ENVIRONMENTAL PROTECTION UNIT

- Air Quality

In the instance the planning application is granted, we will require:

1. a condition to secure that the energy centre uses the best available technology (i.e. ultra Low NOx boilers and or efficient Selective Catalytic Reduction systems); and
2. S106 contribution to mitigate impacts on local air quality through traffic related initiatives and green infrastructure.

A financial contribution of £80, 532 is sought towards the costs of appropriate mitigation measures including (but not limited to):

- a. highway works that alleviate congestion;
- b. improvement of traffic management systems to optimise traffic flow;
- c. implementation of regimes that encourage modal shift to less polluting modes of transport;
- d. specific measures which will reduce pollution emissions, for instance encouragement of use of Low Emission Vehicles; and
- e. specific measures to be incorporated to protect existing receptors, for example but not restricted to, the use of green infrastructure at relevant locations.

Please note that the figure above is calculated using current government damage cost estimates and accounts for the scheme estimated traffic contributions for one year only (£55, 532) + building emissions which were not calculated by the applicant and therefore represented by a flat fee of £25,000).

- Contamination

No objection, subject to a standard contaminated land condition.

- Noise

No objection, subject to all noise mitigation works being undertaken as recommended in the noise report by Mayer Brown dated October 2016 and conditions relating to sound insulation and performance; an air extraction system for noise and odour; and a construction environmental management plan. Also, an informative for the control of environmental nuisance from construction work should be added.

HIGHWAYS

Accident Analysis

An accident plot has now been provided. Accident clusters are observed along Pump Lane and

Station Road. No road accidents have been recorded along Silverdale Road. At the Pump Lane / Little Road junction only one accident involving a HGV, resulting in a slight personal injury, has been observed. No accidents have been observed at the Pump Lane / Silverdale Road junction. Based on the location and type of accidents, it is concluded that the proposed development is unlikely to result in any increased road safety hazards.

Visibility splays

The requested visibility splays have been provided at the access points. These appear to be in line with current highway design standards.

Swept Paths

The supplied swept paths have been examined, but it does not appear that the requested 300mm error margins have been added to the analysis. It is considered, however, that refuse collection vehicles currently use the existing road network surrounding the site; with this in mind, it is concluded that, while not ideal, the existing alignment is sufficient for the movement of refuse collection vehicles.

Access Arrangements

Give-way markings have been added to the design of the main access. This measure, together with the proposed external shape of the building and resulting sight lines, should provide sufficient visibility for drivers to manage conflicting movements.

Ramp Gradient

The response is noted. Future drawings should be checked to ensure that the ramp gradient does not exceed the 1:10 limit.

Number of Parking spaces

The Transport consultants have confirmed that a total of 69 car parking spaces will be provided, along with 5 motorcycle spaces.

Car Parking Provisions

The Transport Consultants do not clarify the impact of the proposed commercial floor space: the intended use appears to be that of a boat club; however it is not clear if this would be open to residents only or to the general public; also, planning permission for a specific land use allows all the range of activities within that specific category. Since the impact, in transport terms, of the non residential floor space has not been clarified, this poses greater uncertainties as to the full impact of the development. For these reasons, it is recommended that the 6 parking spaces created along the southeast elevation of Building D be assigned to the commercial unit.

Consequently, the parking spaces available for residential use would be 63, which would bring the residential parking ratio to 0.51. This ratio does not comply with current Council's standards and raises concerns regarding the potential for parking demand generated by the proposed development to overspill onto the adjacent road network.

However it is concluded that, in this particular occasion, a refusal on the grounds of insufficient parking could not be sustained. The proposed parking spaces therefore represent the best possible solution given the site constraints.

A condition should be imposed to the planning consent for the developer to produce a car park management and allocation plan. The condition should clearly state that the 63 parking spaces should be assigned to specific flats (giving precedence to the larger units), form an integral part of the lease title and cannot be sold separately.

Compliance with the provisions for EV charging (20% active and 20% passive) should be ensured

either through a condition to the planning consent.

The number of proposed parking spaces designed for Blue Badge holders appears to be adequate and in line with current standards.

Car Stackers

The applicant has submitted details of different car stacker models. After reviewing the range of proposals, it is recommended that Car Stacker Type 4100-230 should be used.

The applicant shall enter into a servicing and maintenance agreement for the stackers for the duration of the development. This should be imposed through a condition to the planning application

Provision for Cyclists

The proposals include cycle stores in line with current Council standards. Other measures for cyclists include the provision of a lift in the western corner of the site to replace the existing ramp.

However, what measures are considered to encourage the use of bicycles is not specified, nor a clear overall strategy for cyclists emerges from the proposals. There is no clear connectivity between the existing cycle route and the proposed storage, while measures to encourage the use of the proposed lift are still unspecified.

As a result, it is recommended that the proposals are subject to a CERS audit and the developers commit to undertake improvement works identified by the audit.

Provisions for Pedestrians

A clear strategy for the safe and comfortable movement of pedestrians does not emerge from the proposals. It is therefore recommended that a PERS audit be carried out and the developer undertakes to construct any improvement measures thus identified.

Traffic Impact

The applicants have not submitted a satisfactory assessment of the impact of the proposals on the surrounding highway network.

It is therefore considered that a condition should be imposed on the planning application to ensure that a comprehensive traffic study be developed by the applicant prior to construction. The scope of the study should be agreed with the Council and the applicant should fund any measures identified by the study as necessary to mitigate the impacts of the proposed development.

Waste Collection

The overall waste collection strategy is still unclear and raises some concerns regarding compliance with current guidance and standards. The available standards are:

- Building regulations 2010, Part H, Section H6, Paragraph 1.8;
- Manual for Streets, Paragraphs 6.8.9 to 6.8.11;
- BS 5906:2005, Section 11.

-
In light of this, it is proposed that a condition be imposed on the planning consent for the developers to produce a comprehensive Waste Management plan to be submitted to and approved in writing by the Council.

Travel Plan

In light of the relatively low number of proposed parking spaces, it is essential for the developer to

promote actively the use of public transport and other sustainable modes of transport among the future occupants of the proposed development.

It is therefore recommended that the developer produce and maintain a Travel Plan. The nature and scope of the document should be agreed with the Council's Travel Plan Officer.

Construction Logistics Plan

The impact of the construction and delivery vehicles during the construction phase has not been assessed. This raises concerns, especially in consideration of the constrained nature of the highway networks surrounding the site.

In light of this, it is proposed that a condition be imposed on the planning consent for the developers to produce a comprehensive Construction Logistics Plan to be submitted to and approved in writing by the Council.

LIST OF PROPOSED CONDITIONS AND OBLIGATIONS (HIGHWAYS)

- CERS and PERS Audits to be commissioned by the applicant. The applicant should fund the improvement measures identified by the audits;
- A car park management and allocation plan should be produced. The 63 parking spaces identified for residential use should be assigned to specific flats (giving precedence to the larger units), form an integral part of the lease title and cannot be sold separately;
- The developer should enter into a maintenance and servicing agreement for the proposed car stackers. The agreement should be submitted to and approved in writing by the council before construction can commence;
- The developer should undertake a comprehensive traffic study in order to assess the impacts of the proposals on the surrounding highway network. The exact scope of such study should be agreed with the Council. The developers should fund any measures identified by the study necessary to mitigate the impacts of the proposed development;
- A Construction Logistics Plan, identifying the impact of construction and delivery vehicles during construction stage, should be submitted to and approved in writing by the council before construction can commence;
- The developer should produce and maintain a Travel Plan in order to promote sustainable modes of transport for future occupiers of the development. The scope and nature of the plan should be agreed with the Council's Travel Plan Officer;
- A Waste Management plan should be produced by the developer. The study should review the location of the proposed refuse collection points and overall strategy in light of existing standards and guidance. The plan should be submitted to and approved in writing by the council before construction can commence.

HOUSING MANAGER

The application for 124 units falls short of our Policy requirement of 35% affordable housing, but offers 26 units as affordable housings. This equals 21% affordable housing calculated by unit or 23% affordable housing calculated by habitable room. If this is highest level of affordable housing supported by a Financial Viability Assessment, I support this development as it provides a good range and mix of unit sizes and includes 7 x 3 bedroom flats to meet the local demand for larger

family homes. In addition, 20 units are offered as social rented housing in Block A which fronts the canal side.

The rented to intermediate ratio exceeds the 70:30 ratio in favour of rented units and offers a ratio of 77:23 calculated by unit or 79:21 calculated by habitable rooms. All the units meet Lifetime Home standards and the Mayor's Housing SPG.

FLOOD AND WATER MANAGEMENT

Sustainable Drainage

The site is not located within a Flood Risk Zone.

Nevertheless, the management of Surface water is a material planning consideration for all major development. Therefore, a sustainable drainage assessment is required with all Major applications.

a) Suds features:

i. details of sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided.

Amended drawing A/HSGSILVERDALE.10/10 C shows for both separate catchment proposals an attenuation tank below ground level which requires a pumped discharge from the site. This is not an appropriate sustainable method. No information has been submitted to show that other solutions have been considered. Further justification of SuDs options has to be provided and then clarified again at detailed design stage once further information on the current arrangement of discharge is provided.

The opportunity to store water at podium level and integrate within landscape design and discharge to ground by gravity has been explored and a potential solution within the Towpath to control Surface water has been explored subject to CRT approval. Further clarification of these options must be provided at detailed design stage.

ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1 in 30, 1 in 100, and 1 in 100 plus Climate change,

An assumption has been made about how the site discharges currently and divides the site into two catchments. While this may be appropriate no evidence is provided to show that this is the case. Further confirmation about the appropriate arrangement and plan for the control of SW that will need to be provided at detailed design stage.

The proposals state the limits of 2.5l/s, iii. overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

A plan has been provided to demonstrate this.

b) Receptors

i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

The priority would be to discharge to the nearest watercourse or canal. Consideration has now been given to discharge to the Canal subject to CRT approval.

iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

The particular area and surface water sewers drains to the Yeading brook which is of poor quality.

c) Minimise water use. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- i. incorporate water saving measures and equipment.
- ii. provide details of water collection facilities to capture excess rainwater;
- iii. provide details of how rain and grey water will be recycled and reused in the development.

Rebuttal for this has been provided. However all opportunities should be considered at detailed design stage.

d) Long Term Management and Maintenance of the drainage system.

- i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.
- ii. Clear plans showing the responsibility of different parties should be provided, such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services. Where it is a PMC the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

This will be conditioned but must be undertaken.

e) During Construction

- i. How temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

This is critical to ensure during demolition that the storage of materials and during the excavations that flood risk is not increased. The following Conditions are therefore recommended:

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority

The scheme shall follow the strategy set out in 'Flood Risk Assessment' and 'Surface Water Drainage Strategy', produced by XXXdated XXXRef or Revision XXX.

The scheme shall clearly demonstrate how it, Manages Water and demonstrate ways of controlling the surface water on site by providing information on:

a) Suds features:

- i. incorporating sustainable urban drainage (SuDs) in accordance with the hierarchy set out in Policy 5.15 of the London Plan. Where the proposal does not utilise the most sustainable solution, justification must be provided,
- ii. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume to Greenfield run off rates at a variety of return periods including 1 in 1 year, 1in 30, 1 in 100, and 1 in 100 plus Climate change,
- iii. where identified in an area at risk of surface water flooding, include additional provision within calculations for surface water from off site
- iv. where it is intended to have above ground storage, overland flooding should be mapped, both designed and exceedance routes above the 100, plus climate change, including flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).

b) Capacity of Receptors

i. Capacity demonstrated for Thames Water foul and surface water network, and provide confirmation of any upgrade work required having been implemented and receiving watercourse as appropriate.

c) Minimise water use.

i. incorporate water saving measures and equipment.

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

d) Long Term Management and Maintenance of the drainage system.

i. Provide a management and maintenance plan.

ii. Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a PMC).

iii. Where overland flooding is proposed, the plan should include the appropriate actions to define those areas and actions required to ensure the safety of the users of the site should that be required.

iv. Clear plans showing all of the drainage network above and below ground. The responsibility of different parties such as the landowner, PMC, sewers offered for adoption and that to be adopted by the Council Highways services.

f) From commencement on site

i. How temporary measures will be implemented to ensure no increase in flood risk from commencement on site including any clearance or demolition works.

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

REASON To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to:

- Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),
- Policy 5.12 Flood Risk Management of the London Plan (March 2016) and
- To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and
- Conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (March 2016).
- National Planning Policy Framework (March 2012), and the
- Planning Practice Guidance (March 2014).

SUSTAINABILITY

- Energy

No objection, subject to a condition to require details of the proposed CHP and a legal agreement to acquire a financial contribution of £162,000 towards the Council's Carbon Fund for the provision of off site carbon reduction measures.

- Ecology

No objection, subject to a condition to secure a biodiversity and wildlife enhancement scheme.

TREE & LANDSCAPING

There are no trees of any merit on the site, with only incidental self-set scrub within what is essentially a hard and functional landscape setting. The main landscape asset on site is the water body of Shackles Dock and the attractive bridge over the dock entrance. During the pre-application stage, there was consensus that the dock provides a unique sense of place and historic reference

point. This feature should be retained and sensitively developed as an activity hub and visual focal point within the public realm. Since the application was submitted in November 2016, post-application discussion has resulted in the submission of amended drawings which mainly affect the building details. These comments are based on the original Landscape Strategy, dated 31/10/2016 which have not been revised. The D&AS explains the design rationale and process. The landscape approach and objectives seek to provide a landscape of quality through the 'creation of successful, usable streets and spaces within this urban environment. The main landscape characters are identified as the 'creative, animated' dockside, the raised residential podium with its communal open space and the enhancement of the somewhat neglected (off-site) canal-side promenade. Landscape objectives are set out and illustrated for the three distinct typologies. The landscape materials are also considered and illustrated, providing a sample palette of trees, hedges, shrubs and herbaceous plants, which will provide landscape 'structure', seasonal colour / interest and biodiversity enhancement. A range of robust hard landscape materials is also provided to illustrate surfacing materials, boundary treatments, play and other landscape structures. If the application is recommended for approval, landscape conditions will be required to ensure that the public and private / communal spaces are robust, functional and attractive - and supported by ongoing aftercare requirements. Particular care will be required to address the various level changes across and through the site.

No objection subject to conditions relating to levels, landscaping, and playspace. Further to these conditions a legal agreement will be required to ensure that the developer maintains any off-site /public realm landscape enhancements to an agreed standard which should be submitted for approval as part of the package of landscape enhancements.

WASTE MANAGEMENT

No objection, subject to condition to secure appropriate refuse provision.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy LE2 of the Local Plan: Part 2 Saved UDP Policies (Nov 2012) states that Industrial and Business Areas (IBAs) are designated for business purposes (Use Classes B1-B8) and for Sui Generis uses appropriate in an industrial area. The Local Planning Authority will not permit development for other uses in Industrial and Business Areas unless it is satisfied that:

- (i) There is no realistic prospect of the land being used for industrial or warehousing purposes in the future;
- (ii) The proposed alternative use does not conflict with the policies and objectives of the plan;
- (iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.

Policy SA 23 Silverdale Road/Western View of the emerging Local Plan: Part 2 Site Allocations and Designations (Published 2015) states that this site is suitable to be released for residential mixed use development.

Paragraph 5.10 of policy HE1 of the Local Plan: Part 1 Strategic Policies (2012) sets out that there is more employment land in the Borough than is currently needed.

Policy E1: Managing the Supply of Employment Land of the Local Plan: Part 1 Strategic Policies (2012) identifies areas of managed release of employment land for development. The site is located in an area of managed release of employment land as shown in Map 5.1.

Policy 4.4 of the London Plan states that the Borough should plan, monitor and manage the release of surplus industrial land so that it can contribute to strategic and local planning objectives, specifically those to provide more housing.

Policy 2.17 of the London Plan (2016) resists development on SIL land for non-industrial types of use. However, the site is not located within a Strategic Industrial Location within the emerging Local Plan. The site is located within an Industrial and Business Area (IBA). Therefore, consideration against policy LE2 of the Local Plan: Part 2 Saved UDP Policies (Nov 2012) is more relevant in this case. In addition, the GLA has confirmed that the release of employment land within the Housing Zone for residential led mixed use development would be in conformity with the London Plan (2016).

This site forms part of the wider Hayes Town Centre Housing Zone, which has been prioritised for accelerated housing delivery with GLA funding support. Annex One 'Opportunity and Intensification Areas' of the London Plan (2016) identifies this area as an Opportunity Area. It states that a minimum of 9,000 homes could be delivered. Pursuant to the City in the West plan and the designation of Hayes town centre as a Housing Zone in March 2016, the GLA is working jointly with Hillingdon Council and other local stakeholders to draft a Hayes Opportunity Area Planning Framework.

The NPPF, the London Plan (2016), the adopted Hillingdon Local Plan: Part 1 Strategic policies (2012) and saved Hillingdon Unitary Development Plan Policies (2007) all support the provision of residential accommodation in appropriate locations.

Policy 3.3 (Increasing Housing Supply) of the London Plan (2016) seeks to increase London's housing supply, enhance the environment, improve housing choice and affordability and to provide better accommodation for Londoners.

Policy H1 of the Local Plan: Part 1 Strategic Policies (2012) affirms the London Plan targets to deliver 4,250 new homes in the Borough from 2011 to 2021 or 6,375 dwellings up to 2026. The proposal includes 122 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and Local Plan. As such, the proposed use does not conflict with the policies and objectives of the plan, in accordance with policy LE2 of the Local Plan: Part 2 Saved UDP Policies (Nov 2012).

There is a prospect of the land being used for industrial or warehousing purposes. However, given the emerging approach within the Hillingdon Local Plan: Part 2 (Published 2015) which is supported by the Greater London Authority, and given the location of the site within the Heathrow Opportunity Area, Hayes Town Centre Housing Zone, and an area of managed release of employment land, the proposed loss of employment/industrial land would better meet the policy objectives at local, regional, and national levels to deliver affordable housing and economic regeneration, in accordance with policy LE2 of the Local Plan: Part 2 Saved UDP Policies (Nov 2012).

Overall and subject to compliance with other relevant material considerations, the principle of releasing this site from industrial to a residential led mixed use development would comply with policy LE2 of the Local Plan: Part 2 Saved UDP Policies (Nov 2012); policy SA 23 Silverdale Road/Western View of the emerging Local Plan: Part 2 Site Allocations and Designations (Published 2015); policies HE1, H1, and E1 of the Local Plan: Part 1 Strategic Policies (2012); policies 3.3 and 4.4 of the London Plan (2016); and the National Planning Planning Policies (2012).

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2016) seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

The London Plan (2016) advises that an appropriate residential density for the site would range from 200-700 habitable rooms per hectare (hr/ha) and 55-225 units per hectare (u/ha) for units with a typical size of 3.1 - 3.7 habitable rooms per unit (hr/u). The development would have a density of 179 units per hectare and 484 habitable rooms per hectare which would be comfortably within the range of acceptability for a site at this location. Therefore, in terms of density, the proposal would be considered acceptable and would secure the optimum potential of the site, in accordance with policy 3.4 of the London Plan (2016).

MIX OF UNITS

Policy 3.8 'Housing Choice' of the London Plan (2016) encourages a full range of housing choice and policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to ensure a practicable mix of housing units are provided within residential schemes. These policies are supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for Councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing.

The development would provide 122 units with a housing mix of 6 x studios, 46 x 1 bedroom units; 49 x 2 bedroom units; and 21 x 3 bedroom units. In addition, 7 x bedroom units are offered for social rent. The housing mix proposed at this location is considered acceptable and meets a local housing need for the delivery of one, two, and three bedroom homes, particularly family sized social rented dwellings.

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

The site is not located within an Archaeological Priority Area/Zone, Conservation Area, or Area of Special Character. Nor, are there any Listed Buildings located within the site. Therefore, the proposal is not considered to raise any concerns with regards to these designations.

Adjoining the site, there is a Locally Listed Warehouse Building, nearby there is a Grade II Listed Building (Benlow Works), and the Grand Union Canal and Shackles Dock are considered non designated heritage assets. An assessment of how the proposal would impact these heritage assets has been set out in the 'Impact on the character & appearance of the area' section of this report.

7.04 Airport safeguarding

The site is located approximately 2.8km north of Heathrow Airport. National Air Traffic Services (NATS) and Heathrow Airport have been consulted and neither raise an objection on airport safeguarding grounds. However, Heathrow Airport has requested a condition to ascertain a Bird Hazard Management Plan and an informative regarding the use of cranes. Subject to this condition and informative, the proposal is not considered to raise any airport safeguarding concerns.

7.05 Impact on the green belt

Not relevant to the determination of this application.

7.06 Environmental Impact

CONTAMINATION

Accompanying this planning application is a Phase 1 Geo-Environmental Assessment prepared by Merebrook. The report identifies that there is some localised contamination of the made ground at the site which results in a low to moderate risk to future residents and construction. The Assessment recommends that a Phase II Intrusive Investigation should be undertaken in order to establish the extent of contamination. The Council's Environmental Protection Unit (EPU) has been consulted. They have reviewed the submitted report and raise no objection subject to a standard contamination condition to secure a Phase II Intrusive Investigation and any subsequent remediation works required. Following this advice and subject to the requested condition, the proposal is not considered to raise any contamination risks to future users, in accordance policy OE11 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012), and policy 5.21 of the London Plan (2016).

7.07 Impact on the character & appearance of the area

Block A is located within the western part of the site. It has been designed to respond to its canal-side setting and the adjacent site, to the west which is allocated for residential led mixed use redevelopment in the emerging Site Allocation (SA23). The Block is square in shape and will rise to eight storeys, to relate to the building height of the nearby Highpoint Village development, which is nine storeys. A podium level connects Blocks A and B to provide car parking and refuse storage for the two blocks. The residential lobby is located at ground floor level in the centre of the block and is accessed from the western edge of the site via Silverdale Road. An additional residential lobby is provided at first floor level, located in the south east part of the block which also provides access to the cycle store. All dwellings will be accessed from the central core which contains two lifts. An additional lift for wheelchair users is provided in the south west corner of the block. The block will comprise 20 units at levels two to eight all of which will be affordable housing. The block also incorporates a commercial workshop on the first floor, extending to 75sqm. It is intended that this workshop will be in flexible Class A1, A3, B1, D1 or D2 use.

Following pre-application discussions with the Council, Block A has been moved an additional 3m to the east to reveal more of the gable end of the nearby locally listed Victorian warehouse and to increase the separation distance between Block A and the local authority terraced blocks to the west. This will ensure a separation distance of 20.6m and will not compromise the future development potential of this site. The proposed layout of the block locates habitable rooms along its eastern, southern, and western elevations meaning that the development potential of land to the north is not jeopardised.

The overall height of Block A has been reduced from the originally proposed 12 storeys following comments made during pre-application discussions and now extends to a level below the height of the neighbouring Highpoint Village. This reduction in height creates a more balanced relationship with Blocks C and D to the north east.

Block B is adjacent to Block A and occupies the southern part of the site. It is broadly rectangular in shape and is interconnected with Block A at ground floor level to provide car parking, refuse storage, and a residential lobby with two lifts, accessed from the north of the block. An additional residential lobby is provided at first floor level, accessed from the south of the block. This lobby also provides access to a residents' cycle store. Block B has a main frontage onto the canal and abuts Shackles Dock, which lies to the east. It rises to eight storeys and will provide 60 residential dwellings at levels two to eight.

A slender metal tower form is located at the eastern edge of Block B, adjacent to Shackles

Dock. This will act as a marker for the development which can be seen en route from the station towards the town centre. While the structure of the taller element is close to the dock edge, the ground and first floors are set back away from the dock to create a larger open area alongside its entrance.

The block's supporting structure forms a grand colonnade along the ground floor, which shelters the access from the tow path to Shackles Dock. The scale of the building has been carefully considered to maximise natural light into the dock, creating a clear view into this asset, and delivering an inviting and open arrival point.

The primary elevation of Blocks A and B fronting the Grand Union Canal are proposed as traditional brick over seven storeys with the addition of a set back metal clad eighth storey. Podium level entrances to both blocks are set back to create a tall ground level colonnade adjacent to the canal.

Block C lies at the northern part of the site, to the north of Shackles Dock and south of Silverdale Road. Its eastern frontage faces onto existing warehousing further to the east. Access to the block is provided via a residential lobby with two lifts at the north of the site, directly off Silverdale Road. Block C will be part four, part five storeys in height, with the taller element located along the eastern boundary. Four disabled parking spaces are provided at ground floor level, accessed via Silverdale Road, within the site's eastern facade.

The ground floor also contains cycle parking, plant rooms, and a commercial unit extending to 152sqm. It is intended that this will be in flexible Class A1/A3/B1/D1/D2 use and has the potential to be used by the local canoe club who operate on the Grand Union Canal. The block will deliver 27 residential units.

The block steps sensitively from ground plus three to ground plus four storeys to mediate between Block D and the lower height buildings at the north of the site along Silverdale Road.

Block D is located to the south of Block C at the south eastern part of the site. It fronts onto Shackles Dock, which lies to the west. The block is rectangular in shape and will be part six, part seven storeys in height, thereby mediating between Blocks B and C and delivering appropriate bulk and massing at the side of Shackles Dock, acting as a marker for the development and dock entrance. The block's entrance point is at its western frontage and leads into a residential lobby with two lifts. Cycle and refuse storage is provided at ground floor level and there is one two bedroom unit at the northern side of the block. Block D will provide a total of 17 units, 6 of which will be affordable housing.

7.08 Impact on neighbours

Policies BE20, BE21, and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) seek to safeguard the amenities of neighbouring residents in a number of ways. The effect of the siting, bulk and proximity of a new building on the outlook and its impact on daylight/sunlight, privacy, and residential amenity of adjoining occupiers.

Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that permission will not normally be granted for uses and associated structures which are, or are likely to become, detrimental to the character or amenities of surrounding properties or the area generally.

The nearest residential properties to the site are located on Chalfont Road to the north, which are approximately 15m from the new development. These properties do not directly face the development, as they have a east - west alignment with the closest properties (Nos. 1 & 2 Chalfont Road) presenting their flank gable elevations towards the site.

Similarly, the residential properties on Western View to the west are located approximately 24.5m from the nearest block within the development and they are aligned facing north - south, away from the proposal.

The properties within the wider Austin Road Housing Estate and along Little Road are situated further away (35m from Skeffington Court and 60m from No. 1 Little Road) and again due to their orientation, do not have openings directly facing the site.

The impact of the proposed development on No. 1 Little Road; No. 2 Chalfont Road; Nos. 20 and 21 Silverdale Road; Skeffington Court; and the Navigation and Signal Building has been assessed in terms of daylight and sunlight. The results of the daylighting assessment demonstrate that the vast majority of windows within the surrounding properties retain daylight levels fully in line with the BRE criteria. The results indicate a number of technical deviations. However these reflect localised sensitivities such as significantly overhung windows some distance from the site where the rooms benefit from a principal aspect facing away from the site. Also, the results of the sunlighting assessment of the surrounding properties show that all relevant windows / rooms remain compliant with the BRE sunlight criteria.

Given, the above, the proposed development, is not considered to adversely impact neighbouring residential properties in terms of loss of light, outlook, privacy, or a detrimental sense of enclosure.

In addition, an overshadowing analysis incorporated into the Daylight and Sunlight Assessment suggests that the proposal would exceed BRE guidance.

Therefore, overall, the proposal achieves a good level of compliance with the relevant daylight, sunlight, and overshadowing targets. The proposal would not be considered to harm the residential amenity of neighbouring properties, in accordance with policies BE20, BE21, BE24, and OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

7.09 Living conditions for future occupiers

INTERNAL LIVING SPACE

The Government's national space standards contained in the Technical Housing Standards and policy 3.5 of the London Plan (2016) set out the minimum floor areas required for proposed residential units in order to ensure that they provide an adequate standard of living for future occupants.

A schedule has been provided by the applicant confirming residential floor space provision would be provided which exceeds the minimum standards of policy 3.5 of the London Plan (2016) and Technical Housing Standards. In addition, it is clear from the plans that all of the habitable room windows would benefit from adequate access to outlook and natural daylight. Furthermore, an assessment of internal daylighting has been undertaken by EB7 to ensure adequate levels to the habitable rooms. The results of the daylight assessment within the proposed scheme show good levels of internal daylight with compliance rates of 90% being considered excellent for an urban location. Where deviations occur, it is principally as a result of balcony provision overhanging the windows, or recessed terraces,

which is a compromise recognised within the BRE guide. Overall, the size and quality of the proposed internal living accommodation is considered acceptable.

The plans demonstrate that the entrances to the building would have level access to/from parking and external areas. The cores are appropriately positioned and the communal corridors would be acceptable in terms of accessibility. Please see 'Accessibility' below for further consideration of these matters.

EXTERNAL AMENITY SPACE

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of existing and future occupants which is usable in terms of its shape and siting. Developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and character of the area.

The policy requirement for this development is 2895sqm of usable and conveniently located communal garden space. The Planning Statement submitted in support of the application states that the proposal would deliver 2,854sqm of communal amenity space, which is a slight shortfall of 41sqm. However, much of the external amenity space would be of a good quality, highly usable, and attractive. In addition, all of the units would have access to private outdoor amenity areas through the provision of balconies or terraces. These private amenity areas comply with the Mayor's Housing SPG in reference to their size and quality. Furthermore, the development is located adjacent to the Grand Union Canal and would benefit from its use for outdoor recreation and leisure. On this basis, the proposal is considered to be acceptable in terms of outdoor amenity space provision.

At ground floor level, the plans indicate that the majority of units would be provided with their own private terrace and defensible space buffer between their openings and the communal areas. On the frontage facing the canal, an innovative solution is proposed whereby the ground level units are raised ever slightly above the tow path to provide defensible space, privacy, and security. Nevertheless, it is considered reasonable to seek further details of these arrangements, including landscaping and boundary treatments.

Subject to condition, future occupiers would not suffer from lack of privacy or security from communal areas and the level and quality of external amenity space would be acceptable, in accordance with policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012).

CHILDREN'S PLAY SPACE

Policy 3.6 'Children and young people's play and informal recreation facilities' of the London Plan (2016) recommends that development that include housing should make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs.

The Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation sets out guidance to assist in this process.

The play space requirements based on the estimated child yield of the development have been calculated (using the GLA's Child Yield Calculator) and a total of 319.3sqm of play

space would be required (160sqm for 0-5 year olds; 100sqm for 5-11 year olds; and 6sqm for 12+ year olds)

The proposal includes a total provision of 409sqm of children's play space to meet the requirements of all age groups. This comprises 366sqm within the podium area around Blocks A and B and 43sqm at Shackles Dock. The play areas will comprise of naturalistic features such as boulders and stepping logs as well as more formal play equipment. The equipment provision within each of the play spaces has been designed to ensure these spaces are inclusive to all children and provide sensory experiences. The play space areas have been well located to ensure that they will be overlooked by surrounding dwellings, ensuring safety and security for children and families. Therefore, in terms of children's play space, the proposal is considered acceptable, in accordance with the requirements of the Mayor's Supplementary Planning Guidance Providing for Children and Young People's Play and Informal Recreation and policy 3.6 of the London Plan (2016).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Historically the Council has applied a parking ratio of 0.75 for large flatted developments in Hayes Town centre. The Ballymore development known as High Point adjacent to the station has this ratio, the Vinyl Factory development and conversion of Enterprise House (both on Blyth Road) also have this ratio. This site is closer to the Crossrail station than a number of flatted developments within the VINY factory site, furthermore when all of the above developments were approved the Council knew that housing blocks could or would be occupied prior to Crossrail. A likely build timetable for the application site (if permission is granted) would effectively be very close to or after Crossrail is operational from Hayes and Harlington Station. Where this site differs from High Point, the VINY factory and Enterprise House (and in fact all other known possible future development sites in the Housing Zone) is that part of this site is a large water amenity feature (re: Shackles Dock) which curtails the land available for surface or basement parking. Put simply there is a unique physical constraint which both reduces the capacity of the site to offer a high ratio of parking and which acts as a robust material planning consideration to justify a lower parking ratio than might be agreed at other development sites in Hayes. In this regard a parking ratio agreed at this site need not act as a precedent when parking ratios are considered at other development future development sites in Hayes Housing Zone.

The parking ratio is 0.58 spaces per unit. A parking allocation plan would ensure that the largest units (re: All 3 bed units) would automatically be allocated a parking space.

If the site exceeded the appropriate density range the Council could take a view that too many units are proposed, but this is not the case. The London Plan (2016) advises that an appropriate residential density for the site would range from 200-700 habitable rooms per hectare (hr/ha) and 55-225 units per hectare (u/ha) for units with a typical size of 3.1 - 3.7 habitable rooms per unit (hr/u). The development would have a density of 179 units per hectare and 484 habitable rooms per hectare, which would be comfortably within the range of acceptability.

There are additional constraints which have restricted the level of parking, whereas some of these could individually apply on other sites, when combined with the limited land availability for parking within the application site they act as a very strong material planning consideration to allow a bespoke parking ratio for the site.

- The site has engineering and drainage constraints connected to its proximity to the canal that weigh against a substantive basement.
- Delivering a higher level of parking on this site would make any proposal nonviable (as an impractical multi storey basement car park would be required) which would prevent the

delivery of any affordable housing, which is itself a key strategic objective of the Hayes Council's Housing Zone. This develop does include family units as affordable housing thus meeting a key local housing need.

- Overall, the proposal includes significant benefits such as restoration of Shackles Dock (a heritage asset), delivery of a community facility (A new canoeing facility - which would be utilised by the Sharks canoeing club and wider accessibility, canal side and public realm improvements.

- · The Public Transport Accessibility Level (PTAL) for the site is 5 (Very Good) and the site is less than 50m from Hayes Town Centre and 300m from Hayes & Harlington Railway Station. In addition, Hayes Town Centre (west of the site) has parking restrictions in place that would prevent overflow parking. Whereas, to the east, there are lower levels of on street parking in the evening and overnight due to the commercial uses situated there. As such, the proposal would be unlikely to lead to parking stress in the area. Other sites in the Hayes Housing Zone have different PATL rating's and nearby streets have different mixes of residential/commercial uses.

In conclusion there is considered to be a robust justification for a parking ratio of 0.58 spaces per unit at this site.

7.11 Urban design, access and security

Amendments have been made to the original submission to improve the approach to the strategic waterway and the links to it from the wider area, as well as the inclusion of more Sustainable water drainage management measures, in addition to the reduction of surface water flows from the site which mean the proposals can now be considered acceptable.

Zone between edge of the Canal towpath and building face.

The current proposal for Buildings A and B which face the Canal appears to extend closer to the Canal side than previous proposal for this site. This zone then includes considerable ramping and step to allow future residents to gain access, and is not useable open space or providing the most appropriate green buffer to the development.

The proposals for Buildings A and B should be set back further to provide further space for soft landscaping between the building and the edge of the site which is the edge of the Canal towpath. This will enhance the area and soften the relationship between the built environment and the Canal, which is less urban in character in this area.

The CGIs from the south side of the canal appear to show a further raised green embankment beyond the canal towpath edge which is contradictory of the proposed drawing showing the ground floor. This appears to show changes to the Canal and River trust land and towpath widths.

Access and green links

Removal of the Western Ramp to street level

It is noted that current proposals remove the current access ramp to the west side of the development adjacent to Building A along Silverdale Road and outside the ownership boundary, breaking the visual access links to the wider residential areas, and removes a cycle link to the area.

Corridor between Buildings A and B

The proposals include the creation an access corridor between Buildings A and B to allow for future site lines to the area beyond. However there is no confirmation this access will lead anywhere, as the site beyond is not part of this application. Any plans for the wider

area to link with this access point would have to think about the connection link carefully, and it could prejudice the development beyond by bringing this development in advance of any wider masterplanning of the area.

Section 11.4 of the Design and Access statement shows that the main corridor between Building A and B is linked via a side ramp and not a straight access.

Raising the podium floor above the existing level of the Towpath increases the ramp and steps required to access the development and increases the barrier to the area beyond.

Access to East of Building B

The application proposal has improved the sight lines which were key aims for the Council. Although not as clear as an unobstructed view, and the best solution would be to remove the overhanging building and set it back from the Dock completely, the ramp is now much wider and the cantilevered structure higher.

There have been amendments to the ramp shown on Drawing Proposed First Floor Layout 5861 T(20) P01 to remove the right angles shown in this. This revised ramped access provides better visual or obvious links to the wider area beyond, and now compensates for the loss of the west ramped access.

Widening the route through and past the dock also allows for more appropriate provision through the site for any cyclists and pedestrians.

In section 9 of the Design and Access Statement Section 9, along the canal there is already in existence a high and low towpath along the canal, this proposal does not create new links with the town centre. However it is recognised that there would be benefit in improved surfacing and landscaping of this area, as long as the zone between the canal towpath and buildings retains a suitable green landscaped buffer.

The premise of the development is the location near Hayes Station relies on the good links with the station which require substantial enhancement and proposals to provide improved links set out in the Canal and River Trust Hillingdon Towpaths assessment should be included within the Section 106 to allow the development to take advantage of its location

Building C

It is supported the removal of Commercial Unit 1, within Building C shown on Drawing Proposed Ground Floor Layout Oct 16 Planning 5681 T(20) P00 which restricted the views to that beyond enclosed the development from the wider area. This now links the site to the area beyond. The proposed 'right of way' public access link has been widened and the doors removed providing freer access, although not a completely open access and view as there is still a cantilevered structure over the access.

The Dock

There proposed enhancement of the Dock is supported to link the wider areas with the dock and the Canal beyond, achieving the wider aims of the Blue Ribbon Network.

It is supported the proposed facility as indicated within the Design and Access statement of the extension of the dock for use by the Sharks the local Canoe Club to the north of the existing Dock. This has now been further amended to allow a more flexible use of space adaptable and suitable for various uses to ensure the sustainability of the site and its uses. The CGI showing fencing could restrict the uses within the Dock and will need to be considered carefully at detailed design stage.

To enable the wider community use, and improved use and access to the Canal for works to the entrance to the docks are likely to be required such as desilting, to enable access to the dock to encourage the vibrant use of the area. The agreements of the implementation of these proposals with the Canal and River trust must be included within the Section 106 agreements to ensure they are delivered.

7.12 Disabled access

In assessing this application, reference has been made to policy 3.8 'Housing Choice' of the London Plan (2016); Approved Document M to the Building Regulations (2015); and Accessible Hillingdon SPD adopted 2013.

The property is accessed off Silverdale Road. The scheme incorporates a clear network of routes that are easily understandable, inclusive, safe and secure that connect to the main entrances of each building. The plans indicate that the development would provide step free access to and from the proposed buildings and that all of the units would comply with the Technical Housing Standards for internal floor space and category M4(2) 'Accessible and adaptable dwellings' of Approved Document M to the Building Regulations (2015). The proposal should also provide 10% category M4(3) 'wheelchair user dwellings' as outlined in Approved Document M to the Building Regulations (2015). Compliance with these standards will be secured by condition should the application be approved.

The development would also provide 13 disabled car parking spaces which is more than the 10% required by policy.

Overall, the layout of the development is inclusive and will function well, creating a safe and accessible environment. It would ensure the delivery of a range of dwelling types that meet the diverse needs of Londoners and an ageing population, in accordance with regional and local planning requirements.

7.13 Provision of affordable & special needs housing

With regards to special needs housing please see above.

AFFORDABLE HOUSING

Policy 3.3 of the London Plan (2016) states that subject to viability, a minimum of 35% of all new homes on sites of 10 or more units should be delivered as affordable housing, with the tenure split (70% Social/Affordable Rent and 30% Intermediate) as set out in Policy H2: Affordable Housing of the Local Plan: Part 1 - Strategic Policies.

The National Planning Policy Framework makes clear that viability can be important where planning obligations or other costs are being introduced. In these cases, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

The Council's third party FVA consultant considers the development to be unviable were it to provide a policy compliant level of affordable housing.

The developer has offered a total of 26 affordable housing units (21% of the scheme), comprising 20 social rented (7 x 1 bedroom; 6 x 2 bedroom; and 7 x 3 bedroom) and 6 intermediate (2 x 1 bedroom and 4 x 2 bedroom) dwellings.

The independent assessment indicates that this would be the maximum that the developer

could offer given the viability of the site. On this basis, the level of affordable housing is considered acceptable, subject to a review mechanism. The legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought.

7.14 Trees, landscaping and Ecology

TREE AND LANDSCAPING

Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate. Planning applicants for planning consent will be required to provide an accurate tree survey showing the location, height, spread and species of all trees where their proposals would affect any existing trees.

Policy BE39 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that the Local Planning Authority recognises the importance of Tree Preservation Orders in protecting trees and woodlands in the landscape and will make orders where the possible loss of trees or woodlands would have a significant impact on their surroundings.

Policy OL26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) recommends that the Local Planning Authority will protect trees and woodlands and encourage the preservation, proper management and in appropriate locations the extension of woodlands. Proposals for development in the more rural areas of the borough should be accompanied by proposals for landscaping and tree planting wherever practicable, and the retention of existing landscaping features where appropriate.

Policy 7.21 'Tree and Woodlands' of the London Plan (2016) stipulates that existing trees of value should be retained and any loss as the result of development should be replaced.

Chapter 11 of the National Planning Policy Framework (2012) states that 'the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes'.

There are no trees of any merit on the site, with only incidental self-set scrub within what is essentially a hard and functional landscape setting. The main landscape asset on site is the water body of Shackles Dock and the attractive bridge over the dock entrance. The Design and Access Statement that accompanies this application explains the design rationale and approach to landscaping for the scheme. The landscape approach and objectives seek to provide a landscape of quality through the creation of successful, usable streets and spaces within this urban environment. The main landscape characters are identified as the 'creative, animated' dockside, the raised residential podium with its communal open space, and the enhancement of the somewhat neglected (off-site) canal-side promenade. Landscape objectives are set out and illustrated for the three distinct typologies. The landscape materials are also considered and illustrated, providing a sample palette of trees, hedges, shrubs and herbaceous plants, which will provide landscape 'structure', seasonal colour / interest and biodiversity enhancement. A range of robust hard landscape materials is also provided to illustrate surfacing materials, boundary treatments, play and other landscape structures. The Council's Tree and Landscaping Officer has reviewed the details submitted and is satisfied with the approach being taken. However, it has been requested that conditions relating to obtaining further details on levels, landscaping, and play space be imposed should the proposal be considered acceptable. Also, a legal agreement is required to ensure that the developer maintains any

off-site /public realm landscape enhancements to an agreed standard.

Therefore, subject to these conditions and a legal agreement, the proposal is considered acceptable, in accordance with local, regional and national planning policy.

ECOLOGY

The majority of the site is considered to be of low ecological value, with minimal potential to support protected, priority or rare species, or with significant abundance of common or widespread species, and with no UK priority habitats present. In addition, there are no trees within the site that have potential to support various species. The Council's Ecology Officer has been consulted and raises no objection, subject to a condition to secure a biodiversity and wildlife enhancement scheme. On this basis, the development is considered acceptable in terms of ecology, in accordance with policies EC2, EC3, EC4, EC5, and EC6 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) and policy 7.19 of the London Plan (2016).

7.15 Sustainable waste management

Integral and secure waste storage will be located at ground floor level and will have no impact on the quality of the outdoor spaces. The plans indicate that sufficient space would be provided to accommodate adequate capacity for waste and recycling. It would also be conveniently located for future occupants and for collection. Details have also been provided to demonstrate that refuse vehicles can safely enter and exit the servicing area of the site. This application is supported by a Waste Management Strategy prepared by RPS and considered by the Council's Waste Management Officer who raises no objection. On this basis, the proposed refuse and recycling arrangements are considered to be acceptable, in compliance with policy 5.17 of the London Plan (2016).

7.16 Renewable energy / Sustainability

Policy 5.2 'Minimising Carbon Dioxide Emissions' of the London Plan (2016) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions.

An Energy Statement has been submitted in support of this application. It demonstrates that the development will achieve the minimum requirement of a 35% reduction in CO₂ from 2013 Building Regulations. The Council's Sustainability Officer has recommended a condition to secure further details of the proposed combined heat and power (CHP) plant to ensure compliance with this minimum threshold.

However, the residential element of the development will not achieve the zero carbon requirements of the London Plan which are applicable to all residential development submitted after 1 October 2016. Accordingly, the Council's Sustainability Officer has requested a £162,000 financial contribution towards the Council's Carbon Fund for carbon reduction measures off site. Subject to condition and a legal agreement to secure this financial contribution, the proposal would be considered acceptable, in accordance with policy 5.2 of the London Plan (2016).

7.17 Flooding or Drainage Issues

The Council's Flood and Drainage Officer has assessed the submitted documentation and notes that whilst the proposed drainage strategy reduce some of the Surface Water which currently entering the foul sewer they do not adequately address flood risk to ensure that flood risk is not increased. Therefore more needs to be done to meet the requirement to control surface water on site to greenfield run off rates, where possible.

The Drainage that will be retained will need to demonstrate that it is of an appropriate condition for the lifetime of the development. A list of works proposed to ensure that this is undertaken should therefore be included in the drainage proposals. It will also be necessary to demonstrate that the most sustainable scheme can and will be implemented, and further information is required on the proposals to reduce water consumption and encourage water reuse within the proposals.

In response to the points raised by the Flood and Drainage Officer, the appellant has responded as follows:

The current proposals do not increase the run-off to the existing Thames Water sewer, as the brownfield assessment has been based only on the existing area discharging to this sewer and does not seek to take benefit of the flows currently discharging into the foul drainage system.

A Greenfield runoff rate is not feasible for this site. The existing site is already wholly developed with a fully impermeable surface. The site sits above Made Ground and London Clay with shallow groundwater levels. Infiltration techniques have not been proposed on this site due to the depth of Made Ground and groundwater levels. As a Greenfield rate is not feasible, the drainage design incorporates the London Plan 2011:

Sustainable Design and Construction, Supplementary Planning Guidance (2014) clause 3.4.8 states that at least 50% attenuation of the site's (prior to re-development) surface water runoff at peak times is the minimum expectation from development proposals. The current drainage design meets this policy of the London Plan. The current modelling has already demonstrated that the site proposals can be delivered ensuring all storms up to the 1 in 100 year return period, plus an allowance for 40% climate change can be accommodated on site. In addition, an allowance of 40% has been used to allow for Climate Change in accordance with the new DEFRA guidance released on the 19th February 2016. Finally, the proposed drainage on the site is all to be newly installed drainage, with no existing drainage to be retained.

It is considered that any outstanding issues can be addressed by the imposition of a suitably worded condition, in the event of an approval. Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

NOISE

Policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) states that proposals for the siting of noise sensitive development such as family housing, schools or certain forms of commercial activity where the occupiers may suffer from noise or vibration will not be permitted in areas which are, or are expected to become, subject to unacceptable levels of noise or vibration. Where development is acceptable in principle, it will still be necessary to establish that the proposed building or use can be sited, designed, insulated or otherwise protected from external noise or vibration sources to appropriate national and local standards.

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes' of the London Plan (2016) recommends that development proposals should seek to manage noise by (a) avoiding significant adverse noise impacts on health and quality of life as a result of new

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

The proposed use would be more noise sensitive than the existing use.

A Noise Impact Assessment has been undertaken by Mayer Brown and is submitted in support of the application. The results of the environmental noise survey undertaken establish the currently prevailing environmental noise climate around the site. Outline mitigation measures, including a glazing specification and the use of appropriate ventilation have been put forward in order for the development to achieve acceptable internal noise levels.

The Council's Environmental Protection Unit has been consulted and they have reviewed the submitted information. No objection is raised, subject to the proposed mitigation measures and conditions to safeguard the amenity of future occupiers. Subject to this, the proposal would provide acceptable living conditions for future occupiers and not jeopardise the long term viability of adjacent commercial sites, in accordance with policy EM8 of the Hillingdon Local Plan: Part 1 Strategic Policies (2012); policies OE1, OE3, and OE5 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012); policy 7.15 of the London Plan (2016); and the NPPF.

With regards to the impact on neighbouring properties, the proposal is not considered likely to cause significant noise or disturbance given its scale and residential nature.

AIR QUALITY

Policy 7.14 'Improving air quality' of the London Plan (2016) states that development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within Air Quality Management Areas (AQMAs) and where development is likely to be used by large numbers of those particularly vulnerable to poor air quality, such as children or older people) such as by design solutions, buffer zones or steps to promote greater use of sustainable transport modes through travel plans. It also recommends that development proposals should promote sustainable design and construction to reduce emissions from the demolition and construction of buildings.

The site is located within an Air Quality Management Area. An Air Quality Neutral Assessment has been undertaken in accordance with current guidance. This confirms that the proposed development results in a small impact associated with transport emissions which will require offsetting. The Council's Air Quality Officer is satisfied with the proposals

subject to a condition to secure that the energy centre uses the best available technology (i.e. ultra Low NOx boilers and or efficient Selective Catalytic Reduction systems); and a S106 financial contribution of £80,532 to mitigate impacts on local air quality through traffic related initiatives and green infrastructure. Subject to this condition and obligation, the proposal is not considered to raise any concern with regards to air quality, in compliance with policy 7.14 of the London Plan (2016).

7.19 Comments on Public Consultations

The objections received relate to a concern that the development will adversely affect the viability of an adjoining land parcel and that the proposal does not deliver the comprehensive development of the wider area espoused by draft planning policies.

It is not considered that the development would prejudice the adjoining site. The proposal has a dedicated site access and adequate separation distances for residential units in blocks A & B and Block D (which is very close to the site boundary but has no habitable room windows on the side elevation the block facing the adjoining land parcel) such that it would not prejudice future development of the adjoining site.

Although the development is not a comprehensive redevelopment it firstly does not prejudice development of adjoining land and secondly is a very high quality scheme. It is therefore considered that the proposals do not prejudice wider regeneration proposals, in fact this high quality scheme is more likely to act as a catalyst for redevelopment of adjoining land.

7.20 Planning obligations

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

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

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

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012) is concerned with securing planning obligations to supplement the provision of recreational open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals.

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

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees. The comments received indicate the need for the following contributions or planning obligations to mitigate the impact of the development.

Non-monetary contributions:

- Affordable Housing: 7 x 1 bed, 7 x 2 bed and 6 intermediate units.
- Affordable Housing Review Mechanism: The legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought.
- Travel Plan with £20,000 bond (to include a CERS and PERS Audits to be commissioned by the applicant. The applicant should fund the improvement measures identified by the audits).
- S278/S38 highway works to secure access and pavement modifications.
- provision for storage space, changing facilities and a club room and cafe for use by the Sharks Canoe Club.

Monetary contributions:

- Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.
- Carbon Fund Contribution: Financial contribution of £162,000 towards provision of off site carbon reduction measures shall be secured.
- £80, 532 mitigation of air quality impacts.
- Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 122 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

There are no enforcement issues related to this site.

7.22 Other Issues

None.

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

It is considered that the discussions and negotiations between relevant parties on the design and layout of the development and the extent of amendments undertaken have yielded a scheme suitable for its context.

The scheme will introduce a built form that is appropriate to its canalside context and the townscape character of the area. The proposed enhancements to the canalside and to Shackles Dock delivered by the proposed development are welcomed.

The development has been sensitively designed to relate carefully to the surrounding context. It will be a positive addition to the area will bring forward the regeneration of a key site in Hayes Housing Zone as well as providing 122 new homes.

The development would not result in unacceptable impacts on the amenities of neighbouring properties and would provide good environmental conditions for future occupiers.

Access, parking, drainage, ecology and highway safety issues can be satisfactorily addressed by the imposition of suitably worded conditions. The applicant has also offered an acceptable package of contributions to be secured by way of a proposed S106/278 Agreement.

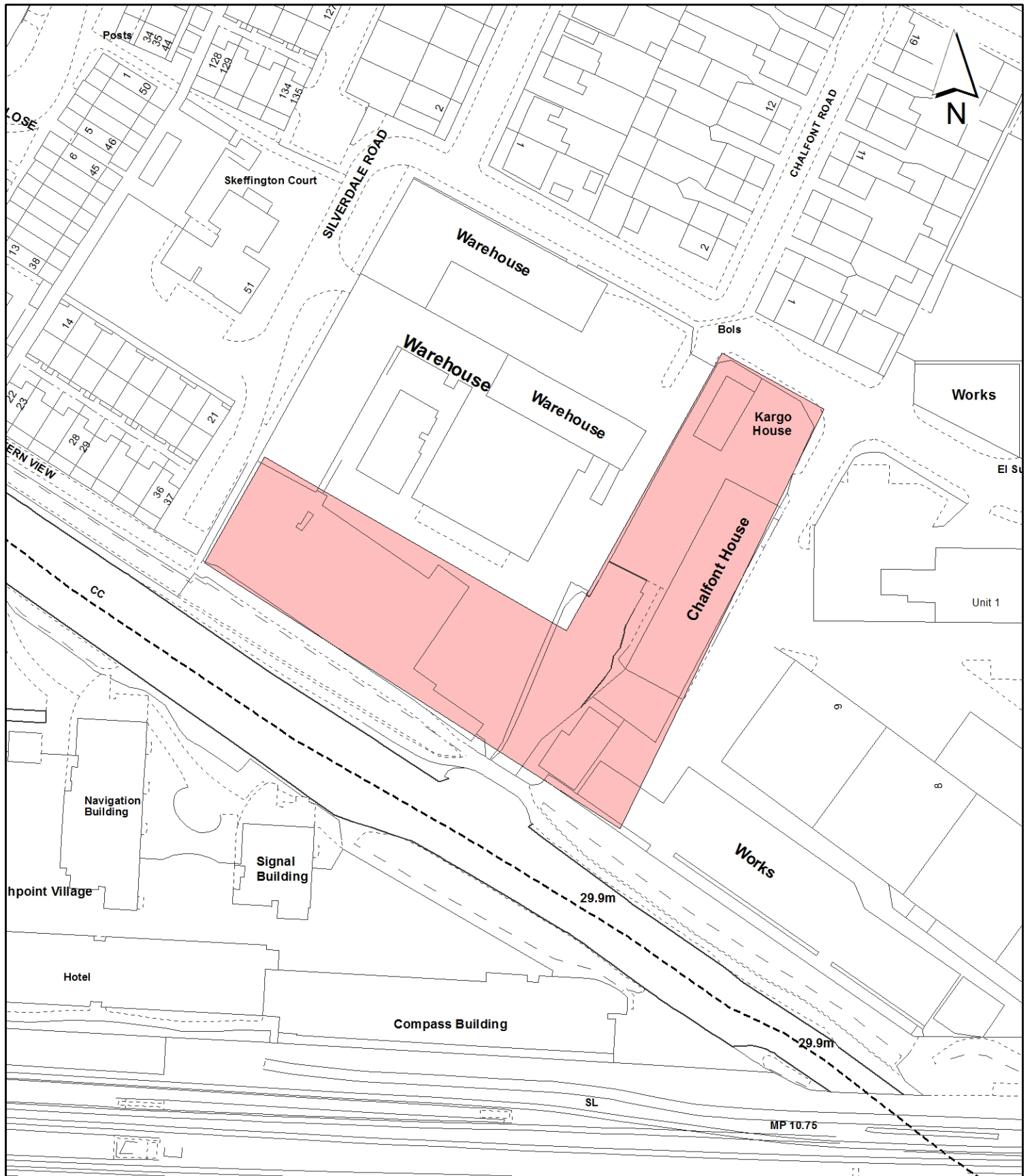
It is recommended that the application should be supported, subject to a Section 106 Legal Agreement and conditions.

11. Reference Documents

The Hillingdon Local Plan: Part 1 - Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2016)
National Planning Policy Framework (2012)
Technical Housing Standards - Nationally described space standards (2015)
Council's Supplementary Planning Guidance - Air Quality
Council's Supplementary Planning Guidance - Community Safety
Council's Supplementary Planning Guidance - Land Contamination
Council's Supplementary Planning Document - Accessible Hillingdon
Council's Supplementary Planning Document - Affordable Housing
Council's Supplementary Planning Document - Noise
Council's Supplementary Planning Document - Planning Obligations
The Mayor's Housing Supplementary Planning Guidance

Contact Officer: James McLean Smith

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Notes:

 Site boundary

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Site Address:

**Silverdale Industrial Estate
 Silverdale Road**

**LONDON BOROUGH
 OF HILLINGDON**
 Residents Services
 Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:

71374/APP/2016/4027

Scale:

1:1,250

Planning Committee:

Major

Date:

March 2017



HILLINGDON
 LONDON