

Report of the Head of Planning & Enforcement

Address: FORMER NESTLE FACTORY, NESTLES AVENUE

Development: Part demolition of existing factory buildings and associated structures, and redevelopment to provide 1,386 dwellings (Use Class C3). office, retail, community and leisure uses (Use Class A1/A3/A4/B1/B8/D1/D2), 22,663sq.m (GEA) of commercial floorspace (Use Classes B1c/B2/B8 and Data Centre (sui generis)), amenity and playspace, landscaping, allotments, access, service yards, associated car parking and other engineering works.

LBH Ref Nos: 1331/APP/2017/1883

Drawing Nos:

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- DM 4 13 P1 Block F2: Third Floor Plan
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- DM 4 21 P1 Block F3 & F4: First Floor Plan
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- MA 5 52 P1 Block B: Unit Type - Accessible Flats
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 DM 1 14 P3 Block F2, F3, F4 Seventh Floor Plan
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 Economic Statement (Barton Willmore)
 Energy Statements (BBS)
 Flood Risk/Drainage Assessments (Hydrock
 R/C151867/001.04 and Capita CS-075666-PE-16-121-R
 revision G) and; Addendum dated 10/11/2017 addressed via
 response from LBH drainage on 11/11/2017 and 13/11/2017
 and Sergio/Capita Flows and Volumes proforma submitted
 29/11/2017; Capita Letter ref CS075666-PE-17-198-L dated
 24th Nov 2017 and CS/075666; Capita Drainage Calculations
 Rev D dated 29/11/17;
 Health Impact Assessment (Barton Willmore)
 Heritage Assessment (Turleys); Letter dated 15th August from
 Turleys;
 Land Contamination Assessments (Hydrock)
 Lighting and CCTV Reports (WPP)
 Noise and Vibration Reports (PBA) dated June 2017
 Site Waste Management Plan (Pace)
 Bay Study Elevations Access Officer Response (David Bonnett
 Associates)
 Waste and Recycling Response Note (AECOM)
 Accommodation Schedule received Nov 2017
 Archaeological Desk Based Assessment (CgMS)
 Arboricultural Impact Assessments and Tree Survey dated
 May 2017 (Tala)
 Affordable Housing Statement (Gerald Eve)
 Air Quality Assessment (PBA)

The proposed streets and linkages are clear and legible and offer the ability for this site to connect to other sites which may come forward on Nestles Avenue. The character of the conservation area has been brought forward into the public domain and celebrated in the new buildings and additional features. The frontage along Nestles Avenue, the factory gardens and canalside are now accessible, setback and enhanced, forming an integral part of the scheme.

The development delivers a large area of employment land enabling this site to deliver homes alongside employment for local residents. The site is delivering a large number of homes which equate to 2.5years of housing delivery in a single scheme (based on existing rather than potential housing targets).

This design approach has mitigated some of the concerns the impact of the new build on the conservation area and has reduced its harm to an acceptable level from an urban design perspective and a conservation perspective, due to the salient public facing features remaining intact and enhanced.

2. RECOMMENDATION

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

2. The application be referred back to the Greater London Authority to complete Stage 2 referral.

3. That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or Section 278 Highways Act 1980 (as amended) and all appropriate legislation to secure:

1. 35% affordable housing on site
2. S278 works at:
 - Dawley Road/Botwell Common Road;
 - Dawley Road/Kestral Way/Betam Road/Blyth;
 - Harold Avenue/North Hyde Road;
 - Station Road/North Hyde Road;
 - Harold Avenue/North Hyde Road; and
 - Station Road/Clayton Road zebra crossing.
3. Car parking permit restriction for existing and future parking management zone (for residents and employees)
4. £5,000 towards an extension of the parking management zone
5. £1,000,000 for Bulls Bridge improvements
6. £475,000 for additional bus capacity
7. Travel Plan (plus £20,000 bond) for all uses and a travel plan coordinator plus monitoring sum of £6,000
8. On site car club of up to 10 spaces, free membership for 3 years plus £50 credit for one person in each unit
9. Legible London signage £9,000
10. Multi modal transport scheme on Nestles Avenue, transfer of land for implementation of scheme
11. Contribution of up to £538,505.90 towards the Nestles Avenue road widening works;

12. S38 works to provide cycle way, footpath and landscaping as part of MTS road widening proposals
13. Safeguarding of land for future provision of a pedestrian bridge over Grand Union Canal
14. £400,000 contribution for canalside improvements
15. Unfettered access to public open space being provided on site
16. £284,000 Contribution towards Cranford Park improvements
17. Employment and training Strategy for construction phase and industrial development (end users)
18. Canteen building; Gifted to the LPA for community uses on a long leasehold (999 years)
19. Peppercorn rent to be offered for the community storage unit in Block F4
20. On site Public Art
21. Contribution of up to £1,305,394 for Air Quality mitigation
22. Contribution of up to £1,494,594; Carbon offset fund
23. Contribution of up to £500,000 towards offsite flooding/drainage mitigation including improvements to Yeading Brook;
24. Monitoring contribution (equivalent to 5%)

4. That Officers be authorised to negotiate and agree the detailed terms of the proposed agreements.

5. If the Legal Agreement has not been finalised within 6 months of the date of Committee, or such other date as 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 deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of affordable housing, Highways improvements, travel plan, bus capacity improvements, Multi Modal Transport Scheme, Nestles Avenue Road Widening, Canalside Improvements, Cranford Park Improvements; Canteen Building, Public Art Provision, Air Quality, Carbon Offset Contribution, offsite Flooding Mitigation and employment training. The proposal therefore conflicts with the National planning Policy Framework 2012, Policies 3.11, 3.12, 5.2, 5.3, 5.6, 5.11, 5.12, 5.13 6.2, 6.3, 6.9, 6.10, 6.12, 6.13, 7.1, 7.2, 7.14 of the London Plan (2016), Saved policies AM15, AM2, AM7, OE8, OE7, BE23, BE38 of the UDP 2012 and adopted policies EM1, BE1, SO11, EM8, H2 of the Local Plan Part 1 2012, PPS25 and the Council's Planning Obligations SPG."

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

7. That if the application is approved, the following conditions be attached, with delegated authority issued to the Head of Planning to vary and alter the conditions prior to a decision being issued:

JOINT CONDITIONS

1. 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. Accordance with Approved Plans

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

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HB 1 02 P3 Block C & D Second Floor Plan
HB 1 03 P3 Block C & D Third Floor Plan
HB 1 04 P2 Block C & D Fourth Floor Plan
HB 1 05 P2 Block C & D Fifth Floor Plan
HB 1 06 P2 Block C & D Sixth Floor Plan
HB 1 07 P2 Block C & D Seventh Floor Plan
HB 1 08 P2 Block C & D Eighth Floor Plan
DM 2 01 P4 Block F1, F2, F3 & F4 North & East Elevations
DM 4 00 P4 Block F1 Ground Floor Plan
DM 4 01 P4 Block F1 First Floor Plan
DM 4 02 P4 Block F1 Second Floor Plan
MS 2 06 P1 Block U4: Demolition Elevation
MS 4 00 P1 Block U4: Section Through Retained Facade

MS 4 01 P1 Block U1: Floor plans
MS 4 02 P1 Block U2: Floor plans
MS 4 03 P1 Block U3: Floor plans
MS 4 04 P1 Block U4: Floor plans
MS 5 00 P1 Block U4: Detailed Section
LG 1 01 P1 Landscape Overview Masterplan [Parking - Day one]
MS 2 05 P3 Elevations Unit 4
MS 2 04 P3 Elevations Unit 2&3
MS 2 03 P3 Elevations Unit 1
MS 2 02 P3 Illustrative Elevations Unit 4
MS 2 01 P3 Illustrative Elevations Unit 2&3
MS 2 00 P3 Illustrative Elevations Unit 1
MP 0 41 P3 Masterplan Demolition
DM 6 05 P3 Block G Bay Study
DM 6 02 P3 Block F2 Bay Study (Rear Facade)
DM 6 01 P3 Block F2 Bay Study
DM 6 00 P3 Block F1 Bay Study
MA 6 14 P1 Block B: Bay Study (4)
MA 6 15 P1 Block B: Bay Study (5)
MA 6 20 P1 Block B: Details (1)
MA 6 30 P1 Block B: Balconies
MA 6 31 P1 Block B: Balcony Type A1-A2
MA 6 32 P1 Block B: Balcony Type A3-B1
MA 6 33 P1 Block B: Balcony Type B2-C1
MA 6 34 P1 Block B: Balcony Type D1-D2
HB 3 06 P1 Unit Type - 3 Bed Duplexes
HB 3 09 P1 Unit Type - 1 Bed Accessible Flats
HB 3 10 P1 Unit Type - 2 Bed Accessible Flats
HB 3 13 P1 Unit Type - 3 Bed Duplexes (2)
HB 3 14 P1 Unit Type - 2 Bed Flats (2)
HB 3 12 P1 Typical Entrance Lobbies
HB 5 04 P1 Bay Study - E1 Block
HB 5 00 P1 Bay Study - Roof Extension
HB 5 01 P1 Bay Study - Typical Block
HB 5 03 P1 Bay Study - C3 Block
DM 1 05 P1 Block F2, F3, F4: Second Floor Plan
DM 1 07 P1 Block F2, F3, F4: Third Floor Plan
DM 4 25 P1 Block F3 & F4: Fifth Floor Plan
DM 4 26 P1 Block F3 & F4: Sixth Floor Plan
DM 4 27 P1 Block F3 & F4: Seventh Floor Plan
DM 4 28 P1 Block F3 & F4: Eighth Floor Plan
DM 4 29 P1 Block F3 & F4: Ninth Floor Plan
DM 4 30 P1 Block F3 & F4: Tenth Floor Plan
DM 4 31 P1 Block F3 & F4: Roof Floor Plan
DM 4 41 P1 Block G: First Floor Plan
DM 4 42 P1 Block G: Second Floor Plan
LG 1 02 P1 Landscape Overview Masterplan [Parking - Future provision]
LG 1 03 P1 Illustrative Landscape Masterplan
LG 1 04 P1 Landscape Masterplan GA | 01 of 04
LG 3 01 P1 Landscape sections | AA - BB
LG 1 06 P1 Landscape Masterplan GA | 03 of 04
LG 1 07 P1 Landscape Masterplan GA | 03 of 04
LG 1 05 P1 Landscape Masterplan GA | 02 of 04
DM 4 50 P2 Block H & I: Ground Floor Plan
DM 4 51 P2 Block H & I: First Floor Plan

DM 4 52 P2 Block H & I: Second Floor Plan
DM 4 53 P2 Block H & I: Third Floor Plan
DM 4 54 P2 Block H & I: Fourth Floor Plan
DM 4 55 P2 Block H & I: Fifth Floor Plan
DM 4 56 P2 Block H & I: Roof Floor Plan
DM 1 08 P3 Block F1, G, H & I Fourth Floor Plan
DM 1 06 P3 Block F1, G, H & I Third Floor Plan
DM 1 09 P3 Block F2, F3, F4 Fourth Floor Plan
HB 1 11 P1 Block E: Second & Third Floor Plan
HB 3 02 P1 Unit Type - 1 Bed Flats
HB 3 03 P1 Unit Type - 2 Bed Flats
HB 3 04 P1 Unit Type - 2 Bed Duplexes
HB 3 05 P1 Unit Type - 3 Bed Flats
DM 3 01 P1 Section DD, EE & FF
DM 3 02 P1 Section GG & HH
DM 4 10 P1 Block F2: Ground Floor Plan
DM 4 11 P1 Block F2: First Floor Plan
C151867/C/104 P4 Proposed Drainage Catchment to Canal
C151867/C/101 P8 Proposed Drainage Catchment to TW
MP 1 13 P2 Masterplan: Roof PVs
MP 7 11 P2 Masterplan: Accessible Units
MP 7 12 P2 Masterplan: Accessible Units
DM 6 06 P2 Block F2: Bay Study (Rear Facade)
DM 6 03 P2 Block F3: Bay Study
DM 6 04 P2 Block F4: Bay Study
MP 1 11 P4 Masterplan Roof Height - AOD
MP 1 12 P4 Masterplan Roof Height - Storeys
MP 1 14 P4 Masterplan Roof Height - Color Coded
MP 2 01 P4 Masterplan Elevations (1)
MP 2 02 P4 Masterplan Elevations (2)
MP 2 03 P4 Masterplan Elevations (3)
MP 3 01 P4 Masterplan Sections
MP 3 02 P4 Masterplan Spaces
HB 1 09 P2 Block C & D Roof Floor Plan
HB 1 10 P3 Block E Ground & First Floor Plan
HB 1 11 P2 Block E Second & Third Floor Plan
HB 1 12 P2 Block E Fourth & Fifth Floor Plan
HB 1 13 P2 Block E Sixth & Seventh Floor Plan
HB 1 14 P2 Block E Eight & Ninth Floor Plan
HB 1 15 P2 Block E Tenth & Roof Floor Plan
HB 1 16 P2 Block C and D Ninth Floor Plan
HB 2 00 P3 Block C1 All Floor Plans
HB 2 01 P3 Block C2 All Floor Plans
HB 2 02 P2 Block C3 All Floor Plans
HB 2 03 P4 Block C4 All Floor Plans
HB 2 04 P3 Block C5 All Floor Plans
HB 2 05 P2 Block C6 All Floor Plans
HB 2 06 P4 Block D1, D4 All Floor Plans
HB 2 08 P1 Block D3_Ground, First & Second
HB 2 09 P4 Block E1 All Floor Plans
HB 2 10 P4 Block E2, E3 All Floor Plans
HB 4 01 P3 Elevation - Milk Street East
MP 0 13 P2 Masterplan: Context Roof Plan - Illustrative Wider Area M'plan
MP 0 20 P2 Site Location Plan Existing
MP 0 21 P2 Site Block Plan Existing

MP 0 31 P2 Masterplan: Existing Survey Plan
MP 0 42 P2 Masterplan: Demolition - Site Photos
MA 5 21 P1 Block B: Unit Type - 2 Bed Flats
MA 5 20 P1 Block B: Unit Type - 2 Bed Flats
MA 5 23 P1 Block B: Unit Type - 2 Bed Flats
MA 5 10 P1 Block B: Unit Type - 1 Bed Flats
MA 5 11 P1 Block B: Unit Type - 1 Bed Flats
MA 5 12 P1 Block B: Unit Type - 1 Bed Flats
MA 5 22 P1 Block B: Unit Type - 2 Bed Flats
HB 5 06 P1 Bay Study - E1 Bridge
HB 5 12 P1 Bay Study - C6 Block
HB 6 01 P1 Block C& D : Podium Deck and Accessible Roof Terraces
HB 6 02 P1 Servicing Strategy
HB 6 03 P1 Cycle Strategy
DM 0 00 P1 Block F, G, H & I: Cover Page
DM 0 20 P1 Block F1, F2, F3, F4, G, H & I: Constraints Plan
DM 0 30 P1 Block F: Existing Survey Plan
DM 0 31 P1 Block G: Existing Survey Plan
DM 0 32 P1 Block H & I: Existing Survey Plan
DM 0 40 P1 Block F: Demolition (1)
DM 0 42 P1 Block H & I: Demolition (1)
DM 1 01 P1 Block F2, F3, F4: Ground Floor Plan
DM 1 03 P1 Block F2, F3, F4: First Floor Plan
DM 3 00 P1 Section AA, BB & CC
DM 4 43 P1 Block G: Third Floor Plan
DM 4 44 P1 Block G: Fourth Floor Plan
DM 4 45 P1 Block G: Roof Floor Plan
DM 5 10 P1 Unit Types - 1B Flats
DM 5 11 P1 Unit Types - 1B Flats
DM 5 12 P1 Unit Types - 1B Flats
DM 5 13 P1 Unit Types - 1B Flats
DM 5 14 P1 Unit Types - 1B Flats
DM 5 15 P1 Unit Types - 1B Flats
DM 5 20 P1 Unit Types - 2B Flats
MA 1 00 P2 Block B: Basement Floor Plan
MA 6 01 P2 Block B: Entrance Lobby (1)
MA 6 02 P2 Block B: Entrance Lobby (2)
MA 6 11 P2 Block B: Bay Study (1)
MP 8 09 P2 Masterplan: View from Wallis Garden looking towards the Main F
MP 8 10 P2 Masterplan: View from Wallis Garden
MP 8 11 P2 Masterplan: View along Sandow Square looking West
MP 8 12 P2 Masterplan: View along Canal Street facing Block B
MP 8 13 P2 Masterplan: View along Canal Street facing the Heritage Cluster
MP 8 15 P2 Masterplan: View along the Trim Trail north of Block B and E
MP 8 16 P2 Masterplan: View along Milk Street looking towards Block B
MA 8 02 P2 Block B balcony types along Sandow Square
MA 8 03 P2 Block B
MA 8 05 P2 Block B corner accent balconies
MS 9 04 P2 Perspectives 5
MS 9 00 P2 Perspectives 1
MS 2 12 P2 Roof Plan Unit 4
MS 2 11 P2 Roof Plans Units 2&3
MS 2 10 P2 Roof Plan Unit 1
MS 2 07 P2 Illustrative Elevations Unit 1 Data Center
MS 1 02 P2 Illustrative Site Layout Unit 1 Data Center

LG 103 P2 Illustrative Landscape Masterplan
MA 6 39 P2 Block B: Waste & Cycle Diagrams
MA 6 42 P2 Block B: Cycle Storage
HB 4 07 P2 Section - Podium Garden South
HB 4 08 P2 Section - Podium Garden North/East
HB 5 02 P2 Bay Study - Entrance
HB 5 07 P2 Bay Study - 2 Bed Standard
HB 5 08 P2 Bay Study - Energy Centre
MA 6 36 P2 Block B: Balcony Type F1
HB 5 13 P2 Bay Study - Sandow Square E3
DM 2 02 P2 Block F3 & F4: North & South Elevations
DM 2 04 P2 Block H & I: Elevations
MA 8 09 P2 Block B podium garden view facing North
MA 8 10 P2 View from Coffee Park looking towards Block B
HB 7 00 P2 View along Milk Street along D1 and D2
HB 7 01 P2 View towards Block C2 entrance
HB 7 03 P2 Block C4 view from Canal Street and Sandow Square
HB 7 04 P2 Block C podium garden view
HB 7 05 P2 Block C6 view along Nestles Avenue
HB 7 07 P2 Block C3 view from Sandow Square
HB 7 08 P2 Block C2 corner balconies
HB 7 12 P2 View of Block C6 Entrance
HB 4 02 P3 Elevation - Nestles Avenue South
HB 4 03 P3 Elevation - Milk Street West
HB 4 04 P3 Elevation - Sandow Square North
HB 4 05 P3 Elevation Canal Street East
HB 4 06 P3 Elevation - Milk Yard West
HB 4 09 P2 Elevation - Nestles Avenue North
HB 4 10 P2 Elevation - E1
DM 1 00 P4 Block F1, G, H & I Ground Floor Plan
DM 1 02 P4 Block F1, G, H & I First Floor Plan
DM 1 04 P4 Block F1, G, H & I Second Floor Plan
MA 5 42 P1 Block B: Unit Type - 3 Bed Duplexes
MA 5 51 P1 Block B: Unit Type - Accessible Flats
MA 5 41 P1 Block B: Unit Type - 3 Bed Duplexes
MA 5 40 P1 Block B: Unit Type - 3 Bed Duplexes
MA 5 32 P1 Block B: Unit Type - 3 Bed Flats
MA 5 31 P1 Block B: Unit Type - 3 Bed Flats
MA 5 30 P1 Block B: Unit Type - 3 Bed Flats
MA 5 24 P1 Block B: Unit Type - 2 Bed Flats
MA 5 25 P1 Block B: Unit Type - 2 Bed Flats
MA 5 50 P1 Block B: Unit Type - Accessible Flats
DM 6 07 P1 Block I: Bay Study
DM 6 09 Block F2: Entrance Study (Rear Facade)
DM 6 10 Block F1: Entrance Study
DM 5 40 P1 Unit Types - M4.3 Adaptable Flats
DM 5 41 P1 Unit Types - M4.3 Adaptable Flats
DM 5 42 P1 Unit Types - M4.3 Adaptable Flats
DM 6 06 P1 Block H: Bay Study
DM 6 11 Block F2: Entrance Study
DM 6 12 Block F3 & F4: Entrance Study
DM 6 13 Block G: Entrance Study
DM 6 14 Block H: Entrance Study
DM 6 15 D5 Balcony Study: Type 1 (1500mm Depth)
DM 6 16 D5 Balcony Study: Type 2 (1750mm Depth)

DM 6 17 D5 Balcony Study: Type 3 (2000mm Depth)
LG 3 02 P1 Landscape sections | CC - DD
LG 3 03 P1 Landscape sections | EE - FF
LG 3 04 P1 Landscape sections | GG - HH
MS 1 00 P2 Block U1, U2, U3 & U4: Illustrative Site Layout Plan Unit1
MS 2 07 P2 Block U1: Illustrative Elevations-Data Center
MS 2 10 P2 Block U1: Roof plan
MS 2 11 P2 Block U2: Roof plan
MS 2 12 P2 Block U3: Roof plan
DM 2 00 P3 Block F1, F2, F3 & F4 South & West Elevations
DM 1 18 P3 Block F2, F3, F4 Roof Floor Plan
DM 1 17 P3 Block F2, F3, F4 Tenth Floor Plan
DM 1 16 P3 Block F2, F3, F4 Ninth Floor Plan
DM 1 15 P3 Block F2, F3, F4 Eighth Floor Plan
DM 1 14 P3 Block F2, F3, F4 Seventh Floor Plan
DM 1 13 P3 Block F2, F3, F4 Sixth Floor Plan
DM 1 12 P3 Block F1, G, H & I Roof Floor Plan
DM 1 11 P3 Block F2, F3, F4 Fifth Floor Plan
DM 1 10 P3 Block F1, G, H & I Fifth Floor Plan
MP 0 12 P2 Masterplan: Context Roof Plan - Application

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016)

3. COM5 General compliance with supporting documentation

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

Economic Statement (Barton Willmore)
Energy Statements (BBS)
Flood Risk/Drainage Assessments (Hydrock R/C151867/001.04 and Capita CS-075666-PE-16-121-R revision G) and; Addendum dated 10/11/2017 addressed via response from LBH drainage on 11/11/2017 and 13/11/2017 and Sergio/Capita Flows and Volumes proforma submitted 29/11/2017; Capita Letter ref CS075666-PE-17-198-L dated 24th Nov 2017 and CS/075666; Capita Drainage Calculations Rev D dated 29/11/17;
Health Impact Assessment (Barton Willmore)
Heritage Assessment (Turleys); Letter dated 15th August from Turleys;
Land Contamination Assessments (Hydrock)
Lighting and CCTV Reports (WPP)
Noise and Vibration Reports (PBA) dated June 2017
Site Waste Management Plan (Pace)
Bay Study Elevations Access Officer Response (David Bonnett Associates)
Waste and Recycling Response Note (AECOM)
Accommodation Schedule
Archaeological Desk Based Assessment (CgMS)
Arboricultural Impact Assessments and Tree Survey (Tala) Affordable Housing Statement (Gerald Eve)
Air Quality Assessment (PBA) Aviation Report (Osprey)
Construction Management Plans (Pace)
Daylight and Sunlight Assessment (Point2) and Addendum dated 28th Nov 2017;

Demolition Reports (Capita) Updated Demolition Report dated 15th Aug 2017; Letter dated 21/11/17 ref CS075666-WF-17-194-L;
Design and Access Statement (Makower Architects, Hawkins Brown, dMFK and Gillespies)
Ecological Reports (Aspect and Richard Kilshaw Survey)
Statement of Community Involvement (HardHat)
Sustainability Statements (including Overheating Reports) (WPP)
Structural Survey and Conditions Report (Elliot Wood)
Townscape and Visual Impact Assessment (Barton Willmore)
Travel Plans (PBA and Markides Associates)
Utilities Assessments (WPP and Whitecode)
Ventilation & Extraction Report (WPP and Whitecode)
Wind Assessment (RWDI)
Environmental Impact Assessment (Barton Willmore, Markides Associates, PBA, Capita, Hydrock and Turleys)
Transport Assessment (prepared by Markides Associates); Technical Note prepared by Markides Associates dated 14th August 2017;
Note from Project Centre dated 13th and 21st September 2017;
Gillespies Sketchbook dated Aug 2017 Rev 0.0;
Existing Buildings Conversion analysis dated June 2016;
Equalities Impact Assessment dated May 2017, amended Nov 2017;
Low Emission Strategy; prepared by PBA ref 37205/3004 rev Draft
Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

REASON

To ensure that the development complies with the objectives of Policies in the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4. Retention of Railings

Notwithstanding the plans hereby approved, all locally listed boundary railings, gates, plinths, gate piers and lanterns shall be retained.

Prior to the commencement of development a protection method statement for these retained structures shall be submitted to and agreed in writing with the Local Planning Authority.

Prior to the commencement of any superstructure works, a schedule of repairs and a management plan for future maintenance shall be submitted to and agreed in writing with the Local Planning Authority.

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed front boundary treatment, in accordance with Policies BE4 and BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5. SuDS

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:

Barrett and residential part of Hydrock R/C151867/001.04
Segro and Industrial part of the site, Capita CS-075666-PE-16-121-R revision G.

Addendum dated 10/10/2017 addressed via response from LBH drainage on 11/11/2017 and 13/11/2017 detailing information that is still missing and fundamental to the overall design and again requesting this be submitted.

Sergo/Capita Flows and Volumes proforma submitted 29/11/2017. Errors in calculation methodology still exist and Capita have been asked to revise and resubmit.

The scheme shall clearly demonstrate how it, Manages Water and demonstrates 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 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)
- iv. MicroDrainage calculations to be re-run for all return periods including 20% climate change for Sergo site and 40% for Hydrock site areas respectively. All plans of pipe networks, flow controls, exceedance areas, discharge points to be re-drawn and provided on clearly annotated plans.

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.
- ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
- iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
- iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

f) From commencement on site

- i. A plan showing how drainage strategy will be phased, to complement construction phases to ensure that during construction 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 DME1 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies*, 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).

6. Canal Wall

Prior to occupation of any part of the development hereby approved, a suitable assessment and confirmation that the Canal wall where defects and holes identified within the drainage strategy and subsequent survey submitted have been rectified.

This shall be submitted to, and approved in writing by the Local Planning Authority and implemented as per the approved details.

REASON:

To ensure that surface water run off is controlled appropriately on site 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
- National Planning Policy Framework (March 2012), and the
- Planning Practice Guidance (March 2014).

7. As Built Drainage design of each phase.

Prior to occupation of each phase of development, a review of the drainage, will be undertaken

1. Including appropriate as built drawings and survey is to be completed to verify the construction in accordance with the submitted and approved details for sustainable drainage within the site.
2. This should identify any defects and provide a plan and timescale for the issues to be rectified prior to any change of land ownership or handover of the drainage system by the developer to any private management company.
3. This should also incorporate a 12 month functioning period where the developer is responsible during this period, a rainfall event to occur where the system functions as approved.
4. This will also incorporate the provision GIS layers as shapefiles containing all drainage assets locations and sizes and lengths as well as inverts etc for the finalised drainage arrangements.

This shall be submitted to, and approved in writing by the Local Planning Authority.

REASON:

To ensure that surface water run off is controlled appropriately on site 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 DMEI 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies,*
- 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).

8. Rainwater harvesting and Water reuse for each phase

Prior to commencement of each phase of development, a scheme for the provision of rainwater harvesting and water reuse shall be submitted to, and approved in writing by the Local Planning Authority.

Minimise water use, in every building parcel and phase.

- incorporate water saving measures and equipment.
- provide details of how rain and grey water will be recycled and reused.

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with:

- Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),
- *Policy DME1 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies,*
- 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).

9. SUDs; Maintenance

No to commencement of any works of superstructure, a detailed design and associated management and maintenance plan of surface water drainage for the site using sustainable drainage methods has been submitted to and approved in writing by the Local Planning Authority.

This shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

- Provide a management and maintenance plan
- Include details of Inspection regimes, performance specification, (remediation and timescales for the resolving of issues where a Private Management Company).
- 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.
- 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.
- Operation and maintenance manuals for the site.

Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details.

REASON

To ensure that the principles of sustainable drainage are incorporated into this proposal. To prevent the increased risk of flooding, to improve and protect water quality, improve habitat

and amenity, and ensure future maintenance of the surface water drainage system over the lifetime of the development in accordance with:

- Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012),
- *Policy DME1 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies,*
- 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).

10. Heritage Assets Recording

Prior to the commencement of development and any works of demolition:

(i) A Written Scheme of Investigation/WSI (in accordance with Historic England's Best Practice Guidance), setting out the scope, approach and phasing of the buildings and site recording, shall be submitted to and approved in writing by the Local Planning Authority. The record will be to agreed Historic England recording levels and standards. This should include a detailed record of the whole site and all locally listed buildings at agreed stages before and during demolition;

(ii) The record prior to demolition (for both residential and industrial land ownerships) will be submitted for informal review and comment prior to formal submission to discharge the condition and agreed in writing by the Local Planning Authority before commencement of demolition;

(iii) The phased recording throughout the demolition process will be in accordance with the agreed demolition strategy and the WSI;

(iv) The completed recording document will be submitted to the Local Planning Authority for final approval prior to the commencement of development and new construction in accordance with the WSI.

REASON

To safeguard the special architectural and/or historic interest of the conservation area and buildings in accordance with Policy BE8 and BE12 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11. Sole Contractor

Prior to the commencement of development and any works of demolition to the locally listed buildings, the following details must be submitted to and approved in writing by the Local Planning Authority:

(i) details of the sole agent responsible for monitoring the demolition of the locally listed buildings (main factory, lodge and canteen structures) and evidence of a contract;

(ii) the sole agent to submit a demolition phasing plan, to include an agreed time frame and work strategy, covering pre-demolition monitoring and overseeing the works across the two site ownerships. The strategy must demonstrate how the demolition will be dovetailed between the two ownerships and include timely commencement and completion of demolition works;

(iii) Upon commencement of any works of demolition to the locally listed buildings the approved sole agent shall provide monthly reports of progress for agreement, in accordance with the demolition phasing plan and strategy.

REASON

To safeguard the special architectural and/or historic interest of the conservation area and buildings in accordance with Policy BE8 and BE12 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12. Demolition Strategy

Prior to the commencement of development and any works of demolition to the locally listed buildings, details of the contract for demolition works and the demolition strategy covering the entire site (residential and industrial land) must be submitted to and approved in writing by the Local Planning Authority, details to include:

- (i) evidence of the contracts or sub-contract(s) placed to demonstrate the timely commencement and completion of demolition works across both sites;
- (ii) a demolition strategy covering both the residential land and industrial land to be submitted and agreed, which sets out a full programme of demolition work (for all locally listed buildings) and the locations and details of cut lines and propping (for the main factory building and canteen), with scaled plans, sections and details to ensure that their stability will not be compromised;
- (iii) details as to how the retained facades and tower of the locally listed factory building and canteen building will be protected to ensure their integrity over the duration of the construction period;
- (iv) the programme of works on the site shall be carried out in complete accordance with the details approved unless otherwise agreed in writing with the Local Planning Authority;
- (v) No development shall take place on either land (Residential and Industrial) (including works of demolition to the locally listed buildings) until the Local Planning Authority has approved the Demolition Strategy and following approval protection of retained facades and demolition shall be carried out in accordance with the approved Demolition Strategy.

REASON

To safeguard the structural integrity of the tower and facades of the locally listed factory building and canteen building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13. No Site Cleareance

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

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

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

RESIDENTIAL CONDITIONS

14. Ecology

Prior to the commencement of superstructure works for each residential phase of development, a detailed ecology enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how the residential development will be best designed to deliver ecological improvements, and shall demonstrate (but not limited to) the inclusion of specific planting to improve conditions for wildlife; artificial habitats in the landscaped areas and the fabric of the buildings; areas of planting along or near to the canal to promote wildlife corridors; and habitat walls and refuge in strategically located positions.

The development must proceed in accordance with the approved plan and schemes unless otherwise agreed in writing with the Local Planning Authority.

REASON

To ensure the development contributes to a positive gain in ecological value in accordance with Policy EM8 of the Local Plan.

15. Bird Hazard Management Plan

Prior to the commencement of any superstructure works for each residential phase of development, a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with BAA safeguarding. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached * See para below for further information *

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

REASON

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

16. Secure By Design

Prior to the commencement of any superstructure works for each residential phase of development details of security measures to minimise the risk of crime and to meet the specific security needs of the application site shall be submitted and approved in writing by the Local Planning Authority, in consultation with the Metropolitan Police.

Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the '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). The approved measures shall be implemented before the development is occupied and thereafter retained.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to 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

17. Radar Mitigation

Prior to the commencement of development of any residential phase of development, the following shall be submitted to and approved in writing by the Local Planning Authority and by the Radar Operator - NATS (En-route) plc and BAA Safeguarding either:

- detailed plans for the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the Heathrow H10 SSR Radar; OR,
- details of a 'Radar Mitigation Scheme' (including a timetable for its implementation during construction) to mitigate any detrimental impact upon the Heathrow H10 SSR Radar.

2. Where a 'Radar Mitigation Scheme' has been required, no construction above 5m above ground level shall take place on site, unless the 'Radar Mitigation Scheme' has been implemented. Development shall not take place other than in complete accordance with such a scheme as so approved unless the planning authority and NATS (En-route) plc have given written consent for a variation.

REASON

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

18. BA Landscaping Scheme

Prior to the commencement of any superstructure works for each residential phase of development, full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority in consultation with BAA safeguarding, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at [www.aoa.org.uk/operations & safety/safeguarding. asp](http://www.aoa.org.uk/operations%20&%20safety/safeguarding.asp)).These details shall include:

- The species, number and spacing of trees and shrubs

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON

To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

19. Cranes

Prior to the commencement of development within the residential development hereby approved, full details of a "Crane Operation Plan" shall be submitted to and approved in writing by the Local Planning Authority in consultation with the "Radar Operator" (NATS) and BAA Safeguarding. Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

REASON:

In the interests of Air Traffic Safety and of the operations of NATS En-route PLC

20. Network Rail

1) Where vibro-compaction/displacement piling plant is to be used in any part of the residential development, a method statement detailing the use of such machinery and a method statement must be submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail, prior to the commencement of works. Thereafter, the works shall only be carried out in accordance with the approved method statement.

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

REASON

To safeguard the operational requirements of Network Rail and the strategic rail infrastructure.

21. Lighting

Prior to the commencement of any residential phase of development, full details of all lighting proposals shall be submitted and to and approved in writing by the Local Planning Authority, in consultation with the Canals and Rivers Trust and Network Rail. The details shall include the location, height, type and direction of light sources and intensity of illumination. The approved scheme shall not thereafter be altered without the prior consent in writing of the Local Planning Authority in consultation with the Canals and Rivers Trust and Network Rail other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); and to protect the ecological value of the area in accordance with Policy EC3.

22. Sound Insulation

Prior to the commencement of superstructure works for each phase of development a scheme for protecting Block F1 of the development from noise from the service yards of the commercial element of the development approved has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (rail traffic) (air traffic) (other) noise in accordance with policy OE5

Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.15.

23. Noise Affecting residential Property

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142:2014.

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

24. Air extraction system noise and odour

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

25. Scheme for site noise control

Prior to the commencement of superstructure works for each phase of development a scheme which specifies the provisions to be made for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures, and or noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON:

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

26. Noise Block F1

Prior to the commencement of superstructure works for Phase 1 of the residential development a scheme for protecting Blocks F1 of the development from noise from the service yards of Units 1 and 4 shall be submitted to and approved in writing by the Local Planning Authority and approved in writing. All works which form part of the scheme by virtue of mitigation shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (rail traffic) (air traffic) (other) noise in accordance with policy OE5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.15.

27. Noise Blocks D & E

Prior to the commencement of superstructure works for the relevant phase of the residential development a scheme for protecting Blocks D and E of the development from noise from

the Squirrels Industrial Estate shall be submitted to and approved in writing by the Local Planning Authority and approved in writing. All works which form part of the scheme by virtue of mitigation shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (rail traffic) (air traffic) (other) noise in accordance with policy OE5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 7.15.

28. CEMP

Prior to the commencement of any residential phase of development, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Canals and Rivers Trust. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

REASON

To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Local Plan: Part Two Saved UDP Policies (November 2012).

29. Car Parking Allocation

Prior to the commencement of works for each residential phase of development, a parking allocation scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The car 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. There shall be no sale or rental of parking spaces to any third parties.

REASON

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

30. Levels

Prior to the commencement of each residential phase of development, plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings shall be 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

31. Land Contamination

(i) The development of each residential phase shall not commence until a scheme to deal with contamination in that phase has been submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing.

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

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

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

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

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

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

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. 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 Unitary Development Plan Saved Policies (September 2007).

32. Risk Assessment CRT

Prior to the commencement of any residential 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 in consultation with the Canals and Rivers Trust. This will include any work to, or likely to affect, the waterway wall and a survey of the condition of the wall.

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).

33. CRT

Prior to the commencement of any superstructure works for each residential phase of development full details of the proposed hard and soft landscaping, including ground levels, planting plans, materials and maintenance arrangements, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canals and Rivers Trust. The landscaping shall be carried out in accordance with the approved details.

REASON

In the interests of visual amenity and biodiversity of the Blue Ribbon Network and the adjacent public realm.

34. Cycle Parking

Each residential phase of the development hereby approved shall not be occupied until the cycle parking spaces for that phase 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).

35. Wheelchair Units

Prior to the occupation of any residential phases of the development hereby approved, 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). These disabled bays shall be marked out and in place prior to occupation of any given residential phase and 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).

36. Accessible Parking Spaces

Prior to the occupation of any phase of the residential development details showing the location of 10% of accessible parking spaces serving the affordable housing units within that phase shall be submitted to and approved in writing by the LPA.

Details showing the location of 4% of accessible parking spaces serving the market housing shall be submitted to and approved in writing by the LPA.

All approved accessible bays should be located in close proximity to the accessible units they serve and shall be marked out prior to first occupation.

Details of the drop off points for door-to door service providers (such as Dial-A-Ride)

Full details of a review of accessible parking demand shall be submitted and approved by the Local Planning Authority prior to first occupation of any residential unit. This review will assess the need to increase accessible parking provision to 10% for market housing units.

REASON

To 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).

37. Energy Strategy

Prior to the commencement of any superstructure works for each residential phase of development, full details of the carbon reduction measures that conform to the energy strategy (Energy Statements, May 2017, ESC54738 Issue 3) shall be submitted and approved in writing by the Local Planning Authority. These shall include:

- 1 - Full details of the baseline energy and carbon performance of each phase of the development
- 2 - Full details of the passive energy savings measures (Be Lean - London Plan)
- 3 - Full details of the combined heat and power systems including:
 - a - full plans and specifications of the technology
 - b - the phasing of the installation of the network which includes the delivery of main necessary energy centre in phase one
 - c - the input and output (annual KgCO₂ and KwHr) of the CHP system
 - d - the onsite network connection
 - e - the future proofing for offsite connections
 - f - monitoring, reporting and maintenance regimes.
- 4 - Full details and specifications, including relevant plans and elevations of any additional low or zero carbon technology to be utilised in the site.

The development must proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

REASON

To ensure the development contributes a CO₂ reduction in accordance with the London Plan Policy 5.2.

38. Energy Centre

Prior to commencement of superstructure works within Block D of the residential development, a detailed scheme for the Energy Centre within Block D shall be submitted to and approved by the Local Planning Authority. The scheme shall provide full specifications for the technology to be used as well as details of the piping network throughout the site (including allowances for offsite connections for future developments). It shall also include specifications of the CHP unit to be installed, when it will come online, and how this will be linked to the rest of the development site including calculations showing the impacts on CO₂ and energy reduction. Finally the scheme shall include details for maintenance of the operation of the energy centre as well as methods for measuring and reporting its performance. The development must proceed in accordance with the approved scheme and accompanying plans.

REASON

To ensure the development contributes a minimum reduction in CO₂ emissions in order to mitigate against climate change in accordance with London Plan 2016 Policy 5.2.

39. Play Areas

Prior to the commencement of superstructure works for each phase of the residential development details of play areas for children shall be submitted to and approved in writing

by the Local Planning Authority. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 3.16.

40. Delivery & Servicing Management Plan

Prior to the commencement of superstructure works on any phase of the residential 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).

41. Waste Management

Prior to the commencement of superstructure works for each phase of the residential 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 Local Plan: Part Two Saved UDP Policies (November 2012).

42. Overlooking Mitigation

Notwithstanding the details submitted, prior to the commencement of superstructure works for each residential phase of development, full details including the height, colour and materials shall be submitted for the following:

Balcony privacy screens

Louvres to be provided on windows in corner locations to mitigate overlooking between habitable rooms (Block G, F1, F3, F4, B3, B4, B5, B7, B8, B9, E3, E4, D4, D1, D2, D3, C2, C3, C4, C6, C1).

The approved details shall be implemented prior to first occupation of the flats in each phase hereby approved and shall be retained thereafter.

REASON

To safeguard the amenity of future occupiers in accordance with policy BE24 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

43. Block F1 (new structure, retained facade & tower)

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

- (i) Full details and a schedule of all materials, external finishes and colours to the building, including samples of ceramic tiles.
- (ii) Schedule of repairs, methodology and internal insulation details for retained facade and tower, with a conservation maintenance, repair and management plan

- (iii) Detail of connection between new structure and retained facade for all floors, including the additional storey.
- (iii) Scaled details for all windows and doors, in elevation and section at 1:20, including louvred windows
- (iv) Details and samples of materials proposed for the external finish of the 5th storey
- (v) Scaled details for the balconies and parapet in elevation and section at 1:20
- (vi) Details of rainwater goods, external pipes, flues and rooftop plant
- (vii) Inclusion of Nestle museum in the tower building
- (viii) Notwithstanding the floor plan which shows this wall removed, re-instatement of the war memorial on its original wall within the tower building,
- (ix) Notwithstanding the submitted floor plans, retention of the original doors (internal, external and fanlights), interior walls, stair handrails and internal finishes to floors and ceilings to the tower
- (x) Details of vehicle access way and refuse doors
- (xi) Retention and repair of existing flag poles

REASON

To safeguard the architectural and historic interest of the tower and facades of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

44. Block F1 (new structure, retained facade & tower)

The construction of the new structure behind the retained facades shall be entirely completed before the occupation of any building on the site.

REASON

To safeguard the structure of the retained facades and tower of the locally listed factory in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

45. Block F2 (Sandow Building)

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

- (i) Full details, including a schedule of all materials and samples of external finishes and colours to the building
- (ii) A brick panel, demonstrating bonding and mortar mix, to be built on site and agreed prior to the commencement of the construction work.
- (ii) Detailed drawings at 1:20 scale of windows, doors, parapet, plinth, capitals and lettering
- (iii) Details of rainwater goods, external pipes and flues and plant
- (iv) Details of junction of Block F2 with Block F1 and Block F3, in elevation and section at 1:20 scale.

REASON

To safeguard the character and appearance of the locally listed factory in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

46. Block F3

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

- (i) A brick panel, demonstrating polychromatic brick bonding design and mortar mix, to be built on site and agreed prior to the commencement of the construction work.
- (ii) Detailed drawings, in elevation and section, of window and door types, at 1:20
- (iii) Details of rainwater goods, external pipes and flues and plant
- (iv) Details of photovoltaics, including location, type, appearance, etc.

REASON

To safeguard the character and appearance of the locally listed factory in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

47. Block G

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

- (i) Full details and a schedule of all materials, external finishes and colours to the building
- (ii) Scaled drawings for all windows and doors, in elevation and section at 1:20, including louvred windows
- (iii) Detailed drawing of rear elevation of the northern section of Block G, visible from the Canal.
- (iv) Details of rainwater goods, external pipes, flues, locations, types and appearance of photovoltaic panels and any rooftop plant.
- (v) Scaled drawings of balconies, in elevation and section at 1:20.
- (vi) Detailed drawing of connection between Block F1 & G at all floor levels
- (vii) Sectional detail of 'defensible' space between Block G and Wallis Gardens
- (viii) Detail of gap between Segro site boundary and rear Block G (North and East)
- (ix) Detailed drawings of finish to retained facade between Segro and Barratt site boundaries (rear of Blocks F1 & G and Unit 4).

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed tower and factory facade, in accordance with Policies BE4 and BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

48. Block H

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

- (i) Notwithstanding elevational drawings, detailed drawings required showing omission of the balcony in conflict with the loggia at first floor.
- (ii) Scaled drawings, including cross sections, for all windows, doors and signage, including ground floor commercial unit, to be provided at 1:20.
- (iii) Notwithstanding the uses annotated on the floor plans, B8 use to be removed from the range of permitted uses at ground floor.
- (iv) Full details and a schedule of all materials, external finishes and colours to the building
- (v) Details of works to adjacent colonnade, including elevational and sectional drawings of the new/refurbished colonnade at a suitable scale.

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed factory facade and canteen building in accordance with Policies BE4 and BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

49 Canteen Building

Prior to the commencement of the demolitions to this building, in preparation for the construction of Block H, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- (i) Structural condition survey to be undertaken of the building
- (ii) Schedule and methodology of repairs required to the building

- (iii) Detail information regarding the protection of the remaining Canteen Building prior to, during and after demolition works and construction of Block H.
- (iv) Detailed elevational and sectional drawings of the new colonnade at a suitable scale
- (v) Notwithstanding the uses annotated on the floor plans, B8 use to be removed from the range of permitted uses at ground floor.
- (vi) Full details and a schedule of all materials, external finishes and colours to the building
- (vii) Scaled drawings for all windows and doors, in elevation and section at 1:20

REASON

To safeguard the architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed factory facade and canteen building in accordance with Policies BE4 and BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

50. Blocks F1, F2, F3 and F4)

Notwithstanding drawings DM-2-03 rev P3 and DM-2-01 Block F1, F2, F3 & F4 north & east elevations rev P3, which are inconsistent, schedule of materials to be agreed for all blocks.

REASON

To safeguard the architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed factory facade and canteen building in accordance with Policies BE4 and BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

51. Wind Mitigation

Prior to the commencement of superstructure works of the relevant residential phase of the development, wind mitigation measures shall be submitted and approved by the local planning authority. These mitigation measure shall include:

- a. Passageways through Block D and Block E requires semi-mature trees of at least 3m in height or solid or porous screens no less than 1.5m in height located to the west of the passageways, or restricted pedestrian access;
- b. Entrances through C1 and C2 from the west will required recessing no less than 1.5m or have side screens at least 1.5m in height and width;
- c. Viveash Square requires 5-7m trees along the south-western boundary of the amenity space or landscaping such as trees or solid or porous screens no less than 2m in height distributed over Viveash Square;
- d. Façade balconies require increasing balustrade height from 1.1m to 1.5m in height and corner balconies require full height screens on the southern and western ends of the balcony, or screens spanning the balcony no less than 1.5m in height located in the vicinity of the building corner.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

52. Estate Management Plan

Prior to the first occupation of any residential units, details of an Estate Management Plan shall be submitted and approved in writing by the LPA. Details shall include, but not be limited to the control of parking on Canal and Milk Street, Maintenance of the publicly accessible areas, maintenance of all blocks within the estate.

REASON

To safeguard the living environment of the future residential occupiers.

53. Landscaping

Prior to the commencement of superstructure works of the relevant residential phase of the development, 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 Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (such as play equipment and furniture)

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

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

5. Schedule for Implementation

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

54. Play Areas

Prior to the commencement of superstructure works of the relevant residential phase of the development, details of play areas for children shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 3.16.

55. Canteen Building Use Restriction

The Canteen Building shall not be used for a Place of Worship or banqueting hall.

REASON

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

56. Material Samples

Prior to the commencement of superstructure works of the relevant residential phase of the development, details of all materials and external surfaces, including details of balconies shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

57. Electric Vehicle charging Points

Prior to the commencement of development a plan showing provision for electric charging points to serve 20% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked. The development shall proceed in accordance with the approved plan.

REASON

To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policy 6.13 of the London Plan.

58. Imported soils

Before any part of the development is occupied, site derived soils and imported soils shall be 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.

Before any part of the development is occupied, site derived soils and imported soils shall be 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 the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)).

59. Car Club Bays

Prior to the commencement of the superstructure of the residential development, a plan showing the proposed location of 5 car club bays shall be submitted to and approved in writing.

Thereafter these car club bays shall be implemented and retained in perpetuity.

REASON

To ensure suitable parking provision is provided on the site, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (2016).

60. Studio unit Layouts

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

REASON

To ensure that the development provides a satisfactory level of accommodation and amenity for future occupiers in accordance with the National Technical Standards 2015 Policy 3.5 of the London Plan (2016).

61. Archaeology

Prior to the commencement of any phase of the residential development, a stage 1 written scheme of investigation (WSI) shall be submitted to and approved in writing by the local planning authority in consultation with GLAAS. For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site geo-archaeological evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If archaeological potential is confirmed by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

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

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Written schemes of investigation need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

REASON

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with Policy BE 3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

62. Accessibility

Prior to the commencement of the development hereby approved, details of the pedestrian/vehicular gates/barriers into the site, incorporating facilities for the operation of gates/barriers by disabled persons, and manual operation of any gates/barriers in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the gates/barriers shall be installed in accordance with the approved details and maintained for so long as the development remains on site.

REASON

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (March 2016) and the Council's HDAS - Accessible Hillingdon.

INDUSTRIAL CONDITIONS

63. No Extensions

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall not be extended without the prior written consent of the Local Planning Authority.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policies AM14 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

64. No Mezzanines

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional internal floorspace or mezzanines shall be created in excess of that area expressly authorised by this permission.

REASON

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policies AM14 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

65. External Storage

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), external storage associated with the use of any part of the site shall not exceed 2 metres in height within any part of the development hereby approved.

REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure the development does not detrimentally impact upon the adjoining Green Belt and Nature Reserve designations, in accordance with Policy BE13 and OL1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

66. Data Centre Use Restriction

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that

Order with or without modification), unit 2, 3 and 4 of the industrial development shall not be used as a data centre.

REASON

To ensure compliance with the energy and sustainability details hereby approved and to accord with policies 4.4, 5.2, 5.7 and 5.9, of the London Plan 2011.

67. Car Parking Use

The car parking facilities provided within all industrial areas of this development shall be for the sole use of the future occupiers and employees of the industrial development hereby approved.

REASON

To ensure suitable parking provision is provided on the site, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

68. Archaeology

Prior to the commencement of any works within Phase 1 of the development, a stage 1 written scheme of investigation (WSI) shall be submitted to and approved in writing by the local planning authority in consultation with GLAAS. For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site geo-archaeological evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If archaeological potential is confirmed by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

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

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Written schemes of investigation need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

REASON

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with Policy BE 3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

69. Ecology

Prior to the commencement of any superstructure works within Phase 1 of this development a detailed ecology enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how the Industrial development will be best designed to deliver ecological improvements, and shall demonstrate (but not limited to) the inclusion of specific planting to improve conditions for wildlife; artificial habitats

in the landscaped areas and the fabric of the buildings; areas of planting along or near to the canal to promote wildlife corridors; and habitat walls and refuge in strategically located positions.

The development must proceed in accordance with the approved plan and schemes unless otherwise agreed in writing with the Local Planning Authority.

REASON

To ensure the development contributes to a positive gain in ecological value in accordance with Policy EM8 of the Local Plan.

70. Materials

Prior to the commencement of any superstructure works within the Industrial Development the following details shall be submitted to and approved in writing:

details and sample panels of materials, external finishes and colours;
security railings

canopy overhang details to office blocks

Roof plans showing details and location of proposed roof lights and positioning, placement and types of photovoltaic panels.

Thereafter, the approved details shall be implemented as approved.

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed tower and factory facade, in accordance with Policies BE4 and BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

71. Unit 4 façade Retention

Prior to the commencement of superstructure works for Unit 4, the following details shall be submitted to and approved in writing by the Local Planning Authority:

(i) Schedule of repairs and methodology for retained facade including painted finish - including conservation maintenance, repair and management plan

(ii) Scaled details for all windows and doors, in elevation and section at 1:20, including louvred windows

(iii) Notwithstanding the submitted drawings, detailed drawing to show the numbers of retained bays (drawings inconsistent)

(iv) Scaled drawings to show the detail of the connection between the new structure and the retained facade

(iv) Scaled drawings at a suitable scale of the canal front office elevation

(v) Scaled drawings of roof profile and overhang details.

(vi) Notwithstanding the submitted plans, detailed drawings of the retained facade showing the existing fenestration/walling pattern.

Thereafter, the approved details shall be implemented as approved.

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed tower and factory facade, in accordance with Policies BE4 and BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

72. Bird Hazard Management Plan

Prior to the commencement of any superstructure works within the Industrial development, a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with BAA safeguarding. The submitted plan shall include details of:

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds. The management plan shall comply with Advice Note 8 ‘Potential Bird Hazards from Building Design’ attached * See para below for further information *

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

REASON

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

73. Secure By Design

Prior to the commencement of any superstructure works within the Industrial development details of security measures to minimise the risk of crime and to meet the specific security needs of the application site shall be submitted and approved in writing by the Local Planning Authority, in consultation with the Metropolitan Police.

Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the '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). The approved measures shall be implemented before the development is occupied and thereafter retained.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to 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

74. Radar Mitigation

Prior to the commencement of development of any industrial phase of development, the following shall be submitted to and approved in writing by the Local Planning Authority and by the Radar Operator - NATS (En-route) plc and BAA Safeguarding either:

- detailed plans for the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the Heathrow H10 SSR Radar; OR,
- details of a ‘Radar Mitigation Scheme’ (including a timetable for its implementation during construction) to mitigate any detrimental impact upon the Heathrow H10 SSR Radar.

2. Where a ‘Radar Mitigation Scheme’ has been required, no construction above 5m above ground level shall take place on site, unless the ‘Radar Mitigation Scheme’ has been implemented. Development shall not take place other than in complete accordance with such a scheme as so approved unless the planning authority and NATS (En-route) plc have given written consent for a variation.

REASON

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

75. BA Landscaping Scheme

Prior to the commencement of any superstructure works within the industrial development, full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority in consultation with BAA safeguarding, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' available at [www.aoa.org.uk/operations & safety/safeguarding. asp](http://www.aoa.org.uk/operations%20&%20safety/safeguarding.asp)).These details shall include:

- The species, number and spacing of trees and shrubs

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON

To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

76. Crane Operation Plan

Prior to the commencement of development within the Industrial development hereby approved, full details of a "Crane Operation Plan" shall be submitted to and approved in writing by the Local Planning Authority in consultation with the "Radar Operator" (NATS) and BAA Safeguarding. Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

REASON:

In the interests of Air Traffic Safety and of the operations of NATS En-route PLC.

77. Network Rail

1)Where vibro-compaction/displacement piling plant is to be used in any part of the industrial development, a method statement detailing the use of such machinery and a method statement must be submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail, prior to the commencement of works. Thereafter, the works shall only be carried out in accordance with the approved method statement.

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

REASON

To safeguard the operational requirements of Network Rail and the strategic rail infrastructure.

78. Lighting

Prior to the commencement of superstructure works within the industrial development, full details of all lighting proposals shall be submitted and to and approved in writing by the Local Planning Authority, in consultation with the Canals and Rivers Trust and Network Rail. The details shall include the location, height, type and direction of light sources and intensity of illumination.

The approved scheme shall not thereafter be altered without the prior consent in writing of the Local Planning Authority in consultation with the Canals and Rivers Trust and Network Rail other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); and to protect the ecological value of the area in accordance with Policy EC3.

79. Noise Affecting residential Property

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142:2014.

REASON:

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

80. Construction & Environmental Management Plan (CEMP)

Prior to the commencement of the industrial development, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Canals and Rivers Trust. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

REASON

To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Local Plan: Part Two Saved UDP Policies (November 2012).

81. Car Parking Allocation

The car parking, cycle parking, motorcycle bays, access arrangements and yard areas hereby approved within the industrial development shall be laid out as per the plans hereby approved and fully marked out, prior to the first occupation of each industrial unit, unless otherwise agreed in writing.

REASON

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

82. Levels

Prior to the commencement of superstructure works within the industrial development hereby approved, plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings shall be 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

83. Land Contamination

The scheme to remediate any contamination in relation to the industrial development is to be completed in accordance with the following Environmental Reports prepared by Capita and as submitted with the Planning Application:

Remediation Report, dated 11 July 2016

Further Geo-environmental Assessment, dated 6 June 2016

These reports set out site investigation and remediation strategies. All works which form part of the remediation scheme for the industrial development shall be completed before any part of the industrial development is occupied or brought into use.

If during remedial or development works contamination not addressed in the submitted remediation scheme is identified an addendum to the remediation scheme shall be submitted to and approved in writing by the LPA prior to implementation; and

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

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 Unitary Development Plan Saved Policies (September 2007).

84. Risk Assessment CRT

Prior to the commencement of any industrial 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 in consultation with the Canals and Rivers Trust. This will include any work to, or likely to affect, the waterway wall and a survey of the condition of the wall.

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).

85. Details of Landscaping - CRT

Prior to the commencement of any superstructure works within the industrial development full details of the proposed hard and soft landscaping, including ground levels, planting plans, materials and maintenance arrangements, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canals and Rivers Trust. The landscaping shall be carried out in accordance with the approved details.

REASON

In the interests of visual amenity and biodiversity of the Blue Ribbon Network and the adjacent public realm.

86. Energy

Prior to the commencement of any superstructure works within the industrial development, full details of the carbon reduction measures that conform to the energy strategy (Energy Statements, May 2017, ESC54738 Issue 3) shall be submitted and approved in writing by the Local Planning Authority. These shall include:

- 1 - Full details of the baseline energy and carbon performance of each phase of the development
- 2 - Full details of the passive energy savings measures (Be Lean - London Plan)
- 3 - Full details of the combined heat and power systems including:
 - a - full plans and specifications of the technology
 - b - the phasing of the installation of the network which includes the delivery of main necessary energy centre in phase one
 - c - the input and output (annual KgCO₂ and KwHr) of the CHP system
 - d - the onsite network connection
 - e - the future proofing for offsite connections
 - f - monitoring, reporting and maintenance regimes.
- 4 - Full details and specifications, including relevant plans and elevations of any additional low or zero carbon technology to be utilised in the site.

The development must proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

Reason

To ensure the development contributes a CO₂ reduction in accordance with the London Plan Policy 5.2.

87. Plant & Machinery

Prior to the commencement of superstructure works within the industrial development, details of all plant and machinery, including mechanical ventilation systems to be used on the premises shall be submitted to and approved in writing by the LPA. This will include a scheme for the control of noise and/or odour emanating from the site to include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

88. Servicing & Delivery plan

Prior to the commencement of superstructure works within the industrial 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).

89. Waste Management

The industrial development hereby approved shall be carried out in accordance with the details set out in the Site Waste Management Plan dated May 2017, unless otherwise agreed in writing.

Prior to the occupation of each industrial unit, all refuse areas must be in-situ.

REASON

To comply Policy OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

90. Landscaping

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (such as play equipment and furniture)

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

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

5. Schedule for Implementation

6. Other

6.a Existing and proposed functional services above and below ground

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

91. Materials

No development shall take place until details of all materials and external surfaces, , including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

92. Restriction

No new openings shall be inserted into Unit 1 and Unit 4 of the industrial development hereby approved.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and safeguards amenity of future occupiers in accordance with policy OE1 of Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

INFORMATIVES

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).

12.The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

PT1 Policies

PT1.BE1(2012) Built Environment

PT1.CI1 (2012) Community Infrastructure Provision

PT1.CI2 (2012) Leisure and Recreation
PT1.CI3 (2012) Culture
PT1.E1 (2012) Managing the Supply of Employment Land
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
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.EM5 (2012) Sport and Leisure
PT1.EM6 (2012) Flood Risk Management
PT1.EM7 (2012) Biodiversity and Geological Conservation
PT1.EM8 (2012) Land, Water, Air and Noise
PT1.EM11(2012) Sustainable Waste Management
PT1.H1 (2012) Housing Growth
PT1.H2 (2012) Affordable Housing
PT1.HE1 (2012) Heritage
PT1.T1 (2012) Accessible Local Destination
PT1.T2 (2012) Public Transport Interchanges

Part 2 Local Plan Policies

AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM10 Incorporation in new developments of additions to the proposed cycle network
AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes.
AM14 New development and car parking standards.
AM15 Provision of reserved parking spaces for disabled persons
AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM3 Proposals for new roads or widening of existing roads
AM7 Consideration of traffic generated by proposed developments
AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE3 Investigation of sites of archaeological interest and protection of archaeological remains
BE4 New development within or on the fringes of conservation areas
BE8 Planning application for alteration/extension of listed buildings
BE12 Proposals for the alternative use of statutory listed building
BE13 New development must harmonise with the existing street scene.
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
BE23 External amenity space and new residential development
BE24 Design of new buildings - protection of privacy
BE28 Shop fronts - design and materials
BE29 Advertisement displays on business premises
BE35 Major developments visible from road and rail connections to Heathrow
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.

BE39 Protection of trees and woodland - tree preservation orders
EC2 Nature conservation considerations and ecological assessments
EC3 Potential effects of development on sites of nature conservation importance
EC5 Retention of ecological features and creation of new habitats
H4 Mix of housing units
H5 Dwellings suitable for large families
H6 Density
OE1 Protection of the character and amenities of surrounding properties and the local area
OE2 Assessment of environmental impact of proposed development
OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
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
OE11 Development involving hazardous substances a requirement for ameliorative measures
OL5 Development proposals adjacent to the Green Belt
R1 Development proposals in or near areas deficient in recreational open space
R3 Indoor sports, leisure and entertainment facilities
R16 Accessibility for elderly people, people with disabilities, women and children
R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities

London Plan 2016 policies

LPP 1.1 (2016) Delivering the strategic vision and objectives for London
LPP 2.1 (2016) London in its global, European and UK context
LPP 2.2 (2016) London and the wider metropolitan area
LPP 2.3 (2016) Growth areas and co-ordination corridors
LPP 2.6 (2016) Outer London: vision and strategy
LPP 2.7 (2016) Outer London: economy
LPP 2.8 (2016) Outer London: transport
LPP 2.13 (2016) Opportunity Areas and Intensification Areas
LPP 2.18 (2016) Green Infrastructure: The Multi Functional Network of Green and Open Spaces
LPP 3.1 (2016) Ensuring equal life chances for all
LPP 3.2 (2016) Improving health and addressing health inequalities
LPP 3.3 (2016) Increasing housing supply
LPP 3.4 (2016) Optimising housing potential
LPP 3.5 (2016) Quality and design of housing developments
LPP 3.6 (2016) Children and young people's play and informal recreational facilities
LPP 3.7 (2016) Large residential developments
LPP 3.8 (2016) Housing choice
LPP 3.9 (2016) Mixed and Balanced Communities
LPP 3.10 (2016) Definition of affordable housing
LPP 3.11 (2016) Affordable housing targets
LPP 3.12 (2016) Negotiating affordable housing on individual private residential and mixed use schemes
LPP 3.13 (2016) Affordable housing thresholds
LPP 3.15 (2016) Co-ordination of housing development and investment
LPP 3.16 (2016) Protection and enhancement of social infrastructure
LPP 4.1 (2016) Developing London's economy
LPP 4.2 (2016) Offices
LPP 4.3 (2016) Mixed-use development and offices
LPP 4.4 (2016) Managing industrial land and premises

LPP 4.8 (2016) Supporting a successful and diverse retail sector and related facilities and services
LPP 4.9 (2016) Small shops
LPP 5.1 (2016) Climate Change Mitigation
LPP 5.3 (2016) Sustainable design and construction
LPP 5.7 (2016) Renewable energy
LPP 5.10 (2016) Urban greening
LPP 5.11 (2016) Green roofs and development site environs
LPP 5.12 (2016) Flood risk management
LPP 5.13 (2016) Sustainable drainage
LPP 5.14 (2016) Water quality and wastewater infrastructure
LPP 5.17 (2016) Waste capacity
LPP 5.18 (2016) Construction, excavation and demolition waste
LPP 6.1 (2016) Strategic approach
LPP 6.10 (2016) Walking
LPP 6.11 (2016) Smoothing traffic flow and tackling congestion
LPP 6.12 (2016) Road Network Capacity
LPP 6.13 (2016) Parking
LPP 6.3 (2016) Assessing effects of development on transport capacity
LPP 6.5 (2016) Funding crossrail and other strategically important transport infrastructure
LPP 6.9 (2016) Cycling
LPP 7.1 (2016) Lifetime Neighbourhoods
LPP 7.2 (2016) An inclusive environment
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 7.13 (2016) Safety, security and resilience to emergency
LPP 7.14 (2016) Improving Air Quality
LPP 7.16 (2016) Green belt
LPP 7.18 (2016) Protecting open space and addressing deficiency
LPP 7.19 (2016) Biodiversity and access to nature
LPP 7.24 (2016) Blue ribbon network
LPP 7.30 (2016) London's canals and other rivers and waterspaces
LPP 8.2 (2016) Planning obligations
LPP (2016) Community Infrastructure Levy
LPP (2016) Monitoring and review

Supplementary Documents

SPD - Noise
SPD - Planning Obligations
SPG - Layouts
SPG - Air Quality
SPG - Community Safety
DAS - Shopfronts
HDAS - Residential Layouts

National Planning Policy Framework

NPPF1 Building a strong, competitive economy
NPPF4 Promoting sustainable transport
NPPF6 Delivering a wide choice of high quality homes

NPPF7 Requiring good design
NPPF8 Promoting healthy communities
NPPF9 Protecting Green Belt land
NPPF10 Meeting the challenge of climate change, flooding and coastal change
NPPF11 Conserving and enhancing the natural environment
NPPF12 Conserving and enhancing the historic environment

3. The development of this site is likely to damage heritage assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines. Should significant archaeological remains be encountered in the course of the initial field evaluation, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.

4. Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524)."

5. You are advised this permission is based on the dimensions provided on the approved drawings as numbered above.

6. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
 - Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
 - Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
 - Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.
- This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6 and 8.

7. 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.

8. The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans. 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).

9. 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 / 805 / 808).

10. 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.

11. 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).

12. You are advised by London Borough of Hillingdon, Highways Management, that any works on the Highway, in relation to the reinstatement of any existing vehicle access, must be carried out with approval from the Highway Authority. Failure to reinstate an existing vehicle access will result in the Highway Authority completing the works, and the developer may be responsible for the costs incurred. Enquiries should be addressed to: Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

13. A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

14. You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

15. The applicant is reminded of the duties set out in the Disability Discrimination Act 1995, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to maximise accessibility to, around, and within the buildings of this proposed development.

16. The applicant/developer is advised to review the Canal & River Trust's "Code of Practice for Works affecting the Canal & River Trust and contact the Trust's Works Engineer (toby.pearce@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works are compliant. (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-ourpropertyandour-code-of-practice>)".

The applicant/developer is advised that surface water discharge to the Grand Union Canal will require prior consent from the Canal & River Trust and should contact Liz Murdoch in the Canal & River Trust's Utilities team regarding such an agreement (liz.murdoch@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 (Bernadette.McNicholas@Canalrivertrust.org.uk) regarding the required access agreement.

17. Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

18. If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land.

It is recommended that soakaways/attenuation tanks should not be constructed within 20 metres of Network Rail's boundary. Any surface water run-off from the site must drain away from the railway boundary and must NOT drain in the direction of the railway as this could import a risk of flooding and / or pollution onto Network Rail land.

In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

Children's play areas, open spaces and amenity areas must be protected by a secure fence along the boundary of one of the following kinds, concrete post and panel, iron railing, steel palisade or such other fence approved by the Local Planning Authority acting in consultation with the railway undertaker to a minimum height of 2 metres and the fence should be not able to be climbed.

The developer should adhere to Network Rail's advice guide on acceptable tree/plant species.

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

19. Stands of trees with the potential to provide canopy's for bird species such as Rooks, Crows should be planted at 4 metre centres or greater.

Tree species such as Oak (*Quercus* sp.), Scots Pine (*Pinus Sylvestris*), and Beech (*Fagus sylvatica*) should be excluded from the planting scheme.

Large quantities of berry bearing species should be avoided. If they are essential to the integrity of the proposed planting scheme, low numbers of berry bearing plants may be dispersed amongst other non berry species to reduce the total food supply for birds. In this location, berry bearing species should be kept below 5% of the total planting palette.

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

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

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

21. The developer to supply copies to the LPA of electrical and other test certificates, where appropriate, and the operation and maintenance manuals for the drainage system prior to adoption.

The developer is obliged to maintain the drainage system in accordance with the approved design prior to adoption.

Any defects are rectified prior to handover of the drainage system by the developer.

All works which are intended to be offered for handover shall be subject to the following, once the developer has sought written approval from the LPA to the works being satisfactorily completed;

a 12 month functioning period where the developer is responsible during this period.

a rainfall event to occur where the system functions as approved

22. Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

23. On this decision notice, policies from the Council's Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies.

On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Council's 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

24. Your attention is drawn to the fact that the planning permission does not override property rights and any ancient rights of light that may exist. This permission does not empower you to enter onto land not in your ownership without the specific consent of the owner. If you require further information or advice, you should consult a solicitor.

25. In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development. Accordingly, the planning application has been recommended for approval.

26. 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:-

27. 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.

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

21. 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.

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

30. 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.

31. The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

32. The Masterplan and Heritage Architects should be retained for the duration of the development and discharge of conditions, until such time that it is fully constructed and has received the requisite completion certificates in order, to ensure the design integrity is carried from conception through to completion in order to safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located at the former Nestle factory, Nestles Avenue, Hayes. It is located approximately 500 metres to the south-east of Hayes Town Centre, bounded to the north by the Great Western Rail Line and Grand Union Canal and to the south by Nestles Avenue. To the west is the existing Squirrels Industrial Estate, accessed from Viveash Close which comprises a number of small commercial premises and to the east is North Hyde Gardens, which is a public road which has historically served as the single vehicular entrance point to the former Nestle factory building. To the north east of the site is Hayes and Harlington Railway Station.

A residential area lies immediately south of the site, on the opposite side of Nestles Avenue. The A312 (North Hyde Road) is located approximately 140m to the south of the site and the M4 motorway is a further 1km. Heathrow Airport is approximately 4km to the south of the site.

The former Nestle factory site extends to 12.28 ha and contains a number of existing buildings and structures amounting to approximately 91,000 sq m (GEA) that form part of its previous factory use. The buildings were used for a range processes in relation to the production of coffee and chocolate production and vary in size and scale and associated staff facilities, with the tallest elements rising up to 75 metres AOD.

Railings enclose the site, with mature trees along the southern frontage on Nestles Avenue and green spaces that were once part of the site's "factory in a garden" setting. Other parts of the site are characterised as storage areas, service yards and car parking areas. The topography of the site is generally flat, ranging between 25-35m Above Ordnance Datum (AOD).

The site is accessed from North Hyde Gardens to the east with other historic accesses from Nestles Avenue to the south and is well served by public transport. The current Public Transport Accessibility Level (PTAL) varies across the site, ranging from 2 in the east and 3 in the west, however, this will rise to a maximum of 4 (on the cusp of 5) at the western part of the site when the new Crossrail service opens at Hayes and Harlington Station.

The site is located within the Botwell: Nestles, Hayes Conservation Area which was first designated by LBH on 19 June 1988, partly in response to an increased amount of demolition on the site which, was considered to affect its special character. The boundary of the application site coordinates with that of the conservation area and comprises the whole of the former Nestle factory site.

There are four locally listed buildings and structures on the site which form part of the former Nestle Factory. These are as follows:

- i) Nestle Works (Nestle UK Ltd) which is described as the 1930s factory by Wallis Gilbert;
- ii) Nestle Works: former canteen (Nestle UK Ltd);
- iii) Nestle Works gates/railings (Nestle UK Ltd); and
- iv) Nestle Works: lodge (Nestle UK Ltd).

The site is located in Hayes, which is a key area of strategic growth and forms part of the London Plan Heathrow Opportunity Area, which covers an area of approximately 700 ha. The Opportunity Area has an indicative employment capacity of 12,000 new jobs and the potential to create 9,000 new homes. The London Plan also specifically recognises the

Hayes -West Drayton corridor as being able to offer a range of redevelopment opportunities, including small business parks, logistics and mixed uses.

In March 2016 the Mayor selected Hayes Town Centre as one of 31 new Housing Zones in London. This is an initiative undertaken in partnership with London boroughs and their development partners as part of the GLA's Housing Strategy.

The purpose of a Housing Zone is to support the delivery of homes, through ensuring the delivery of infrastructure required to maximise housing density. Development within the Housing Zones is expected to be expedited, with local planning authorities working proactively with developers to ensure a smooth planning and delivery process

3.2 Proposed Scheme

The application seeks full planning permission and conservation area consent for demolition for the following:

"Part-demolition of existing factory buildings and associated structures, and redevelopment to provide 1,386 dwellings (Use Class C3), office, retail, community and leisure uses (Use Classes A1/A3/A4/B1/B8/D1/D2), 22,663 sq m (GEA) of commercial floorspace (Use Classes B1c/B2/B8 and Data Centre (sui generis)), amenity and playspace, landscaping, allotments, access, service yards, associated car parking and other engineering works"

In summary, the development proposes to deliver the following:

RESIDENTIAL

- A residential scheme providing 1,386 residential apartments (Class C3) in buildings ranging from 4 storeys to 11 storeys.
- Provision of on-site affordable housing, including London affordable rent and intermediate tenures.
- A range of dwelling sizes, including studio, 1 bed, 2 bed and 3 bed units.
- All dwellings meet or exceed GLA design standards.
- Provision of 0.6 car parking spaces per residential unit, totalling 857 spaces at grade, in podium undercroft and at basement level(832 spaces for residents; 20 spaces for community uses and 5 car club bays).
- Provision of 2,186 cycle parking spaces.
- Provision of an energy centre.

The scheme proposes a mix of residential units, ranging in size from studio apartments to 3 bedroom duplexes. In total 1,386 dwellings are proposed, which represents 3,499 habitable rooms and 139 of the units are wheelchair accessible units, compliant with building regulations M4(3). The overall dwelling mix is shown in the table below.

Unit Type	Number of Units	Percentage of Units %
Studio	104	7
1 bed flat	585	42
2 bed flat	563	41
3 bed flat	134	10
Total	1,386	100

The residential buildings comprise blocks B, C, D, E, F, G, H and I, located on the western part of the site. The buildings vary in height between 4 storeys and 11 storeys. The taller buildings are located towards the northern part of the site adjacent to the canal and railway

line, with lower rise buildings towards the south, along Nestles Avenue. The tallest proposed building is Block B9, which is 35.965 m (67.865 m AOD).

The proposed development would provide 35% (by habitable room), which equates to 34% affordable housing by units. Affordable housing is required to be calculated by habitable room, therefore the proposals is delivering 35% on-site affordable housing in accordance with policy requirements. Set out below is the proposed overall housing provision:

Unit type	London Affordable Rent	Intermediate	Private Market	Total
Studio	0	35	69	104
1 bedroom	62	141	382	585
2 bedroom	36	141	386	563
3 bedroom	38	22	74	134
TOTAL	136	339	911	1386

Set out below is a breakdown of the housing delivery across the site alongside the percentages:

Unit type	Total units across site	%Total units across site	Total Affordable Units	%Total Affordable Units
Studio	104	7%	35	2.5%
1 bedroom	585	42%	203	14.6%
2 bedroom	563	41%	177	12.7%
3 bedroom	134	10%	60	4.3%
TOTAL	1386	100%	469	34.1%

INDUSTRIAL

The industrial part of the scheme is located in the eastern part of the masterplan. The layout of the units has been developed to maximise floor area, whilst taking into account site constraints such as heritage issues and access, and to create, modern, purpose built industrial facilities that aim to respond positively to neighbouring uses.

The industrial proposals seek planning permission for 22,663 sq m of commercial floorspace within four units, with a proposed flexible use class of B1c, B2, B8 and data centre (sui generis) for unrestricted 24 hour use, 365 days a year, together with ancillary office, landscaping, access, service yards and associated car and cycle parking. The proposed new employment floorspace will provide an estimated minimum of 369 and a maximum of 536 new full-time equivalent jobs.

Unit	GIA (SQM)	GEA (SQM)
1	Unit 6,916 Office 644 Plant 25 Sub Total 7,585	Unit 7096 Office 699 Plant 25 Sub Total 7,820
2	Unit 1,937 Office 271 Plant 25 Sub Total 2,233	Unit 2,011 Office 300 Plant 25 Sub Total 2,336

3	Unit 2,762 Office 354 Plant 25 Sub Total 3,141	Unit 2,857 Office 392 Plant 25 Sub Total 3,274
4	Unit 7,560 Office 1,346 Plant 25 Sub Total 8,931	Unit 7,748 Office 1,460 Plant 25 Sub Total 9,233
Total	21,890	22,663

Each industrial building is located at the perimeter of the industrial part of the site, arranged around a central area that provides service yards and car parking for the units.

The associated office areas have been designed to fronting onto the canal and new public space and entrance onto the estate.

The industrial buildings would rise to a maximum height of 18 metres, which allows for two storeys of office accommodation and the ability to adapt the units if required at a later date. The proposals aim to provide modern industrial and distribution facilities that meet the needs of future potential occupiers.

The elevations of the new storage/distribution buildings are proposed to be finished with metallic cladding. In contrast the offices incorporate glazed areas to provide natural lighting. The colour palette for the scheme comprises a range of silver, white and shades of grey cladding. The exception for elevational treatments is the eastern façade of Unit 4, which comprises the retained main factory building façade, which will be a rendered finish with tinted glazing in the window bays.

The industrial units will be built alongside 213 car parking spaces to serve the future employees of the units.

SUPPORTING USES

A range of other commercial, retail and community uses are proposed as part of the masterplan proposals, with these uses predominately proposed within the refurbished former canteen building and the rebuilt main factory building. The majority of these uses have an intended end use, however, in order to maintain flexibility across the masterplan, a range of uses are proposed for each of the units, so that potential tenants could occupy any of the units within the scheme.

Whilst flexibility is proposed to be maintained for all of the supporting commercial and community uses, at the time of the submission of the planning application the intended uses for the units are as follows:

Unit 1	Community Facility (Sui Generis Use class) With potential occupation for Canoe Storage by local kayaking group, discussions are ongoing.
Unit 2	Business Suite: This is located off the lobby to the entrance of the rebuilt main factory building. It is proposed to be a common area that can be used by residents for business purposes.
Unit 3	Café (Use Class A1): This is proposed to be a café unit, selected due to its size and location amongst other non-residential uses and aspect onto Wallis

	Gardens.
Unit 4/5	Office Suites (Use Class B1a): This is office space that can be let to businesses at commercial rates, located on the first floor of Block I.
Unit 6	Community Use (Use Class D2): This area forms the former canteen's hall area and will provide a mix of flexible community uses.
Unit 7/10	Community Facility (Use Class D1) This unit is provided over two floors and benefits from access to open space.
Unit 8/9	Management Office (use class B1a).

As stated above, there will be 20 dedicated car parking spaces to serve the stand alone community uses within the former Canteen building.

LANDSCAPING, PUBLIC OPEN SPACE, CHILDREN'S PLAY SPACE

The landscaping strategy adopted in the development of the site's masterplan is to create a series of interconnected external spaces delivering on site public realm and amenity space.

Over 2 hectares of publicly accessible green and landscaped space is proposed. The key proposed landscaped areas are:

- 1) Wallis Gardens - This is the existing open space located between Nestles Avenue and the front of the factory building, which will retained as public open space.
- 2) Trim Trail - This will comprise a site wide loop with fitness, heritage and cultural nodes along the route, it will provide an unrestricted walking/running route around the whole development site, with opportunities for it to be connected to other developments as they come forward along Nestles Avenue.
- 3) Sandow Square – a new central public square located between Blocks B and C.
- 4) Canal Street garden & Canal Square – A new public square adjacent to the Grand Union Canal.
- 5) Coffee Park – Adjacent to the railway line, providing a running track.
- 6) Milk Street Gardens - A small pocket park located between Block B and Block F.
- 7) Viveash Square - proposed allotments.

In addition, Canal & Milk Street are the two main distributor routes into the development and whilst not specifically providing open space, these roads are designed to maximise any opportunity for greening.

PHASING

The development is proposed to be delivered in a number of phases as indicated below:

Phase 1; Industrial development and Blocks F and G of the residential development (including canalside improvements)

Phase 2; Residential Block D

Phase 3; Residential Block E

Phase 4; Residential Block B

Phase 5; Residential Block C

Phase 6; Residential Block H and I

By providing the above phasing of development, the Council has been able to secure all works to the locally listed building facade retention (factory building) are done at the beginning of the development proposal, in order to effectively allow the development site to be separated into the industrial scheme and the residential scheme respectively. The

industrial scheme is programmed to progress at a much faster pace than the residential, ensuring the delivery of jobs at an early stage in the overall development.

3.3 Relevant Planning History

The site has an extensive planning history, but many of the existing buildings pre-date the online records, dating back to as early as 1914. It is assumed that the main factory building and other older structures were immune from planning control by virtue of preceding the 1947 Town and Country Planning Act, except where subsequent changes have been sought. Due to this background, no single planning permission exists for the majority of built development.

The site is an established factory, falling within Use Class B2 of the Use Class Order, with ancillary storage, office, plant, outbuildings, former canteen, former social club and security uses. The majority of applications are small scale extensions, demolitions, minor changes of use and the erection of industrial plant.

Pre-application discussions regarding the current scheme having been ongoing since 2015, the applicants have sought to engage with the Council in developing this submission.

4. PLANNING POLICIES AND STANDARDS

PT1 Policies

PT1.BE1(2012) Built Environment
PT1.CI1 (2012) Community Infrastructure Provision
PT1.CI2 (2012) Leisure and Recreation
PT1.CI3 (2012) Culture
PT1.E1 (2012) Managing the Supply of Employment Land
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
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.EM5 (2012) Sport and Leisure
PT1.EM6 (2012) Flood Risk Management
PT1.EM7 (2012) Biodiversity and Geological Conservation
PT1.EM8 (2012) Land, Water, Air and Noise
PT1.EM11(2012) Sustainable Waste Management
PT1.H1 (2012) Housing Growth
PT1.H2 (2012) Affordable Housing
PT1.HE1 (2012) Heritage
PT1.T1 (2012) Accessible Local Destination
PT1.T2 (2012) Public Transport Interchanges

Part 2 Local Plan Policies

AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM10 Incorporation in new developments of additions to the proposed cycle network
AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes.

AM14 New development and car parking standards.
AM15 Provision of reserved parking spaces for disabled persons
AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM3 Proposals for new roads or widening of existing roads
AM7 Consideration of traffic generated by proposed developments
AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE3 Investigation of sites of archaeological interest and protection of archaeological remains
BE4 New development within or on the fringes of conservation areas
BE8 Planning application for alteration/extension of listed buildings
BE12 Proposals for the alternative use of statutory listed building
BE13 New development must harmonise with the existing street scene.
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
BE23 External amenity space and new residential development
BE24 Design of new buildings - protection of privacy
BE28 Shop fronts - design and materials
BE29 Advertisement displays on business premises
BE35 Major developments visible from road and rail connections to Heathrow
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.
BE39 Protection of trees and woodland - tree preservation orders
EC2 Nature conservation considerations and ecological assessments
EC3 Potential effects of development on sites of nature conservation importance
EC5 Retention of ecological features and creation of new habitats
H4 Mix of housing units
H5 Dwellings suitable for large families
H6 Density
OE1 Protection of the character and amenities of surrounding properties and the local area
OE2 Assessment of environmental impact of proposed development
OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
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
OE11 Development involving hazardous substances a requirement for ameliorative measures
OL5 Development proposals adjacent to the Green Belt
R1 Development proposals in or near areas deficient in recreational open space
R3 Indoor sports, leisure and entertainment facilities
R16 Accessibility for elderly people, people with disabilities, women and children
R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities

London Plan 2016 policies

LPP 1.1 (2016) Delivering the strategic vision and objectives for London
LPP 2.1 (2016) London in its global, European and UK context
LPP 2.2 (2016) London and the wider metropolitan area
LPP 2.3 (2016) Growth areas and co-ordination corridors

LPP 2.6 (2016) Outer London: vision and strategy
LPP 2.7 (2016) Outer London: economy
LPP 2.8 (2016) Outer London: transport
LPP 2.13 (2016) Opportunity Areas and Intensification Areas
LPP 2.18 (2016) Green Infrastructure: The Multi Functional Network of Green and Open Spaces
LPP 3.1 (2016) Ensuring equal life chances for all
LPP 3.2 (2016) Improving health and addressing health inequalities
LPP 3.3 (2016) Increasing housing supply
LPP 3.4 (2016) Optimising housing potential
LPP 3.5 (2016) Quality and design of housing developments
LPP 3.6 (2016) Children and young people's play and informal recreational facilities
LPP 3.7 (2016) Large residential developments
LPP 3.8 (2016) Housing choice
LPP 3.9 (2016) Mixed and Balanced Communities
LPP 3.10 (2016) Definition of affordable housing
LPP 3.11 (2016) Affordable housing targets
LPP 3.12 (2016) Negotiating affordable housing on individual private residential and mixed use schemes
LPP 3.13 (2016) Affordable housing thresholds
LPP 3.15 (2016) Co-ordination of housing development and investment
LPP 3.16 (2016) Protection and enhancement of social infrastructure
LPP 4.1 (2016) Developing London's economy
LPP 4.2 (2016) Offices
LPP 4.3 (2016) Mixed-use development and offices
LPP 4.4 (2016) Managing industrial land and premises
LPP 4.8 (2016) Supporting a successful and diverse retail sector and related facilities and services
LPP 4.9 (2016) Small shops
LPP 5.1 (2016) Climate Change Mitigation
LPP 5.3 (2016) Sustainable design and construction
LPP 5.7 (2016) Renewable energy
LPP 5.10 (2016) Urban greening
LPP 5.11 (2016) Green roofs and development site environs
LPP 5.12 (2016) Flood risk management
LPP 5.13 (2016) Sustainable drainage
LPP 5.14 (2016) Water quality and wastewater infrastructure
LPP 5.17 (2016) Waste capacity
LPP 5.18 (2016) Construction, excavation and demolition waste
LPP 6.1 (2016) Strategic approach
LPP 6.10 (2016) Walking
LPP 6.11 (2016) Smoothing traffic flow and tackling congestion
LPP 6.12 (2016) Road Network Capacity
LPP 6.13 (2016) Parking
LPP 6.3 (2016) Assessing effects of development on transport capacity
LPP 6.5 (2016) Funding crossrail and other strategically important transport infrastructure
LPP 6.9 (2016) Cycling
LPP 7.1 (2016) Lifetime Neighbourhoods
LPP 7.2 (2016) An inclusive environment
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 7.13 (2016) Safety, security and resilience to emergency
LPP 7.14 (2016) Improving Air Quality
LPP 7.16 (2016) Green belt
LPP 7.18 (2016) Protecting open space and addressing deficiency
LPP 7.19 (2016) Biodiversity and access to nature
LPP 7.24 (2016) Blue ribbon network
LPP 7.30 (2016) London's canals and other rivers and waterspaces
LPP 8.2 (2016) Planning obligations
LPP (2016) Community Infrastructure Levy
LPP (2016) Monitoring and review

Supplementary Documents

SPD - Noise
SPD - Planning Obligations
SPG - Layouts
SPG - Air Quality
SPG - Community Safety
DAS - Shopfronts
HDAS - Residential Layouts

National Planning Policy Framework

NPPF1 Building a strong, competitive economy
NPPF4 Promoting sustainable transport
NPPF6 Delivering a wide choice of high quality homes
NPPF7 Requiring good design
NPPF8 Promoting healthy communities
NPPF9 Protecting Green Belt land
NPPF10 Meeting the challenge of climate change, flooding and coastal change
NPPF11 Conserving and enhancing the natural environment
NPPF12 Conserving and enhancing the historic environment

ADVERTISEMENT AND SITE NOTICE

Advertisement Expiry Date: 29-11-2017

Site Notice Expiry Date: 19-11-2017

6. CONSULTATIONS

6.1 EXTERNAL CONSULTEES

The application has been advertised under Article 8 of the Town and Country Planning General Development Procedure Order 1995 as a Major Development. 1492 surrounding property owners/occupiers have been consulted during the course of this application.

Initial public consultation took place on 30-05-17 and following the receipt of updated information, a further consultation took place on 30-10-2017 (following receipt of additional information). Because this is an Environmental Impact Assessment (EIA) development, as well as a departure scheme, consultations were advertised in accordance with statutory requirements.

Advertisements placed in the local paper are not due to expire until 29-11-17, which is after the publication of this committee report, but before the committee meeting. Officers will therefore provide an update of any additional representations received up to the date of the planning committee meeting.

Submissions in Support

At the time of writing the report, a total of 12 representations have been received supporting the proposals and are summarised below:

1. Hayes will benefit from the provision of over 1,000 new homes, up to 500 on-site job, community facilities and over three hectares of public parks.
2. Development will create jobs.

Submissions in Objection

In addition, a total of 12 representations have been received objecting on the following grounds:

1. Impact on already heavily trafficked roads.
2. Insufficient parking
3. Development will have negative Impact on education facilities.
4. Development will have negative Impact on health facilities.
5. Disruption during construction Nuisance to residence and increased noise and air pollution.
6. Overdevelopment of the site

It should also be noted that 21 representations received have provided general comments (neither objecting nor supporting the proposals).

Greater London Authority; Stage 1 Response

Strategic issues summary

Principle of development: In view of the plan-led consolidation of the Nestles Avenue SIL, the proposed residential-led mixed use redevelopment of this Opportunity Area site to deliver increased housing and employment densities is strongly supported (paragraphs 16 to 22).

Employment: The proposed re provision of 4 hectares of employment land is strongly supported. The applicant is, nevertheless, strongly encouraged to incorporate a proportion of affordable workspace as part of the proposed small-scale office provision (paragraphs 23 to 26).

Housing: The proposed 35% provision of affordable housing is supported as a starting point, however, further interrogation is required in the context of SIL release, and the applicant must fully investigate the provision of grant funding (and any other available public subsidy) (paragraphs 27 to 36).

Urban design: The heritage-led masterplan is an exemplar of suburban intensification and would achieve a successful consolidation of employment land in order to support the integration of large-scale commercial operations and high quality, high density housing (paragraphs 40 to 46).

Transport: Whilst the proposed development is generally acceptable in strategic transport terms, the applicant needs to address issues associated with: car parking; trip generation; highway impact assessment; public transport; walking and cycling; travel planning; delivery and servicing; and, construction (paragraphs 63 to 83).

Recommendation

That Hillingdon Council be advised that whilst the scheme is strongly supported in strategic planning terms, the application does not yet fully comply with the London Plan for the reasons set out in paragraph 87 of this report.

Principle of development

Opportunity Area

16 Hayes forms part of the wider Heathrow Opportunity Area which London Plan Policy 2.13 identifies as having capacity to accommodate a minimum of 9,000 new homes and 12,000 additional jobs. The London Plan also specifically recognises the Hayes-West Drayton corridor as offering a range of redevelopment opportunities - including small business parks, logistics and mixed uses.

Strategic Industrial Location

17 The 12 hectare former Nestle Factory site is located within a wider 34 hectare expanse of employment land south of the railway at Hayes and Harlington. Known as the 'Nestles Avenue Industrial Cluster', all 34 hectares is currently subject to designation as a Strategic Industrial Location (SIL). London Plan Policy 2.17 seeks to promote, manage and, where appropriate, protect SILs. Further to this, the latest evidence of strategic demand (London industrial land demand study 2017) suggests that boroughs now need intensify industrial land and retain overall levels of floorspace in order to safeguard future capacity to service the London economy and its growing population. This new evidence underscores the importance of carefully managed plan-led consolidation of SILs in line with London Plan Policy 2.17.

18 Having regard to the new evidence there remain opportunities to sustainably consolidate certain areas of SIL in accordance with Policy 2.17 in order to: deliver operational efficiencies for SIL occupiers; intensify employment densities; and, contribute towards wider London Plan objectives. However, approaches that would effectively reduce the reservoir of SIL land in order to introduce a mix of non-compliant SIL uses must be strategically coordinated as part of a robust evidence-based planning process, i.e. via an Opportunity Area Planning Framework or Development Plan Document.

19 In this particular case, Hillingdon Council has been engaged with the GLA since 2014 on a plan-led process of rebalancing a local surplus of employment land. The approach evidenced within the Council's draft Hillingdon Local Plan part 2 (Proposed Submission Stage) advocates the release of 16 hectares of SIL from the Nestles Avenue Industrial Cluster (including this site). The key drivers for the proposed release of SIL land at the Nestles Avenue Industrial Cluster (rather than elsewhere in the borough) are: the proximity of this land to the Hayes and Harlington Crossrail 1 station (which is due to benefit from Elizabeth Line services from May 2018); and, the potential for comprehensive redevelopment of this land to support sustainable suburban intensification of homes and jobs (including the delivery of 22,663 sq.m. of new B Class floorspace) and the regeneration of Hayes town centre, in line with London Plan Policy 2.15.

20 Following thorough consideration of Hillingdon's draft plan, the GLA issued a statement on 7 December 2015 confirming that this approach is in general conformity with the London Plan (refer to statement of general conformity, reference D&P/LDF14/LDD18/CG).

21 Accordingly, whereas London Plan Policy 2.17 resists development on SIL land for nonindustrial type uses, noting the evidence for release and emerging mixed use allocation for this site within the draft Hillingdon Local Plan part 2; and, the well-developed employment offer within this scheme itself (refer below), GLA officers support the plan-led mixed use redevelopment of this site in strategic planning terms.

Principle of development – conclusion

22 Having regard to the evidenced approach to employment land management within the draft Hillingdon Local Plan part 2; and, the Heathrow Opportunity Area, Hayes town centre Housing Zone and Crossrail 1 context, GLA officers strongly support the proposed residential-led mixed use redevelopment of this vacant employment site in order to deliver increased housing and employment densities as part of a plan-led process of sustainable suburban intensification. The application complies with London Plan policies 2.13, 2.15 and 2.17.

Employment

23 As part of the coordinated approach to SIL consolidation discussed above, the draft Hillingdon Local Plan part 2 seeks the retention of 20% (2.4 hectares) of land at this site for employment generating uses.

24 In this case the applicant is dedicating approximately 4 hectares of land (33%) at the east of the site for pure employment uses (providing 22,663 sq.m. of employment floorspace). In conjunction with various other employment generating uses proposed across the wider masterplan, the proposed development would be expected to support up to 536 full time operational jobs. This is strongly supported in line with London Plan Policy 2.7.

25 The employment space proposed breaks down as two main types: high specification large footprint commercial buildings (warehousing with ancillary office space); and, small-scale office and co-working space. The former (to be managed by SEGRO) comprises approximately 22,000 sq.m. and responds well to the strategic characteristics of this location in terms of logistics and related demand associated with Heathrow Airport. The latter (approximately 646 sq.m.) is distributed across three units within the Locally Listed Buildings, and presents a valuable opportunity to provide affordable workspace for local start-up companies.

26 Noting the emphasis that London Plan policies 2.7 and 2.17 place on sustaining SMEs in order to support the outer London economy, the applicant is strongly encouraged to incorporate affordable terms for the proposed small-scale office/co-working space. This could be managed by the applicant, or operated by an established workspace provider, but should offer a flexible and accessible package of workspace terms designed to incubate and support new businesses.

Housing

27 This site forms part of the wider Hayes town centre Housing Zone, which has been prioritised for accelerated housing delivery with GLA funding support. The proposed provision of 1,386 residential units would considerably exceed the minimum target output for this site within Hillingdon Council's emerging site allocation (SA5), and would represent 25% of the Council's borough-wide housing target up to 2025. The proposed provision of these units is, therefore, strongly supported in accordance with London Plan Policy 3.3. Table 2 below sets out the proposed residential schedule.

Unit type	Affordable rent	Intermediate	Private market	Total
Studio	0	33	78	111
One-bedroom	62	135	378	575
Two-bedroom	36	140	381	557
Three-bedroom	41	22	75	138
Total	139	330	912	1,381

Table 2: Proposed residential schedule.

Affordable housing

28 London Plan Policy 3.12 seeks the maximum reasonable amount of affordable housing and at the local level the Hillingdon Local Plan sets a borough-wide strategic target of 40%. The Local Plan 40% target has also been adopted for the Hayes town centre Housing Zone.

29 The applicant is currently proposing a 35% provision of affordable housing (by habitable room), before subsidy, at a tenure split of 30% affordable rent and 70% intermediate (affordable rent levels are set out within table 3 below, intermediate products will have eligibility capped at incomes of £90,000 per year). The weighting towards intermediate tenure has been developed following joint GLA/Hillingdon Council pre-application discussions, and (whilst representing a departure from the strategic split within London Plan Policy 3.11) the tenure balance accords with the parameters of the Mayor's draft Affordable Housing and Viability SPG.

London affordable Rent	
1 bedroom	£144.26 per week
2 bedroom	£152.73 per week
3 bedroom	£161.22 per week

30 The proposed provision of a 35% affordable housing offer (before public subsidy) is supported as a starting point. However, whilst the draft Affordable Housing and Viability SPG defines a 35% threshold as the cut off point for the requirement to submit viability information, paragraphs 3.58 and 3.59 of the draft SPG make clear the Mayor's expectation that any release of SIL should support significant contributions to key planning objectives – in particular, the delivery of additional affordable housing. In practice this means that the Mayor expects the potential gain in land value (associated with the transfer of land from industrial to residential use) to support the delivery of additional affordable housing above the minimum 35% base position. GLA officers will therefore work with the applicant to robustly interrogate the provision of additional affordable housing in the context of SIL release.

31 Furthermore, in line with London Plan Policy 3.12 applicants are required to work with the Mayor, Local Planning Authorities and Registered Providers to ensure that the provision of affordable housing is maximised from all sources. The applicant must therefore fully investigate the provision of Mayoral grant funding (and any other available public subsidy) with a view to further increasing affordable housing delivery.

32 Given that this scheme meets the minimum 35% threshold of the draft Affordable Housing and Viability SPG, the requirement for a late stage affordable housing review mechanism is negated. However, in line with the SPG (and as an incentive for timely delivery), the Section 106 agreement will need to include provision for an early viability review mechanism – to be triggered if an agreed level of progress on implementation has not been made within two years of any planning permission.

Mix of units

33 The proposed residential schedule (presented in table 2 above) includes a mix of units between one and three-bedrooms. As discussed at pre-application stage, noting the prevailing context of interwar suburban family housing, and the proximity to Hayes and Harlington Station and the town centre, the weighting towards smaller units within the private market housing provision of this scheme is acceptable in strategic planning terms. However, in accordance with London Plan Policy 3.11 the applicant is expected to prioritise the provision of family sized affordable housing units as far as possible. Accordingly, as part of related discussions with Hillingdon Council (on local housing need) and the GLA (in respect to affordable housing grant funding), the applicant is strongly encouraged to exploit all

further opportunities to maximise the provision of family sized affordable housing as far as possible.

Residential standards, children's play space and housing density

34 All dwellings will meet or exceed the minimum space standards established by London Plan Policy 3.5 (Table 3.3) and 10% of dwellings would be wheelchair accessible/adaptable. This is supported, and the Council will use planning conditions to secure Building Regulations standards M4(2) and M4(3) as per London Plan Policy 3.8.

35 With respect to children's play space, scheme provides eight different areas for children's play (totalling 1,990 sq.m.) across the landscaping strategy and semiprivate amenity spaces. This would offer a verity of different environments for play and recreation for the wide range of age groups expected within the scheme. The proposed provision of playspace meets the spatial requirements of the Play and Informal Recreation SPG and is supported in line with London Plan Policy 3.6.

36 In terms of housing density, the suburban nature of the surrounding context (and the varying PTAL) generally suggest a residential density of 150 to 350 habitable rooms per hectare / 35 to 90 units per hectare (based on Table 3.2 in support of London Plan Policy 3.4). However, in line with guidance within the Housing SPG, the characteristics of this particular Opportunity Area site (including its size and existing large-scale buildings) offer the potential to introduce a transition from the suburban setting to a neighbourhood of a more urban character. On this basis GLA officers advocate a high quality, high density approach that would support sustainable intensification of this suburban brownfield site, and help to capitalise on the connectivity enhancements of Crossrail 1. The proposed density of this scheme is 430 habitable rooms per hectare / 170 units per hectare. Whilst this would exceed the general range identified by Table 3.2, noting the particular characteristics of this site, the proposed density is strongly supported in strategic planning terms.

Social infrastructure

37 London Plan Policy 3.7 states that large residential developments should, where necessary, coordinate the provision of social, environmental and other infrastructure. Given the quantum of residential development proposed in this case, it will be important that the scheme appropriately contributes towards the infrastructure necessary to support sustainable communities.

38 In terms of social infrastructure, it is noted that the applicant is providing space for a nursery and children's centre as part of a community centre to be provided within the refurbished canteen building. This is supported, and could provide enhanced facilities (as part of a relocation strategy) for the existing Children's Centre at the western end of Nestles Avenue.

39 More general contributions to local infrastructure will be addressed via the Hillingdon Community Infrastructure Levy, and, to assist with prioritising and accelerating delivery, the GLA has been working with Hillingdon Council to undertake a development infrastructure funding study (DIFS) to identify the full range of infrastructure necessary to support anticipated growth within the Hayes Housing Zone. Soon to be published, this piece of work is feeding into the borough-wide Hillingdon Strategic Infrastructure Plan, and will be used to inform a review of Hillingdon Community Infrastructure Levy charging rates.

Urban design

40 As part of pre-application engagement across a range of sites south of the railway at Hayes and Harlington, the GLA has been working jointly with Hillingdon Council and other local stakeholders (including the applicant) to develop a broadbrush masterplan for the area. Whilst non-statutory in status, it sets out strategic design principles for the Council's

emerging SA5 site allocation which are intended to positively influence development proposals in this area and ensure that their design aspirations are aligned (refer to figure 4 below). Subject to resources, this work may later be progressed further as part of a dedicated planning framework for the Hayes Housing Zone.

41 The masterplan in figure 4 essentially seeks to establish a new east-west route into the heart of the site, connecting the historic Nestle factory core with the station and high street. The canal edge at the north of the site would also be opened up, supporting improved connections with the wider Blue Ribbon Network and Green Chain corridors associated with the Crane Valley to the east. The masterplan seeks to retain the high quality Truscon and Sandow factory building facades, as well as the canteen building and adjacent green space known as Wallis Gardens. In terms of scale, the masterplan envisages taller buildings along the railway, transitioning to low-rise blocks at Nestles Avenue.



Figure 4: Strategic design principles for emerging Hillingdon site allocation SA5.

Proposed masterplan layout

42 As demonstrated by figure 5, the proposed scheme responds very well to the design principles of the non-statutory masterplan, and would successfully manage the critical interface between residential; mixed use historic core; and, commercial employment uses. This would be achieved through the adoption of a legible residential street pattern - supported by the careful retention and conversion of the historic factory buildings (as described in paragraph 11); and, the use of these historic buildings (and various new-build elements) to wrap/buffer the proposed large-scale commercial uses. This arrangement also ensures that the commercial uses would benefit from direct access to North Hyde Gardens, and the strategic road network beyond.

43 The arrangement of the proposed masterplan would also deliver considerable improvements to the southern edge of the Grand Union Canal (which is currently inaccessible in this location). These improvements include the provision of a high quality landscaped towpath, fronted by a mix of residential and commercial uses. In conjunction with activation from residential blocks and a potential canoe club, the proposed location of the commercial office units at this edge would work very well in terms of providing activation and passive overlooking onto the canal - supporting the aims of London Plan policies 7.3 and 7.27.

Height, scale and massing

44 The scale of the proposal ranges from four-storeys (along Nestles Avenue at the interface with suburban hinterland) to 11-storeys (at the railway edge). The approach to scale generally accords with that within the non-statutory masterplan, and would be successful in terms of optimising the development potential of the site, and providing an

appropriate response to the varying site edge conditions. Moreover, following an iterative process of design review at preapplication stage, the distribution of massing and building heights around the historic core of the site has been carefully optimised to minimise impact on the setting of Listed Buildings and character of the Conservation Area (refer also to the historic environment section below).



Figure 5: Proposed masterplan for former Nestle factory site.

Residential design quality

45 The applicant proposes a variety of apartment blocks with balconies/internalised private amenity space and communal garden areas. These typologies have been carefully designed to: respond to the various sensitivities of their context; deal with the challenges of retaining historic fabric; and, create clearly defined and well-activated streets. Moreover, the prevailing north-south alignment of apartment blocks allows dwellings to benefit from favourable sun-lighting conditions. With respect to the element of residential conversion at the Truscon building, it is noted that the arrangement has been particularly well-considered to provide a favourable aspect and outlook for dwellings (as well as deck access for south-facing units in the main factory building).

46 The submitted block plans and layouts also demonstrate that the scheme would generally respond well to the residential design principles within the Housing SPG (in terms of maximising dual aspect units; providing ground floor residential entrances; and optimising unit to core ratios). Furthermore, subject verification that potential issues of noise and vibration (from the railway and/or commercial uses) would be suitably mitigated (refer to the sustainable development section below), GLA officers are of the view that the scheme exhibits a very high standard of residential design.

Historic environment

47 London Plan policies 7.8 and 7.9 recognise the potential of heritage assets as catalysts for regeneration and seek to ensure that development proposals conserve, restore and re-use heritage assets wherever possible and respect their character and setting. Following an iterative process of design review undertaken at pre-application stage, GLA officers are of

the view that a favourable balance has been struck between the loss and retention of Locally Listed Buildings within the Botwell Nestle Conservation Area. More generally, and mindful of the duty under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, officers are of the view that the proposed scheme (which includes the retention of various heritage assets as part of a new residential neighbourhood; mixed use historic core; and, new employment quarter) would significantly enhance the character of the Botwell Nestle Conservation Area. More detailed heritage consideration with respect to Locally Listed Buildings/specific parts of the Conservation Area are set out below.

Truscon building

48 The proposal to fully restore the 'art deco' tower and its interiors (including the staircase and ground floor room) is strongly supported. The proposed extension on the main factory building roof is acceptable on the basis that it would be sufficiently set back so as not to compromise the integrity of the retained and restored 1930s facade, or the silhouette and presence of the 'art deco' tower. The decision to retain the eastern Truscon building elevation (as a front door to a new-build commercial unit behind) is particularly welcomed, as is the high quality northern facsimile elevation at the canal edge.

Sandow building (and adjoining new-build blocks)

49 The reconstruction of this largely hidden/lost historic element is strongly supported. Moreover, officers are satisfied that the scale, height, siting and massing of the proposed newbuild blocks adjacent would not harm the integrity, setting, character and appearance of the retained elevations.

Canteen block

50 The proposed restoration of this block (including the former dining hall with suspended ceiling and colonnade, and the attached two-storey L-shaped block) is strongly supported. No objection is raised to the demolition of the single-storey lavatory block to the rear, and officers are satisfied that the proposed new build block that would replace this would not detract from adjacent heritage assets, or harm their character/setting.

New-build block G (fronting eastern edge of Wallis Gardens)

51 It is noted that the positioning of block G would result in a slight loss of area from Wallis Gardens, and would slightly affect the symmetry of formal garden layout either side of the central avenue. GLA officers are of the view that this would result in some less than substantial harm to the character of the Conservation Area. However, having regard to the positive sense of garden enclosure and active residential frontage that this block would provide; the proposed retention and refurbishment strategy for the Locally Listed factory buildings on-site; and, the high quality of the wider new build masterplan elements and their positive contribution to the character of the Conservation Area generally – GLA officers are of the view that this proposed harm would be outweighed.

Lodge

52 The proposed loss of this interwar villa is regrettable. However, it is noted that this Locally Listed Building is of a very different architectural style to the art deco/modern movement 1930s factory and staff amenity buildings which define the primary character of the Conservation Area. Having regard to this; the proposed retention and refurbishment strategy for the Locally Listed factory buildings; and, the high quality of the new build elements and their positive contribution to the character of the Conservation Area generally – GLA officers are of the view that this proposed loss would be outweighed.

Inclusive access

53 GLA officers support the commitment to ensure equal and convenient access throughout

the development, and, note that the applicant has given careful consideration to the opportunities and constraints associated with the proposed conversion of Locally Listed Buildings across the site.

54 It is evident that building entrances across the masterplan would be legible, accessible and uncluttered. Internal layouts also demonstrate that the proposed blocks are well resolved - with circulation routes generously proportioned and well laid out. The typical unit layouts provided also demonstrate that relevant wheelchair standards could be achieved as required by London Plan Policy 3.8.

55 With respect to the public realm, the landscaping plans confirm that routes through the masterplan would be legible and generous, and that gradients would be well-handled. Whilst shared surface areas are proposed in certain instances, officers note and welcome the fact that these would be delineated by kerbs in order to provide pedestrian safe zones. The application accords with London Plan Policy 7.2.

Sustainable development Energy strategy

56 In accordance with the principles of London Plan Policy 5.2 the applicant has submitted an energy statement, setting out how the development proposes to reduce carbon dioxide emissions. In summary the proposed strategy comprises: energy efficiency measures (including a range of passive design features and demand reduction measures); a single energy centre and site-wide network driven by combined heat and power plant; and, renewable technologies (comprising air source heat pumps and 2,240 sq.m. of photovoltaic panels). The approach proposed would achieve a 37% carbon dioxide reduction for the residential component of the scheme and a 34% reduction for the non-residential component. Whilst GLA officers are seeking a number of detailed clarifications, the proposed carbon dioxide savings are supported in principle. Notwithstanding this, pursuant to part E of Policy 5.2, a contribution should be secured towards the Council's carbon offset fund in view of a 4 tonne per year shortfall against the strategic target within London Plan Policy 5.2.

Climate change adaptation

57 London Plan policies 5.10 and 5.11 seek the incorporation of new green infrastructure as part of development proposals, and policies 5.12 and 5.13 seek to reduce flood risk and secure sustainable urban drainage systems to reduce surface water runoff. The scheme includes various areas of soft landscaping; green/brown roofs; permeable paving; and, below ground rainwater storage to support urban greening and reduce surface water runoff rates in line with the Sustainable Design and Construction SPG. This is supported, as is the proposed use of native plant species and other ecological enhancements to support local biodiversity and access to nature in accordance with London Plan Policy 7.19.

Trees

58 It would be necessary to remove 106 individual trees and 6 groups of trees from the site/Conservation Area in order to facilitate the development. However, the proposal has been designed to allow for the retention of high quality trees wherever possible, and only seven of the trees identified for removal are assessed to be of moderate quality (the remainder are all low quality). To mitigate the loss of existing trees the applicant proposes a comprehensive site-wide landscaping and replanting strategy which, overall, would deliver a significant uplift in trees at the site in line with London Plan Policy 7.21.

Noise and vibration

59 The proximity of the railway to the north of the site presents issues for residential quality in terms of noise and vibration. B Class uses operating within the proposed large scale commercial units and associated service yards are also likely to generate similar issues for adjacent sensitive uses. As discussed at pre-application stage it is important to ensure that these issues would be addressed in order to support a high quality residential environment,

and protect the operational flexibility of the proposed new employment space. Accordingly the applicant has submitted a noise and vibration report as part of the environmental statement which considers the impacts in this regard and proposes means of mitigation. In summary, the assessment concludes that (both in terms of the impact of external sources on the development, and impacts between industrial and residential uses within the development itself) it would be possible to provide appropriate mitigation through measures such as carefully controlled glazing specification and mechanical ventilation. Having regard to the findings of the noise and vibration assessment the Council will ensure that necessary mitigation is secured by way of planning condition in line with London Plan Policy 7.15.

Air quality

60 The site falls within the Hillingdon Air Quality Management Area (AQMA) and the applicant has submitted an air quality assessment as part of the environmental statement which considers the impacts in the proposed development (during both its construction and operational phases). The assessment finds that the most significant air quality impacts (associated with dust particles) would occur during the construction phase of the development. However, a variety of proposed mitigation measures would reduce this impact in order to ensure that the residual effects would not be significant.

61 In terms of the operation of the development once completed, the assessment identifies associated road traffic as the single major source of impact (the effect of the proposed on-site energy centre is deemed to be negligible). Whilst in most cases the traffic impact would not result in any exceedance of levels for the AQMA, there is one location (close to Hayes and Harlington Station) where, based on the current baseline conditions, an exceedance is predicted to occur. However, the assessment notes that this exceedance occurs primarily due to diesel emissions from trains running on the adjacent railway line. Noting that the services on this line are currently in the process of being electrified, the baseline conditions in this location are expected to improve to a level where no additional mitigation would be required.

62 Overall, the anticipated traffic emissions generated by the development (whilst calculated to be of negligible impact in themselves) prevent the development from achieving air quality neutral status. Therefore, to ensure accordance with London Plan Policy 7.14 the Council must appropriately secure implementation of the suite of mitigation measures proposed within the air quality assessment, particularly measures for promoting sustainable travel and reducing private vehicle use (refer also to the transport section below).

Transport

Site access (residential)

63 The residential component of the scheme would be served by two main access roads - Milk Street to the west, and Canal Street to the east. Pedestrian access into the site will be available from Milk Street and Canal Street, plus a re-opened access to the east of Harold Avenue. Pedestrian access would also be available along the canal frontage to the north of the site, which will provide an alternative connection to North Hyde Gardens, and the towpath. Cycle access into the site will be from Nestles Avenue at Milk Street, Canal Street and the existing access to the east of Harold Avenue. Site access (employment)

64 The residential and employment proposals are operationally distinct, and there is no shared vehicular access. Vehicular access for the employment site will be retained from North Hyde Gardens and each unit will have its own gated service yard. A number of pedestrian routes will be available including from North Hyde Gardens, a new route via the residential scheme and a new route via the canal. Cycle access will be from Nestles Avenue and North Hyde Gardens.

65 TfL has no objection to the proposed accesses, but notes that rationalisation /

formalisation of parking on Nestles Avenue will be important to ensure safe movements and necessary visibility for all users coming in and out of the site. Car parking (residential)

66 Residential car parking is proposed at a level of 0.5 spaces per unit, which equates to 648 standard residential spaces. This level was agreed as acceptable in principle by TfL during pre-application discussions - subject to the outcome of the highways assessment. In addition to this, it is noted that 20 short stay spaces are proposed for the retail, commercial and community space. This is similarly acceptable.

67 An initial provision of 18 blue badge spaces to serve the number of wheelchair units within the affordable component of the development is proposed, with the number of oversized spaces to be increased as necessary when demand for them is identified. TfL seeks further discussion with the applicant and Council on how this is proposed to be operated in practice. More generally, the applicant's proposal to monitor and manage car parking through a car park management plan is supported, and should be secured through the Section 106 agreement.

68 The applicant intends to fund future implementation of parking controls in the vicinity of the site and agrees that new residents of the development will not be eligible for any future onstreet parking permits. Additionally, the applicant will fund five car club vehicles complemented by three years free membership and £25 driver credit for each residential unit. All of these measures are welcomed.

Car parking (employment)

69 The total level of car parking proposed for the employment uses is 213 spaces for 22,600 sq.m. - which equates to 1 space per 106 sq.m. This is well in excess of London Plan standards, which stipulate that parking for commercial uses should be provided at a maximum standard of one space per 500 sq.m. of gross B2 or B8 floorspace. Therefore, TfL strongly encourages this level of parking to be reduced, particularly given the existing congestion in the area and forthcoming increase in PTAL.

Cycle parking

70 For the residential and associated mixed use development a total of 2,186 cycle parking spaces are proposed. This includes 78 spaces for visitors and 117 accessible spaces. A total of 72 cycle parking spaces will be provided across the four employment units. This is London Plan compliant and supported. The detailed design of cycle parking following London cycling design Standards (LCDS) should be secured.

Trip generation

71 TfL has reviewed the proposed trip generation for both elements of the development and sent detailed comments regarding this to the Council in a letter dated 28 June 2017. In summary, the trip rates for the existing industrial use and the proposed employment uses are acceptable. However, there are a number of questions around the proposed residential trip rates which need to be resolved - particularly to ensure that the impact on bus services is properly reflected.

Highway impact assessment

72 A significant amount of highway modelling and assessment has been done in support of the application, with the applicant taking two approaches to highway assessment and growth, one prescribed by TfL and the other by Hillingdon Council. TfL is undertaking a thorough review of this and has requested the modelling files from the transport consultant.

73 The road network around the site is very congested and will be sensitive to any increase in car use resulting from development. The A312 Bulls Bridge Roundabout is of particular concern, alongside the local road network where bus speeds are very slow due to congestion. The emerging Hayes DIFS (refer to paragraph 39), has identified a number of

transport measures as being necessary to support growth in Hayes (including: M4 Junction 3 and Bulls Bridge roundabout capacity upgrade (£10,000,000); Bulls Bridge Roundabout design and rebuild (£3,000,000); Cranford Park Access (£3,000,000); and, Harlington Corner accessibility improvements (£300,000)) and it is expected that this development will make an appropriate contribution towards these schemes.

Public transport

74 TfL's principal concern on public transport relates to proposed impact on the bus network, and the need to ensure that the necessary sustainable travel patterns would be achieved. The peak hour bus trips from this development alone will require an additional return journey in the peak hours, at a cost of £95,000 per year for 5 years, a total of £475,000. The total cost of the additional bus capacity needed to serve the Hayes Housing Zone is £5,000,000.

75 Additionally, as identified in the emerging Hayes DIFS there is a need for improved/new bus connections and priority in Hayes, which will play an important part in encouraging new residents to travel by sustainable modes. In order to achieve this, TfL has identified a scheme to divert a bus service along Nestles Avenue and as such is seeking developer funding, and potentially land, to deliver this scheme. The cost of this intervention is £1,250,000 and land may also be required. Further bus priority schemes have also been identified at a cost of £1,175,000.

76 Another key intervention is to deliver capacity improvements to the bus interchange at Hayes and Harlington station which is currently very basic and suffers from overcrowding at peak times. This could include bridge widening and the estimated cost of this scheme is £15,000,000.

Walking and cycling

77 A pedestrian environment review system (PERS) audit has been undertaken in support of the application. A number of deficiencies were identified and these should be resolved through the application. Furthermore, TfL expects the site to contribute towards promoting walking trips and embedding sustainable travel in the area, critical to enabling the aspired level of growth in Hayes Town Centre.

78 A cycling environment review system (CERS) has been undertaken in support of the application. This identified a need for improvements to cycle parking around trip attractors in the vicinity of the site. In addition to this, TfL modelling of Hayes Town Centre forecasts significant increases in cycle flows in the area by 2026. Therefore, it is expected that the applicant contribute towards delivery of interventions to support and embed cycling trips as identified in the emerging Hayes DIFS.

79 In summary, the total cost of the walking and cycling interventions allocated to the Hayes Housing Zone is £10,970,000 and this development will need to contribute accordingly.

Travel planning

80 It is welcomed that a travel plan for each major land use, (residential and commercial), has been prepared in support of the application. Final travel plans should be secured, monitored, enforced, funded and reviewed through the Section 106 agreement.

Delivery and servicing

81 Details of delivery and servicing trips need to be provided, alongside evidence that associated movements are adequately provided for in the layout of the site. Expected trips and measures to minimise and manage delivery and servicing movements should be

formalised in a delivery and servicing plan (DSP), prepared in accordance with TfL guidance, prior to occupation of the development.

Construction

82 A construction management plan (CMP) has been submitted in support of the application. This contains high level measures to minimise and manage the impact of construction related movements on the transport network. These include minimising peak hour vehicle movements, vehicle booking systems and marshalling. The final CMP should be prepared in accordance with TfL guidance and submitted for approval prior to commencement of the development.

Financial contributions to mitigate transport impact

83 As cited above, there are a number of significant transport/infrastructure interventions identified to support growth within the Hayes Housing Zone. The impact of this proposed development will need to be appropriately mitigated, and funding for necessary interventions will need to be secured via an appropriate legal mechanism. TfL would welcome further discussion with the applicant and the Council in this regard, in the context of the emerging Hayes DIFS.

Local planning authority's position

84 Hillingdon Council is still reviewing the application, and is expected to consider the case at a planning committee meeting in September 2017.

Legal considerations

85 Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 of the Order to refuse the application, or issue a direction under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application and any connected application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's statement and comments.

Financial considerations

86 There are no financial considerations at this stage.

Conclusion

87 London Plan policies on Opportunity Area; Strategic Industrial Location; employment; housing; urban design; historic environment; inclusive access; sustainable development; and, transport are relevant to this application. Whilst the scheme is strongly supported in strategic planning terms, the application does not yet fully comply with the London Plan as set out below:

- Principle of development: In view of the plan-led consolidation of the Nestles Avenue SIL, the proposed residential-led mixed use redevelopment of this vacant site to deliver increased housing and employment densities contributing to a sustainable suburban intensification within a Housing Zone and Opportunity Area is strongly supported in line with London Plan policies 2.13, 2.15 and 2.17.
- Employment: The proposed re-provision of 4 hectares of employment land / 22,663 sq.m. of employment space is strongly supported in line with London Plan Policy 2.7. The applicant is, nevertheless, strongly encouraged to incorporate a proportion of affordable workspace as part of the proposed small-scale office/co-working space.

- **Housing:** The proposed 35% provision of affordable housing is supported as a starting point. However, further interrogation of the affordable housing provision is required in the context of SIL release, and the applicant must fully investigate the provision of grant funding (and any other available public subsidy) in accordance with London Plan Policy 3.12 and the draft Affordable Housing and Viability SPG.
- **Urban design:** The heritage-led masterplan is an exemplar of suburban intensification and would achieve a successful consolidation of employment land in order to support the sustainable integration of large-scale commercial operations with high quality, high density housing. The application is supported in line with London Plan Policy 7.1.
- **Historic environment:** Whilst the proposal would result in some less than substantial harm to heritage assets, this harm would be outweighed by the refurbishment strategy for the Locally Listed factory buildings; and, the high quality of the new build elements of the scheme and their positive contribution to the character of the Conservation Area. The application accords with London Plan policies 7.8 and 7.9.
- **Inclusive access:** The approach to access and inclusion is supported in line with London Plan Policy 7.2.
- **Sustainable development:** Following minor clarifications on the energy strategy, the proposed climate change mitigation and adaptation measures; tree planting and landscaping strategy; and, noise, vibration and air quality mitigation measures should be secured by way of planning condition/obligation in line with London Plan policies 5.2, 5.10, 5.11, 5.12, 5.13, 7.14, 7.15, 7.19 and 7.21.
- **Transport:** Whilst the proposed development is generally acceptable in strategic transport terms, the applicant needs to address issues associated with: car parking; trip generation; highway impact assessment; public transport; walking and cycling; travel planning; delivery and servicing; and, construction to ensure accordance with London Plan policies 6.3, 6.7, 6.9, 9.10, 6.13 and 6.14.

Transport for London:

(Note: comments removed concerning other developments on nestles Avenue, which are not currently under consideration)

- It is welcomed that land has been safeguarded for the 'multi-modal transport spine' and a bus turning circle and that this is reflected in revised plans submitted by the applicant.
- Further to this TfL will need to be involved in the detailed design and delivery of the above, primarily to ensure that the delivered infrastructure is suitable for buses, therefore TfL requests that the relevant provision for sign off by TfL is included in the associated conditions and obligations attached to any permission.
- In addition to the turning circle for buses, access to driver facilities will need to be provided. It is understood that this would be in the planned Community Hub in the former Canteen building. This is welcomed in principle but again TfL would need to sign off the detail surrounding this and the developer will need guarantee 24 hour access to this, alongside on-going access via a safe walking route.
- Furthermore, the developer will need to allow access in perpetuity to the land allowing passengers to alight and buses to turn and stand, allowing installation of relevant infrastructure on the developers land, ensuring on-going access and a suitable walking route to driver facilities. There will need to be an obligation on the developer to keep the road and stand open to buses and in a state of good repair – assuming the Council is not adopting?
- As stated in the GLA's stage 1 report, the Nestle Factory development will give rise to in the region of 150 additional two way bus trips (approx. two double deck buses) in each peak hour and this demand will need to be mitigated accordingly (TfL requested £475,000 for the development trips alone, plus contributions towards pump priming the extension along Nestles Ave), therefore I would be grateful if you could confirm the amount set out in the HoTs towards bus capacity enhancements.
- As you are aware, the traffic modelling is on-going and may not be completed until after determination. There are a number of highway interventions identified to support growth

in the Hayes area, including at Bulls Bridge roundabout and TfL expects a suitable developer contribution to be secured toward delivering these – please confirm what figure is included in the HoTS.

- You asked for confirmation of TfL's agreement that for the purposes of establishing a net traffic impact that a proportion of the existing B2 land use could reasonably be brought back into use without the need for planning consent – a figure of 62,040sqm (out of 90,000sqm) was agreed with TfL during pre-application discussion.

- Finally, it is understood that at the request of the Council, the level of residential car parking has been increased from 0.5 spaces per unit, to 0.6. TfL does not support this approach as it is not consistent with the aims of current and emerging policy to substantially increase travel by sustainable modes and reduce car dominance and this will need to be reflected in stage 2 reporting. A level of 0.6 is not aligned with the advice consistently given through pre-application process and preparation of the DIFS that a maximum of 0.5 on each site would be required in order to accommodate high density residential development in an area with already known high level of traffic congestion.

I trust the above is useful and look forward to receiving draft conditions and HoTs as your earliest convenience.

Further comments received 23/11/17)

As you know TfL has requested a s106 contribution towards delivery of improvements at Bulls Bridge, this is a long standing requirement first set out in the pre-application advice letter and subsequently in TfL's response to the planning application currently being determined by LBH. The scale of the proposed development and its proximity to the A312 mean that a contribution is undoubtedly justified, not solely on account of the potential vehicle trips, but the need to cater for all modes and deliver 'good growth'.

To put this in context, the site lies within the Hayes Housing Zone, for which alongside the Southall Opportunity Area, 11,500 new homes and 3,000 jobs are planned over the next 20 years. The A312 corridor at Bulls Bridge and J3/M4 is a notorious traffic hotspot often suffering from delays and tailbacks throughout the day with wider network implications. To support and encourage 'good growth' the cumulative impact of planned developments needs to be accommodated, making the best use of third party funding contributions. To this end TfL is looking to secure a significant contribution towards this from the Nestle Factory site application as development cannot come forward without major interventions at this location.

The Bulls Bridge project will unlock growth through reconstruction of the two major junctions which are over-capacity. The project will deliver a range of benefits across modes under the Healthy Streets umbrella, all of which are pertinent to your site. These incorporate the principles of 'good growth' and unlocking delivery of new homes and jobs in line with the Mayor's Transport Strategy and key benefits include:

- Reduced congestion
- Improved safety
- Improved air quality through a reduction in the number of vehicles idling
- Reduced traffic on the non-strategic network
- Improved bus performance
- Improved freight journey times

As you are aware, St James, the Southall Gas Works developer, is obligated via Grampian conditions to deliver major improvements on the A312 at the junctions of Bulls Bridge and J3/M4. However, this was secured prior to full knowledge of the cumulative growth to come forward in Hayes and by Crossrail. TfL has subsequently progressed alternative design solutions to manage the cumulative impact of growth, deliver a long term sustainable solution and ensure the best possible alignment with the Healthy Streets approach.

It is for the above reasons that developer contributions are being sought to deliver a scheme that goes beyond the Southall Gas Works design and meet the funding gap required to do so. Although not yet published, a Developer Infrastructure Funding Study (DIFS) for the Hayes Town Centre Housing Zone was commissioned jointly by LBH and the GLA , with input from TfL. This identified an number of transport interventions required to support growth in Hayes including upgrades to the Bulls Bridge and M4/J3 junctions on the A312. The DIFS identified the funding gap apportioned to the Hayes Housing Zone developments for this as being £10m.

Based on 5000 residential units in Hayes, this would equate to a contribution in the region of £3m from the Nestle Factory site towards delivery of the above interventions on the A312 corridor in close proximity to the site.

(Officer Response: The comments were noted and discussed further in section 7.8 and 7.17 of this report)

Network Rail (22/06/2017)

Whilst there is no objection in principle to this proposal, the applicant must be made aware that Network Rail enjoy certain rights over the land under the demarcation agreement as this land was once in railway ownership.

To include a general right of access over the northern portion of the development site for the purposes of maintaining any apparatus retained in the land i.e. drains, cables and also a right of access to maintain any works on Network Rail's land.

There is also a restrictive covenant over the extreme north east side of the development site immediately adjacent to the canal. No building may be constructed on this area of land measuring 35 feet by 35 feet, without complying with any conditions regarding foundations.

There is also a condition that the developer, maintain the retaining wall which supports the railway along the northern boundary of the site and Network Rail retains the right to enter the land to undertake works to the wall if the landowner defaults and to charge the landowner for any works in respect of such default.

Notwithstanding the above, I give below my comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

FORMER BR LAND

The development appears to be located on an area of land previously under the ownership of Network Rail. Often these sites are sold and are subject to a demarcation or covenant agreement which may include particular rights in relation to the safe operation of the railway and associated infrastructure. It must be considered when Network Rail has access rights over the development site; access must not be blocked or restricted at any time. The applicant must comply with all post sale covenants in the demarcation agreement and understand the implications this will have on the implementation of this development.

Any representations made are without prejudice to those rights and obligations and on the basis that they do not imply that Network Rail's approval under the demarcation agreement will be given for the proposed development or for any part of it.

DEMOLITION

The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building, due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence.

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

DRAINAGE

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways/attenuation tanks should not be constructed within 20 metres of Network Rail's boundary. Any surface water run-off from the site must drain away from the railway boundary and must NOT drain in the direction of the railway as this could import a risk of flooding and / or pollution onto Network Rail land.

SAFETY

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In particular, the demolition of buildings or other structures must be carried out in accordance with an agreed method statement. Care must be taken to ensure that no debris or other materials can fall onto Network Rail land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

SITE LAYOUT

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

CHILDRENS PLAY AREAS/OPEN SPACES/AMENITIES

Children's play areas, open spaces and amenity areas must be protected by a secure fence along the boundary of one of the following kinds, concrete post and panel, iron railing, steel palisade or such other fence approved by the Local Planning Authority acting in consultation with the railway undertaker to a minimum height of 2 metres and the fence should be not able to be climbed.

ACCESS TO RAILWAY

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

PILING

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

EXCAVATIONS/EARTHWORKS

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

SIGNALLING

The proposal must not interfere with or obscure any signals that may be in the area.

ENVIRONMENTAL ISSUES

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

LANDSCAPING

It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

PLANT, SCAFFOLDING AND CRANES

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that, at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding must be positioned, that in the event of failure, it will not fall on to Network Rail land.

SECTION 106 CONTRIBUTIONS

This proposal will likely result in an increased rail patronage in this locality; Network Rail would welcome the commitment of the Council of pooling planning obligations from this proposed development to mitigate the potential impact upon the railway (in accordance with Circular 05/05).

Such a S.106 obligation could be for infrastructure enhancements and could include improved accessibility (e.g. cycle routes/storage), public transport access, roadway improvements and additional car parking.

If the Council consider this request to be reasonable, Network Rail and First Great Western would be happy to provide further details of enhancement schemes at Hayes and Harlington Railway Station of which any S.106 contributions could contribute towards.

LIGHTING

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

SAFETY BARRIER

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

(Officer Response: The requested conditions and informatives would be imposed if permission is granted).

Crossrail

The site of this planning application is identified outside the limits of land subject to consultation under the Safeguarding Direction.

The implications of the Crossrail proposals for the application have been considered and I write to inform you that Crossrail Limited do not wish to make any comments on this application as submitted.

The development proposal is substantial with the site in very close proximity to Network Rail infrastructure. Whilst the site is outside Crossrail safeguarded limits it does sit adjacent to NR operational infrastructure who may also wish to review the application details and make comment.

BAA HEATHROW SAFEGUARDING (09/06/2017)

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

1) Radar Mitigation Condition

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

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

2) Submission of a Bird Hazard Management Plan Condition

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

- Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds. The management plan shall comply with Advice Note 8 ‘Potential Bird Hazards from Building Design’ attached * See para below for further information *

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

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

3) Informative re Bird Hazard Management Plans

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

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

4) Submission of Landscaping Scheme Condition

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority, details must comply with Advice Note 3, ‘Potential Bird Hazards from Amenity Landscaping & Building Design’ available at [www.aoa.org.uk/operations & safety/safeguarding. asp](http://www.aoa.org.uk/operations%20&%20safety/safeguarding.asp)).These details shall include:

- The species, number and spacing of trees and shrubs

No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

5) Informatives re tree/shrub species

Stands of trees with the potential to provide canopy’s for bird species such as Rooks, Crows should be planted at 4 metre centres or greater.

Tree species such as Oak (*Quercus* sp., Scots Pine (*Pinus Sylvestris*), and Beech (*Fagus Sylvatica*) should be excluded from the planting scheme.

Large quantities of berry bearing species should be avoided. If they are essential to the integrity of the proposed planting scheme, low numbers of berry bearing plants may be dispersed amongst other non berry species to reduce the total food supply for birds. In this location, berry bearing species should be kept below 5% of the total planting palette.

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

We would also make the following observation:

6) Cranes Condition

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

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

(Officer Response: The requested conditions and informatives would be imposed if permission is granted).

NATS

Having assessed this, as anticipated at the planning meeting we had a couple of weeks ago, NATS expects an unacceptable impact upon its H10 radar located at Heathrow airport due to the size and location of the proposed development. As discussed at the meeting, due to the number of proposed buildings, my approach would be to initially submit an objection. If you can confirm that this is one application that will either be granted or refused, and that one developer is proposing it, it is likely that we will be able to support planning conditions requiring a radar mitigation scheme (RMS). These would be the simple version of aviation conditions merely requiring an 'RMS'.

If the scheme is pursued by multiple developers and buildings are to be determined/consented and built at different times, I think my preference would be to simply object and then engage with each party individually as they approach the planning committee. This is because different buildings going up at different times may benefit from shielding or being provided with more accurate plans and drawings, NATS may be able to discount specific elements of the overall applications (i.e. smaller/more isolated buildings).

In similar cases elsewhere I have used the wording attached; it is a bit more complex but has also worked in that it has avoided a straight objection to developers, but has allowed us to assess each phase on a case by case basis. Again, I would be happy to adopt this approach here and agree the specific wording with yourself.

It is likely that I will advise LHR to simply request a radar mitigation condition in their response (over and above anything specific they may have) as that allows them to respond as they normally do, while relying on the tighter wording of ours for managing the impact with the developer and the work leading to the discharge.

Officer Comment: Full discussions were held and NATS withdrew their objection subject to the imposition of the following conditions:

1) Aviation Conditions

1. No construction shall commence on site, unless there has been submitted to and approved in writing by the Local Planning Authority and by the Radar Operator - NATS (En-route) plc, either:

- detailed plans for the proposed buildings in that individual phase, demonstrating that there would be no detrimental impact upon the operation of the Heathrow H10 SSR Radar; OR,
- details of a 'Radar Mitigation Scheme' (including a timetable for its implementation during construction) to mitigate any detrimental impact upon the Heathrow H10 SSR Radar.

2) Radar Mitigation Condition

2. Where a 'Radar Mitigation Scheme' has been required, no construction above 5m above ground level shall take place on site, unless the 'Radar Mitigation Scheme' has been implemented. Development shall not take place other than in complete accordance with such a scheme as so approved unless the planning authority and NATS (En-route) plc have given written consent for a variation.

REASON:

In the interests of Air Traffic Safety and of the operations of NATS En-route PLC.

3) Crane Operation Plan condition

3. No construction work shall commence on site until the Developer has agreed a "Crane Operation Plan" which has been submitted to and has been approved in writing by the Local Planning Authority in consultation with the "Radar Operator". Construction at the site shall only thereafter be operated in accordance with the approved "Crane Operation Plan".

REASON:

In the interests of Air Traffic Safety and of the operations of NATS En-route PLC

(Officer Response: The requested conditions and informatives would be imposed if permission is granted).

Ministry of Defence (27/06/2017)

The application site is approximately 5.89 km to the south of the centre of the runway at RAF Northolt and occupies the statutory aerodrome height and birdstrike safeguarding zones surrounding the aerodrome.

Aerodrome heights

The proposed development site occupies the statutory height and technical safeguarding zones that ensure air traffic approaches and the line of sight of navigational aids and transmitters/receivers are not impeded.

The MOD has no concerns with regards to the heights of the buildings within the proposals.

Birdstrike

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

The proposed application site falls within the statutory birdstrike safeguarding zone and we have concerns with regards to the implementation of the green roof as the first level of attenuation to be used on the site.

The green roof has the potential to attract and support nesting hazardous birds such as gulls and other bird species. Therefore the MOD has concerns that this has the potential to increase birdstrike risk to aircraft safety.

The MOD has no objection to the application subject to a conditional requirement being included in any planning permission granted; obligating the applicant to submit a bird management plan to ensure the long term management of the site.

A long term agreement should be established to make provision for the following:

- Site managers to monitor the number of birds on site
- Undertake bird control (using appropriate licenced means) to address any populations of gulls (or other bird species) occupying the green roof considered to be hazardous to air traffic and to take action if evidence of breeding is found, or at the request of the airport
- Ensure the roof is accessible for personnel engaged in bird control activities

In summary, subject to the above design requirements being implemented as part of any planning permission granted, the MOD maintains no safeguarding objection to this application.

(Officer Response: The requested condition would be imposed if permission is granted).

HILLINGDON CANALS PARTNERSHIP (24/06/2017)

Overall impact of the development

The Nestles factory site is in a key location in Hayes Town but over the years it became typical of many industrial premises in turning its back on the canal. The blank exterior of the boundary walls added to the rather alien environment of the stretch of water between Hayes Town Centre and the Bulls Bridge junction. The towpath is currently little used by the general public but it could become a real asset to Hayes as a place of recreation for walking and cycling. Even though the site is on the non-towpath side of the canal the proposed development therefore provides a golden opportunity to create a more open, active and attractive area. The Partnership is somewhat surprised that the developers have chosen to use such a large proportion of the water frontage for industrial buildings rather than residential units but its overall conclusion is that the scheme will make a positive impact on this part of the canal.

Canal frontage

The proposal to transform the canal frontage into a public space is strongly supported. In order to maintain public access rights into the future it is considered that this objective should be secured by means of a legal agreement with the Council.

To ensure that the best possible use is made of the amenity provided by the water the proposed car parking areas near to the canal need to be screened by careful landscaping and details agreed with CRT.

In order to contribute to the community safety of the area the buildings closest to the canal need active uses and natural surveillance across the canal to the towpath.

Footbridge

The Nestles factory site is geographically remote from the Town Centre and the only access to the main shopping area is along Nestles Avenue and up Station Road, over the railway bridge and then the canal bridge. It is submitted that the development should maximise connectivity to the Town Centre by providing a range of methods of physical communication. A bridge over the canal from the site to the towpath and into the Town Centre is considered essential for the reasons set out here. The absence of such a link would mean high reliance on car transport which will add to the existing problems of traffic congestion on the surrounding roads and high levels of air pollution.

The canal corridor through Hayes is currently an under-used and under-appreciated asset. For many people it hardly exists at all and for others it is merely an anonymous water channel that passes through the Town. One of the reasons for this state of affairs is that there is no active canal frontage and there a few good reasons for people to go to the canal. However the introduction of annual Hayes Canal Festival has produced an awakening of interest. The third festival was held in September 2016 and was widely recognised as the best so far. A survey of those attending showed that 75% of the people questioned had a better perception of the canal as a result of the Festival and 91% said that their visit had inspired them to visit more often in the future.

These results are extremely good news but if this increased interest is to be realised there is a clear need for a set of proposals that will improve the visual environment and create activities that will draw people to the area. A footbridge across the canal from the Nestles site could form one part of such a plan.

A crucial factor in getting more people to use and appreciate the canal is to tackle the current problems of anti-social behaviour in order to improve community safety. The section of the towpath on the opposite side of the canal to the Nestles site is very unwelcoming. As a result of the deserted nature of the area the undergrowth alongside the towpath has become a centre for various forms of anti-social behaviour including rough-sleeping, drinking, drug-taking and drug-dealing and even prostitution. All this adds to the alien environment and dissuades people from using the towpath to go about their business or for recreation.

Like many other parts of London, and indeed the country as a whole, Hayes is in danger of grinding to a halt because of the weight of traffic. Its residents also suffer relatively poor health with high incidences of obesity, diabetes and heart disease plus the effects of air pollution. Good town planning demands that everything possible is done to get people walking, cycling and using public transport rather than attempting to go everywhere by car. A footbridge could make a contribution to that approach.

It is accepted that there are physical constraints in providing a footbridge because of the limited land availability and the need to provide ramps that meet the requirements of the Disability Discrimination Act. However these problems are not unique to this site and it is considered that a detailed study of other locations on the canal network would stand a good chance of identifying practical solutions.

The case for a footbridge has been put to the applicants by the Partnership and it is noted with regret that the submitted proposals do not incorporate this suggestion. The safeguarding of land for a potential future bridge is not viewed as an adequate response. If it is not built into the basic infrastructure it is unlikely ever to happen.

North Hyde Gardens bridge

If a footbridge is not provided as part of this development the only way to gain access to the canal towpath is by use of the North Hyde Gardens bridge which is at the far end of the site and at the furthest distance from the Town Centre. The access from the bridge to the towpath is very narrow and closed-in which makes it an extremely unattractive route for pedestrians and cyclists. In order to encourage walking and cycling it is essential that this access is improved as part of the development.

Some years ago the chamber under the towpath side of the bridge became a haven for drug-takers and was twice blocked up after they had been removed. It is now secure but could be brought into some kind of positive use that would increase the flow of people with legitimate business to the area and improve community safety. Proposals have previously been made to Transport for London but funding was not approved.

There are also good grounds for looking at how North Hyde Gardens and Watersplash Lane can be used to link the site to Cranford Park which is nearby and could become a major recreational area for residents of the new housing.

Residential moorings

Previous discussions between members of the Partnership and the applicants have highlighted the potential of this site for the provision of residential moorings. This view was also endorsed at a workshop held by the developers at the Hayes and Harlington Community Centre. It is therefore a matter of regret that the plans do not include specific proposals and refer only to the potential for moorings.

Currently there is extreme pressure on available mooring spaces in central London but this does not apply to west London. CRT is in the process of drawing up a London Moorings Strategy. The installation of moorings in Hayes Town Centre would bring life and colour to this underused length of canal and contribute in a very positive manner to the required improvement in community safety that has already been mentioned.

The coming of Crossrail (now to be known as the Elizabeth line) will dramatically improve the connectivity of Hayes and central London and make the Town Centre a very attractive prospect for a mooring scheme. The security presence provided for the industrial units would add to the attraction of the location.

It is appreciated that the existing high wall at the canal edge could be a limiting factor but it is submitted that this is capable of being overcome provided that it is part of the basic design of the development. Leaving it until sometime in the indeterminate future means that it would be unlikely that anything would ever happen. For all these reasons the Partnership wishes to see moorings incorporated into any approved scheme.

Electric charging point

In addition to providing residential moorings it is requested that an electric charging point is made available. Elsdale, the electrically-powered boat that has been used as a floating classroom, is not operating in the area at the moment but it may well return in the future and the number of similarly powered boats could increase as a result of the growing concerns

about the adverse effects of diesel fumes. Currently there are very few charging points in London.

Canoe Club store

The proposal to include a store for canoes/kayaks is strongly supported. The provision of kayaks by the Sharks Canoe Club for free use by children and young people has been an important element of the Hayes Canal Festivals that have already been mentioned. This has demonstrated a clear local demand for kayaking and the Club is actively looking to establish a permanent base in the area.

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.

Railway bridge

The Network Rail bridge over the canal is a very prominent feature at the Town Centre end of the site and it is currently something of an eyesore. It is submitted that it is in the interests of the applicants and the community at large that the visual appearance of the bridge should be improved. The re-painting of the bridge and the incorporation of a 'Welcome to Hayes' message should therefore be considered as part of any Section 106 agreement that is negotiated with the Council.

The towpath that runs under the bridge also requires considerable improvement. At present it is a dark and dank place with water running down the bridge abutment during wet periods. This makes for a very unattractive prospect for walkers and cyclists. The stretch of towpath between Bulls Bridge and Hayes Town Centre is going to be improved from January 2018 as part of the 'Quietways' or 'Towpaths for All' programme initiated by CRT and financed by Transport for London. However the money available will not cover the work needed to improve the area under the bridge. Funding from the applicants would provide a real benefit to the residents of the new development and the employees at the industrial units as well as the wider community.

Maintenance of towpath environment

As already highlighted the current towpath environment does not encourage public use because of the lack of positive activities and the ensuing anti-social behaviour.

The accumulation of litter is a major problem as is the unkempt nature of the vegetation on the land adjoining the towpath. For a number of years the area was kept clean and tidy by volunteers recruited by the environmental charity Thames 21. This was organised by one of their staff with the assistance of grants from Hillingdon Community Trust but these have now run out. There is little prospect of further grants because the Trust now has a limited life following the expiry of its funding from Heathrow Airport. It is recommended that the negotiation of any Section 106 agreement should include consideration of provision of funds to allow such work to re-commence.

Use of canal water for cooling of buildings

The proximity of this site immediately adjoining the canal offers the opportunity to adopt the CRT scheme for the use of canal water for the cooling of the industrial units. A significant proportion of energy costs is spent on cooling buildings because of the heat generated by computers and lighting. The use of canal water for cooling has been shown to reduce energy costs and to re-coup initial expenditure on equipment over a relatively short period. Not only is that beneficial from a financial point of view but it is also a sustainable solution and

reduces a company's carbon footprint. GlaxoSmithKline has successfully implemented this scheme at their Greenford offices alongside the Grand Union Canal and it is recommended that SEGRO should adopt a similar approach for the industrial units.

Use of the canal for carrying of construction materials

Subject to the granting of planning permission this will be a major building construction project over a number of years and will generate a considerable volume of lorry movements. The location next to the canal means that some of the materials needed could be brought to the site by boat. In the interests of local residents and road safety it is considered that this should be built into the planning of the project from the outset.

(Officer Response: The proposal has taken into account the comments received.)

Environment Agency (09/06/2017)

We are currently operating with a significantly reduced resource in our Groundwater and Contaminated Land Team in Hertfordshire and North London Area. This has regrettably affected our ability to respond to Local Planning Authorities for some planning consultations. We are not providing specific advice on the risks to controlled waters for this site as we need to concentrate our local resources on the highest risk proposals.

We recommend however that the requirements of the National Planning Policy Framework and National Planning Policy Guidance (NPPG) are still followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be additional to the risk to human health that your Environmental Health Department will be looking at.

We expect reports and Risk Assessments to be prepared in line with our 'Groundwater protection: Principles and practice' document (commonly referred to as GP3) and CLR11 (Model Procedures for the Management of Land Contamination).

In order to protect groundwater quality from further deterioration:

- No infiltration based sustainable drainage systems should be constructed on land affected by contamination as contaminants can remobilise and cause groundwater pollution.
- Piling or any other foundation designs using penetrative methods should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

The applicant should refer to the following sources of information and advice in dealing with land affected by contamination, especially with respect to protection of the groundwater beneath the site:

- From www.gov.uk:
 - Groundwater Protection: Principles and Practice (August 2013)
 - Our Technical Guidance Pages, which includes links to CLR11 (Model Procedures for the Management of Land Contamination) and GPLC (Environment Agency's Guiding Principles for Land Contamination) in the 'overarching documents' section
 - Use MCERTS accredited methods for testing contaminated soils at the site
- From the National Planning Practice Guidance:
 - Land affected by contamination
- British Standards when investigating potentially contaminated sites and groundwater:
 - BS 5930: 1999 A2:2010 Code of practice for site investigations

- BS 10175:2011 Code of practice for investigation of potentially contaminated sites
- BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points
- BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites

(Officer Response: The Councils Floodwater Management Officer has fully reviewed the proposals in lieu of the Environment Agency)

Canal and River Trust (26/06/2017)

The Canal & River Trust (the Trust) is the guardian of 2,000 miles of historic waterways across England and Wales. We are among the largest charities in the UK. Our vision is that “living waterways transform places and enrich lives”. We are a statutory consultee in the development management process.

The Trust has reviewed the application. This is our substantive response under the Town and Country Planning (Development Management Procedure) (England) Order 2015.

The main issues relevant to the Trust as statutory consultee on this application are:

- a) Impact on the character and appearance of the waterway corridor.
- b) Impact on the water quality of the canal due to the drainage proposals.
- c) Impact on the biodiversity of the waterway corridor.
- d) Impact on the structural integrity of the canal.

On the basis of the information available our advice is that suitably worded conditions are necessary to address these matters. We also suggest that the Council should positively consider opportunities to secure funding or works, through CIL or s106, that would improve the waterway corridor in the vicinity of the site. Our advice and comments are detailed below:

Impact of the development on the character and appearance of the waterway corridor

Policy EM3 of the Council’s local plan states that “the Council will work... to continue to enhance the local character, visual amenity, ecology, transportation, leisure opportunities and sustainable access to rivers and canals. This site represents an excellent opportunity to deliver on this policy. The development should also comply with policy BE1, which requires that all new development improves and maintains the quality of the built environment by achieving a high quality of design in all new buildings, alterations, extension and the public realm. As the site forms a Conservation Area and contains locally listed buildings, the development should also comply with policy HE1.

The Trust considers that overall the development will have a beneficial impact on the character and appearance of the waterway corridor, when compared to the industrial buildings on site at present. However, we consider that the development could have a greater beneficial impact if a number of amendments are made to the proposals.

The Trust considers that waterways are assets that can add considerably to the attractiveness of new developments. Given that the applicant has chosen to primarily locate commercial uses alongside the canal, we are pleased to note that the proposal is for office uses along the frontage in units U3 and U4, which should provide some natural surveillance over the waterway corridor. We are, however, somewhat surprised and disappointed that the applicant has chosen to locate a significant area of the commercial development's car parking along the canal frontage. We believe that this represents a missed opportunity and our preference remains for a land use that positively addresses the canal rather one that requires screening to mitigate its adverse impact. If the layout is approved unaltered then the landscaping proposals for the area between the new canalside walkway and the car parking will need to be carefully considered to ensure that the car parking is appropriately screened from view (consistent with EM1 and BE1) without undermining the natural surveillance of the walkway, the canal and the towpath from the office units. Further details of the ground levels, planting and maintenance arrangements are required. We suggest that these should be required by condition.

We generally welcome the proposals for Canal Square, which by stepping down to the canal should encourage residents, employees and visitors to engage with the waterspace much more than they will be able to do along the remainder of the canal edge, given the high waterway wall. We welcome proposals to encourage greater use of the canal for on-water recreation, such as canoeing. We consider that more could be done to encourage people to visit and spend time in Canal Square by making provision for ground floor commercial uses within blocks F3 and/or F4. This would increase animation and day round passive surveillance of this important public realm. The hard surfacing materials and detailing of Canal Square, particularly the steps down to the canal, will be important and we request that if planning permission is granted then further details should be required by condition.

The relationship between the "heritage cluster" and the completely new buildings will be important to the success of the site, when viewed from the waterway. We consider that the scheme could be improved if the height of block F3 were to be reduced by two storeys to provide a more sympathetic transition to the generally lower buildings of the heritage cluster and to reduce the impact on the public realm of Canal Square, the canal and the towpath.

Whilst we can understand the desire to differentiate block F4 from the tower (F3) and U4, we consider that the use of red brick is too great a contrast with the pale earthy tones adjacent and we would suggest that it should use the same colour tone palette and rely on architectural detailing to differentiate it from its neighbours. It should act as a bridge between the adjacent blocks rather than seek to add something new and potentially jarring. We also consider that too many materials are proposed for what is a relatively modest building and the primarily blank 'gable' wall could do with further consideration without necessarily having to rely on contrasting coloured panels.

We also have concerns about the canal façade of building U4. There appears to be some contradiction between the images in the Design and Access Statement. The rendered views (Figs 3.1.1, 4.4.7) and elevations (Figs 2.5.11, 4.4.1) show this proposed façade to reflect the cellular structure that will be retained in the eastern façade, whilst other 3D views (Figs 1.1.1, 3.2.3) show the windows to be arranged in continuous horizontal strips. The replication of the form and character of the eastern elevation in the canal-facing elevation of U4 seems disingenuous, implying a heritage authenticity of a structure that never existed in that form. We believe that this risks undermining the eastern façade's heritage value. We would suggest that if it is not possible to retain and adapt the existing factory elements to provide the proposed offices uses then this new façade should take inspiration from the eastern façade but distinguish between the old and the new through a difference in materials. A new black/dark grey brick facade with deep brick reveals may be one option to consider if the Council is minded to request that changes are made.

We do not believe that, as currently designed, unit U3 sits comfortably alongside the heritage cluster. Especially given that it sits within a Conservation Area, this building should have an architectural relationship to the rest of the site, which it currently does not. It should reflect the distinct vernacular of the site rather than being a generic commercial unit. At present, we would question whether the proposed development of this unit complies with policy HE1 of the Council's Local Plan.

Improved towpath connectivity and public realm

The Trust is aware of local aspirations for a new pedestrian bridge crossing the canal in this location and supports the principle of improving access to the towpath, which is being improved as a Quietway. A bridge does not form part of the applicant's proposals. Should the Council wish to pursue this option then the Trust would be happy to discuss the matter further. Amongst other things, we would need to be satisfied that the design is appropriate (e.g. it does not impede waterway users) and that long-term maintenance arrangements are in place. A formal agreement for use of the Trust's air rights would need to be negotiated and would need the agreement of the Secretary of State.

In the absence of proposals for a bridge over the canal, the Trust would encourage the Council to consider whether access from the site to the North Hyde Gardens bridge across the canal could be improved, along with improved access to the canal towpath from the north side of the bridge.

As well as detracting from the attractiveness of the towpath as a walking and cycling route, the public realm beneath the railway bridge will negatively impact on the setting of the applicant's development. We suggest that the Council should consider using CIL or s106 contributions (whichever it considers most appropriate) and work with the Trust to secure the agreement of Network Rail to improve this space. Amongst other opportunities that should be considered, we would suggest that re-painting of the bridge and lighting over the towpath could improve the appearance and perception of safety.

The provision of moorings

Early iterations of the development contained proposals for a mooring scheme alongside the commercial development. Whilst an agreement with the Trust would be needed for any such scheme and we would need to give further consideration to the potential impacts, the Trust is supportive of the principle of moorings in this location. We consider that this would bring greater activity to the canal and offer passive surveillance over the towpath and the site's canalside walkway. We believe that the site would be an attractive location for moorings, given its good access to local facilities, services and transport. We're disappointed, therefore, that the application does not include the provision of moorings.

Whilst there is the possibility that moorings could be delivered following the completion of the development even if not part of this application, this would be significantly easier to achieve if the necessary utilities infrastructure were to be installed as part of the construction works. The Trust would be happy to advise on this, if requested. Consideration should be given to reducing the height of the waterway wall, in order for any future moorings to have safe and convenient access to the walkway. The width of the canalside walkways should also be wide enough to reduce potential conflict between boaters and walkway users where there is the potential for the provision of moorings in the future. Where this not the case, the walkway may need to be realigned.

Water quality of the canal

The applicant has approached the Trust about the discharge of surface water drainage from the site into the canal. The applicant should be aware that a commercial agreement with the Trust will be required before any surface water is discharged to the waterway.

The developer has previously been advised that Class 1 by-pass separators (with an alarm) will need to be located prior to each of the outfalls. However, page 11 of the residential Flood Risk & Drainage Assessment report states that:

“the site shall be frequented mainly by cars, though delivery and refuse vehicles will also visit the site. The use of permeable paving is known to provide water quality enhancement and therefore negates the need for light liquid separators. As such, permission will be sought during the detailed design stage to preclude the use of light liquid separators in areas of proposed permeable paving”.

SUDs can provide a degree of cleaning for contaminated surface water but it will be up to the developer to demonstrate to CRT's satisfaction that the SUDS proposed will provide an adequate level of protection. We suggest that the Council should also control this through a planning condition to ensure that the development complies with policy 5.14 of the London Plan and policy EM8 of the Council's Local Plan and we have suggested wording to this affect below.

The ground investigations undertaken by the applicant have shown the following contamination on-site:

- Pervasive chromium and elevated lead in the north of the site.
- Made Ground containing hotspots of petroleum hydrocarbons and PAH.

Groundwater levels are elevated and it is stated that 'water seepages into excavations are likely to be adequately controlled by sump pumping'.

Due to the soil contamination, the Trust will not accept surface water (e.g. via surface water run-off) or extracted perched water or groundwater being discharged into the canal during the demolition/construction works. Existing surface water drains connecting the site with the canal should be capped off at both ends for the duration of the demolition & construction works – i.e. at the point of surface water ingress and at the canal outfall. We suggest that this matter can be addressed by a Construction Environment Management Plan, secured by planning condition.

Biodiversity of the waterway

There appears to be low light spill onto the canal expected in the External Lighting & CCTV Assessments. Artificial light spill over the waterway can have an adverse impact on the biodiversity that it supports, particularly bats that use the waterways as foraging corridors. The Trust would suggest that further details of external lighting, including the light spill over the canal should be controlled by condition.

The canal in this location would greatly benefit from an emergent marginal corridor. This could be in the form of planted coir mats/rolls or floating sedge/reed planters attached to the canal wall for the whole length of the section. This would benefit the aquatic habitat creating refugia/habitat for fish, birds, invertebrates, small mammals etc. therefore boosting biodiversity and also increasing the aesthetic appeal of the area. In terms of planting by the water's edge (>1.75m from edge) we would recommend a variety of native species including fruit trees, with root protection. Willow/ Alder should not be planted, given the risk of the roots of these species undermining the stability of the waterway wall. We suggest that these points could be addressed by the landscaping condition that we have suggested.

Protection of the waterway during construction

The construction and demolition works associated with the development have the potential to adversely impact on the waterway in a number of ways, including affecting the stability of the waterway wall and the risk of dust and debris in the canal. On the basis of the information available at this stage, the main works that we would want to consider are the landscaping works on the canal wall, particularly the lowering of the canal wall to create new public space, demolition work and the potential for piling work near the canal wall. We suggest that the applicant consults the Trust's Code of Practice for Works Affecting the Canal & River Trust and discusses the proposals with the Trust's Works Engineer, Toby Pearce (Toby.Pearce@canalrivertrust.org.uk) to ensure that the necessary consents are obtained. We would suggest that, if planning permission is granted, the Council should impose conditions to ensure that sufficient details are provided prior to the commencement of works to minimise the risk to the structural stability and water quality of the waterway. We suggest that a requirement for a Construction Environment Management Plan, as well as a survey of the waterway wall, a risk assessment and method statement may cover a number of these issues.

Use of canal water for heating and cooling

The Trust considers that there is a good opportunity to use canal water for heating and/or cooling both the commercial and residential elements of this development. This does not appear to have been considered in the submitted Energy Statements. The Trust can provide examples of where this has been successfully applied elsewhere in London. Should the applicant wish to consider this opportunity further, Darren Leftley (Darren.Leftley@canalrivertrust.org.uk) at the Trust would be happy to discuss it.

Waterborne Freight

There may be opportunities to use the waterway to transport construction materials and demolition waste, consistent with policy 7.26 of the London Plan. This does not appear to have been considered to date.

Summary, Conditions and Informatives

As set out in the "character and appearance of the waterway corridor" section above, the Trust suggests that amendments to the submitted scheme should be sought to improve the appearance of the development when viewed from the waterway and the relationship between new build elements and the retained heritage features. The Trust also considers that opportunities to improve access to the towpath and the quality of the surrounding public realm (particularly beneath the railway bridge) should be considered further. Should planning permission be granted we request that the following conditions are imposed:

"Prior to the occupation of the development hereby permitted, full details of the proposed hard and soft landscaping, including ground levels, planting plans, materials and maintenance arrangements, shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall be carried out in accordance with the approved details. Reason: In the interests of visual amenity and biodiversity of the Blue Ribbon Network and the adjacent public realm."

"No discharge of water to the Grand Union Canal shall take place prior to approval by the Local Planning Authority. Details of the pollution prevention measures shall be submitted to and approved in writing by the Local Planning Authority. Surface water drainage should be

carried out in accordance with the approval details. Reason: In the interests of protection of the water quality of the Grand Union Canal”.

“No external lighting related to development hereby permitted shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority. Reason: In the interests of the protection of the biodiversity of the Blue Ribbon Network”

“Prior to the commencement of development, a Construction Environment Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall specify the measures to be taken to ensure the protection of the structural stability, water quality and biodiversity of the waterway, as well as protection of its users. The construction and demolition works shall be carried out in accordance with the approved details. Reason: In the interests of the structural stability, water quality and biodiversity of the Grand Union Canal”

“Prior to the commencement of any work to, or likely to affect, the waterway wall, a survey of the condition of the wall shall be submitted to and approved in writing the Local Planning Authority along with a Risk Assessment and Method Statement setting out the details of the works to be undertaken. The works to the waterway wall shall be carried out in accordance with the approved details. Reason: In the interests of the structural stability of the Grand Union Canal”

Should planning permission be granted we request that the following informatives are appended to the decision notice: The applicant/developer is advised to review the Canal & River Trust’s “Code of Practice for Works affecting the Canal & River Trust and contact the Trust’s Works Engineer (toby.pearce@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and that the works are compliant. (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice>)”.

“The applicant/developer is advised that surface water discharge to the Grand Union Canal will require prior consent from the Canal & River Trust and should contact Liz Murdoch in the Canal & River Trust’s Utilities team regarding such an agreement (liz.murdoch@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 (Bernadette.McNicholas@Canalrivertrust.org.uk) regarding the required access agreement.

Canal and River Trust (Further Comments 17/11/17)

The Canal & River Trust (the Trust) is the guardian of 2,000 miles of historic waterways across England and Wales. We are among the largest charities in the UK. Our vision is that “living waterways transform places and enrich lives”. We are a statutory consultee in the development management process.

The Trust has reviewed the application. This is our substantive response under the Town and Country Planning (Development Management Procedure) (England) Order 2015. Based upon the information available we have the following general advice to offer:

The Trust considers that the proposed amendments to the development have very limited impacts on our previous comments (set out in our letter of 26 June 2017, reference

CRTRPLAN-2017-22596). We ask that the Council continues to take these comments into account in its determination of the application. We have the following additional comments to make on the canalside sections (showing the proposals for landscaping between the commercial units / car parking and the trim trail) and the Canal Wall Survey. We also have additional comments to make on the case for canal-related planning obligations, following discussions with the developer and the council.

Trim Trail

We previously expressed our surprise and disappointment that the applicant has chosen to locate a significant area of the commercial development's car parking along the canal frontage.

We believe that this represents a missed opportunity and our preference remains for a land use that positively addresses the canal rather one that requires screening to mitigate its adverse impact. We suggested that if the layout is approved unaltered then the landscaping proposals for the area between the new canalside walkway and the car parking will need to be carefully considered to ensure that the car parking is appropriately screened from view (consistent with policies EM1 and BE1) without undermining the natural surveillance of the walkway, the canal and the towpath from the office units.

The canalside sections (drawing 642.11.02) now submitted indicate the difficulties of screening car parking and maintaining natural surveillance. These show that any natural surveillance from the commercial buildings that does exist will be extremely limited. We suggest that this is likely to have a significant adverse impact on the attractiveness of the trim trail for residents and the wider community, given the currently limited on-water use and the poor natural surveillance on the towpath side. Whilst we welcome the screening of car parking, we consider that the proposals submitted, because of the layout, represent a missed opportunity to improve the canal environment and to maximise its potential benefits for the development.

We note that the applicant proposes a 1.5m high fence behind the landscaped bund. We question whether gates will be positioned at gaps in the bund. The location of these and their design should be controlled through a suitably worded landscaping condition, as previously suggested.

Canal Wall Survey

We consider that the canal wall survey is thorough and that based on the development shown the recommendations are appropriate. The Trust will need to review the repair work to the wall and any works by the wall to ensure that these do not have an adverse impact on land stability or the structural integrity of the canal. We have previously suggested planning conditions that we consider should be imposed in relation to this point. We have also encouraged the developer to engage with the Trust's Works Engineer, Toby Pearce (Toby.Pearce@canalrivertrust.org.uk) to ensure that the necessary consents are obtained. The Trust has previously commented in some detail on the drainage proposals. We suggested that due to the soil contamination on site, existing surface water drains connecting the site with the canal should be capped off at both ends for the duration of the demolition & construction works. We note that the canal wall survey shows there are numerous such outfall pipes to be capped off.

Planning Obligations

We understand that Council is actively considering whether improvements to the canal environment are necessary to make this development acceptable as part of its overall judgement on the planning balance. We also understand that the applicant sees the benefit of funding canal improvements by way of a planning obligation. We have been asked by the Council to give some thought to what this may be used for.

The Trust considers that this development provides an excellent opportunity to secure improvements to the canal environment and to establish its role as a key asset in the regeneration of Hayes that will be delivered through the Housing Zone, bringing benefits to new and existing residents, employees and visitors. As we have explained, we are concerned that the proposed trim trail along the canal edge may not have the positive impact that the developer hopes it will because of the lack of passive surveillance and the lack of any obvious canalside destination.

We previously suggested that the Council should consider the case for the development funding an improvement to the access to the canal towpath from North Hyde Gardens and improvements to the railway bridge to the north-west of the site and the public realm beneath it. We remain of the opinion that these improvements would improve access to the canal, use of it and the visual amenity enjoyed by new residents and employees. They would ensure that the development is making a contribution towards an asset (the canal) that new residents and employees will clearly benefit from. However, as the Trust does not own the land on which the access point to towpath from North Hyde Gardens is located and does not own the railway bridge, we do not have worked up, deliverable schemes to suggest to the council.

In the absence of estimates for works being provided to the council by the relevant organisations, the only way to secure these improvements through a planning obligation from this development appears to us to be the establishment of a canal environment fund that the Council or the Trust can draw down from, once works have been agreed with the relevant landowner and stakeholders. Should the Council consider that it can make a case to do so in accordance with the tests for the use of planning obligations in the CIL Regulations, the Trust would also suggest that there would be benefit in providing sufficient flexibility to allow the canal environment fund to make a contribution towards the delivery of towpath improvements opposite the site (and towards the town centre) if in the future the need arose to seek additional funding to that due to be provided by TfL. It may also allow a higher specification or other complementary works in the vicinity to be completed with the quietway funding. The Trust does not have worked up estimates that it can release for upgrading the towpath in this location at the current time. In the absence of this, we suggest that the Council may be in a better position to estimate the cost of upgrading this section to a Quietway standard, following towpath upgrade works that it has undertaken recently in the borough (such as the stretch between Ironbridge Road Bridge and Old Stockley Road Bridge).

The Council will be aware that the Trust is supportive of the principle of the provision of new off-side moorings in front of the site. The Trust's Waterside Mooring business is a national operator of moorings, with experience of managing and maintaining 3600 mooring berths of various types and in various types of locations. We have been discussing a mooring scheme with the developers and have worked up plans and costings. We consider that moorings in this location would help to bring activity to the canal and provide an element of passive surveillance over the trim trail, the canal and its towpath, with benefits being felt by new and existing residents. Again, we understand that the Council is considering whether the provision of moorings is necessary to make this development acceptable as part of its overall judgement on the planning balance because of the benefits that it will bring to the canal environment as part of the regeneration of Hayes. Should the council consider that it can make a case to do so in accordance with the tests for the use of planning obligations in the CIL Regulations, then we would suggest that the key ways in which the council can help to support the delivery of the moorings is to secure:

- funding for providing the mooring infrastructure and proposed canal reedbeds,
- the granting of a long lease,

- the provision of services (power, water and foul connection) to the water's edge and
- access rights to the moorings for users and the moorings provider.

We estimate that the cost of providing the moorings infrastructure and canal reedbeds would be approximately £400,000 (at today's prices), including a contingency of £30,000 for dredging, if this is found to be necessary as the proposals develop. This does not include an estimate for the provision of services to the water's edge, which, as the council will understand, the Trust is not in a position to provide. If it was agreed that the Trust would manage the moorings then we would cover the on-going management and maintenance of the moorings and the costs related to this, as is the case on other sites.

We have been asked to consider whether the provision of moorings would affect the potential for a new pedestrian footbridge in this location. The Council will recall that we explained how the provision of a footbridge crossing our waterspace in this location would need to be negotiated with the Trust in our previous response to this application. Any new pedestrian bridge would need to rise up to provide a minimum headroom over our property (normally 3m above the water line). The moorings could be designed so that, even if a percentage of the mooring scheme were directly below the bridge, they could still be used for commercial / community purposes.

(Officer Comment; the requested conditions and informatives will be imposed should consent be granted. The Obligations requested have also been accepted by the applicants and are contained within the Heads of Terms and Recommendation of this report.)

Inland waterways Association (17/7/2017)

Our principle interest is the relationship between the proposed development and the Grand Union Canal. The IWA is the leading membership charity dedicated to protecting and restoring Britain's network of Canals and river waterways and ensuring they are kept accessible for the benefit of all.

We welcome the proposals set out in much of this application and in particular the intention to open up the northern boundary with the Grand Union canal which is currently cut off from the factory site by a continuous high fence. We also applaud the sensitive approach to the heritage of the site and the proposals to retain the critical elements of the Wallis Gilbert factory design within the conservation area. The proposed density, massing and the height of the residential blocks are appropriate to the site context and the setting of the canal.

We find the division of the site along a north/south axis to separate the industrial/distribution zone from the residential uses less than satisfactory. This zoning of the site, adopted at an early stage in master plan design, has resulted in industrial buildings taking up 280 metres of the canal frontage. Only a short section (66 metres) of the canal frontage adjacent to the proposed canal square will have active residential uses. Although the developer is proposing to locate ancillary offices uses along the north faces of Units 3 and 4 we believe these will not provide the described 'active' edge to the canal and the scheme will as a result be of a similar character to many other modern industrial estates that front the Grand Union between Hayes and the centre of Uxbridge. The design has successfully used linear residential blocks to wrap the west and south faces of Unit 4 and we believe a similar approach could have been adopted along the northern boundary with the canal to create a more interesting scheme.

Section 1.4 Public Open Space of the Design and Access Statement (p11) describes the intent to create open amenity space for both residents of the scheme and the general public and we welcome the fact that this includes open space along the northern boundary with the Grand Union Canal. However we note from the landscape masterplan that only four

pedestrian points are proposed into the Nestle site from the surrounding highways and all of these are on the southern perimeter along Nestles Avenue.

No pedestrian access into the site is shown along North Hyde Gardens. We believe that in order to create a link with Hayes town centre, which makes use of the canal towpath, it is essential that a pedestrian access be provided into the site close to the southern end of the North Hyde Gardens crossing over the canal (Bridge 200c). We conclude that without this link, the public is unlikely to make any significant use of the pedestrian route alongside the canal apart from the proposed trim trail. The limited access and permeability through the site also suggests that the overall development could easily become a gated community with controlled access limited to restricted hours during the day.

Indicative proposals relating to the interface with the canal are welcome but we are disappointed that all of these are described in section 1.2 Character and Conception Master plan Narrative as possibilities including:

- the possibility of new moorings
- A paddle sports pontoon as a possible later addition
- the possibility of a new footbridge link to the towpath on the North side

All of these 'possibilities' would be major benefits to the wider community in Hayes but we conclude that they are most unlikely to be realised in the future without a firm obligation for their implementation as part of the current application.

The section of the canal towpath between Hayes town centre and Bulls Bridge is unsurprisingly little used by local residents or as boat mooring locations due to anti social behaviour, criminal activity and rough sleeping. We suspect that the developers unwillingness to engage in a proper consideration of a footbridge over the canal is in part driven by a desire to 'secure' the site by limiting access to the new development from perceived 'problem' areas to the north. However the Nestles development together with the recently approved mixed-use scheme at Silverdale Road provide a rare opportunity to completely change the current situation using Secured by Design principles along the towpath. These interventions include:

- total removal of scrub undergrowth and places of concealment along the towpath.
- the creation of a wide grassed verge next to the canal with the towpath and future Quietway relocated to the north immediately alongside the boundary fence with the adjoining commercial/industrial sites.
- improvements to the towpath route under the railway bridge including re-decoration, improved lighting and measures to control water ingress during wet periods.
- improvements to the access from the footway of North Hyde Gardens Bridge to the towpath including widening and surface treatments to encourage safe pedestrian and cyclist use.
- the provision of a mixture of short term visitor moorings and residential moorings along the northern edge of the Nestle site to improve surveillance over the canal.

If the Council is minded to grant approval of the planning application the consent should be subject to a number of conditions:

- 1) Prior to commencement of development the submission of an engineering and access study for a new footbridge over the canal linking the Nestle site with the Grand Union Canal towpath for approval by the LPA. The purpose of the study should be to verify the position and size of land required on both sides of the canal to reserve space for the ramp access required to the footbridge deck
- 2) Prior to commencement of development the submission of a demolition and construction phase water freight transport study prepared by an independent consultant for approval by the LPA

- 3) The submission of details of soft and hard landscaping to incorporate a pedestrian/cyclist access into the site from North Hyde Gardens adjacent to the canal bridge (Bridge 200C) for approval by the LPA
- 4) In conjunction with the Canals and Rivers Trust the submission of details to incorporate visitor and residential moorings along the offside canal frontage including pontoon access arrangements, mooring facilities such as service bollards and refuse/toilet waste disposal facilities.
- 5) A requirement for a S106 agreement to secure:
 - secure by design improvements to the canal towpath and railway bridge between North Hyde Gardens and Shackles Dock as set out above.
 - Contributions to the future construction of a footbridge over the canal
 - the provision of visitor and residential moorings along the canal frontage of the site
 - contributions for the dredging of the canal adjacent to the Nestle Wharf wall to enable the provision of boat moorings
 - use of water freight during demolition and construction phase in accordance with the recommendations of the water freight study.

(Officer Response: Most of these comments reflect those of the Canals and Rivers Trust, therefore conditions requested by the IWA have already been requested by the CRT and would be imposed if permission is granted).

Natural England (20/06/2017)

The Wildlife and Countryside Act 1981 (as amended) The Conservation of Habitats and Species Regulations 2010 (as amended) Natural England's comments in relation to this application are provided in the following sections.

Statutory nature conservation sites – no objection

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

Protected species

We have not assessed this application and associated documents for impacts on protected species.

Natural England has published Standing Advice on protected species.

You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us with details at consultations@naturalengland.org.uk.

Green Infrastructure

The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement. Natural England would encourage the incorporation of GI into this development.

Priority Habitat as identified on Section 41 list of the Natural Environment and Rural Communities (NERC) Act 2006

The consultation documents indicate that this development includes an area of priority habitat, as listed on Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. The National Planning Policy Framework states that 'when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity. If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.'

Local sites

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) of the same Act also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.

Landscape enhancements

This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.

Sites of Special Scientific Interest Impact Risk Zones

The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation

process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website

The Victorian Society (13/06/2017) Summary

Thank you for consulting the Victorian Society on this application.

We object to the needless and unjustified demolition of the Nestle Works Lodge, which is both a pleasing historic building of some distinction and one of the most significant buildings – and a fundamental part – of the Botwell: Nestle Conservation Area.

There is some uncertainty over the date of the Nestle Works Lodge. It is evident that it dates to the early twentieth century, but more precise than that it is difficult to be. The factory saw additions around 1914 and it is feasible, particularly in light of its Arts & Crafts appearance, that the lodge was constructed at about this time. Principally on account of its considerable architectural and townscape interest – as a subtle and proficient essay in the Arts & Crafts – its strong group value with the other Nestle Works buildings and its historic associations with the Borough's industrial history, the high local significance of the lodge is recognised by its inclusion on the Council's local list. The Council justly identifies the lodge as a "key landmark" along North Hyde Gardens. Its domestic revival idiom and Arts & Crafts detailing provide an interesting and striking contrast to the rest of the Nestle Works buildings, perhaps simply reflecting its function as purpose-built caretakers' houses.

The Botwell: Nestle Conservation Area encompasses the whole of the former Nestle site; the lodge is one of four locally listed buildings within its bounds and one of its most important historic structures. We wish to raise serious concerns at the impact the demolition of the lodge would have on the special interest of the conservation area. The fact is that the loss of one of its most significant buildings would have a serious and harmful impact, thereby triggering a statutory presumption against the granting of consent.

(Officer Response: The comments were noted and discussed further in section 7.3 of this report. This is a summary of the full comments which have been summarised to avoid duplication of policies.)

Twentieth Century Society (08/06/2017)

Significance

The former Nestle Factory is located within (and essentially comprises) the Botwell: Nestles, Hayes Conservation Area. It contains four locally listed structures:

- The main factory building which is comprised of the 1914 Sandow building and a 1919 Truscon building, of a modernist design by well-known architects Wallis Gilbert & Partners and in the Kahn daylight pattern. The factory was originally set in extensive grounds. The entrance is encompassed within the art-deco tower, but which may not have been constructed until the 1960s. This tower is one of the finest features of the site and provides a clear focal point. The factory was locally listed in recognition of the early factory building technology and innovative layout.
- The former canteen building of 1954 with modern style south and west elevations, and a simple but elegant concrete loggia to the east.
- The gates and railings, including distinctive metal railings with decorative curved supports and concrete piers, which bound the site to the south.

- The lodge, a pair of caretakers' houses purpose built for the factory in an Arts and Crafts influenced style. It was apparently built as part of the 1919 extension of the site.

The special interest of the conservation area largely relates to these buildings, which demonstrate the site's early history of cocoa manufacture and factory use.

Policy

The Planning (Listed Buildings and Conservation Areas) Act 1990, section 72 requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of conservation areas in determining proposals in the area.

Paragraph 135 of the National Planning Policy Framework (NPPF) states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.

Policy DMHB 4 of Hillingdon's emerging Local Plan: Part 2 relates to Conservation Areas and provides that new development, including alterations and extensions to buildings, should preserve or enhance its character or appearance. The policy resists loss of buildings which make a positive contribution to the character or appearance of the conservation area. Any such loss would need to be supported with a "robust justification".

DMHB 3 of the Local Plan: Part 2 relates to Locally Listed Buildings and sets out the general presumption in favour of their retention.

Proposals

The application proposes the part demolition of the existing factory buildings and associated structures, and redevelopment of the site for mixed-use purpose. We are particularly concerned with those aspects of the proposal that affect the following three locally listed structures:

- the demolition of all but the west, south and east facades of the main factory, the addition of up to two storeys to the building and the addition of a G+10 storey building on the north-west corner;
- the addition of a new building to the north side of the canteen building; and
- the total demolition of the lodge.

Twentieth Century Society Comment With the exception of some later accretions, the Society would prefer to see more of the main factory building retained, and regret that only three facades of the factory will be remain. Furthermore, we have concerns about the addition of further storeys to this block. Not only is the proposed design at odds with the simpler industrial design of the original, but it appears to take the main body of the building to the same height as the art-deco tower. We are concerned that this will diminish the impact of the tower as the visual focus of the site complex. Similarly, the addition of the much higher block F3 will introduce a new massive element, greater in height than the original factory building. This, combined with the resulting asymmetry to the design when view from the south, will create an imbalance in the composition that we are concerned will be of detriment to the overall appearance of the conservation area.

We welcome the retention of the canteen and its refurbishment, but have similar concerns for the large residential block proposed to be constructed to the northern side of the building. The canteen was designed as a low-level adjunct to the main factory, and we consider that

this tall addition would disrupt the staggered relationship between the two, would dominate the lower building, and potentially create a 'canyon' effect. While we accept that the current usage of this part of the canteen could be improved, we would urge reconsideration of the height and form of the addition.

Our final concern relates to the total demolition of the locally listed lodge, which has not been robustly justified as is required by local policy. The justification given is that the building is of a different architectural style from the other buildings on site and therefore makes little contribution to the industrial character of the conservation area and group value with other locally listed buildings and structures (Heritage Statement pp. 19, 33-4). In our consideration the architectural style of the lodge does not undermine its significance or that of the wider area. Its local listing status recognises the integral architectural quality, and earmarks it as an important record of the development of the Nestle factory. We strongly object to this aspect of the application.

To conclude, whilst we recognise that through consultation with Historic England there have been a number of positive alterations to the proposals, we are still concerned about the impact that the proposed development will have on the heritage significance of individual buildings and the wider conservation area. The Society therefore objects to the application as we consider that it still fails to adequately conform to local and national policy requirements.

(Officer Response: The comments were noted and discussed further in section 7.3 of this report)

Historic England (GLAAS) (23/06/2017)

I have read the archaeological assessment submitted with this application and am grateful for the additional information and specialist Palaeolithic assessment provided in response to my pre application comments on an earlier draft (see attached letter for ease of reference).

In most respects I agree with the conclusions of the study that:

This study concludes that the potential for as yet to be discovered archaeological evidence is limited and is likely to comprise peripheral Prehistoric, Roman, and Medieval artefacts and features. This evidence is of local interest, although if present, is likely to have been significantly impacted by 20th century Brickearth extraction and development. If structural remains associated with the World War I munitions factory survive which could be considered of local to regional interest.

However, before giving formal advice I would like to clarify whether the Geosyntec geotechnical report was made available to QUEST to inform their Palaeolithic Assessment as I could see no direct reference to it. The key issue is whether despite indications of historic mineral extraction there is remanant brickearth or peat present in parts of the site which could seal a buried land surface (as seen recently at Southall Gasworks) with potential for in-situ Palaeolithic sites. Specifically Geosyntec boreholes 1-5 in particular show some deposits described as peat or peaty and quite a lot of silt and clay. Assuming that any remnant brickearth might get described as a combination of silt and clay so we don't think presence of remnant brickearth can be ruled out at this stage – particularly for the area containing BH1-5 north and eastern parts of the sites as indicated on Geosyntec figure 3 p 75. BGS reveals a small number of boreholes within the site and adjacent to it which appear to be from different investigations (not the Geosyntec ones) – it is not clear if these were reviewed by QUEST either. Second attachment.

Based on the current information it would appear that there is some possibility for remnant brick earth and possibly peat too in the eastern half of the site which would merit a condition for archaeological mitigation we would like to clarify what if any Geotechnical data was available to QUEST at the time of writing (and if not how they would interpret that data). This clarification might help avoid unnecessary intervention.

Further comments from GLAAS (11/07/17)

Thank you for your consultation received on 30 May 2017. Following a holding response sent on 23 June I have now received and considered a minor clarification from the applicant's consultant and can provide substantive advice.

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter.

The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should submit desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision. If planning consent is granted paragraph 141 of the NPPF says that applicants should be required to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence publicly available.

As previously advised in response to scoping the Environmental Statement, although the Nestle site does not lie within an Archaeological Priority Area or Zone it is nonetheless a large site located in an area with potential for new discoveries of important prehistoric remains, especially relating to the Lower and Middle Palaeolithic. The London region is considered one of the most important in Europe for Lower Palaeolithic ('Ice Age') archaeology. The Langley Silt ('brickearth') around Hayes has produced a major concentration of finds of this period and further research into their context is an identified objective in the London Archaeological Research Agenda. Specifically it is thought that buried land surfaces with undisturbed sites may survive within or at the base of the brickearth. Historic England guidance stresses the rarity and significance of such sites which would likely be considered on national importance. With respect to undesignated heritage assets of archaeological interest, the conclusion of the desk-based assessment (DBA) that: "There are no designated or non-designated archaeological assets on the site and none in the vicinity of the site; the development will therefore not have an impact on any designated or non-designated assets." is problematic. Whilst it would be accurate to say that no known archaeological assets are recorded on the site, new discoveries are often made on proposed development sites so it is necessary to also consider that potential. The DBA suggests the potential for yet to be discovered archaeological assets is limited as a result of an episode of brickearth extraction in the early 1900s and that potential lies solely with buried structural remains of an early 20th century munitions factory.

Had the munitions factory survived with upstanding remains then it would have held significant historical interest but given subsequent demolition it will only be poorly preserved and does not in my view merit archaeological investigation. However, whilst shallow remains are unlikely to survive beneath the modern factory buildings I have not been convinced by the ambiguous and limited historic map and geotechnical evidence that brickearth extraction has occurred across the whole site. Whilst some boreholes simply show modern made ground directly overlying gravel (consistent with brickearth having been quarried away)

others show more complex deposits of uncertain origin which might have archaeological potential.

:

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application therefore indicates the need for targeted geoarchaeological field evaluation to determine the nature and archaeological potential of deposits between the made ground and Lynch Hill gravel, and then whether mitigation is necessary. In this case given the history of site disturbance, nature of the archaeological interest and practical constraints I consider a condition could provide an acceptable safeguard. A condition is therefore recommended to require a two-stage process of archaeological investigation comprising: first, evaluation to clarify the nature of the deposits, followed, if necessary, by a further investigation. The archaeological interest should therefore be conserved by attaching a condition as follows:

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

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

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

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Informative

Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

(Officer Response: The requested conditions and informatives would be imposed if permission is granted).

Historic England (19/06/2017)

Summary of Historic England's Position

The Conservation Area is included on Historic England's Heritage at Risk Register, and is identified as being in a poor and deteriorating condition. We are therefore supportive of the principle of redevelopment. We also recognise that opportunities are being taken as part of these proposals to reveal and enhance the significance of the Conservation Area, which should help to support this application.

However, we remain disappointed about the proposed incorporating of a new industrial warehouse within the Truscon Building, which we consider inhibits the design integrity of its

redevelopment, and its status as the centrepiece of the Conservation Area. Whilst we note that efforts have been made by the Architects to mitigate this impact, it is our view that some harm to the Conservation Area will result from this element of the proposals, and this harm should be considered accordingly in the determining of this application.

Background

Historic England has been involved in extensive pre-application discussions with the developers and your Council regarding these proposals and we note that a number of our pre-application advice letters have been included in this submission. I attach with this letter our original advice and latest pre-application comments on the scheme.

As you will note, we objected to the original proposals for the site last year which we felt would neither preserve nor enhance the character of the Conservation Area, in part due to (what we felt to be) a lack of understanding of its significance. Following this, new architects were appointed, and various design revisions to the scheme were made as informed by a more robust heritage assessment. We continued to engage in discussions, and the scheme evolved taking into account our advice.

The Current Scheme

The masterplan as submitted would, in general, appear to reflect the scheme we most recently commented on at pre-application stage. This includes:

- The façade retention of the Truscon Building on three sides, with a rebuilt rear elevation to match the existing fenestration arrangement. Residential accommodation would be provided at the south and west ends, with a substantial industrial site occupying the rest of the Truscon Building site and eastern part of the Conservation Area.
- The reimagining of the partially lost earlier Sandow Building of 1919 at the north west end of the Truscon Building.
- The retention and repair of the significant 1960s entrance tower to the Truscon Building.
- The retention and reinforcing of the 'Factory Garden' character in the proposed landscaping.
- The retention and repair of the parts of the boundary railings and gates which contribute positively to the character of the Conservation Area.
- An improved connection between the Conservation Area and its canal-side setting, with public access along the towpath.
- The restoration and refurbishment of the canteen building for nursery and business uses, and a reduction in height of the proposed tower at its north end to relate to the prevailing building heights in this part of the Conservation Area.
- Larger-scale residential development at the far west end of the site which is considered to be less sensitive in heritage terms

Historic England's Position Historic England was pleased to be involved in extensive pre-application discussions regarding these revised proposals, and recognises the efforts that the development team have made to respond to our various concerns. We remain of the view that the development as currently proposed represents a substantial improvement to the scheme as initially presented, and the masterplanning, in particular the creation of streets, is considered to be positive from a townscape perspective.

Various steps are being taken to enhance the character of the Botwell: Nestles, Hayes Conservation Area, as informed by a greater level of analysis, and this is strongly welcomed. In particular, we are pleased to see the retention of the canteen building, the significant parts

of the boundary railings, much of the Factory Garden landscaping, the revealing of the canal-side setting, the reimagining of the Sandow Building and the retention of much of the Truscon Building façades. These efforts to preserve and enhance the character of the Conservation Area should help support this application with reference to Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Paragraphs 131 and 137 of the National Planning Policy Framework (NPPF, March 2012).

However, as evident in the submitted demolition plan, a substantial amount of the buildings on site would be demolished. It should be recognised that much of the demolition, particularly the removal of unsightly modern accretions to the Truscon Building, should help to reveal significance rather than cause harm.

Nonetheless, much of the Truscon Building would be demolished behind the retained façade. As you may be aware, the building was rejected for listing in 2013; and whilst the demolition proposed would be a sad loss of historic fabric, we do not consider that the internal demolition would substantially harm the character of the Conservation Area, particularly as the external envelope would be retained on three sides. We note that the submitted Demolition Report explains that “the truscon façade will need temporary restraint for support during demolition, using an external system with suitable connection made in to the retained facade structure”. (p5, Demolition Report, Elliott Wood Partnership LLP, March 2017). This work must be carefully controlled to ensure that the fabric of the facades would be retained, and that no substantial rebuilding would result from this element of the scheme.

The Truscon Building is, however, a locally listed building, as is the Nestle Works Lodge at the south east corner of the site. The proposed demolition therefore must be tested against the relevant national and local planning policies.

We also note from the demolition plan that the colonnade of the canteen appears to be included in the areas set out for demolition. However, this does not reflect other documents in this submission, nor is it consistent with our pre-application negotiations. We strongly recommend that this element is retained and refurbished as part of any approved scheme.

Finally, we note that your Council’s emerging Local Plan allows for a mix of uses on this site. We fully support this approach in the interest of creating a diverse and sustainable environment for the Conservation Area. However, we continue to express disappointment about the proposed site allocations which awkwardly cut through the Truscon Building creating an L-shaped residential scheme at its south and west ends.

The remainder of the building footprint would accommodate a substantial warehouse for industrial use with vehicle access via a large open service yard at the east end of the building. The industrial part of the site would have no public access and would essentially annex this important part of the Conservation Area and prevent a fully integrated design for the Truscon Building from being delivered. Our preference has always been to see the industrial activity contained at the far east end of the site, which has relatively few heritage constraints. This would allow for a more unified scheme for the Truscon Building which would reinforce its key position within its Factory Garden and canal-side setting.

Recommendation

Historic England welcomes the collaborative approach that has been taken by the development team throughout the pre-application process, and we recognise that significant efforts have been made to address our concerns as this scheme has developed. We welcome the many opportunities offered to enhance the character of the Conservation Area and create a dynamic mix of uses which should sustain its long-term future. This is particularly important given the Heritage at Risk status of the Conservation Area.

However, we maintain that some harm to the Conservation Area would result from the proposed annexing of a large part of the Truscon Building and it will be for your Authority to weigh this harm against the public benefits of the scheme in accordance with Paragraph 134 of the NPPF.

Should you be minded to approve this application, we would urge your Council to impose a phasing plan which seeks to prioritise the heritage assets on site to minimise the potential for their further deterioration, and ensure the removal of the Conservation Area from our Heritage at Risk Register at the earliest opportunity.

Please note that this response relates to historic building matters only. If there are any archaeological implications to the proposals it is recommended that you contact the Greater London Archaeological Advisory Service for further advice (Tel: 020 7973 3712).

Further comments (November 2017)

Thank you for your letter of 30 May 2017 notifying Historic England of the application for planning permission relating to the above site. We have reviewed the proposed amendments, and have no further comments to make. We therefore rest on our advice provided on the original submission (our ref: P00592835, dated 19/06/17).

(Officer Response: The comments were noted and discussed further in section 7.3 of this report)

Metropolitan Police (3/11/17)

I have had consultation with both the residential and commercial developers re this development. I am content that they understand the security requirements. However, please can you ensure that both developments are conditioned to achieve Secured by Design for the buildings and also the surrounding environments within the site boundary.

(Officer Comment: The requested condition would be attached to any grant of planning permission.)

Hillingdon Chamber of Commerce (30/8/17):

I am writing to express support for the planning application to redevelop the former Nestle factory into a vibrant new mixed use development. As the business voice of over 300 companies in the borough, the Chamber is delighted to see the provision of 1,400 new homes, up to 500 on-site jobs, new community facilities and over three hectares of public amenity space.

The development of the former Nestle site, provides a fantastic opportunity to deliver a dedicated supply chain initiative as well as increase the footfall for Hayes retailers.

The Chamber has already been approached by SEGRO and Barratt London to help design, develop and deliver a supply chain initiative that will benefit a wider range of businesses in the borough.

LB Hounslow

A blank letter was received from LB Hounslow relating to this application. A further request was made by the Council for the correct/complete information to be issued, but this has not been received.

6.2 INTERNAL CONSULTEES

HOUSING ZONE MANAGER

BACKGROUND:

From a strategic planning perspective, the Former Nestle Factory site is the single largest development proposal in the Hayes Housing Zone. It is located in an area that has been identified for comprehensive Strategic Industrial Land (SIL) release along Nestles Avenue. It has the potential to supply a significant amount of housing and employment uses for Hayes and the wider borough. The scale of the site and significant change in land use has generated extensive dialogue, over an extended period of time, with the applicant and their professional team.

From a Housing Zone perspective, the aim has been to secure a scheme that will positively address the pressures of optimising the development potential of brownfield land, for much needed housing and employment uses, that will ultimately reduce the pressure of developing on greenbelt land. It is also important to optimise the opportunity of transport infrastructure nodes, of which the new Crossrail station at Hayes and Harlington is in close proximity to the site, adding further development pressure to the site.

From an urban design perspective, regardless of the immediate and demonstrable need for housing in London, the goal has been to balance the quantity with quality, in order to prevent the mistakes of previous responses to housing crises in the past. Or risk creating estates that will add a further burden to Council resources and deplete the identity and community spirit of a place. For this reason, it is important to set the design principles early on in the process, to demonstrate how quantity can be balanced with the quality required, to support existing and future residents needs. And to set the tone and high expectations for new development coming forward for the remaining SIL release sites along Nestles Avenue.

At this point, it is also worth noting that SIL release sites are lacking in infrastructure and permeability. Therefore remedial works and interventions will be required to prime the land for residential uses. This will add further pressure to the development to provide over and above the standard suite of infrastructure interventions and development mitigation measures to ensure that it will not become a burden on the area, by further stretching the limited local infrastructure and community resources. Therefore the development should be self sustaining, but also allow for components and uses that will be open to the wider public and therefore benefit the local community beyond the redline boundary of the site itself. For this reason, S106 and CIL contributions will be critical to delivering the vital infrastructure required to support a scheme of this scale and to mitigate the development impact for the existing community.

Urban Design has a central role to play in the process of determining an appropriate layout, scale and massing of a development. Urbanism focuses on the uses, connections, activity and characteristics of a place. Successful placemaking will be the result of positively combining these two disciplines. And it is especially prevenient for this application due to scale, significant change and various sensitivities of the site. For this reason Design Officers have continued to challenge the applicant to explore and positively exploit the characteristics of a site, in order to challenge the ubiquitous development response that we normally experience on major schemes. Good design and placemaking will also promote the intensification of a site that we see many different uses overlapping in once place at the appropriate locations to animate and activate the edges and central areas of the site. It should also carve out accessible spaces of meaningful size to encourage residents and

visitors to meet, greet and exchange, to reinforce the community identity of this new destination place.

Ultimately, the Former Nestle Factory site should significantly contribute towards the regeneration of Hayes, by offering significant public benefits and creating another layer of its identity, as the town will continue to experience transformation change through investment and infrastructure captured through the Housing Zone Programme.

THE SITE:

The circa 12 hectare site is designated as a conservation area and contains a number of locally listed elements that include buildings, mature landscape + open space and features such as railings + gates. The factory building itself is the dominant feature of the site. It is a large building that is modestly low in height, but long in form. This 'groundscraper' is a distinctive repetitive minimalist structure that expresses its former industrial use, but is now redundant since the demise of its operation that it was designed to accommodate. The other landmark features on the site are the Canteen Building, factory gardens and railings that enclose the southern edge of the site. The main composition of the Truson factory and Canteen Building was originally conceived as the 'factory in the garden'. However, overtime the open space has been eroded through the increased amount of factory plant and services to modernise the facility to meet the demands of production. Also the large factory site itself has for a majority of time been closed off to the public, despite the features it contains that would be of public benefit like the factory gardens, mature landscape and canal frontage.

The site's character has often been described as 'bigness' because its scale is beyond that of other areas in Hayes, with the exception of the Old Vinyl Factory development. However, the Former Nestle Factory site is almost double the size of the Old Vinyl Factory site.

Therefore an appropriate design solution should respond to this 'bigness' with appropriately scaled development that emphasises the 'groundscraper' typology. But also seeks to refresh, reimagine and juxtapose the heritage elements through new interpretations to avoid a pastiche architectural response that would not stand the test of time. A new interpretation is also important to represent the new uses of the site that will see a departure from industrial food production, to residential, storage and distribution uses.

The site has been broadly split into 5 hectares of employment land and 7 hectares of residential land. The interface between these two dominant uses is critical to ensure that one use does not impact and constrain the other. For this reason Officers are comfortable with the segregation of the two sub areas, but have encourage the interaction and connection between the two areas at the salient points, which are the canal frontage and Nestles Avenue.

THE SCHEME:

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 inherently complex, large scaled and centrally located in the Hayes Housing Zone. The applicants masterplanning process demonstrates a comprehensive approach to development that integrates both large scale residential and employment uses, whilst addressing the canalside frontage and suburban context.

RESIDENTIAL SITE:

The general layout of the residential masterplan deploys a series of perimeter blocks that define and enclose the space between the buildings. This allows for activity and overlooking of the streets and spaces to mitigate issues that pertain to antisocial behaviour. The urban blocks provide ample variety and yet still relate to each other whilst managing the transition of scale and character of the site from old to new. This helps to alleviate any monotonous

forms of development, whilst clearly defining the public and private realms for residents to take ownership or stewardship of the place in which they live. The larger perimeter blocks also utilise the central podium decks for semi-private amenity space for residents that again will be well overlooked and are generous in size to allow for a variety of activities and uses to animate these spaces.

The layout of the blocks are generally 8 to 10 units to a central core, which is at the upper level of an acceptable limit. There are a few instances of 12 units per core, which is a concern, but this only occurs for the lower levels of those blocks and the units per core does reduce with the upper floors. However, some of the blocks are 4 units to a core, providing a balance to the larger blocks. There is one instance of a deck access, but this is acceptable due to the constraints of the facade retention generating this solution. Also it only serves a small number of units, so the impact is limited and therefore acceptable.

There are variety of dwelling types within the development blocks that comprise of flats and duplex units. Generally the larger flats and duplex family units are located at the lower levels of the development, taking advantage of the ground floor and podium deck amenity spaces, which they front onto. This also allows for 'front doors onto streets' to animate and activate the streetscene, which is fundamental for a predominantly residential development. The smaller units are generally located at the upper levels of the development, with the exception of some of the units become larger in size, as the development steps back. The stepback exposes roof areas that will be used for private amenity space for the larger dwellings, so therefore is acceptable in principle. And they are limited in number.

The general materiality of the residential masterplan has deployed a variety of bricks, fenestration details and features such as balconies that serve to break up the facades by emphasising the verticality of the blocks that act as foil to 'landscaper' typology. This approach has been refined a number of times with Officers to create a development that balances variety with uniformity, to reinforce the comprehensive identity of the site. The colours and hues of materials relate to an industrial aesthetic and other 'found' industrial elements on the existing site reinforce the background buildings, with expressions of vivid and contrasting colours to express the main entrances and access points into the residential blocks. Features such as the infill panels on selected facades incorporate the pistachio ceramic tile, which is a feature generated from the Canteen Building and forms part of the public art strategy. Lettering, signage, motifs and murals reference the historic Nestle aesthetic. Again this forms part of the public art strategy.

The balconies, although large in number and dominate the facades, are arranged in a logical and at times asymmetrical layout, do add interest and animation of the facades. The balconies themselves incorporate motifs, again referencing the Nestle aesthetic which, for example, appear as screen prints of coffee beans that add subtle interest to the private amenity spaces and streetscene.

The approach of utilising existing publicly accessible heritage assets is supported, as it will unlock the previously inaccessible factory gardens ('Wallis Gardens'), canalside and Truscon factory frontage. This will enable the development to become a destination place, contributing to the quality and character of Hayes. The Wallis Gardens will also be a key feature of Nestles Avenue and will work in conjunction with the Multi-modal Transport Spine (MTS) that will see the widening and increased public realm for Nestles Avenue. It is hoped that the overall masterplanning aspiration will see the extension of the central landscaped spine, to link the Crossrail station to the site in a more direct way. And provide an alternative route to Nestles Avenue that will link the station to the Wallis Gardens. The scheme has also safeguarded a canal pedestrian footbridge landing point that also provide an alternative direct link to the town centre. However, until these aspirations are realised, Nestles Avenue will be the primary route from the site to the station and town centre. Therefore many

revisions have occurred to the scheme to enable an adequate setback and scale transition that addresses this sensitive frontage.

The connections of streets and spaces within the development are clearly set out and build upon the sites desire lines to link Nestles Avenue to the canalside (north to south). And to link Wallis Gardens to the station (east to west). The two main north to south streets are appropriately scaled to accommodate landscape, footpath, highways and on-street car parking. The east to west link is more 'linear park' in nature, as it is wider and contains more landscape and 'soft' pedestrian priority areas. It is understood that more design work needs to occur to make the landscape and public realm areas truly permeable, to address the on-site drainage concerns, of which the landscape and public realm should be an integral part to achieve this requirement. Notwithstanding those issues, generally the linear park does act as a positive foil to the north to south routes, which aids legibility and wayfinding, which is reinforced by the distinct character of the various buildings and site features. Public art will also feature in the main break out spaces that will again reinforce character, legibility and wayfinding. The northern edge of the site features a landscape buffer to the railway line and contains allotments for residents. There is also a 'trim trail' that runs a circuit around the entire estate, which again is unique feature that will promote sports activity and wellbeing for local residents. All of these features will be publically accessible, which will intensify the use of the site and promote inaction between the new and existing residents in the local area.

The canalside will also be further activated and animated by the introduction of commercial and leisure moorings for public benefit. This also addresses the aspiration of integrating the proposed development with the wider Blue Ribbon Network, as it will now become a destination for canal users and the local canoe club. There is also a ground floor storage space/unit in close proximity to the canal that will be allocated for canoe storage to serve the leisure moorings, which is a welcomed feature. The principle of leisure moorings will also further support the health and well being aspect of the development. And address one of the salient strategic planning aims for development in the Housing Zone - to unlock and activate the Hayes canal corridor.

The layout of the residential masterplan is broadly defined by 6 development block areas:

- 1) The standalone Canteen Building block 'I' with the new addition block 'H'. These elements are 'urban follies' in nature, as they appear as buildings in landscape with the factory gardens to the east and backdrop of the retained facade to the north. Therefore they are in principle well contained within the overall development.
- 2) The Truscon Factory retained facade block and later tower entrance addition is clearly differentiated from the rest of the new build elements as block 'F' and 'G'. It extends to wrap around and enclose the former factory gardens, which has been rebranded as the Wallis Gardens. This block has two main functions. The first is to inhabit the retained historic facade and the second is to act as buffer against the large scale employment uses to the east. Block 'F' is more challenging due to the inclusion of the retained facade. Therefore much thought has been employed into how it undulates between the retained existing facade and new facades at southern and northern ends. It is also effectively one large facade that runs the entire north/south depth of the site, linking Nestles Avenue to the canal. But due to its undulating nature, material changes and varying character, it does not appear as one large overbearing or monotonous structure that would overplay the 'groundscraper' typology.
- 3) The new build block 'C' fronts Nestles Avenue and is setback to maintain the existing building line. Maintaining the 50ft existing setback has three main benefits a) reduce the impact of the development by not building up the boundary of the site, which is effectively the back edge of the pavement of the public highway b) allow for more space to increase the landscape provision and width of the public realm along Nestles Avenue c) allow for adequate space to introduce a Multi-modal Transport Spine (MTS) which is combined bus lane, cycle path and footpath. The MTS is critical to support high density and reduce car

parking provision for a scheme of this scale. The facade facing Nestles Avenue reinterprets the factory industrial unit style from the early part of the 20th Century, which is a common typology along Nestles Avenue. Therefore it is not out of place. It is also lower in scale than the rest of the development, which is appropriate, as it fronts suburban single and two story housing along Nestles Avenue. The block is a podium style layout, which means that car parking is contained on the ground floor, within an amenity deck above. The podium is also capped with outward looking residential units that effectively shrouds the car parking that resides in the centre of the block. This strategy alleviates the overprovision of on-street car parking. There is also an additional basement level of car parking, which again takes the pressure off on-street car parking.

4) The new build block 'D' which broadly employs the same design strategy as block 'C', but is one half or one arm and therefore does not use a podium deck to contain car parking. This is due to the rear side of the block facing the neighbouring industrial uses and there will not be an active frontage in this location. Therefore it is agreed that a podium deck is not required in this location.

5) The new build block 'B' is the largest of the blocks, but mirrors the length of the retained Truscon facade in this location. Therefore the length of the block is appropriate in this instance. Again it uses a podium deck to contain car parking in the same manner as block 'C'.

6) The new build block 'E' is effectively the same layout as block 'D' albeit slightly larger in scale.

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. Heights are also capped at 11 storeys due to the Heathrow flight path safety and radar shadowing constraints, which covers most of Hayes. The overall building heights in principle are higher towards the canal and railway line in the north and step down to the south in response to the lower suburban context immediately adjacent to the site at Nestles Avenue. The tallest elements are 11 storeys in the north stepping down to 4 storeys in the south at Nestles Avenue. The taller elements read as 'point blocks' that again reinforce the variety of the developments form to breakdown the overall mass. They read as a series of 4 small towers at the northern end of the site, which is the most appropriate location for increased height.

The lower scaled development also defines the character and quality of the proposed public park 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 retention of the existing railings and gates also serves as a positive feature that again serves to define the development and enclose the park along its southern boundary. However there are break points in the railings at salient locations to ensure that the scheme is not treated as gated development that would prevent public access to the park and canalside.

EMPLOYMENT SITE:

The large scale employment site comprises of 4 units contained within 3 main buildings. They are broadly arranged around the perimeter of the site with a large open space in the centre that is subdivided into service yards that relate to each unit. The scale of this space is very large, but it relates equally to the very large units that enclose this space. This site is specifically designed for employment uses only, therefore the scale of the buildings, service yards and circulation space is acceptable. Also the 'bigness' of the existing Truscon factory and 'groundscraper' typology does reinforce this design approach.

The site is effectively gated and then sub-gated between each unit for security reasons. Even though this contravenes a basic urban design principle which disagrees with gated developments, Officers accept this approach because it is necessity for operational

purposes and a prerequisite for large scale employment sites. However, the perimeter of the site is accessible to the south, east and north, with the 'trim trail' providing the vital linkage to connect the edges together. And to the residential development. Also, critically, this allows for access to the canalside and leisure/commercial moorings. The landscape scheme has proposed planting semi-mature trees, which is very welcomed.

The units are a departure from the usual 'industrial shed' fenestration, due to the fact they reside within the conservation area, and therefore will be required to achieve a high standard of design. Through extensive dialogue with the professional team, a number of revisions have occurred, which has resulted in many improvements to proposed scheme.

In terms of layout, the most active uses, which mainly comprise of offices, have been located at the front of the units, to activate the salient facades. This benefits the canalside, to ensure there is a degree of overlooking and passive surveillance during working hours. However, the units are set back, with a landscape bund that prevents views into the large central open service space, to mitigate the negative aspect of this space against the canalside. The landscape bund is a welcomed feature. However, it does prevent activity at the ground floor level against the canal. The introduction of canalside moorings will help to mitigate this issue. It will add a critical layer of activity that directly relates the canal and towpath. The moorings will also introduce diversification of employment uses to this vital edge, in a more intimate scale, referencing a historic industrial aspect of the site. This will also address a salient planning principle for Hayes - to animate and activate the canal corridor.

The industrial units generally portray a white structural grid on the facades in the style and proportion of the Truscon factory. This is interjected with a sub-grid of various shades of grey to contrast the white grid. The facades are under pressure to be more functional with regards to large openings at the lower levels to accommodate the service bays for large vehicles. Therefore, though not ideal, this is an acceptable approach due to the nature and function of the large scale employment uses. The roofs are very large spans and the form of the barrel vaulted roofs do conflict with the general flat roof aesthetic of the conservation area. However, again this is design approach is driven by the large scale employment uses and the details of the gutter, eaves and overhangs, for example, have been further refined through positive dialogue with Officers.

CONCLUSION:

The overall concept and design of the Former Nestle Factory development is supported. There is a diverse range of dwelling types and a variety of massing and building forms. There are a range of spatial typologies that cater for both public, semi-private and private use, with ample overlooking distances between the blocks and internal podium deck areas. The streets and linkages are clear and legible. The character of the conservation area has been brought forward into the public domain and celebrated in the new buildings and additional features. The frontage along Nestles Avenue, the factory gardens and canalside are now accessible, setback and enhanced, forming an integral part of the scheme.

The masterplan has demonstrated its proposals will create benefits beyond the redline boundary of the site through new and future linkages, plus public open space, the opening up of the canal corridor and introduction of canal moorings for leisure and commercial uses. It also provides community infrastructure at the heart of the development that acts as an interface with Nestles Avenue and the factory gardens, promoting this site as a destination place in Hayes, therefore a valuable contribution to the wider evolution and regeneration of Hayes. The management of the spaces, streets, canalside and buildings will be key to ensuring that the development is maintained to a high level of standard, which is expected for a scheme of this scale - especially in a conservation area.

This design approach has mitigated some of the concerns regarding development intensity for the site relating to the height, scale, massing and general form of the buildings. Also the impact of the new build on the conservation area has reduced its harm to an acceptable level from an urban design perspective, due to the salient public facing features remaining intact and enhanced through a positive design dialogue with Officers.

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. It is therefore important that these details and materials are retained to ensure the integrity of the scheme is carried from conception to completion. And is not lost through the working drawings and/or value engineering process at the construction stage.

Standard condition: Sample of materials proposed is required for conditioning.

Standard condition: Retention of the masterplan and heritage architects to ensure the design integrity is carried from conception through to completion, because it is a conservation area and fundamental to Officers accepting the proposed scheme.

RECOMMENDATION: ACCEPTABLE IN DESIGN AND STRATEGIC DEVELOPMENT TERMS

(Officer Comments; conditions requested will be imposed if permission is granted)

HIGHWAYS: Nov 2017

Hayes is designated a District Centre in the Hillingdon Local Plan: Part 1 - Strategic Policies (Adopted November 2012). The town centre supports approximately 200 retailers, 30,900m² gross of retail floorspace and 40,000m² of office space. Similar to most town centres of its size, Hayes offers a full range of services and facilities - pharmacists, a Post Office, convenience stores and banks etc. Hayes also has a leisure centre and railway station.

Hayes and Harlington station is on the Great Western Mainline with direct train services to London Paddington, Reading, Heathrow airport as well as Didcot and Oxford. From 2018 Hayes will also be served by the new Elizabeth Line (Crossrail) currently under construction. The Elizabeth Line is a new railway line across Central London serving the West End, City and Docklands and running from Reading and Heathrow in the west across to Shenfield and Abbey Wood in the east.

Hayes is also well connected to the local bus network, eight different bus services pick up and set down in the town providing access Uxbridge, Harrow Weald, Greenford, Charville Estate, Northolt, Heathrow Terminal Five, Heathrow Central Bus Station, Feltham, Brentford and Bulls Bridge Roundabout. Many of these bus services pick up and drop off directly outside Hayes and Harlington station.

At its nearest point the development site is approximately 500 metres from Hayes and Harlington railway station, at its further most it is 1km. However, it is the intention to secure direct access through all the development sites on Nestles Avenue in which case these figures would reduce to 300 metres and 750 metres respectively.

Transport for London use a system called PTAL (Public Transport Access Level) to measure access to the public transport network. For any given location, PTAL assesses walk times to the public transport network taking into account service frequency. The location is then scored between 0 and 6b where 0 is the worst and 6b is best. At its nearest point to Hayes and Harlington station the site has a PTAL of 4 which is good, at the far eastern end of Nestles Avenue it falls to 2 indicating that here access to public transport is poor.

The development site has become available following the closure of the former Nestle Factory; it is situated just south of Hayes town centre bordered by the Great Western Mainline and the Grand Union canal to the north and Nestles Avenue to the south. Access to the site is provided by Nestles Avenue and Harold Avenue. The eastern boundary of the site is formed by North Hyde Gardens; to the south this is adopted public highway providing access to the A437 North Hyde Road but to the north it becomes a private road providing access to various business uses. There is no vehicular access from Nestles Avenue to North Hyde Gardens, this is controlled by a gate; cyclist and pedestrians are however able to pass.

Nestles Avenue intersects with Station Road at a priority junction just south of Hayes and Harlington Railway Station. Nestles Avenue provides access to various business uses on its northern side as well and housing on its southern side, the development site is situated at the far eastern end of Nestles Avenue. In total there are now four potential development sites along Nestles Avenue referred to as sites 1, 2, 3 and 4 and known as Access/Precis, Buccleuh, Squirrels Industrial Estate and Nestle Barretts/Segro.

The housing along Nestles Avenue comprises mainly of semi-detached town houses and a small number of bungalows. Many of these properties, though not all, have driveways with footway crossovers providing off street parking. There are four minor side roads leading off the southern side of Nestles Avenue all of which provide access to housing similar to the type along Nestles Avenue. Just one of these side roads, Harold Avenue is a through road which leads to North Hyde Road. There are footways with street trees on either side of the road. The road has street lighting and a 30 mph speed limit is in operation. There are currently no buses services operating along Nestles Avenue.

The greater majority of the former factory will be demolished to create 1,381 new residential units with 829 car parking spaces, this represents a space to dwelling ratio of 0.6. These car parking spaces would be apportioned pro-rata to the proposed tenure split which will be:-

- Private for Sale: 548 spaces including 22 disabled spaces (4% of the total);
- Shared Ownership: 198 spaces including 8 disabled spaces (4% of the total); and
- Social Rent: 83 spaces including 8 disabled spaces (10% of the total).

Provision will be made to allow the number of private for sale and shared ownership disabled car parking spaces to be increased to 10% of the total, 55 and 20 respectively depending upon demand.

On the remainder of the site, 26,585 m² in total, four new industrial blocks will be built for use as offices, general industry and storage and distribution, these four blocks will have 213 car parking spaces.

The proposed level of car parking for the employment uses are as follows:

- Unit 1 - a total of 73 spaces, 7 of which are for people with disabilities, 15 with electric charging facilities and 8 with passive provision for electric charging.
- Unit 2 - a total of 21 spaces, 2 of which are for people with disabilities, 4 with electric charging facilities and 2 with passive provision for electric charging
- Unit 3 - a total of 31 spaces, 3 of which are for people with disabilities, 6 with electric charging facilities and 3 with passive provision for electric charging
- Unit 4 - a total of 88 spaces, 8 of which are for people with disabilities, 18 with electric charging facilities and 9 with passive provision for electric charging.

Vehicular access to these four new industrial blocks will be retained from the existing site on North Hyde Gardens.

A further 20 car parking spaces will be provided for the local centre comprising of a gym, nursery, shops, restaurants/cafe's, and public houses/wine bars. Of these 20 car parking spaces, 5 will be allocated as Car Club spaces. There will be provision to increase this number to 10 in response to demand

A Car Club is where a private company provides a car for residents to rent, usually for short periods of time, often by the hour. Such a scheme will be attractive to the residents of the new development given that not everyone will have access to a car at all times. To encourage residents to join the Car Club and make use of the facility, the developers have agreed to offer residents free membership of the scheme and credits to encourage people to give the initiative a "first try".

Pedestrian access to the industrial development will be possible via a number of different routes. These include a footway leading from the existing access with North Hyde Gardens, a route through the residential scheme that runs parallel with Nestles Avenue and an access from a new Grand Union Canal frontage.

A petition was received from the residents of Nestles Avenue asking for measures to address the problem of people parking all day outside their houses, these were most likely to be either car parked by people working in the town or commuters using Hayes and Harlington station. In response the Cabinet Member for Planning, Transportation and Recycling approved the introduction of a Parking Management Scheme along a number of residential roads south of the town centre including Nestles Avenue. Installation of the same residential parking scheme along Harold Avenue was however deferred. The developers have accepted that none of the residents of the new development will be able to apply for a permit allowing them to park on-street along Nestles Avenue. Furthermore, the developer has agreed to pay all cost related any modifications to the Parking Management Scheme necessary as part of the development.

The number of trips a new development will generate is a key consideration when determining a planning application as any increase may lead to traffic congestion on the surrounding road network and overcrowding on public transport services. The impact on road safety, air quality and residential amenity are other considerations to be taken into account. To safeguard against this the applicant has calculated the number trips that the development is forecast to generate and modelled the surrounding road network, the finding of this work are presented in a Transport Assessment (TA) that accompanies the planning application.

According to traffic counts provided by the developer, the two-way annual average daily number of vehicles currently passing along Nestles Avenue between the former Nestle factory and Station Road is 2,859 vehicles. A significant number of vehicle use Harold Avenue which links Nestles Avenue with the A437 North Hyde Road, a total of 2,655 vehicles pass in both directions added together. The busiest direction for Nestle Avenue is eastbound 1,746 - towards the site and from Harold Avenue southbound 1,642, away from the site.

In the AM Peak (08:00 to 09:00 hours) the time when roads are busiest, 194 vehicles pass eastbound along Nestles Avenue - towards the site; the same figure along Harold Avenue is 165 vehicle heading south, away from the site.

TEMPRO is the industry standard modelling tool for calculating road traffic growth using data supplied by the Department for Transport. Using TEMPRO growth factors applied to 2016 survey data and the addition of traffic associated with committed developments in the area, the developer has produced trip generation scenarios both with and without the development including the anticipated opening year (i.e. the first year that the development would be fully

occupied) of the project (2024) and five years after opening (2029). Future year baseline traffic flows allow for the fact that a substantial proportion of the existing buildings on site would be re-occupied if the scheme did not go ahead was proposed. As a result there are some locations that would potentially experience less traffic with the development proposals in place than if the site were re-occupied.

The trip rates used by the developer have been taken from the TRICS - the 'industry standard' national database of trip generation. This works by selecting a comparable site from the data base in terms development type and location and applying those observed trip rates to the proposed development. The sites selected by the developer have been checked to make sure they are appropriate and are considered valid meaning the forecast number of trips generated by the development are a reasonable approximation.

In 2024, the forecast two-way annual average daily number of vehicles forecast to pass along Nestles Avenue between the former Nestle factory and Station Road with the development increases from 2,859 to 4,047 an increase of 41.6%. This increase is attributable to forecast background traffic growth but also 914 extra vehicles arriving at and leaving the new Nestles Factory development.

Most significantly, the forecast two-way annual average daily number of vehicles forecast to use Harold Avenue increases even more as 1,967 vehicles from the new development will use Harold Avenue. This together with background growth represents an 83.7% increase from 2,655 in 2016 to 4,876 in 2024.

In the AM peak, 2024, with the development and with background growth, 258 pass eastbound along Nestles Avenue - towards the site, an increase of 33%; the same figure along Harold Avenue is 330 vehicles heading south, this time away from the site, an increase of exactly 100%.

The table below shows how the vehicular trips have been assigned to the network - in which direction vehicle users travel and which road will they use.

Route	Assignment	Residential	Industrial
Route 1	North Hyde Road and A132 to the north	21.56%	28.46%
Route 2	North Hyde Road and Dawley Road	12.51%	9.61%
Route 3	Station Road and Shepiston Lane	3.85%	4.72%
Route 4	North Hyde Road and A312 to the south	33.97%	45.55%
Route 5	North Hyde Road and Hayes Road to the west	12.27%	8.33%
Route 6	Station Road and High Street to the south	14.84%	3.34%

The results of the trip generation study have shown that the new development will generate approximately an extra 1,300 vehicular trips. To ensure that the surrounding road network can cope with this increase, the developers were instructed to analyse the how the road junctions listed below would perform in 2024 and 2029 with TEMPRO background growth both with and without the development. To do this they have used PICADY - the industry standard modelling software for priority junctions and LINSIG the standard assessment tools for signalised junctions.

Junctions modelled

1. Dawley Road/Botwell Common Road Priority Junction
2. Botwell Common Road/Botwell Lane Mini Roundabout
3. Botwell Lane/Printing House Lane Priority Junction
4. Botwell Lane/Church Lane Mini-Roundabout
5. Botwell Lane/Pump Lane/Coldharbour Lane/East Avenue Roundabout

6. Dawley Road/Kestral Way/Betam Road/Blyth Road Roundabout
7. Dawley Road/North Hyde Road/Millington Road/Bourne Avenue Roundabout
8. North Hyde Road/Station Road and Station Road/Millington Road Signals
9. Station Road/High Street Signals
10. Station Road/Nestles Avenue Priority Junction
11. Nestles Avenue/Harold Avenue Priority Junction
12. Harold Avenue/North Hyde Road/Crane Gardens Priority Junction
13. North Hyde Gardens/North Hyde Road/Watersplash Lane Junction

There are two useful outputs of the ARCADY model, these are the RFC and queue length predictions. The RFC is the ratio of flow to capacity; RFC's below 0.85 indicate that a junction is operating within practical capacity. RFC's between 0.85 and 1.0 indicate that while the junction is within theoretical capacity, its performance would begin to be impaired and queuing would start to become noticeable. RFC's above 1.0 indicate that the junction is above its theoretical capacity and significant queuing would start to be observed. It should be noted that the reliability of the output of ARCADY models in situations with RFCs above 1.0 is diminished as the model is operating beyond its normal limits.

The outputs from LINSIG are slightly different to PICADY, in that rather than RFC they provide Degree of Saturation (DoS) as an output; this is flow divided by capacity (therefore effectively the same measure). For signal junctions, a DoS of 90% or less indicates that the junction operates within capacity, between 90% and 100% the junction is approaching theoretical capacity and queues would begin to build. Over 100% indicates that the junction exceeds theoretical capacity and queues would increase rapidly.

The developer has provided the full outputs of this modelling work in the TA that accompanies this application for planning permission. In this report only the AM Peak results are discussed as this represents a worst case scenario. Traffic movements in the AM Peak generally happen over a shorter period of time than the PM Peak meaning the spike in the demand for road space is higher.

Dawley Road/Kestral Way/Betam Road/Blyth Road Roundabout

The developer is aware that the Dawley Road/Kestrel Way/Betam Road/Blyth Road roundabout is to have improvement measures implemented as part of the Old Vinyl Factory development. The ARCADY model has been updated to reflect these and has been run using 2024 and 2029 baselines both with and without the Nestle development. The developer highlights that the results show that during the AM Peak in both 2024 and 2029 the Blyth Road and Dawley Road South arms of this junction have RFC's in excess of 0.85 in the baseline scenarios - irrespective of the Nestle Factory development. The developer reports that this is a result of background traffic growth and committed development. The Blyth Road approach to the junction, in particular, experiences a substantial increase in traffic as a result of the Old Vinyl Factory and other adjacent to it.

The developer goes on to mention that the modelling results show that the addition of traffic associated with the Nestle site development has limited impact on the Blyth Road arm of the junction, but has a noticeable effect on the Dawley Road South arm of the junction in the AM peak period, RFC rises to 1.31 with the development by 2019.

North Hyde Road/Station Road and Station Road/Millington Road Signals

Station Road/North Hyde Road and Station Road/Millington Road are both signalised junctions, the junction is locally known as Fairies Corner and made recognisable by the new ASDA supermarket. The results of traffic modelling show that in the AM Peak 2016, the longest queue of traffic forms along the northern arm of Station Road, 15 vehicles. The west and east arm of North Hyde Road also experience queuing, 11 and 10 vehicles respectively.

In the AM Peak 2024 with TEMPRO background growth, the arm with the longest queues shifts to North Hyde Road eastern arm. Here queues build up to 32 vehicles in length, again in 2024 with TEMPRO background growth and development traffic queues then build to 37 vehicles, this represents an increase of 17 vehicles over and above observed 2016 queues on this arm.

The arm and movement with the second longest queue is Station Road south of North Hyde Road left and straight ahead. In the 2024 AM Peak with TEMPRO background growth and development traffic queues build up to 18 vehicles long, however this is only marginally longer than the 2024 TEMPRO growth figure without development which would be 15 vehicles.

Whilst queue length is easily understood as an indication of congestion and delay, the same queue length on a minor road arm of a signalised junction is not always comparable to the same queue length on a principal road arm. The queue at a junction on a principal road may be tolerable but the same length of queue on a more minor road may give rise to greater concern. To allow all arms of a junction to be compared like for like, similar to RFC, LINSIG provides a measure termed Degree of Saturation (DoS). In the AM Peak the arm with the highest DoS is North Hyde Road eastern arm, 94.3 which in this case is also where the longest queues form. Queues on the Station Road arm, south of North Hyde Road has a high degree of saturation, 98.0 in 2024 with TEMPRO growth and Nestle traffic, though queues are shorter, 17 vehicles.

Again using LINSIG, the developer has also assessed the operation of the signalised junction at Station Road/Millington Road/Bedwell Gardens. At this junction in 2016 in the AM Peak queues up to 14 vehicles long were at the at the Station Road approach south of Millington Road. In 2024 with TEMPRO growth these queues are forecast to increase to 19 vehicles, with the new development they increase further to 21 vehicles, a marginal increase of just 2 vehicles. The degree of saturation on this approach in 2024 with the development is 74.8 which are not considered critical for the movement of traffic.

Station Road/High Street Signals

The Station Road/High Street signalised junction has been assessed in 2024 and 2029 both with background TEMPRO growth and with and without development. The results show that these signals would remain within capacity with TEMPRO background growth and with the development in 2029.

Station Road/Nestles Avenue Priority Junction

At Station Road/Nestles Avenue junction, the modelling results show that in 2016 during AM Peak the ratio flow capacity on Nestles Avenue was 0.27. With TEMPRO background growth this increases to 0.36 in 2024 and rises further to 0.55 with the Nestle development traffic added. By 2029 again with TEMPRO background growth and the development this rises to 0.57. These values are considered acceptable as values only above 0.85 indicate that junction capacity has been reached resulting in queuing and delays.

Nestles Avenue/Harold Avenue Priority Junction

The Nestles Avenue/Harold Avenue priority junction has also been assessed in 2024 and 2029 both with background TEMPRO growth and with and without development. The during AM Peak, the results show that this junction operates within capacity under all scenarios. In the AM Peak 2024 the highest RFC is never above 0.25 on any arm, it rises to just 0.26 in 2029.

Harold Avenue/North Hyde Road/Crane Gardens Priority Junction

With background TEMPRO growth but without the Nestles development this junction would operate within capacity in both 2024 and 2029. The highest RFC would be 0.58 on the Harold Avenue approach in 2029. However, with development traffic added, this junction become over capacity in the AM Peak. In 2024 along the Harold Avenue approach ratio flow capacity rises to 0.97 in 2024 with queues of 11 vehicles increasing to 1.01 in 2029 when queues 14 of vehicles build. On the North Hyde Road right hand turn east approach in 2024 ratio flow capacity is 0.99 with queues of 35 vehicles, by 2029 queues build further to 37 vehicles.

North Hyde Gardens/North Hyde Road/Watersplash Lane Junction

The North Hyde Gardens/North Hyde Road/Watersplash Lane Junction is in close proximity to the Bulls Bridge Roundabout and forms part of the SCOOT network that operates at this roundabout meaning its operation and signal timings are directly linked to the roundabout.

To militate against the impact of the development upon the local road network the developers have agreed to enter into a S278 agreement allowing the following junctions to be modified to improve their operation:-

- Dawley Road/Botwell Common Road;
- Dawley Road/Kestral Way/Betam Road/Blyth;
- Harold Avenue/North Hyde Road;
- Station Road/North Hyde Road;
- Harold Avenue/North Hyde Road; and
- Station Road/Clayton Road zebra crossing.

The developer has agreed to reduce the number of driver only car trips by widening travel choice. The developer has agreed to contribute towards the provision of a new bus service along Nestles Avenue. For this to happen it will be necessary to widen Nestles Avenue so that the road is wide enough for two buses to pass. To help facilitate this, the developers have agreed to release a strip of land at the front of the site allowing the road to be widened. There will be one bus stop midway along Nestles Avenue and at the far eastern end of the road a bus turning circle will be created together with a bus stop. As part of the road widening, a new off-road cycle lane and footway will be provided. To help pedestrians find their way from the site into town and vice a versa, the developers have agreed to make a contribution towards the provision of Legible London way finding maps and figure posts. Legible London maps and signs provide pedestrians with directions to key destinations such as railway stations. As well as providing Legible London maps and signs from the development to the town, the developer's contribution will also be used to update the existing in situ town centre Legible London maps and signs so that these now include the Nestles factory development.

A contribution from the developers has also been negotiated to support bus services along Nestles Avenue. This funding will be used to subsidise the new bus service for 5 years by which time the bus services should be carrying enough passengers to be commercially viable from the income generated.

The application for planning permission includes a Travel Plan. A Travel Plan is a strategy for minimising the amount of driver only car traffic that a development generates. The scale of the commercial element of the development, SEGRO, is below the TfL threshold used by the Council for making a Travel Plan a requirement of the application. However, the Travel Plan document states that 'the final commercial tenants of the associated non-residential units will be requested to sign a Statement of Commitment to implement a number of measures identified within this Travel Plan to encourage and maintain sustainable travel amongst employees.' This commitment is welcomed by the Council.

The Travel Plan document sets out a range of both 'hard' measures such as cycle parking and 'soft' measures to incentivise travel by sustainable modes of transport such as public transport, walking and cycling. The developers given an undertaking that the Travel Plan measures set out will be in place prior to first occupation of the site. This is best practice as it gives the new occupants sustainable travel choices at the outset rather than attempting to change established behaviour at a later date.

The Travel Plan includes the following measures to encourage and enable travel by means other than the driver only car:-

- 2,186 cycle parking spaces;
- A Car Club with dedicated spaces;
- Improved pedestrian and cycle links through the site to connect with existing infrastructure;
- A dedicated travel webpage for the site;
- Notice boards with up to date travel information;
- Each new resident will be provided a travel information 'welcome pack';
- Ongoing walking and cycling events, for example Dr Bike sessions; and
- Personalised Travel Planning.

Using 2011 Census data as a baseline, over the five year life of the Travel Plan the aim is to achieve a 10% reduction in driver only car trips by way of a modal shift towards walking, cycling and public transport. The measures proposed above are considered adequate to achieve this target. The 10% reduction in driver only car trips should be considered a minimum.

The Travel Plan will be reviewed following a baseline survey to be undertaken 3 months after 75% occupation of the phase 1 residential units. The document will then be monitored in year 1, 3 and 5 of the life of the Travel Plan. Monitoring and moreover review is essential, the information provided will indicate whether the Travel Plan target is to be attained and if it is not, then measures put in place need to be reviewed. All cost associated with the Travel plan will be borne by the applicant and secured through a legal agreement.

The development site is in close proximity to Hayes town centre and the full range of services and facilities it can offer and is very well connected to the local transport network which includes rail, bus and the soon to be opened Crossrail services. The Transport Assessment shows that the site will generate additional traffic which will be loaded onto the surrounding road network. The effect of this upon the road network has been carefully considered and those junctions where problems arise have been identified. The applicant has agreed to make financial contributions to mitigate the impact of this additional traffic by giving an undertaking to providing funding and/or carry the works necessary to help the local road network function as efficiently as possible once the development is built and fully occupied. Most significantly the developer has agreed to subsidise local bus services and provide the support necessary to establish a new bus service to operate along Nestles Avenue. Furthermore the development will have a Travel Plan which is a strategy to minimise the amount of car trips the development generates, funding has been secured allowing the Council to monitor its delivery and progress towards modal shift targets. If the Travel Plan fails to attain the targets set, then the Council has the option of taking a bond set aside for the Council to use to deliver the measures necessary to achieve these targets itself.

The application is accompanied by a package of interventions to reduce the number of car trips the development will generate, measures to manage the impact of these car trips and a

commitment to invest in the local transport network so that these additional trips can be accommodated. Taking into account the developments location on the edge of a town centre and its excellent connectivity to the local bus and rail network the development is considered acceptable taking into account all transportation matters.

(Officer Comment: The consultation response above was based on 1,381 units and 850 car parking spaces. Highways colleagues have advised that no objections are raised to the minor increase in residential units and on-site car parking provision and are supportive of the additional car club bays proposed (5 car club bays have been secured on site, with an additional 5 to be added subject to demand, following an early review.)

ACCESS (04/07/2017)

The proposal is to redevelop the former Nestlé headquarters and its surroundings to a mixed-use residential and employment scheme.

It would seem that the proposed development has been designed in consultation with Inclusive Design consultants, David Bonnet Associates. On several fronts, the design has exceeded the minimum statutory requirements and the fundamental design raises no fundamental concerns from an accessibility standpoint at this planning stage.

However, more detail should be submitted at an appropriate stage, on the following design elements:

1. Drop-off point for door-to-door service providers, to include large Dial-A-Ride vehicles, to be interspersed to facilitate access to different parts of the development;
2. The design of accessible parking spaces, for residents, employees and visitors, should cater for high sided vehicles with side and rear wheelchair access;
3. To ensure the external environment provides a continuous, smooth and level surface for wheelchair users, with a substructure and finishing materials which can stand the test of time;
4. An external environment that successfully alerts motorists, cyclists and pedestrians to shared surface arenas;
5. Clear wayfinding for blind and partially sighted people; a design that minimises the risk of blind people straying into the path of moving vehicles;
6. Minimal use of bollards and similar obstacles; rationalised use of street furniture;
7. Defined car spaces to ensure vehicles are parked only in designated places;
8. Road narrowings, carefully positioned planters and/or other passive measures that force slow vehicle movement;
9. An environment that is legible - to aid navigation, it should be possible to easily differentiate one area of the development from another.
10. Clear access zones within all Wheelchair Adaptable and Wheelchair Accessible dwellings which allow convenient frontal, oblique and side transfer from a wheelchair onto the toilet pan.

11. All Wheelchair Accessible and Wheelchair Adaptable units should be interspersed throughout the development and across all unit types and tenures;
12. Means of escape for all, including wheelchair users. Fire exits should incorporate a suitably level threshold and should open onto a suitably level area. A

NB: The applicant is reminded of the duties set out in the Disability Discrimination Act 1995, with regard to employment and service provision. Whilst an employer's duty to make reasonable adjustment is owed to an individual employee or job applicant, the responsibility of service providers is to disabled people at large, and the duty is anticipatory. The failure to take reasonable steps at this stage to facilitate access will therefore count against the service provider, if/when challenged by a disabled person. It is therefore recommended that the applicant takes full advantage of the opportunity that this development offers, to maximise accessibility to, around, and within the buildings of this proposed development.

Conclusion: no objection at this stage

Further comments (Nov 2017)

In accordance with the Council's parking policy, 10% of parking bays should be accessible, which would equate to 82 parking spaces across the site (based on a ratio of 0.6 car parking spaces per unit, and 828 spaces across the site).

Given the proposed tenure split, the parking bays would be apportioned as follows:

Private for Sale (PfS): 547 spaces

Shared Ownership (S/O): 198 spaces

Social Rent (S/R): 83 spaces

If the Council were to strictly apply the 10% policy requirement to a development of this scale, where 138 units are required to be wheelchair accessible, then the accessible parking bays would likely be underutilised, which in turn would likely result in the bays being used by non-blue badge holders. It is most probable that many of the accessible units, particularly the PfS units, would be home to a non-disabled person, whilst most, if not all, of the Social Rent housing would be allocated to a wheelchair user.

It would therefore be acceptable to require 4% of parking bays to be accessible to BS 8300:2009, prior to occupation of the site, which could be allotted as follows:

PfS : 17 spaces

S/O: 8 spaces

S/R: 13

If, however, the demand for accessible parking were to rise, then provision should be made for the number of accessible parking bays to be increased to 10% across all tenures. How this would be managed and monitored will need to be agreed with the applicant's on-site management company (BRAM).

Provision for visitor parking should be made, and bays should be interspersed across the site.

Conclusion: further details and revised plans should be requested and reviewed prior to any grant of planning permission.

Any approval of this application should apply the following condition:

The development hereby approved shall ensure that 10% of the residential units are constructed to meet the standards for Category 3 M4(3) dwelling, with all remaining units designed to the standards for Category 2 M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2015, and all such provisions shall remain in place for the life of the building.

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

(Officer Response: The requested conditions and informatives would be imposed if permission is granted and accessibility is discussed further in sections 7.8 and 7.10 of this report. The consultation response above was based on 1,381 units and 850 car parking spaces, creating a minor disparity in the figures set out above, however the percentages will be secured in any conditions imposed).

FLOOD WATER MANAGEMENT (01/07/2017) (TBC)

Summary

A Flood Risk and Drainage Assessment has been submitted for the whole application. This is divided into two parts. For Barrett and residential part of the site Hydrock Consultants have developed the plan and for Segro, the commercial part of the site, Capita consultants.

The site is located in Flood Zone1, however the site is over 1 hectare which means a flood risk assessment is required. The site also lies alongside the Grand Union Canal and therefore the blue ribbon policy applies.

Comments

Barratt London Residential

Foul Water - Although not submitted initially, the applicants have provided evidence that Thames Water have confirmed no sewer impact study is required

Surface Water

It is disappointing that there was not early engagement with the Lead Local Flood Authority as the statutory consultee on major applications for sustainable drainage to determine key requirement and approach.

Section 5.2 of the Hydrock report initially dismissed open water features as they would 'compromise the site layout affecting the development space'.

For the Lead Local Flood Authority a clear overall site strategy is required showing best practice and how water is controlled in all areas at source, and then has appropriate conveyance and regional controls before discharge.

For each catchment area, surface water needs to be controlled within it and set a limit based on a clear figure drainage rate for each hectare.

The catchment draining to the north versus the south must be compared to the existing catchment.

There is still refinement to these submissions required and being discussed regarding: **Catchment Areas/ North South Divide** as catchment have been altered

Condition of existing and retained assets have been discussed and a condition is requested to demonstrate that this work has been completed.

Flow and Volume Calculations

The Strategy followed initially London Plan Guidance. However it is the Lead Local Flood Authority which is required to review drainage strategies for Major applications and no consultation has been made with the LLFA.

It is LBH requirements to reduce to greenfield run off rates, not 3 x the greenfield rates. Although commitment to this principle was agreed calculations and therefore the strategy does not comply with this therefore underestimating storage required in turn affecting flooding within the site.

We still await further information to allow the LLFA to technically assess the proposals and be reassured that the designs meet the proposed discharge rates, and that further substantial revision of design is not required.

Climate Change

Clarification on the appropriate level of allowance for climate change had to be sought as is noted that it is planned that there will be no flood in the 1 in 100 year plus 40% Climate change events. However the working for the Canal and River Trust proforma appears to show uses of different Climate change levels.

Sustainable Drainage Measures

Blue Podiums, it is supported the inclusion of the blue podiums however further detail is being sought to ensure that sufficient space been left in the design of the blocks for this.

The design and look of these are crucial to the feasibility and acceptability of utilising this type of SuDs and works with other landscaping requirements and design considerations.

Other Suds There is significant opportunity to provide above ground conveyance and at source techniques such as permeable paving even in the form of more urban environment SuDs of channels. This design has evolved to utilise further options as tree pits and swales however the detail of the provision of these is critical to whether they are functional

Rainwater harvesting and Water reuse

No rainwater harvesting or recycling measures seem to have been considered within the development, which is unacceptable.

Exceedance events and blockages

What happens with an exceedance event in these podiums and the impact to occupants, and in exceedance events across the site. The impact of surcharging has not been fully quantified to provide reassurance to the LLFA.

There is no evidence of design against blockage within the system.

How are heavy rainfall events managed. For example in the sandow square where there is a surface water drainage channel ie what level of intense storm can this take so that water can actually enter the drainage system.

Maintenance

The suggested maintenance plans provided require substantial work, as they should also include the specified times frame for complete replacement. Over the lifetime of the development this must be factored into any plan for the PMC to allow for appropriate costs etc. Standards of response if there are issues should be set out, specification for competent persons qualified for inspections required etc.

Blue Ribbon Network Policy

Although the proposed treatment of the Canal edge there are improvements over the existing, there are considerable more improvements that could be made. It is noted that substantial improvements are to be made to the canal in provision of softening of the canal wall and access and moorings which is considered to be mitigating.

Segro Capita Commercial Development

Flow and Volume Calculations

The Strategy followed initially London Plan Guidance. However it is the Lead Local Flood Authority which is required to review drainage strategies for Major applications and no consultation has been made with the LLFA.

It is LBH requirements to reduce to greenfield run off rates, not 3 x the greenfield rates. Although commitment to this principle was agreed calculations and therefore the strategy does not comply with this therefore underestimating storage required in turn affecting flooding within the site.

Flow Controls calculations are ambiguous and do not meet the proposed discharge rates.

Sustainable Drainage

Other Suds There is significant opportunity to provide further sustainable drainage within the site. A tiny amount of permeable paving has been providing source techniques even in the form of more urban environment SuDs.

Rainwater harvesting and Water reuse

No rainwater harvesting or recycling measures seem to have been considered within the development, which is unacceptable.

Blue Ribbon Network Policy

Although the proposed treatment of the Canal edge there are improvements over the existing, there are considerable more improvements that could be made. It is noted that substantial improvements are to be made to the canal in provision of softening of the canal wall and access and moorings which is considered to be mitigating.

The access width along the Canal and along the side of the development does not meet best practice and allow Cycling and pedestrian access both ways as certain sections are restricted in width.

CONDITION 1: SuDS 4 MAJOR / LARGE INDUSTRIAL DEVELOPMENTS

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 (to be confirmed when final revisions available).

Barrett and residential part of Hydrock R/C151867/001.04

Segro and Industrial part of the site, Capita CS-075666-PE-16-121-R revision G.

Addendum dated 10/10/2017 addressed via response from LBH drainage on 11/11/2017 and 13/11/2017 detailing information that is still missing and fundamental to the overall design and again requesting this be submitted.

Sergo/Capita Flows and Volumes proforma submitted 29/11/2017. Errors in calculation methodology still exist and Capita have been asked to revise and resubmit.

The scheme shall clearly demonstrate how it, Manages Water and demonstrates 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 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)
- iv. MicroDrainage calculations to be re-run for all return periods including 20% climate change for Sergo site and 40% for Hydrock site areas respectively. All plans of pipe networks, flow controls, exceedance areas, discharge points to be re-drawn and provided on clearly annotated plans.

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.
- ii. Where infiltration techniques (soakaway) or a basement are proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).
- iii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.
- iv. identify vulnerable receptors, ie WFD status and prevent pollution of the receiving groundwater and/or surface waters through appropriate methods;

f) From commencement on site

- i. A plan showing how drainage strategy will be phased, to complement construction phases to ensure that during construction 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 DME1 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies,*
- 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).

Condition 2: Canal Wall

Prior to occupation, a suitable assessment and confirmation that the Canal wall where defects and holes identified within the drainage strategy and subsequent survey submitted have been rectified.

This shall be submitted to, and approved in writing by the Local Planning Authority.

REASON:

To ensure that surface water run off is controlled appropriately on site 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
- National Planning Policy Framework (March 2012), and the
- Planning Practice Guidance (March 2014).

Condition 3: As Built Drainage design of each phase.

Prior to occupation, a review of the drainage, will be undertaken

1. Including appropriate as built drawings and survey is to be completed to verify the construction in accordance with the submitted and approved details for sustainable drainage within the site.
2. This should identify any defects and provide a plan and timescale for the issues to be rectified prior to any change of land ownership or handover of the drainage system by the developer to any private management company.
3. This should also incorporate a 12 month functioning period where the developer is responsible during this period, a rainfall event to occur where the system functions as approved.
4. This will also incorporate the provision GIS layers as shapefiles containing all drainage assets locations and sizes and lengths as well as inverts etc for the finalised drainage arrangements.

This shall be submitted to, and approved in writing by the Local Planning Authority.

REASON:

To ensure that surface water run off is controlled appropriately on site 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 DMEI 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies,*
- 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).

Condition 4: Rainwater harvesting and Water reuse for each phase

Prior to commencement for each parcel, a scheme for the provision of rainwater harvesting and water reuse shall be submitted to, and approved in writing by the Local Planning Authority.

Minimise water use, in every building parcel and phase.

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

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 DME1 10 Water Management, Efficiency and Quality in emerging Hillingdon Local Plan Part 2 Development Management Policies,*
- 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).

S106 SuDS Maintenance Plan

Similar to a travel plan should be enshrined in the S106 to ensure this is maintained in perpetuity.

Long Term Management and Maintenance of the drainage system.

No development shall take place until a detailed design and associated management and maintenance plan of surface water drainage for the site using sustainable drainage methods has been submitted to and approved in writing by the Local Planning Authority.

This shall include the arrangements for adoption by an appropriate public body or statutory undertaker, management and maintenance by a Residents' Management Company or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

- 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 Private Management Company).
- lii 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.
- iii. 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.
- lv Operation and maintenance manuals for the site.

Once approved, the scheme shall be implemented, retained, managed and maintained in accordance with the approved details.

Reason:

To ensure that the principles of sustainable drainage are incorporated into this proposal. To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system over the lifetime of the development.

Officers are still working with the applicants to secure an on-site scheme to prevent any risk of flooding on-site and the Council consider this can be achieved. However, in order to ensure the development does not have a detrimental impact should a suitable on site solution not be found, it is proposed to impose the conditions requested and secure a financial contribution of up to £500,000 towards implementation of a drainage scheme for the for improvements to the Yeading Brook.)

TREES AND LANDSCAPING (28/06/2017)

This site is occupied by the complex of former Nestle factory buildings, yards, car parks and green open space situated to the north of Nestles Avenue and south of the Grand Union Canal in Hayes. The site falls within the Botwell Nestles Conservation Area, a designation which protects trees. Under normal circumstances this designation requires the applicant to give LBH six weeks prior notice to carry out any work to the trees. However, tree work proposals approved through a planning submission obviates the need for a separate notice period.

COMMENT

The site has been the subject of two Arboricultural Impact Assessments, by Aspect Arboriculture, with the latest reviews in January 2017 (for the residential parcel, by Barratt) and in March 2017 (for the industrial parcel by SEGRO).

Pre-application discussion about the tree survey and assessment of the trees took place in the course of a site meeting (26 January 2017) with Aspect, Trevor Heaps and myself.

The report has been arranged in two halves, addressing the residential site first followed by the industrial parcel.

RESIDENTIAL PARCEL

128No. individual trees, 8No. groups and 2no. hedgerows have been assessed on the residential site 87No. individual trees and 6No. groups will be removed to facilitate the development

INDUSTRIAL PARCEL

31No. individual trees and 8No. groups of trees were surveyed. A total of 19No. trees and a group of hornbeams will be removed to facilitate the development. The tree report concludes that, by design, the residential proposals accommodate the high quality tree cover with the majority of the moderate quality trees considered to be important to the future amenity of the site. The removal of 6No. moderate ('B') quality trees has been unavoidable and will be mitigated by replacement planting within a comprehensive landscape scheme.

The industrial development has sought to retain the band of trees along Nestles Avenue in order to reduce the impact on the residences on the south side of the road. Replacement planting will include 147No. 'advanced nursery' and 'semimature' trees, 21No. of which will reinforce the southern boundary.

The key features of the tree removal / retention strategy have been arrived at through pre-application discussions with the developer:

- the retention of the central green open space in front of the listed Nestle building, featuring some of the best trees on the site,
- the retention of a robust soft landscape buffer along the southern boundary of the site which will benefit the visual amenity of the public realm and existing residents on the

south side of Nestles Avenue. (This buffer will include existing trees at the east end and in the centre area (see central green open space above) and an opportunity for replacement trees at the west end.

- the tall evergreen (conifer) hedge which screens the railway line in the northwest corner will be retained,
- the treelined west boundary (north end) will be retained.

Replacement tree planting (147No. advanced stock / semimature specimens) will be secured, as indicated on the landscape masterplan by Gillepsies. Some of the distinctive landscape features to be introduced include:

- a soft landscaped (planted) buffer between the industrial site and the canal,
- three treelined avenues dissecting the site on a northsouth axis (Milk Street, Canal Street and Sandow Yard).
- podium level roof gardens for the flatted developments,
- the provision of attractive landscaped pedestrian / cycle routes though the site interspersed with a number of pocket parks, squares and public gardens for the use and enjoyment of residents, workers and visitors,
- the provision of soft landscaped buffers around the external boundaries of the industrial units and, where possible the internal yards and car parks.

One area of concern remains in the form of the terraced housing on the east boundary (southern end). The removal of mature trees from Wallis Gardens has been kept to a minimum to facilitate this development (G on the masterplan). The proximity of some of the remaining trees to the new houses and the resultant loss of natural light (westfacing windows) is likely to put pressure on the LPA to permit the removal of additional trees at some point in the future which may be difficult to resist.

RECOMMENDATION

No objection subject to the above paragraph and conditions RES6, RES8, RES9 (parts 1,2,3,4,5,6), RES10 and RES11.

RES 6:

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 know 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

RES 8:

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

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.

2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected

in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

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

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

RES 9:

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

1. Details of Soft Landscaping

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

2. Details of Hard Landscaping

- 2.a Refuse Storage
- 2.b Cycle Storage
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

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

4. Details of Landscape Maintenance

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

5. Schedule for Implementation

6. Other

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

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (2015).

RES 10:

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

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

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

RES11:

No development shall commence until details of play areas for children have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the play areas shall be provided prior to the occupation of any unit within the development and maintained for this purpose.

REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (2016) Policy 3.16.

ENVIRONMENTAL PROTECTION UNIT: NOISE

The proposed site is surrounded by railway noise to the north, industrial/commercial noise to the east and a new proposed industrial development to the west.

A planning noise and vibration report for the residential scheme was prepared by Peter Brett dated June 2017. The report provides an assessment of the baseline noise levels together with the predicted noise level with the new residential in place. Figure 6.1 provides the predicted external noise levels with the proposed buildings in place. This figure shows that

there will be areas in the north and south of the development where there will be high external noise levels which will be above the recommended guideline values in British Standard 8233:2014 for external amenity areas. It is noted there will be balconies at these locations which will not meet the upper guideline values of 55 dB LAeq,16 hours. If planning permission is to be given the development should be redesigned so that no balconies faces the northern and southern facades where the external noise levels would exceed 55 dB LAeq.

Assessment of the internal noise levels are to be found in section 7 of the report. Paragraph 7.1.4 states "it should be noted the solutions put forward in this section are not expected to be the final design specifications". Figure 7.1 provides acoustic requirements of glazing and table 7.1 provides sound reduction performance required for glazing. Glazing type A with weighted sound reduction of 34 dB is proposed at the northern facades and an example noise break in calculation is provided in Appendix E for living room during the daytime. This shows the predicted internal noise level would be 28dBA. However the assessment was made on the basis of windows closed. Could a further assessment be made with windows open as this is the approach recommended in the Council's noise spd (para 4.19) and the new Professional Practice Guidance on Planning & Noise (ProPG May 2017) as this demonstrates good acoustic design. Furthermore, prediction of internal LAmax for bedrooms at night should also be provided. Good acoustic design also needs to be considered for new residential buildings F1, F2, F3 and F4 and G overlooking the new industrial units 1 and 4. This could include designing the residential units so that there is no bedroom facing the industrial units. It is noted the industrial units have openable doors at the rear. On the western side (Viveash Close) there are car repair workshop which will involve an element of impulsive noise such as hammering. Appendix C chart C.7 shows that the LAmax are very high over 90dBA at this location during the daytime. Where the industrial/commercial noise is dominant an assessment in terms of BS4142 should also be undertaken.

The report demonstrates vibration from the railway would not be an issue on the future occupants.

If planning consent is to be given then I recommend the following conditions/informative:

Sound Insulation

Development shall not begin until a scheme for protecting the proposed development from road traffic, rail traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by (road traffic) (rail traffic) and (other) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.15.

Noise affecting residential property

The rating level of noise emitted from the plant and/or machinery hereby approved shall be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property. The measurements and assessment shall be made in accordance with British Standard 4142:2014.

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Air extraction system noise and odour

No air extraction system shall be used on the premises until a scheme for the control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Sound insulation of commercial/entertainment premises

The development shall not begin until a sound insulation scheme for the control of noise transmission to the adjoining [dwellings] [premises] has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Scheme for site noise control

The development shall not begin until a scheme which specifies the provisions to be made for the control of [noise] [low frequency] and [tonal] noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures, and or noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Construction environmental management plan

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition,

construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Control of environmental nuisance from construction work (Informative)

Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

You are advised to consult the Council's Environmental Protection Unit to seek prior approval under Section 61 of the Control of Pollution Act 1974 if you anticipate any difficulty in carrying out the works other than within the normal working hours set out above, and by means that would minimise disturbance to adjoining premises. For further information and advice, contact the Environmental Protection Unit, 3S/02 Civic Centre, High Street, Uxbridge, Middlesex UB8 1UW (tel. 01895 250155).

(Officer Comments: Whilst there are some balconies proposed on facades experiencing high noise, along the canal frontage and Nestles Avenue, the provision of balconies to some units provides natural surveillance to the wider public realm and is considered to be appropriate and necessary. With regard to noise between the commercial and residential operations, as suggested, suitable conditions will be imposed to ensure there are no detrimental impacts on future occupiers.)

ENVIRONMENTAL PROTECTION UNIT: LAND CONTAMINATION (29/06/2017) (Summary)

Submitted Contaminated Land Reports Phase 1 Report by Geosyntec dated September 2013

Phase 2 Report by Geosyntec dated June 2014

Subsurface Asbestos Investigation Report by Geosyntec

Ground water Monitoring letter by Geosyntec dated 23 October 2014

Geo-environmental Investigation and Assessment for Project Lightning by Capita dated 24 November 2014 (residential and commercial coverage)

Geo-environmental assessment Report by Capita dated 6 June 2016 - Former Nestle Factory, Hayes - Proposed Commercial Development (commercial coverage)

Remediation Strategy by Capita dated 11 July 2016 for the Commercial Development

Desk Study and Ground Investigation by Hydrock dated April 2017 (residential coverage for Barratt London)

I refer to your consultation of 31 May 2017 regarding the above application. The site has had a contaminative use as a large cocoa factory with roasters, boiler houses and fuel storage. There are detailed desk study and site investigation reports for the site submitted with the application as listed above in date order. The reports date from 2014 when the factory was in the process of closing to recently in 2017 when Barratt Homes London commissioned Hydrock consultants to look at the residential side of the development. Three consultants have gathered data on the site and risk assessments have been carried out using generic guidelines at both the commercial and residential parts of the site using the soil target levels for a residential (with gardens) and commercial use in the appropriate areas of the site.

Wider Site - The initial site investigations by Geosyntec and Capita (for project Lightning) involved a spread of boreholes and sampling points across the whole site. This was of a good coverage around the site but also limited as some buildings were not accessed. Further investigation was recommended as carried out later by Capita and Hydrock for the commercial and residential areas. The information obtained confirmed contamination issues were present and the reports noted made ground asbestos, an hydrocarbon impact from the shallow made ground in the NW area near the boiler house and tanks, Some lead and chromium contamination, and above background mercury levels in the water. Mercury is highlighted as a potential issue in some reports although the generic soil guidelines were not exceeded. It is near the boiler house and may be derived from items such as switches. It is a concern for ground water. Care would need to be taken to assess any further impact if found during the works. Geosyntec explain this in their June 2014 report in chapter 4.2 and this requires more assessment given there are residential flats on this site. This was further monitored. One borehole water had poly aromatic hydrocarbons. Geosyntec consultants took the work further by carrying out groundwater and sub surface asbestos investigations. These reports are appended and referenced above. I understand the Environment Agency have had an involvement with this site and they should be consulted.

Commercial - The commercial part of the site has been subjected to further investigation by Capita (report of 6 June 2016) and a remediation strategy has been drafted by Capita consultants for the developer of the units, Segro. Although Capita indicate that there is not a lot of significant contamination for a commercial use there is asbestos on the site (section 3.4 chemical contamination). Some commercial targets seem to have been exceeded on the basis of the samples taken in the older reports. The remediation strategy as written involves capping of the landscaping around the units with 600 mm of clean soil and use of a alert geotextile. Asbestos, loose fibres and lagging have been identified.

Residential - As regards the residential side of the development this does not appear at the stage of the remediation strategy as with the commercial development. The contaminant generic assessment levels for residential are much more stringent than the commercial levels referred to above. The investigation by Hydrock for Barratt London dated April 2017 gives more coverage of the residential side of the development. It also incorporates information from the wider site investigations such as by Capita for project Lightning. I refer to the Geoenvironmental Assessment and Investigation dated November 2014. These reports confirm that generic guidelines are exceeded for the residential use. Therefore remediation will be required for asbestos in the made ground and there will be structures such as fuel stores and chemical stores to be remediated. Some fuel is found in the made ground at the boiler house area. Additionally there some hot spots of metals (arsenic, lead and chromium) and poly aromatic hydrocarbons. The remediation strategy will most likely combine some capping with soil removal or treatment. this will be required under the contaminated land condition. It appears from the site map that much of the infrastructure such as the roasters

and boiler houses is on the residential side so this will probably mean quite significant removal and validation work on opening up the ground.

I would advise that the phased contaminated land condition is applied as this appears to be a site of residential blocks with a clear line between residential and commercial areas.

A sufficient amount of investigation has been undertaken across the site to support the planning application as evidenced by the reports above appended to the Environmental Statement. The reports can be assessed in more detail in compliance with the conditions when applications are made to discharge the conditions.

Contaminated Land Condition Phased

(i) The development of each phase shall not commence until a scheme to deal with contamination in that phase has been submitted to the Local Planning Authority (LPA) in accordance with the Supplementary Planning Guidance Document on Land Contamination, and approved by the LPA. All works which form part of the remediation scheme shall be completed before any part of the development is occupied or brought into use unless the Local Planning Authority dispenses with any such requirement specifically and in writing.

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

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

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

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

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

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

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. 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 Unitary Development Plan Saved Policies (September 2007).

ENERGY/SUSTAINABILITY

I have no objections to the proposed development on energy grounds as per the submitted energy statements and previous discussions with the applicant.

The development as submitted does not comply with planning policy 5.2 of the Local Plan as the residential element of the scheme is not zero carbon. However, the applicant has accepted the need for an offsite contribution to make up for the shortfall.

The following is therefore necessary to ensure the proposal is policy compliant as set out in 5.2(e) of the London Plan:

1 - S106 Contribution

The net shortfall across the site is 830.33 tonnes. Contributions are calculated in accordance with the London Plan energy guidance which sets out the following: shortfall (tCO₂) x 30 (years) x £60 (cost per tCO₂).

Which equates to: $830.33 \times 30 \times 60 = \text{£}1,494,594$

2 - Condition

The onsite energy strategy needs to be refined in accordance with the following condition:

Condition

Prior to the commencement of development full details of the carbon reduction measures that conform to the energy strategy (Energy Statements, May 2017, ESC54738 Issue 3) shall be submitted and approved in writing by the Local Planning Authority. These shall include:

- 1 - Full details of the baseline energy and carbon performance of each phase of the development
- 2 - Full details of the passive energy savings measures (Be Lean - London Plan)
- 3 - Full details of the combined heat and power systems including:
 - a - full plans and specifications of the technology
 - b - the phasing of the installation of the network which includes the delivery of main necessary energy centre in phase one
 - c - the input and output (annual KgCO₂ and KwHr) of the CHP system
 - d - the onsite network connection
 - e - the future proofing for offsite connections
 - f - monitoring, reporting and maintenance regimes.
- 4 - Full details and specifications, including relevant plans and elevations of any additional low or zero carbon technology to be utilised in the site.

The development must proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

Reason

To ensure the development contributes a CO2 reduction in accordance with the London Plan Policy 5.2

EIA COMMENTS (Summary)

I have no objections to the proposed development on EIA grounds. The reason for EIA was the likely significant effects on Air Quality and Traffic Generation.

The Air Quality impacts are dependent on emission factors and the approach to this has been agreed with the Applicant with a mechanism for dealing with the scheme should the forecasts not come to fruition.

With regards to cumulative traffic impacts, this is a matter for the transport team. The transport team need to be content that the cumulative impacts have been properly set out and mitigation in place as necessary.

ECOLOGY COMMENTS

I have no ecology objections to the proposed development. The site itself is relatively poor in terms of biodiversity and the proposed development will add, albeit at a small scale, an improvement.

Nonetheless, to ensure the maximum benefit the following condition is necessary:

Condition

Prior to the commencement of development a detailed ecology enhancement plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate how the whole site will be best designed to deliver ecological improvements, and shall demonstrate (but not limited to) the inclusion of specific planting to improve conditions for wildlife; artificial habitats in the landscaped areas and the fabric of the buildings; areas of planting along or near to the canal to promote wildlife corridors; and habitat walls and refugia in strategically located positions.

Prior to the commencement of each phase of the development, a scheme showing how that phase will incorporate the strategic aims of the site wide plan shall be submitted to and approved in writing by the Local Planning Authority.

The development must proceed in accordance with the approved plan and schemes unless otherwise agreed in writing with the Local Planning Authority.

Reason

To ensure the development contributes to a positive gain in ecological value in accordance with Policy EM8 of the Local Plan.

EQUALITIES OFFICER

The Council Equalities Officer has reviewed the submitted Equalities Impact Assessment and raised no objection to the proposals or the assessment undertaken.

HERITAGE & CONSERVATION- 30/06/17

Policy background

With regards to conservation areas, under section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, it is the Council's duty to pay special attention to the desirability of preserving or enhancing the character or appearance of that area in respect to any buildings or other land in the conservation area.

Under the National Planning Policy Framework (NPPF) Conservation Areas are considered to be designated heritage assets.

Heritage assets

The heritage assets associated with this site are The Botwell, Nestles Conservation Area, a designated heritage asset and also the main building of the Nestle Factory, the Lodge, the canteen building and the frontage railings and gates to the site, which have all been designated by the Council as Locally Listed Buildings.

Heritage Statement

- The factory building is described in the Heritage Report as an 'early example of Truscon method of construction which was applied to a fairly innovative layout incorporating open light wells and courtyards for healthy environment with natural light.' The contention is that the proposals will better reveal the original Truscon concrete frame. The Truscon building will be all but demolished - the frame, the layout, all of one facade and most of two of the others.
- Para 135 of the NPPF says that a balance must be struck between the scale of loss and the significance of the asset. This balance is not considered in regard to the factory (substantial loss and considerable interest). The HS only applies Para 135 to the lodge (4.85) and not to the factory.
- 'Proposals will restore its historic use character'. (Of the factory) The Segro building will not have an industrial use. The flats won't either.
- 3.24 Importance of the 'Factory in a garden' concept mentioned several times, noting sad erosion of parts of the garden historically and underlining the garden's contribution to the special interest of the Conservation Area. However, the garden will be reduced in area by the building of Block G.
- 4.34 The existing gardens will be maintained and enhanced. No they will not as they will be reduced in area by the building of Block G, and trees will be lost.
- 4.42 New wing to the south will enclose the existing garden. In fact proposals reduce existing garden by about half a hectare, with loss of trees.
- 4.40 'Tower on canteen will improve relationship with factory. The factory was built as the dominant building, the canteen as the supporting structure. The historical grouping should be retained and the original differences in status respected
- 4.10 Historic England says scheme' creatively re-uses the other retained facades for residential development behind, to overall benefit to the Conservation Area. This is contrary to Historic England : Conservation Principles 2015, para 146.

"There are limits, however, beyond which loss of inherited fabric compromises the authenticity and integrity of a place. At the extreme, a proposal to retain no more than the façade of an historic building attached to a modern structure must be considered in the light of an assessment of the existing values of the building, both as a whole

and in its elements. The relationship between the façade and the existing and proposed structures behind will be crucial to the decision, but retaining the façade alone will not normally be acceptable”.

- 4.46 The high quality contextual development is considered to be of an appropriate height and scale, and an enhancement to the CA. However, the new development is quite different in height, scale, design and materials, often jarring and very monotonous.
- 4.55 The heritage significance of the conservation area and its key component buildings will be conserved and enhanced by the proposals. Strongly contested.
- NPPF Para 132. Great weight should be given to the asset’s conservation. Significance will be harmed by the alteration and destruction of the heritage asset and by the development within its setting. Clear and convincing justification should be provided for:
 1. Loss of the factory. Why can this not be converted to residential?
 2. Loss of integrity of factory by replacing element to east of tower and attaching it to new wing.
 3. Loss of gardens, and thereby setting of factory, by building Block G.
 4. Loss of integrity of canteen by building tower and removing loggia.
 5. Scale, design and materials of buildings surrounding factory.
- NPPF Para 133 Substantial harm to a designated heritage asset, must be justified against substantial public benefits. These should be specified. Also, a justification as to why the factory cannot be converted, as was initially proposed.
- No useful sections provided through the surrounding residential elements and Unit 4 to show the relative heights and the relationship between the two.

Townscape/Design

- Loss of main factory building (other than part of its facade), Sandow’s building and lodge not accepted, subject to comments above and in next section.
- The townscape study clearly illustrates the impact of the proposed development on long, medium and local views. What is evident from this is the scale of the new development, its massing and height, which rises quite abruptly to 11 storeys behind the Nestles Avenue frontage. It will create a wall of development that will dominate the local sky line when viewed from the existing residential area to the immediate south of the site. There appear to be no views from within the site, particularly angled views from Wallis Gardens.
- Loss of main factory building, Sandow building and lodge not accepted, see comments above and below.
- The new development would be of a scale and massing that would dominate the original buildings and the immediately surrounding area, and detract from the established character of the conservation area. The fact that all of the site falls within a conservation area, not just Wallis Gardens and the original factory buildings, seems to have been totally missed in this development.

- The skyline and form of the development mean that the tower of the main factory building, an important local landmark, will no longer be the most prominent structure within the conservation area.
- Building G does not relate to the original buildings in terms of design or materials. Historically, the main factory building (other than the original Sandow's building) was developed over time, but the structure, design approach and materials were consistent for each stage of development, resulting in a coherent appearance across all of the phases of development- so that it appeared as one building.
- The recessed and dark clad additional floors above the retained Truscon facade of the factory make no sense in terms of architecture/history of this building. The building was designed to be extended in the same style and this was part of the original design concept from Truscon, where the flat roofs were left with concrete nibs for extending the frame upwards.
- The new "Sandow's" building is not a replica of the original - even the signage is incorrect. It's an approximation that fits the proposed residential development, there is no heritage gain in this proposal. The grey clad "additional" floors are overly tall and would create an unbalance facade.
- The open space in front the main factory, which is at the heart of the conservation area, will be reduced in size, as proposed block G will be constructed on part of this area.
- Blocks C and D need to be set back in line with the southern elevation of the canteen to preserve the existing green space along Nestles Avenue.
- The design of the new residential blocks does not reflect the character/architectural style of the very distinctive white concrete elevations and flat roofs of the Truscon buildings- these are the "hallmarks" of this conservation area. The proposed traditional industrial saw tooth roofs, therefore, have no place in this conservation area.
- The materials proposed for the new blocks are a mixture of different bricks and cladding, some of it very dark in colour . Overall, the new buildings would appear dark and oppressive, which would be contrary to the spirit of the simply detailed Deco style buildings that characterise the conservation area.
- The balconies on the new blocks appear overly large and some of the detailing rather fussy.
- Many of the blocks would have highly visible angled PVs at roof level, which would be prominent in longer views . These should be retained within the new roof forms to give a clean roofline.
- There are concerns re the number of flats off corridors, up to 12 in some cases. Many have only 1 shared staircase, as such, in the light of recent events, there are significant concerns re means of escape in an emergency. The deck access flats may also have a similar problem. Block G seems to have 2 cores, however, some of the potential travel distances to a staircase in case of an emergency appear overly long.
- A single vehicle access point for the whole residential site looks insufficient given the size of the development and the likely number of vehicles movements, what happens if for some reason this gateway is blocked?.

- The roads generally look quite narrow, and there seem to be few turning heads. The disabled parking bays also need to be located close to the entrances to each of the housing blocks.
- There are spaces at the back of Block G at the rear of the residential site that appear to be inaccessible. There is also an odd space to the rear of the tower foyer area and Block G and between the canteen building and new block adjacent H.
- Concerns re the loss of the loggia to the canteen and that it is not reinstated to its full extent.
- Block H is too tall when seen in conjunction with the retained canteen block.
- Only Unit 4 of the Segro site makes any attempt at reflecting the character of the original factory buildings, the others are very ordinary industrial sheds with barrel roof forms, which do not reflect the architectural style of any of the existing buildings.
- Unit 1 needs a better detailed elevation onto Nestle Avenue, a green wall? The northern elevation of unit 3 needs to look more like unit 1 and relate better to the original factory design. All of the units should have green roofs.
- The Segro site could have shared office and visitor parking in a multi-storey structure, as per the Vinyl Factory site, so freeing up the land adjacent to the canal.
- The end use of the buildings on the Segro site should be agreed. Having “flexible units” could mean that in the future applications may be submitted for additions or changes to the size and external appearance of the units that may be detrimental to the appearance of the conservation area. If the units are to be used for data storage, then this should be made clear at this stage and the site design amended accordingly, this may free up space within the loading bay areas etc for landscaping.

Site Interpretation

- The site has a rich industrial history this would need to be interpreted and displayed on site. This could be achieved through display panels and also the display of items associated with the history of the site. Links with the Nestles archives need to be forged/maintained. An area devoted to the history of the site could be created at ground floor in the original tower and made accessible.
- The war memorial needs to be returned to the site to its original position in the foyer area.

Structural survey report (similar to previous report)

Generally no indication buildings are completely structurally unsound, requiring the need for demolition, see previous comments on justification. Requires further investigations and analysis on existing buildings to ensure structural alterations are carefully considered and sympathetic. Concerns over how demolition will be phased and managed given separate reports and different approaches suggested.

The Lodge

- No significant structural issues

Canteen Building - would need full repairs schedule and methodology of repairs/re-builds for this building to make it structurally safe for future use

- Generally well founded apart from colonnade element
- Chloride ion content of concrete exceeds 0.4% which could lead to chloride induced corrosion - would need to know how they intend on addressing this issue, realkalisation repair
- Colonnade and shower rooms proposed to be demolished
- Emphasis of colonnade and views through to the main factory building would be lost, which can be seen in site photos submitted (no.5). Should continue to Sandow Walk.

Sadow Building

- Interesting masonry jack arch floor construction
- Generally well founded, reasonable good condition, robust original construction
- Floor capacities likely to support residential and commercial office conversion
- Survey recommends local patch repairs

Truscon Building and Foyer extension

- Truscon (Kahn) RC system used in building (not Hennebique system)
- Building originally designed to accommodate additional floors
- Generally well founded
- Floor capacities likely to support residential and commercial office conversion
- Foyer extension and west, east and southern Truscon façades to be retained
- Ties proposed to be used to restrain facade off new build structure - details?

Demolition report

- Two reports written by different consultants for the one building.
- The demolition of the main factory building treated separately by different organisations/ construction programme. The demolition processes of one part of the building will impact other parts. (Segro can't demolish without Barratt having facade supports in place and vice versa)
- Sadow's building entirely demolished (reasonably good condition)
- Colonnade to Canteen building to be demolished according to text separating structure entirely from main building, drawing within report indicates it will be replaced in facsimile.
- Existing fenestration to retained Truscon facade to be removed and replaced
- Discrepancies between demolition drawings, A50 and F_A55 regarding retention of full southern facade of main factory building
- Elliot Wood document does not refer to Locally Listed gates and railings
- Capita document 'assumes' stability of building structure
- Lodge entirely demolished
- Gates and Railings to remain
- Segro demolition line goes beyond site boundary line and does not accord with residential demolition proposal
- Proposed temporary cross bracing would be within proposed demolished section of Barratt owned part of building (outside site boundary). Capita reference to retained building in correct as Barratt are not proposing to retain the building (in part)

- Would need to ensure construction plans for both parties are consistent in regards to the main factory building
- Masterplan demolition plan (drawing no. MP 041) shows facade retention for Sandow's building - this requires confirmation
- Unclear how facade will be supported in regards to Barratt scheme, and a section along the east facade without a building to the rear

FURTHER COMMENTS RECEIVED 13/10/17

This follows the revised documents received in August 2017 and the discussion with the applicants at the meeting in October.

1. Substantial Harm

We remain of the view that the demolition of all of the Truscon factory, save for some elements of the facades, constitutes substantial harm to the Conservation Area, a designated heritage asset. We consider that this key building forms the focus of the Conservation Area and is integral with its character and appearance. Indeed, the need for its protection was the reason for the area's designation in 1988 and the reason for its inclusion on the Heritage At Risk Register was due to the vulnerability of this site to redevelopment proposals, which could seriously impact upon its significance.

We consider that these proposals, which include almost total demolition of the Truscon building, do seriously impact upon the significance of the Conservation Area, and to such a degree that the benefits of the proposals to the Conservation Area do not outweigh it. This level of destruction is contrary to the NPPF, Planning Practice Guidance, GLA policies, Council's adopted policies and Historic England's Conservation Principles Policies and Guidance (2015). In addition, concern at the extent of the demolition has also been expressed at both national and local levels.

As an absolute minimum, the retention of the first two bays of the Truscon factory building, on the west and south facades, are required to safeguard the structural integrity of these facades. This will not, in our view, have a significant impact on the layout or number of the proposed residential units. Whereas, this may not move the harm from 'substantial' to 'less than substantial', it would make a considerable difference to the integrity of the surviving remnants and will obviate the need to rely on the robustness of a demolition plan, which spans both ownerships and still raises concerns.

2. Locally listed boundary walls, railings and gates

It has always been part of the redevelopment proposals to retain the whole length of the locally listed boundary walls, railings and the brick piers and gates at the two entrances. It now appears from drawing No. MP100, issue P1 revision 20 dated 04.08.17, "ground floor plan with gate at Canal Street removed" and other recent masterplan and landscape drawings, that this is no longer the case. The removal of any of the original decorative boundary features on the southern site boundary is contrary to previous drawings and assurances given and this is not considered acceptable. Confirmation that all the locally listed boundary walls, railings, gates and piers are to be repaired and retained in their entirety is required.

3. The Design of the Segro Warehouses

As per previous comments, the proposed curved roof forms of the Segro warehouses are not considered acceptable in the context of the prevailing architectural character of the Nestle factory and associated buildings, which have strong horizontal and vertical lines. As previously stated, warehouses 1,2 and 3 should be finished with parapet roofs, hiding, or at least partly hiding, the sloping roof form inside it.

4. The Design of the additions to the Truscon Building, G Block and the Sandow Building

The changes to the main elevation of the Truscon Building, particularly the design of the two additional floors and the division of the fenestration, need to be reconsidered to maintain the distinctive appearance of the building. The balconies on G block also need to be removed, as these do not reflect the uncluttered architecture of the original building. G Block should have a rendered facade to match the main factory building and canteen. The design of the reconstructed Sandow frontage, in particular, the height of the parapet and roof form, also need further consideration. At present, the two additional floors do not relate to the proportions of the elevation and appear overly dominant and unrelated to the architecture of the frontage.

Other points raised in previous observations about the impact of the scale, design and materials of the proposed new development on the special architectural and historic interest of the Conservation Area still stand and will not be repeated here. We have already given advice on the level and method of recording required for the buildings across all of the site and are awaiting confirmation on the acceptability of these proposals.

RECOMMENDATION: The extent of demolition of the main factory building is considered totally unacceptable as is the loss of any of the original boundary walls, railings and gates. Revisions are required to the design of the additions to the Truscon Building, the reinstated Sandow Building and G Block.

HERITAGE RECORDING COMMENTS:

There are no objections in general to the proposed approach to the building recording, but we will require the developer to record the complex of buildings and structures/features that constitute the Conservation Area (see the introductory para of Chap 5 of Historic England's "Understanding Historic Buildings") and to consider the history and development of the site as a whole. This will set the context for the individual structures. Some buildings, such as the main factory block, Sandow Building and the factory lodge, ie the most architecturally important buildings, are likely to need to be recorded, internally and externally, up to Level 4. Others, which are integral to the site but less architecturally interesting will need a simple photographic record, ie Level 1. The extent of recording and exact levels can be considered and agreed as part of the discussions related to the initial WSI. As part of this document, we would need to agree the scale of the drawings to be provided and other technical issues, such as resolution of photographs. We would also be keen to discuss other forms of site recording, such as video/drone footage.

Something that we are particulate interested in capturing is the communal value of the site as defined in Historic England's "Conservation Principles Policies and Guidance" document. With regards to the assessment of the overall significance of the site, we would expect the Historic England values as contained in this document to be addresses as well as NPPF values.

It is very likely that photographs will need to be undertaken during demolition works, particularly of the more important or structurally interesting buildings on the site, and especially the Truscon structures and Sandow Building. The WSI will need to make provision for this and the final document updated accordingly.

We would require both digital and paper copies of the document for the Council, the local library, the Local History Library in Uxbridge, Historic England (for the London HER and also for their archives in Swindon) and a copy for the 20th century Society. With regards to this matter, we would need to take advice from Historic England to confirm if further copies would be required by other National Societies/Offices.

Condition Required

(Officer Comment: Further Design changes were requested in November 2017, all changes were incorporated into revised plans received.)

Heritage Conditions Requested 04/12/2017

1. Archaeology

No development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site geo-archaeological evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If archaeological potential is confirmed by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

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

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Informative

Written schemes of investigation will need to be prepared and implemented by a suitably professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

REASON

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with Policy BE 3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

2. Heritage assets recording

Prior to the commencement of development and any works of demolition:

(i) A Written Scheme of Investigation/WSI (in accordance with Historic England's Best Practice Guidance), setting out the scope, approach and phasing of the buildings and site recording, shall be submitted to and approved in writing by the Local Planning Authority. The record will be to agreed Historic England recording levels and standards. This should include a detailed record of the whole site and all locally listed buildings at agreed stages before and during demolition;

(ii) The record prior to demolition (for both residential and industrial land ownerships) will be submitted for informal review and comment prior to formal submission to discharge the condition and agreed in writing by the Local Planning Authority before commencement of demolition;

(iii) The phased recording throughout the demolition process will be in accordance with the agreed demolition strategy and the WSI;

(iv) The completed recording document will be submitted to the Local Planning Authority for final approval prior to the commencement of development and new construction in accordance with the WSI.

REASON

To safeguard the special architectural and/or historic interest of the conservation area and buildings in accordance with Policy BE8 and BE12 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

3. Demolition

3a. Sole contractor- demolition works

Prior to the commencement of development and any works of demolition to the locally listed buildings, the following details must be submitted to and approved in writing by the Local Planning Authority:

- (i) details of the sole agent responsible for monitoring the demolition of the locally listed buildings (main factory, lodge and canteen structures) and evidence of a contract;
- (ii) the sole agent to submit a demolition phasing plan, to include an agreed time frame and work strategy, covering pre-demolition monitoring and overseeing the works across the two site ownerships. The strategy must demonstrate how the demolition will be dovetailed between the two ownerships and include timely commencement and completion of demolition works;
- (iii) Upon commencement of any works of demolition to the locally listed buildings the approved sole agent shall provide monthly reports of progress for agreement, in accordance with the demolition phasing plan and strategy.

3b Demolition Strategy

Prior to the commencement of development and any works of demolition to the locally listed buildings, details of the contract for demolition works and the demolition strategy covering the entire site (residential and industrial land) must be submitted to and approved in writing by the Local Planning Authority, details to include:

- (i) evidence of the contracts or sub-contract(s) placed to demonstrate the timely commencement and completion of demolition works across both sites;
- (ii) a demolition strategy covering both the residential land and industrial land to be submitted and agreed, which sets out a full programme of demolition work (for all locally listed buildings) and the locations and details of cut lines and propping (for the main factory building and canteen), with scaled plans, sections and details to ensure that their stability will not be compromised;

- (iii) details as to how the retained facades and tower of the locally listed factory building and canteen building will be protected to ensure their integrity over the duration of the construction period;
- (iv) the programme of works on the site shall be carried out in complete accordance with the details approved unless otherwise agreed in writing with the Local Planning Authority;
- (v) No development shall take place on either land (Residential and Industrial) (including works of demolition to the locally listed buildings) until the Local Planning Authority has approved the Demolition Strategy and following approval protection of retained facades and demolition shall be carried out in accordance with the approved Demolition Strategy.

REASON

To safeguard the structural integrity of the tower and facades of the locally listed factory building and canteen building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4. Gates, Gate Piers, Plinths, Railings, Lanterns

4a Existing Locally Listed Front Boundary Treatment

- (i) Retention of all locally listed boundary railings, gates, plinths, gate piers and lanterns, with a schedule of repairs, detail of protection methods during demolition and construction processes, prior to commencement and works of demolition on the site.
- (ii) A management plan for future maintenance, to be agreed in writing prior to commencement and works of demolition on the site.

4b New Front Boundary Treatment

Detailed drawings at 1:20 scale, in elevation and section, and of proposed materials, of the new front boundary treatment proposed on the western stretch of Nestles avenue, to ensure that it matches the locally listed boundary treatment to the east.

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed front boundary treatment, in accordance with Policies BE4 and BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

5. Any damage caused to the retained buildings and structures in execution of demolition and construction works shall be made good to the satisfaction of the Local Planning Authority within six months of the works being completed.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

BARRATT LONDON

5a. Block F1 (new structure, retained facade & tower)

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

- (i) Full details and a schedule of all materials, external finishes and colours to the building, including samples of ceramic tiles.
- (ii) Schedule of repairs, methodology and internal insulation details for retained facade and tower, with a conservation maintenance, repair and management plan

- (iii) Detail of connection between new structure and retained facade for all floors, including the additional storey.
- (iii) Scaled details for all windows and doors, in elevation and section at 1:20, including louvred windows
- (iv) Details and samples of materials proposed for the external finish of the 5th storey
- (v) Scaled details for the balconies and parapet in elevation and section at 1:20
- (vi) Details of rainwater goods, external pipes, flues and rooftop plant
- (vii) Inclusion of Nestle museum in the tower building
- (viii) Notwithstanding the floor plan which shows this wall removed, re-instatement of the war memorial on its original wall within the tower building,
- (ix) Notwithstanding the submitted floor plans, retention of the original doors (internal, external and fanlights), interior walls, stair handrails and internal finishes to floors and ceilings to the tower
- (x) Details of vehicle access way and refuse doors
- (xi) Retention and repair of existing flag poles

REASON

To safeguard the architectural and historic interest of the tower and facades of the building in accordance with Policy BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

5b Block F1 (new structure, retained facade & tower)

The construction of the new structure behind the retained facades shall be entirely completed before the occupation of any building on the site.

REASON

To safeguard the structure of the retained facades and tower of the locally listed factory in accordance with Policy BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

6. Block F2 (Sandow Building)

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

- (i) Full details, including a schedule of all materials and samples of external finishes and colours to the building
- (ii) A brick panel, demonstrating bonding and mortar mix, to be built on site and agreed prior to the commencement of the construction work.
- (ii) Detailed drawings at 1:20 scale of windows, doors, parapet, plinth, capitals and lettering
- (iii) Details of rainwater goods, external pipes and flues and plant
- (iv) Details of junction of Block F2 with Block F1 and Block F3, in elevation and section at 1:20 scale.

REASON

To safeguard the character and appearance of the locally listed factory in accordance with Policy BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

7. Block F3

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

- (i) A brick panel, demonstrating polychromatic brick bonding design and mortar mix, to be built on site and agreed prior to the commencement of the construction work.

- (ii) Detailed drawings, in elevation and section, of window and door types, at 1:20
- (iii) Details of rainwater goods, external pipes and flues and plant
- (iv) Details of photovoltaics, including location, type, appearance, etc.

REASON

To safeguard the character and appearance of the locally listed factory in accordance with Policy BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

8. Block G

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

- (i) Full details and a schedule of all materials, external finishes and colours to the building
- (ii) Scaled drawings for all windows and doors, in elevation and section at 1:20, including louvred windows
- (iii) Detailed drawing of rear elevation of the northern section of Block G, visible from the Canal.
- (iv) Details of rainwater goods, external pipes, flues, locations, types and appearance of photovoltaic panels and any rooftop plant.
- (v) Scaled drawings of balconies, in elevation and section at 1:20.
- (vi) Detailed drawing of connection between Block F1 & G at all floor levels
- (vii) Sectional detail of 'defensible' space between Block G and Wallis Gardens
- (viii) Detail of gap between Segro site boundary and rear Block G (North and East)
- (ix) Detailed drawings of finish to retained facade between Segro and Barratt site boundaries (rear of Blocks F1 & G and Unit 4.

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed tower and factory facade, in accordance with Policies BE4 and BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

9. Block H

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

- (i) Notwithstanding elevational drawings, detailed drawings required showing omission of the balcony in conflict with the loggia at first floor.
- (ii) Scaled drawings, including cross sections, for all windows, doors and signage, including ground floor commercial unit, to be provided at 1:20.
- (iii) Notwithstanding the uses annotated on the floor plans, B8 use to be removed from the range of permitted uses at ground floor.
- (iv) Full details and a schedule of all materials, external finishes and colours to the building
- (v) Details of works to adjacent colonnade, including elevational and sectional drawings of the new/refurbished colonnade at a suitable scale.

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed factory facade and canteen building in accordance with Policies BE4 and BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

10. Canteen Building

Prior to the commencement of the demolitions to this building, in preparation for the construction of Block H, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- (i) Structural condition survey to be undertaken of the building
- (ii) Schedule and methodology of repairs required to the building
- (iii) Detail information regarding the protection of the remaining Canteen Building prior to, during and after demolition works and construction of Block H.
- (iv) Detailed elevational and sectional drawings of the new colonnade at a suitable scale
- (v) Notwithstanding the uses annotated on the floor plans, B8 use to be removed from the range of permitted uses at ground floor.
- (vi) Full details and a schedule of all materials, external finishes and colours to the building
- (vii) Scaled drawings for all windows and doors, in elevation and section at 1:20

REASON

To safeguard the architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed factory facade and canteen building in accordance with Policies BE4 and BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

10. Blocks F1, F2, F3 and F4)

Notwithstanding drawings DM-2-03 rev P3 and DM-2-01 Block F1, F2, F3 & F4 north & east elevations rev P3, which are inconsistent, schedule of materials to be agreed for all blocks.

SEGRO

11a Units 1,2,3 and 4

Notwithstanding the submitted information, panels of materials, external finishes and colours to be submitted for each unit and agreed in writing prior to commencement of construction.

11b Units 1,2,3 and 4

Prior to the construction of each unit, detailed drawings of the following are to be submitted:

- (i) Security railings
- (ii) Canopy overhang details to office blocks
- (iii) Roof plans showing details and location of proposed roof lights and positioning, placement and types of photovoltaic panels
- (iv) Details of vents, where required

11c Landscaping

To be written by others

Canalside access steps and railings

Paths, lighting, street furniture and way finding

Cycle path and trim trail

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the setting of the locally listed factory facades

12a Unit 4

Prior to the commencement of the construction of Unit 4, the following details shall be submitted to and approved in writing by the Local Planning Authority:

- (i) Schedule of repairs and methodology for retained facade including painted finish - including conservation maintenance, repair and management plan
- (ii) Scaled details for all windows and doors, in elevation and section at 1:20, including loading bay shutters/gates
- (iii) Notwithstanding the submitted drawings, detailed drawing to show the numbers of retained bays (drawings inconsistent)

- (iv) Scaled drawings to show the detail of the connection between the new structure and the retained facade
- (iv) Scaled drawings at a suitable scale of the canal front office elevation
- (v) Scaled drawings of roof profile and overhang details.
- (vi) Notwithstanding the submitted plans, detailed drawings of the retained facade showing the existing fenestration/walling pattern.

REASON

To safeguard the special architectural and historic character and appearance of the Botwell Nestle Conservation Area and the locally listed tower and factory facade, in accordance with Policies BE4 and BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

12b Unit 4

The construction of the new structure behind the retained facades shall be entirely completed before the occupation of Units 1, 2 and 3.

REASON

To safeguard the structure of the retained facade of the locally listed factory in accordance with Policy BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007)

AIR QUALITY

The development is in an identified GLA Air Quality Focus Area ie where pollution levels are above safe limits and population exposure is high. Maps are attached which indicate the location of the receptors at risk. The monitoring station in North Hyde Road/North Hyde Gardens has registered levels above pollution limits since installation over 5 years ago. Concerns over the AQ assessment included:

- no quantified assessment of the demolition and construction phase;
- over-optimistic projections for road traffic emissions, no worst case scenario assessment;
- not air quality neutral in terms of transport emissions (66% above GLA benchmark)
- no quantified mitigation strategy to address the harm caused
- inappropriate baseline which includes existing use
- no explicit quantitative assessment of cumulative impacts
- growing concern on data centres and associated diesel power generators
- more detail required in regards to the transport assessment, its accuracy and detail of the schemes that will be implemented to alleviate any congestion impacts.

The review of the transport assessment

This confirms the concerns that the air quality assessment may be under-estimating the impact;

- existing traffic flows indicate the network impacted by the proposed development is already operating close to, or over, capacity during peak travel periods, this leads to traffic queuing and hence increased vehicle emissions. This was not modelled suitably in the AQ assessment;
- there are a number of discrepancies and deficiencies in the modelling which need to be addressed, appropriate mitigation measures can only be secured after the modelling deficiencies have been addressed;

- cumulative assessment of committed developments was not undertaken properly, it is important to understand the cumulative impacts to ensure the mitigation measures are sufficient;
- operations at nestles ceased in 2014, a sensitivity test of the impact of the development on the site conditions as operating at the time of the application is required, an updated air quality neutral assessment should then be provided.

FURTHER COMMENTS (Summary)

Having evaluated the draft document of the Low Emission Strategy (LES) submitted to support planning application 1331/APP/2017/1883, the following is to be considered and actioned:

Whereas:

- a) a Low Emission Strategy Document has been provided;
- b) The design of the proposed development has accounted for three measures aiming to reduce NOx emissions, namely i) Site layout and Pedestrian/Cycle Access ii) Electric Vehicle Charging Points and iii) Low Energy Centre Emissions;
- c) there is an extant permitted allowance for traffic associated with the former Former Nestle Factory industrial use;

It is observed that:

- 1) apart from the energy centre, the design measures listed above have not been quantified in the LES report in terms of NOx emission reductions they will produce. Therefore it is not possible to monitor their success or efficiency and usually these are default measures considered by proposals in general;
- 2) equally, the additional mitigation measures listed, namely : i) residential travel plan, ii) industrial travel plan, and iii) vehicle emissions associated with the implementation of the proposed condition have not been quantified in the LES report in terms of associated NOx emission reductions - therefore it is not possible to monitor their success in terms of air quality improvements in the area;
- 3) it should be noted that the current air quality planning guidance (IAQM, 2017) observes that in the planning system, the estimated emissions from the existing permission are considered as part of the future baseline. This guidance recommends that impacts be assessed for the new permission sought against the current baseline for the site, disregarding the extant permission as this will reflect the 'real world' increase experienced by receptors;
- 4) Defra's damage costs calculations are an official way to value changes in air pollution. They estimate the cost to society of a change in emissions of different pollutants. Damage costs are provided by pollutant, source and location;
- 5) the proposed development is not air quality neutral for the residential section of the scheme, which is required per GLA guidance. Therefore suitable mitigation needs to be quantified in terms of NOx reduction and associated ambient air concentration reductions and implemented;
- 6) The development as submitted does not comply with London planning policy Policy 7.14 Improving air quality, which requires proposals to be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality.
- 7) Therefore it is required that a financial contribution to enable the Local Authority to ensure provisions are made to reduce emissions from the development, of the amount of £1,305,394. This amount is explained below.

S106 Contribution – Air Quality

The total NOx Emissions associated with the residential section of the scheme amounts to 2.7 tonnes per year. This value is calculated based on the residential usage of 800 parking spaces and residential traffic in the area, calculated using Defra's Emission Factor Toolkit v8 .

Contributions are calculated in accordance with the Interdepartmental Group on Costs and Benefits (IGCB), guidance, which sets out the following:

Change in emission (tons per year) (2.7) x 5 (years) x £ £77,526, (cost per tNOx), with for each subsequent year, an uplift of the damage cost values by 2% per annum. Which equates to £1,305,394.

The development falls within the Hayes Air Quality Focus Area, the contribution will be used towards air quality action plan measures to improve air quality, examples include, the promotion and introduction of local electric vehicle car clubs, highway road improvements, use of barriers and measures to protect existing residential receptors from increased traffic, continuation and extension of the air quality monitoring network.

(Officer Comment: The applicants have agreed to provide the financial contribution for the shortfall identified, but will continue to provide on-site air quality improvements.)

REFUSE AND RECYCLING

1) Flats - Waste Projection

a) I would estimate the waste arising from the development to be as shown below: -

Size of household	Number in development	Projected Weekly Waste & Recycling per household	Waste & Recycling produced from all households
Studio / one bedroom	575 + 111	140 litres	96040 litres
Two bedroom	557	170 litres	94690 litres
Three bedroom	138	240 litres	33120 litres
Total Weekly Waste Arising			223850 litres

Minimum number of 1,100 litre bins required = 204

The developers are basing their own projection on the British Standard 'Waste management in buildings - Code of practice BS 5906:2005'. As I have explained to the developers through empirical observations made in this Borough the standard recommendation is to allow an average of 140 litres of waste and recycling production from a one bedroom property. Although the weight of packaging has declined through national agreements, the volume of waste appears to be the same, or even greater owing to increased sales in prepared meals. The code of practice dates from 2005, and was prepared before the publication date, thus the volumes are now over 13 years old.

There is a growing problem what is termed 'contamination', which is the industry term allocated to non-recyclable materials being placed in recycling bins. This has been observed to be a particular problem at multiple occupancy dwellings. If the recycling bins were being fed through a chute system there must be tight controls and much publicity materials produced by the managing agents for the development to ensure the correct materials enter the right bins. Our standard recommendation to allocate all bins as refuse bins when a development is first opened as there is a considerable amount of 'contamination' generated, in particular with polystyrene when residents move into flats.

Containment Whilst Awaiting Collection

b) The bin enclosures must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of storage area. The bins will be feed through a chute system. As multiple bins are to be installed there must be sufficient space allocated to allow the for the bins to be rotated in between collections. The dimensions of an 1,100 litre bulk bin are shown in the table below: -

Bin Size	Height	Depth	Width
1,100 litre Eurobin	1,370 mm	990 mm	1,260 mm

c) Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

d) The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins. Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 472-61.

e) The gate / door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

f) As the proposal is based around underground storage for waste and recycling I would strongly recommend a sprinkler system is installed in the waste storage areas.

g) Internal bin chambers should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly proofed.

h) If the chambers are inside the building they should have a light. The lighting should be a sealed bulked fitting (housings rated to IP65 in BS EN 60529:1992).

Presentation of bins for collection

i) The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

j) The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle.

k) The access roads must be made strong enough to withstand the load of a 26 tonne refuse collection vehicle and be of a width of 4 metres to allow safe manoeuvring of the vehicle

l) The proposal for waste presentation is based around the bins being stored in an underground area then moved to allocated areas by a tug system on the allocated collection day. This system would need to be formalised through the planning consent.

General Points

The client for the building work should ensure that the contractor complies with the Duty of Care requirements, created by Section 33 and 34 of the Environmental Protection Act.

Officer Comments: The application as submitted accommodates refuse storage in accordance with the national standards. It is noted that the waste officer considers the waste generated may be above the national standards and therefore requires an additional 12 bins (1,100l) to be provided within the development. Based on the plans submitted, there is adequate provision within the designated bin stores to accommodate the additional 12 bins, should they be required. Should permission be granted a refuse strategy would be secured via condition to ensure that the arrangements as proposed by the applicants are maintained in perpetuity.

PLANNING POLICY

Please find attached an extract from the Local Plan Part 2 (October 2015) 'Schedule of Representations Received and Officer Responses', which went to Cabinet in March 2016. The extract summaries the comments received in relation to policy SA5: Land South of the Railway. The majority of comments relate to design matters, the quantum of residential development and the balance of residential vs employment uses. With the possible exception of one representation, the principle of allocating the site for mixed use is not questioned. It was a similar picture for the 2014 consultation.

On this basis, I would argue that policy SA5 has weight in the consideration of whether the principle of mixed use development is acceptable on the Nestle site. The fact that the site forms a key part of the Hayes Housing Zone is also relevant in this assessment.

This information will all form part of the Local Plan Part 2 examination.

Comments	Council Response
Land to south of the railway including Nestle - canalside frontage should be maximised for active uses on ground floor. Considers site is in an appropriate location for community water sports club and permanent residential moorings. Support better linkages to Hayes Town Centre, a new footbridge and improvements to existing vehicular bridge at North Hyde Gardens for pedestrians and cyclists.	Support noted and welcomed. The proposed allocation requires development to integrate the canal and maximise the canal frontage. Discussions with landowners in relation to this site are ongoing and it is anticipated that the allocation will change as part of the examination process.
Object to proposed residential capacity on Site B and consider that flexibility should be maintained. Recommend the policy is reworded to state that employment floorspace is maintained and the amount of floorspace is re-provided in any redevelopment of the site. Welcome the inclusion of the phrase 'as a preference' as this provides flexibility for developers, but consider that the site is not suitable for large quantities of family housing and therefore reference to the Council's housing need evidence should be omitted.	Discussions with the landowners of the site are ongoing and it is anticipated that the proposed policy will change as part of the examination process. All proposals for housing development will be expected to justify proposed types of housing with reference to the Council's latest housing needs evidence.

<p>The policy has not been positively prepared, the balance between the loss of employment land and residential development, as well as community infrastructure has not been fully considered. The proposed changes are not sound.</p>	<p>The Council is keen to ensure the delivery of a significant proportion of employment generating uses and community infrastructure as part of the proposed scheme for this key site. Discussions are progressing with the site owners to agree the overall quantum of uses. The latest position will be reflected when the Local Plan Part 2 is submitted to the Secretary of State for public examination.</p>
<p>It is unreasonable to expect a developer to delay development until all 3 sites can be planned for comprehensively. Suggest the requirement for 50% of the site being used for employment be replaced with an alternative more flexible approach seeking employment uplift. The indicative dwelling requirement for Site C should be increased to reflect London Plan guidance.</p>	<p>This is an important strategic site for Hayes town and the borough as a whole and officers are keen to ensure a comprehensive approach to each of the parcels. The supporting text to the policy provides flexibility by stating that the overall quantum of uses will be determined through discussions with key stakeholders and the development of a sustainable masterplan.</p>
<p>Quantum of development set out in this policy would preempt the proper determination of this important site, which lies within a Conservation Area</p>	<p>Discussions are progressing with the site owners to agree the overall quantum of uses. The latest position will be reflected when the Local Plan Part 2 is submitted to the Secretary of State for public examination. The location of the site in the Conservation Area is recognised in the Site Information Table and development proposals will be considered against the conservation policies in the Development Management Policies document.</p>
<p>Supports site for mixed use residential and employment uses. The number of residential units should not be restricted. Evolving masterplan demonstrates considerably more units can be delivered - between 1000 - 1200. Policy should be reworded to provide more flexibility. Different ownership of sites A, B and C mean that comprehensive redevelopment is unlikely and should not be a requirement, even though it is a good aspiration. Supporting text should just reference the Council's desire for all three sites to come forward at same time. Policy should reflect changes in delivering affordable housing and changes to housing tenure in London, such as the inclusion of starter homes and be worded more flexibly to allow development to come forward.</p>	<p>Support noted and welcomed. Discussions are progressing with the site owners to agree the overall quantum of uses. The latest position will be reflected when the Local Plan Part 2 is submitted to the Secretary of State for public examination. The supporting text to the policy notes the Council's objective to bring forward a comprehensive development scheme. Officers will seek to achieve this through discussions with key stakeholders.</p>
<p>The allocation of the site is supported but it is considered that (a) Network Rail's land should be included in the allocation, (b) the percentage of employment generating uses is too high at 50% and should be replaced with a qualitative target, (c) the residential</p>	<p>Officers will work with each of the landowners and other key stakeholders to ensure the delivery of a comprehensive scheme for this site. Supporting text notes that the overall quantum of uses will be determined through discussions with key</p>

capacity on Site C should be increased and a consistent approach to density should be stated in the Policy, (d). Clarification is required as to how a comprehensive scheme can be realised and what is meant by sustainable master plan and (e) delivery should be brought forward to 2016-2021.	stakeholders and the development of a sustainable masterplan.
Concerns regarding the proposed amount of development on this site, which would be prejudicial to Conservation Area. No evidence that the Conservation Area designation has informed the scale and content of the proposals.	Discussions are progressing with the site owners to agree the overall quantum of uses. The latest position will be reflected when the Local Plan Part 2 is submitted to the Secretary of State for public examination.
The proposed division between Sites A and B is inaccurate and the Plan should reflect the land interest. Comprehensive development should not be a policy requirement as this would delay delivery and more flexibility in terms of residential capacity should be included. Question the definition and evidenced need of the sports pitch requirement. Reference to the education use should be deleted.	Any factual inaccuracies will be identified on the Schedule of Proposed Modifications. The supporting text to the policy notes the Council's objective to bring forward a comprehensive development scheme. Officers will seek to achieve this through discussions with key stakeholders.
Support all requirements for this site. Site provides an ideal location for water sports centre. Recommend improved connectivity with the town centre by a pedestrian bridge across canal.	Support noted and welcomed. Discussions with the landowner in relation to the future use of the site are ongoing

STRUCTURAL ENGINEER

INITIAL COMMENTS RECD

I have reviewed the comments in the Heritage / Demolition Statement by Planning Consultants Barton Wilmore, regarding retention of the 2 bays of structure connected to the facade to the main factory building along the south and west elevations (F1 & F2 areas). My preliminary comments are as follows:-

1. Suitability of existing column arrangement for residential purposes. Generally column grids in framed residential buildings would tend to be 7.5m / 6.0m for efficiency of space as opposed to the smaller 5.3m / 4.7m which exists within the factory building. That said the column arrangement along to the southern F1 area (east end) does seem to work well with the narrower 1 bed units. However the larger units to the western F2 area and the stairwells and service risers at the south west corner of the building are not as well suited to the existing column arrangement. Inefficient flat layouts, wide columns in thin partition walls, columns clashing with proposed voids (south east corner) and partition and dividing walls running into windows between external columns create problems. Inevitably, if the existing columns are retained within the development some units will be lost and the space in others become more awkward. In my opinion the existing structural layout is not ideally suited to residential use.

2. Thermal bridging is again a major issue to consider. As the concrete facade, floor slabs and columns are monolithically connected, insulation would be required to the inside face of

the facade and above and below the floor slabs and around the columns, meaning that it would not be possible to leave these surfaces exposed. Alternatively the outside face of the facade would need to be insulated which I assume defeats the whole purpose of retaining the facade. As an aside issue, as the cover to reinforcement is limited in many areas, many of the retained concrete elements would also require fire protection and it may not be possible to leave elements exposed.

3. Moisture ingress due to the porosity of the concrete. This is a problem which could be addressed by application of some sort of external waterproof paint system although I understand that NHBC may not give a 10 year warranty based on waterproof paint alone but may require application of an external render system. If only the facade was retained and attached to a new structural frame with a cavity created between new and existing, then the additional external render system would probably not be required.

4. At this stage it is not possible to say for certain whether the high level roof slab can be retained. The step in the elevation between new and existing creates a line load under the new elevation. I understand that stub columns are present on top of the existing slab, but I am not sure whether these are on the line of the new stepped back elevation and an existing transfer beam provided under. Further structural investigation would be required to check the suitability of the existing slab. If the slab is not suitable then a grillage of steelwork (perhaps 250mm thick) spanning between the existing columns would be required. The columns themselves may also need to be strengthened by provision of new steel posts immediately adjacent to the existing RC columns on strengthened foundations .

5. According to the structural report the condition of the ground floor RC slab is not thought to be good due to lack of ventilation under and this structural element most likely would require removal and replacement.

6. Lightweight construction (perhaps timber frame with cladding) is suggested for the 2# new additional stories and a further comment is made about difficulties presented by the cantilever steel balconies. In my opinion this could be overcome fairly easily by using back spanning steel beams onto internal walls further back with perhaps nylon gaskets on the external wall line to prevent cold bridging. The weight of such construction would not be that significant.

7. It goes without saying that a new set of columns with foundations would be required along the beam / slab cut line, should the cut occur between existing column lines.

8. Builders work openings would be relatively simple to introduce by provision of trimming steels around the new voids.

9. It is likely bracing systems would need to be introduced due to the loss of sway frame action as a result of demolition of much of the frame.

10. Generally the condition of the external facade concrete is not good with carbonation depth beyond that of the reinforcement in many areas. There are methods to repair and protect this element for the future. It is unlikely that the condition of the internal RC structure would be as bad due to inherent protection provided within an internal space, however I understand further investigation is proposed to check this.

FURTHER COMMENTS RECD

I have read through the latest demolition report (15th August 2017) and particularly the proposals regarding the main factory.

I am concerned about the interface of two demolition contractors working on the same building. Some of my initial concerns are as follows:-

1. It is currently proposed that Segro demolishes the structure along the boundary of the two sites up to the nearest adjacent column lines and installs temporary stability propping and bracing as necessary to the remaining building on the Barratt London site. This would in effect mean that Barratt would take ownership of temporary works designed and installed by Segro.
2. It is currently proposed that demolition will be ongoing on both sites from the north elevation in a southerly direction (a time to be agreed between both contractors when Barratt could start). This has the potential to create conflict between the proposed demolition works on the separate sites. Additionally, the demolition work would be occurring without a physical barrier between the sites, as it is proposed to install this at the end of the demolition work.
3. It is understood that the tenant will be isolating services before the start of the main demolition work (Yielding up schedule). Nevertheless it is possible that some undetected services will remain buried in the ground crossing the site boundary. It is possible that this could cause problems between the sites.
4. The Capita demolition specification requests removal of all buried structures to a depth of 2m. It is possible that excavations on one side of the site boundary could effect operations and the stability of the partially demolished building on the other side of the boundary.
5. I am concerned about the demolition work and associated operations by the different contractors affecting each others facade retention schemes. If a facade showed signs of distress who would be responsible?

Officer Comment: The applicants have responded in full to the Structural comments received and no further objection is raised. An informal consultation was also held with the Health and Safety Executive (HSE) who have confirmed that there is no health and safety issue arising from two separate contractors working on site raise no issues of conflict.

ECONOMIC DEVELOPMENT TEAM:

From an Economic Development perspective the application from SEGRO and Barratt London is very much welcomed.

Employment provision

The nature of employment in and around the centre of Hayes has been gradually changing. Since the 1960's Hayes once formidable manufacturing base has declined and the days of manufacturing providing '000's of jobs in Hayes are long gone. Whilst only employing 230 people when its closure was announced in 2012 the Nestles factory was the last of the big manufacturing sites in Hayes to go.

Given the gradual decline in employment opportunities in the centre of Hayes the SEGRO scheme delivering in excess of 22,000 sqm of flexible employment space with the potential to accommodate between 369 to 536 full time jobs is a welcome boost to the local economy.

At this time, SEGRO does not know which customers are likely to lease space at the former Nestle site. Whilst assumptions can be made on the sectors that the prospective occupiers will come from, the particular recruitment requirements of the occupiers is not know at this stage. SEGRO is however committed to working with Hillingdon and specifically its partners Job Centre Plus and Uxbridge College to create a job brokerage partnership, to ensure that wherever possible local people have the skills to secure employment on the Nestles site. To facilitate and support this SEGRO have committed £20,000.

Construction training and employment

Of equal importance is the commitment from both SEGRO and Barratt London to deliver construction training and employment schemes, affording local residents the opportunity skills training and employment during the duration of the build period.

Given the scale of the development we will be able to secure a major training programme with Barratt London and would anticipate having local residents working on the site for a period of at least six years. During this time Barratt's have committed to delivering 50 apprenticeship opportunities but negotiation on the detail continues we would anticipate this number increasing.

Whilst construction of the SEGRO employment element of the scheme will be shorter, SEGRO are looking to have the scheme delivered and available in under 12 months. However via their Skills and employment agreement SEGRO are committed to supporting local people gain access to careers in construction. The support to Uxbridge Colleges Hard Hat ready initiative is to be welcomed as is the commitment to training and employment of local people in all elements of the construction process. Given that much of the former factory will need to be demolished by specialist contractors SEGRO are exploring the inclusion of the demolition of the factory phase in the Skills and employment agreement. Potentially we are looking at work placements with a specialist demolition contractor, which will a first for Hillingdon.

Overall the scale and longevity of the development offers a major construction phase opportunity and the potential to deliver some 357 jobs per month over the six years construction related employment and training opportunities.

The quantum of construction in Hillingdon and West London is steadily increasing and the skills and experience gained by residents on this site could be invaluable in terms of supporting future career prospects.

In order to ensure that local residents access the opportunities on the Nestles site we will work with the Council's appointed construction training coordination service 'Qualify me' to support local recruitment and retention.

Additionally via the Employment Training and Procurement Strategy negotiated with Barratt London we will work with the Construction training facility at Abbotsfield to ensure that the young people being trained at this facility have access to the work placement and apprenticeship opportunities the Nestles site affords.

We will ensure that the 'hard hat ready' initiative, which fast tracks unemployed residents to be construction site ready (and is being supported by SEGRO) will be a key feature of the strategy. This will mean that residents interested in construction employment but not yet ready to select a specialism or career path have access to the employment opportunities the site affords.

Procurement

On a construction site of this size there will be significant opportunity for local procurement and the SEGRO have committed to supporting local companies access these opportunities by developing an initiative with the Council and Hillingdon Chamber of Commerce. To facilitate and support the initiative SEGRO have committed £40,000 to the initiative. There is potential for Barratt London to adopt a similar approach but this has yet to be confirmed.

Initial discussions on this issue with Hillingdon Chamber of Commerce have identified that there is potential to broaden out and to extend the lifetime of the initiative to support

Hillingdon businesses in accessing supply chain opportunities on sites other than Nestles. SEGRO are happy to support this approach.

The establishment of a local SME (small Medium enterprise) supplier register is another welcome initiative SEGRO has proposed. This gives local SME's the ability to register their interest with SEGRO's main contractor.

SEGRO have already identified the range of construction work packages that they would be seeking suppliers for. Again it is anticipated that Barratt London will want to adopt a similar approach.

Whilst negotiations on the detail and the delivery arrangements continue with Barratt London and SEGRO, the proposals to support training, employment and supply chain opportunities to local SME's are both positive and meaningful. The proposals provide significant scope to develop a robust and deliverable final agreement, affording opportunities which will benefit Hillingdon residents and businesses.

(Officer Response: The comments were noted and obligations secured via the S106 agreement)

HOUSING OFFICER (Summary):

The planning application for the former Nestle Food Factory ref 1331/APP/2017/1883 proposes 35% affordable housing calculated on a habitable room basis which meets the Hillingdon and London Plan required ratio of affordable housing.

The proposed tenure is in line with the 2017 Mayors Affordable Housing SPG which is 30% or 139 units at London Affordable Rent levels a new tenure which is lower than Affordable Rent (more akin to Social Rent) and 70% of the affordable housing 330 units will be shared ownership.

This development will provide 569 affordable housing units to help meet the need of local residents unable to access the property ladder.

7. MAIN PLANNING ISSUES

7.1 THE PRINCIPLE OF THE DEVELOPMENT

The principles of national, regional and local planning policy, aim to secure sustainable development and regeneration through the efficient re-use of previously developed urban land and through concentrating development in accessible locations. This is set out in the NPPF at paragraph 14, where it states there should be a presumption in favour of sustainable development and that proposals which accord with the development plan should be approved.

Paragraph 17 of the NPPF sets out 12 core planning principles that should underpin both plan-making and decision taking. Paragraph 17 encourages the use of brownfield land, and Paragraph 111 goes on to say that the effective use of such land should be encouraged, provided it is not of high environmental value.

The London Plan is supportive of the regeneration of brownfield sites and delivering sustainable growth across London and identifies Hayes as being located in "Outer London". Policy 2.6 sets the vision and strategy for this area stating that "The Mayor will, and

boroughs and other stakeholders should, work to realise the potential of outer London, recognising and building upon its great diversity and varied strengths by providing locally sensitive approaches through LDFs and other development frameworks to enhance and promote its distinct existing and emerging strategic and local economic opportunities, and transport requirements." This is supported by policy 3.7 which encourages large residential developments with complementary non-residential uses in areas of high public transport accessibility.

On 1st December 2017, the GLA released the Draft London Plan for consultation. Within the draft plan, the annual average housing delivery requirements for the Borough were increased from 559 units per annum to 1,553 units per annum under policy H1 of the draft London Plan 2017. If adopted, this would lead to a significant increase in housing delivery requirements for the Borough. To this end, the proposed development would contribute significantly to the annual housing delivery requirements.

The application site is located in Hayes, which is a key area of strategic growth and forms part of the London Plan (Policy 2.13) Heathrow Opportunity Area, which covers an area of approximately 700 ha. The opportunity area has an indicative employment capacity of 12,000 new jobs and the potential to create 9,000 new homes. The London Plan also specifically recognises the Hayes -West Drayton corridor as being able to offer a range of redevelopment opportunities, including small business parks, logistics and mixed uses.

The site is included within the Hayes Town Centre Housing Zone, where the use of development land should be maximised for expedited housing delivery whilst also capitalising on the significant public investment in the new Crossrail system, which will further enhance the site's transport accessibility.

The whole of the application site, under adopted local planning policies, is designated as a Strategic Industrial Location (SIL)/Industrial Business Area (IBA) under policy 2.17 of the London Plan, policies LE2 and LE4 of the saved Local Plan policies 2012 and policies SO15, E1 and E2 of the Local Plan Part 1 2012. These policies seek to promote, manage and protect employment land for employment uses. For the purposes of assessing this application, there is a presumption against the loss of employment at this site under adopted planning policies to prevent the loss of employment generating uses.

The Councils emerging Local Plan Part 2; Development Management Policies and Site Allocations and Designations 2015; is not yet adopted but is due to shortly be submitted to the Secretary of State. The policies within this emerging plan carry some weight for the purposes of decision making, however, it is necessary to make reference to them in so far as they provide a context to the emerging and future direction of the Nestle Avenue SIL designation.

The emerging local plan policies are seeking to release this site from its SIL designation as part of a managed review and release of local surplus employment land. The principles which underpin this proposed release of employment land are based on the findings of the Hillingdon 2014 Employment Land Study Update prepared by URS. The recommendations of this study identify a long term decrease in demand for industrial land over the plan period up to 2026 (para 8.2.1). This is also supported by the GLA Land for Industry and Transport SPG;2012 which also identifies a surplus in the borough.

Section 8.4 of the Employment Land Study 2014 recommends:

"Nestles Avenue (Cluster 12) will be vacated shortly and therefore the Council may wish to review whether it should be retained as SIL or redeveloped for mixed uses

(including an employment element) to avoid the long term vacancy of the site and to meet wider Council policy objectives."

The Employment Land Study further recommends (para 8.4.3) that 10 hectares of land within the wider site could be de-designated as SIL to avoid the site remaining derelict for a long period, whilst ensuring a future mixed use scheme retained an employment element.

Policy SA 5 of the emerging local plan; Site Allocations and Designations document seeks to guide the mixed use redevelopment of the application site.

Site Allocation SA5 'Land to the South of the Railway, including Nestle Site, Nestle Avenue, Hayes' of the emerging local plan identifies that this is an important strategic site for Hayes Town and the Borough as a whole. The site allocation policy states:

"The Council will support proposals that meet the following criteria:

- i) The provision of up to 500 units. Densities higher than 80 uph may be acceptable subject to high quality design. Higher density development should be located along the canal frontage.
- ii) A minimum of 20 % of the site (2.4 ha) should be used for employment generating uses. Suitable uses will include B1 and elements of B2 that are compatible with the residential elements of the scheme.
- iv) Small scale commercial uses to support residential uses will be considered suitable.
- v) 10% of the site (1.2 hectares) should be used for open space and a sports pitch;
- vi) Education facilities; and
- v) The provision of community facilities, including a public park.
- vi) Proposals should include a heritage assessment which considers the retention and reuse of Locally Listed structures on this site.
- vii) Proposals should include high quality design that fully integrates the Grand Union Canal, ensures canal-side improvements and maximises the canal's recreational potential.
- viii) Development should contribute to the enhancement of the Strategic Canal and River Corridors in accordance with relevant policies on the Blue Ribbon network."

The proposed development accords in principle with the above emerging policy. Whilst the proposed development is exceeding the 500 units set out in part (i) of the policy, the policy was drafted without the benefit of detailed design proposals being developed and without any consideration of the impending designation of the site within a Housing Zone. Whilst the density of the development is higher than the policy specification, the London Plan Housing SPG and the Opportunity Area designation and Housing Zone allocation all advocate the need to deliver high quality, high density development in suitably located suburban brownfield sites. The application site is considered to be a suitably located brownfield site in view of its proximity to the future Crossrail node at Hayes and Harlington Station and the ability for the site to integrate with the suburban hinterland on Nestles Avenue.

The proposed development will also deliver approximately 33% employment generating uses on the eastern part of the site, 4.17 ha of land comprising use classes B1c/B2/B8, data centre (sui generis) and ancillary offices. As such, a significant proportion of the site provides employment uses. A number of smaller scale/flexible employment units are also proposed to support local small businesses and the surrounding community. The proposed development is anticipated to deliver circa 500 full time jobs which is strongly supported.

Over 2 hectares of public open space is provided within the scheme, including two new public parks, a running track, a trim trail, a variety of play spaces and the opening up of public realm to provide new access to the Grand Union Canal. This amenity provision proposed significantly exceeds the requirements of the emerging site allocation policy by virtue of quantum and further commentary is provided in the body of this report.

The application proposes part of the refurbished former canteen building to be used as a community facility, in accordance with the emerging policy requirement. In addition Wallis Gardens would provide a public park together with Sandow Square and other public realm spaces. Together, this provision would meet this emerging policy requirement.

A heritage assessment has been submitted (see Heritage section below). The main factory building façade (along its east, southern and part of its western boundary) is to be retained, as is the canteen building and entrance gates and railings, all of which are locally listed.

A key part of the proposals for the site would be to open up recreation opportunities within the site and along the Grand Union Canal. New public realm is proposed along the entire canal frontage, with the site providing permeable links from Nestles Avenue to the canal for pedestrians and cyclists.

Whilst the Proposed Development is not entirely in conformity with the adopted planning policies due to its designation as a SIL, the emerging Site Allocation policy SA5 and supporting evidence base (Employment Land Study 2014) are given weight to supporting a residential mixed use development on the application site. Moreover, the development site would deliver much needed housing within the borough as well as retaining employment opportunities on the site.

SUPPORTING USES

Saved policy LE3 of the UDP 2012 seeks to provide small units to provide accommodation for the growing number of small and medium enterprises (SMEs). This principle is supported by London Plan policies 4.1 and 4.2 of the London Plan 2016.

The application proposes to provide 3 office/business suites. One of these is for general use by residents and the other two located within the former Canteen building at Wallis Gardens will be let out at commercial rates. Provision of these uses, supports the need to deliver smaller business units for start up businesses and accords with local and regional planning policies.

The former Canteen building is proposed to provide a diverse range of community uses including a cafe, community centre and as mentioned above, some business floorspace. The former Canteen building was known to be the hub of the former Nestle factory site, providing a single communal place for all factory employees to gather during office hours and also for social events outside of working hours. The principle of restoring its 'community' use through the sympathetic facade restoration has been key to the development proposals coming forward. The provision of ancillary facilities on a site of this scale is also in accordance with London Plan policy 3.7 which seeks to ensure large scale residential developments are provided with complementary non-residential uses, to provide local supporting infrastructure. The limited retail provision proposed is not deemed to impact on the vitality and viability of Hayes Town Centre. The proposed development is in close proximity to the North Hyde Road local parade, as well as Hayes Town Centre, which will both serve the future residents of this development and lead to enhancements in the vitality of these shopping areas.

INDUSTRIAL/EMPLOYMENT USES

Saved Policies LE2 and LE4 of the UDP 2012 seek to protect designated employment sites, such as the application site, to safeguard employment provision within the Borough. It has been established that the site and the wider Hayes area has been considered appropriate for managed release of surplus employment, including this site, under emerging local planning policies and policy 4.4 of the London Plan 2016.

It must be recognised that the proposals seek to deliver circa 23,000sqm of employment floorspace on the eastern part of the site. Whilst the existing Nestle factory once provided 92,000sqm of active employment floorspace, the factory has not been operating at full capacity for a number of years and prior to its closure in 2014, there were only 230 employees on the site. A market assessment was undertaken by the applicants which established that the borough has a steady supply of new employment facilities which meet modern day standards and requirements of businesses. These facilities are often acquired prior to completion of the building work which is extremely positive for the borough employment prospects. However, it was also established that older stock premises, such as the Nestle factory building remain vacant for prolonged and indefinite periods due to the premises not being fit for modern day requirements. This is not just true of this application site, but numerous others around the borough.

The proposed industrial uses at the site will deliver 4 employment premises which meet modern day requirements of businesses. The on-site employment provision is also in accordance with the draft policy SA5 of the emerging Local Plan Part 2; Site Allocation 2015 and accords fully with saved policies LE2, LE4 of the UDP 2012 and policy 2.17 of the London Plan 2016 and policies SO15, E1 and E2 of the adopted Local Plan Part 1 (2012).

WIDER ECONOMIC IMPACTS

The economic benefits of the proposals will deliver construction phase employment as well as long term employment for local residents.

The construction phase of the development has the potential to generate an estimated 357 jobs per month over a 6 year construction period. The applicants have also agreed to work with the council to secure on-site apprenticeships for local people, which is being secured through the S106 agreement.

In addition, the industrial units and the supporting commercial uses on the site have the potential to deliver between 369 to 536 full time jobs across the site. This is significant increase in cumulative employment which is available to local residents, both during the construction phase and also long-term positions.

The applicants have also agreed to work with the Council and Job Centre Plus in order to secure positions for local residents seeking gainful employment.

7.2 DENSITY OF THE PROPOSED DEVELOPMENT

London Plan Policies 3.4, 3.7 and 7.1 (2016) seek to maximise the potential of sites, compatible with local context, design principles and public transport accessibility. Boroughs are encouraged to adopt the residential density ranges set out in the Density matrix (habitable rooms and dwellings per hectare) and which are compatible with sustainable residential quality.

The total area of the site is 12.28 ha, split between the residential area (8.11 ha) and the industrial area (4.17 ha). The residential part of the site currently has a Public Transport Accessibility Level (PTAL) of 2 and 3 although the PTAL is projected to increase to at least 4

when Crossrail opens in 2018 and yet further if proposed bus route improvements are implemented. The residential unit density has been calculated using the residential site area and associated landscaped open space only.

The proposed scheme would have a density of 171 units per hectare or 431 habitable rooms per hectare.

Based on the sites existing PTAL of 2 and 3, the proposal is at the very top end of the density range which the London Plan states should be 200-450 habitable rooms per hectare, however the development is within the London Plan density range for the site.

Looking ahead, the PTAL of the application site is likely to rise to a minimum of 4 once Crossrail opens at Hayes and Harlington Station. The London Plan density range for PTAL 4 sites is 200-700 habitable rooms per hectare (or 70-260 units per hectare). Based on the future PTAL for the application site, the proposed density is considered to be appropriate for this location which has good (and improving) accessibility, therefore the proposal accords with local and regional planning policy requirements.

7.3 IMPACT ON ARCHAEOLOGY/CONSERVATION AREAS/LISTED BUILDINGS

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the obligation on local planning authorities to pay special regard to preserving or enhancing the character or appearance of conservation areas.

The NPPF 2012 sets out the Government's policies for decision making on development proposals. At the heart of the framework is a presumption in favour of 'sustainable development', a key component of which includes protecting and enhancing the historic environment. In general terms, the document places great weight on: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; their potential to contribute to sustainable communities; and the desirability of new development making a positive contribution to the historic environment's distinctiveness.

Section 12 of the NPPF is devoted to the conservation and enhancement of the historic environment, and is of direct relevance in this case. Paragraph 131 states that local authorities should take account of the desirability of new development making a positive contribution to local character and distinctiveness. Paragraph 132 goes on to states '..the more important the asset, the greater the weight [of significance] should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting..'. Paragraphs 133 and 134 provide guidance with regard to proposals which would lead to substantial or less than substantial harm to the significance of a designated heritage asset, insofar as harm needs to be weighed against public benefits.

Paragraph 135 states that the effect of an application on the significance of a non-designated heritage asset (locally listed buildings) should be taken into account in determining applications. In weighing applications that affect non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Paragraph 137 states that Local Planning Authorities should look for opportunities for new development within conservation areas and within the setting of heritage assets to enhance or better reveal their significance.

London Plan policies 7.8 and 7.9 recognise the potential of heritage assets as catalysts for regeneration and seek to ensure that development proposals conserve, restore and re-use heritage assets wherever possible.

Adopted local policies LE1 of the Local Plan Part 1 and saved policies BE4 and BE 8 and BE12 of the UDP 2012, seek to secure the preservation or enhancement of the conservation area and locally listed buildings and structures.

The site lies within the Botwell Nestle Conservation Area, designated in 1988, and has a number of buildings with the application site which are locally listed and have been formally identified by the Council as making a positive contribution to the special architectural and historic character of that Conservation Area. The locally listed buildings are non statutory heritage assets.

The Nestle Factory building itself is locally listed. In its original form, the principal entrance to the building was on the western facade, but in the 1950s the entrance moved to the southern facade incorporating an art deco design. At the time of creating this new entrance, railings were erected around the perimeter of the site, which still exist today, and landscape enhancements were put in place to provide an approach into the new entrance to the site. The metal gates and railings also form part of the sites local listing and were relocated here from the original Swiss factory.

The canteen building is also a locally listed building and sits at right angles to the factory and facing the open space (known as Wallis Gardens). The canteen building comprises a central hall, with glazed roof on metal barrel vaulted frame. The other Locally Listed buildings on the site are the pair of caretakers' houses which sit in the south eastern corner of the site.

The proposed works with regard to the main Factory Building include the demolition of the factory building internally whilst retaining all of the southern and eastern facade and part of the western facade.

Due to the nature of the mixed use proposals, the retained western facade will be positioned within the industrial part of the site and will form the principal facade for Unit 4 within the new industrial development. The retained southern and western facades of the factory building, including the main factory entrance, will create the front elevations of Block F within the residential development.

The locally listed former canteen building and wraparound building fabric and structures are to be retained within the development proposals. The later additions such as the colonnade, canopy and the Shower Block will be demolished. The colonnade is to be fully demolished by removing encasements, dismantling the steel frame and disconnecting it from the canteen hall structure.

The two caretakers lodge buildings are proposed to be demolished to facilitate the wider redevelopment of the site. It is noted that they are locally listed buildings, however the Council consider the parts of the site with greater value should be incorporated into the new development and these lodge buildings are not of the greatest value to the sites heritage. In addition the current condition of the properties is extremely poor due to historic flooding in the basement of the lodges. However, prior to demolition of the lodges, a photographic survey in accordance with Historic England's 'Understanding Historic Buildings: A Guide to Good Recording Practice' will be undertaken and the findings recorded.

The Conservation Area is included on Historic England's Heritage at Risk Register and is identified as being in a poor and deteriorating condition. As such the proposals must be viewed in this context whereby there is a need to seek to prevent the further deterioration of the conservation area and the locally listed buildings and structures within it.

The Councils Conservation team have assessed the proposals and concluded that the works proposed in this application amount to substantial harm to the conservation area and the

locally listed heritage assets, which is defined under para 133 of the NPPF 2012. However the GLA and Historic England (HE) have provided differing views with respect to the significance of the harm. Historic England made specific reference to paragraph 134 of the NPPF in their consultation response, para 134 of the NPPF states:

"134. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use."

HE have therefore deemed the proposals to lead to a less than substantial harm to the significance of the designated heritage assets. This is the same view taken by the GLA in their consultation response.

For clarity, paragraph 133 of the NPPF states:

"Where a proposed development will lead to substantial harm....local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial benefits that outweigh that harm or loss."

As there are differing opinions on the harm resulting from the development, a full assessment has been undertaken to review the degree of harm caused to the conservation area and locally listed assets.

The current proposals present a scheme which seeks to retain the canteen building in its entirety as well as 3 facades of the Factory building in their original form, helping to reveal the significance of the locally listed structure, by removing some of the modern and unsympathetic additions to the building. In this respect, the proposed works of retention of facades are considered to enhance the wider conservation area in so far as the internal demolition works would not substantially harm the character of the conservation area. In summary the integral elements of the conservation area are proposed to be retained in part and opportunities taken to enhance them.

In view of the conservation area also being on the English Heritage at risk register, weight must be given to the potential that without any intervention, the conservation area and all locally listed buildings and structures within the site could deteriorate further with no prospect of their restoration and re-use in any future development proposals. To this end, those elements of the conservation area which play a key role in its significance by contributing to it, for example the main factory building, the canteen building and the gardens within which they are set are all proposed to be conserved by the application proposals, including the railings which run along Nestles Avenue. The proposed works are also taking the opportunity to reveal the original fabric of the main heritage assets by virtue of the removal of later and unsympathetic additions made to the wider site and main buildings.

There is no doubt that the proposals amount to harm to the conservation area and locally listed heritage assets. The proposals involve only partial (internal) demolition of the factory building, with the majority of external facades being retained and incorporated into the new build development. The proposals therefore take every opportunity to enhance or better reveal the significance of the sites heritage assets, a view also taken by Historic England and according with paragraph 137 of the NPPF 2012.

Substantial harm to a conservation area is an exceptionally high test, which does not arise in many cases, and by virtue of the proposed steps taken to enhance and better reveal the sites heritage assets, the works proposed are deemed to amount to less than substantial harm, as defined under paragraph 134 of the NPPF.

In assessing the substantial benefits that outweigh the harm to the conservation area it should firstly be noted that this site and conservation area has been closed to the general public since its designation. The factory and its setting have only ever been a view from the Canal, Nestles Avenue and North Hyde Road. Due to the site being in private ownership, there has never been unfettered public access into or across the site. The proposed works offer the first opportunity to return this asset back to the community. New public realm and parks will be provided for the general public to use, including unrestricted access to the Grand Union Canal which has never before existed. Whilst there may be less than substantial harm caused to the conservation area by virtue of the extent of demolition proposed, a large proportion of the conservation area and application site are being opened up for the community to use which is considered to outweigh the harm. The scheme delivers other significant benefits by virtue of housing for local residents and jobs for local people, however the re-gifting of this site back to the community is the greatest community benefit. The scheme delivers a number of economic, social and environmental benefits which are summarised below but set out in more detail within the body of this report;

- a new community hub facility within the retained canteen building;
- significant employment opportunities during the construction and end-user phase of the development for local people;
- creation of a permeable and accessible site and access to new public open spaces.

In accordance with paragraph 134 of the NPPF, whilst the proposals do lead to a less than substantial harm to the heritage assets of the site, the proposals deliver substantial benefits that outweigh that harm and as such, subject to the imposition of suitable conditions and mitigation, the proposals accord with local, regional and national planning policies which seek to ensure the preservation or enhancement of heritage assets.

Archaeology

Section 12 of the NPPF and policy 7.8 of the London Plan 2016 emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should be required to submit appropriate desk-based assessments, and where necessary undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development.

The applicants have submitted archaeological assessment alongside the planning application. The details submitted have been reviewed by the Greater London Archaeological Advisory Service (GLAAS) and the information submitted considered to be robust. It has been identified that following archaeological findings at the Southall Gasworks site that this site also has potential for in-situ Palaeolithic sites. As such, appropriate conditions would be imposed to ensure adequate mitigation in the event that planning permission is granted.

Subject to the imposition of conditions, the proposals are therefore considered to accord with Section 12 of the NPPF 2012 and policy 7.8 of the London Plan 2016 and policy HE1 of the Local Plan Part 1 2012.

7.4 AIRPORT SAFEGUARDING

The proposed development is located 4km to the north east of the Aerodrome Reference Point (ARP) for Heathrow airport. In this location the site sits within one of the designated Obstacle Limitation Surfaces called the Inner Horizontal Surface (IHS). For Heathrow, the IHS is an elliptical, horizontal plane, centred around the runway that extends outwards to a distance of 4km from the airfield, and is vertically positioned 45 m above the elevation of the

lowest runway threshold. It represents the level above which consideration needs to be given to the control of new obstacles and the removal or marking of existing obstacles to ensure safe visual manoeuvring of aeroplanes in the vicinity of the aerodrome.

The IHS for Heathrow airport is established at 67.93m Above Ordnance Datum (AOD). The proposed development height of 67.90m AOD is acceptable in this location. BAA Safeguarding have assessed the application and have stated that they have no objection, subject to appropriate conditions and informatives.

7.5 IMPACT ON THE GREEN BELT

The site is not located within or near to the Green Belt.

7.6 IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA

Paragraph 64 of the NPPF (2012) states that "permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions." London Plan Policy 7.1 sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to sustainable design and construction (5.3) are also relevant.

Saved Policy BE13 of the UDP 2012 states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance. Saved Policy BE19 of the UDP 2012 seeks to ensure that development within existing residential areas complements or improves the amenity and character of the area whilst saved Policy BE26 of the UDP 2012 further emphasises that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

Saved Policy BE35 of the UDP 2012 notes that major developments adjacent to or visible from rail connections, the Local Planning Authority will require the development to be of a high standard, design, layout and provide attractive views from these corridors. In addition, Saved Policy OE1 of the UDP 2012 prohibits proposals that are to the detriment of the character and appearance of the surrounding properties or area.

Saved Policies BE13 and BE19 of the UDP 2012 seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Saved Policy BE13 of the UDP 2012 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Saved Policy BE38 of the UDP 2012 requires new development proposals to incorporate appropriate landscaping proposals. Saved Policy BE18 of the UDP 2012 states that the design should take account of the need to ensure that windows overlook pedestrian spaces to enhance pedestrian safety

Saved Policy BE20 of the UDP 2012 states that residential layout should facilitate adequate daylight and sunlight penetration into and between them. Should any buildings result in a significant loss of residential amenity by means of their siting, bulk and proximity, planning permission will be refused under saved Policy BE21 of the UDP 2012.

The general layout of the residential masterplan deploys a series of perimeter blocks that define and enclose the space between the buildings. This allows for activity and overlooking

of the streets and spaces to mitigate issues that pertain to antisocial behaviour. The urban blocks provide ample variety and yet still relate to each other whilst managing the transition of scale and character of the site from old to new. This helps to alleviate any monotonous forms of development, whilst clearly defining the public and private realms for residents to take ownership or stewardship of the place in which they live. The larger perimeter blocks also utilise the central podium decks for semi-private amenity space for residents that again will be well overlooked and are generous in size to allow for a variety of activities and uses to animate the space.

The general materiality of the residential masterplan has deployed a variety of bricks, fenestration details and features such as balconies that serve to break up the facades by emphasising the verticality of the blocks that act as foil to 'landscaper' typology. This approach has been refined a number of times with Officers to create a development that balances variety with uniformity, to reinforce the comprehensive identity of the site.

The approach of utilising existing publicly accessible heritage assets is supported, as it will unlock the previously inaccessible 'Wallis Gardens', canalside and Truscon factory. This will enable the development to become a destination place, contributing to the quality and character of Hayes. The Wallis Gardens will also be a key feature of Nestles Avenue and will work in conjunction with the Multi-modal Transport Spine (MTS) that will see the widening and increased public realm for Nestles Avenue. It is hoped that the overall masterplanning aspiration will see the extension of the central landscaped spine, to link the Crossrail station to the site in a more direct way. And provide an alternative route to Nestles Avenue that will link the station to the Wallis Gardens. The scheme has also safeguarded a canal pedestrian footbridge landing point that also provide an alternative direct link to the town centre. However, until these aspirations are realised, Nestles Avenue will be the primary route from the site to the station and town centre. Therefore many revisions have occurred to the scheme to enable an adequate setback and scale transition that addresses this sensitive frontage.

The connections of streets and spaces within the development are clearly set out and build upon the sites desire lines to link Nestles Avenue to the canalside (north to south). And to link Wallis Gardens to the station (east to west). The two main north to south streets are appropriately scaled to accommodate landscape, footpath, highways and on-street car parking. The east to west link is more linear park in nature, as it is wider and contains more landscape and permeable or green areas. This acts as a positive foil to the north to south routes, which aids legibility and wayfinding, which is reinforced by the distinct character of the various buildings and site features. Public art will also feature in the main break out spaces that will again reinforce character, legibility and wayfinding. The northern edge of the site features a landscape buffer to the railway line and contains allotments for residents. There is also a 'trim trail' that runs a circuit around the entire estate, which again is unique feature that will promote sports activity and wellbeing for local residents. All of these features will be publically accessible, which will intensify the use of the site and promote interaction between the new and existing residents in the local area.

The canalside will also be further activated and animated by the introduction of commercial and leisure moorings for public benefit. This also addresses the aspiration of integrating the proposed development with the wider Blue Ribbon Network, as it will now become a destination for canal users and the local canoe club. Again this will support health and well being aspect of the development.

RESIDENTIAL

The layout of the residential masterplan is broadly defined by 6 development block areas:

Former Canteen Building; The standalone Canteen Building block 'I' with the new addition block 'H'. These elements are urban follies in nature, as they appear as buildings in landscape with the factory gardens to the east and backdrop of the retained facade to the north. Therefore they are in principle well contained within the overall development.

The Truscon Factory retained facade block and later tower entrance addition is clearly differentiated from the rest of the new build elements as block 'F' and 'G'. It extends to wrap around and enclose the former factory gardens, which has been rebranded as the Wallis Gardens. This block has two main functions. The first is to inhabit the retained historic facade and the second is to act as buffer against the large scale employment uses to the east. Block 'F' is more challenging due to the inclusion of the retained facade. Therefore much thought has been employed into how it undulates between the retained existing facade and new facades at southern and northern ends. It is also effectively one large facade that runs the entire north/south depth of the site, linking Nestles Avenue to the canal. But due to its undulating nature, material changes and varying character, it does not appear as one large overbearing or monotonous structure that would overplay the 'groundscraper' typology.

The new build block 'C' fronts Nestles Avenue and is setback to maintain the existing building line. Maintaining the 50ft existing setback has three main benefits a) reduce the impact of the development by not building up the boundary of the site, which is effectively the back edge of the pavement of the public highway b) allow for more space to increase the landscape provision and width of the public realm along Nestles Avenue c) allow for adequate space to introduce a Multi-modal Transport Spine (MTS) which is combined bus lane, cycle path and footpath. The MTS is critical to support the developments sustainability and reduce car parking provision. The facade facing Nestles Avenue reinterprets the factory industrial unit style from the early part of the 20th Century, which is a common typology along Nestles Avenue. Therefore it is not out of place. It is also lower in scale than the rest of the development, which is appropriate, as it fronts suburban single and two story housing along Nestles Avenue. The block is a podium style layout, which means that car parking is contained on the ground floor, with an amenity deck above. The podium is also capped in outward looking residential units that effectively shrouds the car parking that resides in the centre of the block. This strategy alleviates the need for the overprovision of on-street car parking. There is also an additional basement level of car parking.

The new build block 'D' which broadly employs the same design strategy as block 'C', but is one half or one arm and therefore does not use a podium deck to contain car parking. This is due to the rear side of the block facing the neighbouring industrial uses and there will not be an active frontage in this location. Therefore it is agreed that a podium deck is not required in this location.

The new build block 'B' is the largest of the blocks, but mirrors the length of the retained Truscon facade in this location. Therefore the length of the block is appropriate in this instance. Again it uses a podium deck to contain car parking in the same manner as block 'C'.

The new build block 'E' is effectively the same layout as block 'D' albeit slightly larger in scale.

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 tallest elements are 11 storeys in the north stepping down to 4 storeys in the south at Nestles Avenue. The taller elements read as point blocks that again reinforce the variety of the developments form. They read as a series of 4

small towers at the northern end of the site, which is the most appropriate location for increased massing.

The lower scaled development also defines the character and quality of the proposed public park 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 retention of the existing railings and gates also serves as a positive feature that again serves to define the development and enclose the park along its southern boundary. However there are break points in the railings at salient locations to ensure that the scheme is not treated as gated development that would prevent public access to the park and canalside.

INDUSTRIAL

The large scale employment site comprises of 4 units contained within 3 main buildings. They are broadly arranged around the perimeter of the site with a large open space in the centre that is subdivided into service yards that relate to each unit. The scale of this space is very large, but it relates equally to the very large units that enclose this space. This site is specifically designed for employment uses only, therefore the scale of the buildings, service yards and circulation space is acceptable. Also the 'bigness' of the existing Truson factory and 'groundscraper' typology does reinforce this design approach.

The site is effectively gated and then sub-gated between each unit for security reasons. Even though this contravenes a basic urban design principle which disagrees with gated developments, Officers accept this approach because it is necessity for operational purposes and a prerequisite for large scale employment sites. However, the perimeter of the site is accessible to the south, east and north, with the 'trim trail' providing the vital linkage to connect the edges together. And to the residential development. Also, critically, this allows for access to the canalside and leisure/commercial moorings.

The units are a departure from the usual 'industrial shed' fenestration, due to the fact they reside within the conservation area, and therefore will be required to achieve a high standard of design. Through extensive dialogue with the professional team, a number of revisions have occurred, which has resulted in many improvements to proposed scheme.

In terms of layout, the most active uses, which mainly comprise of offices, have been located at the front of the units, to activate the salient facades. This benefits the canalside, to ensure there is a degree of overlooking and passive surveillance during working hours. However, the units are set back, with a landscape bund that prevents views into the large central open service space, to mitigate the negative aspect of this space against the canalside. The landscape bund is a welcomed feature. However, it does prevent activity at the ground floor level against the canal. The introduction of canalside moorings will help to mitigate this issue. It will add a critical layer of activity that directly relates the canal and towpath. The moorings will also introduce diversification of employment uses to this vital edge, in a more intimate scale, referencing a historic industrial aspect of the site. This will also address a salient planning principle for Hayes; to animate and activate the canal corridor.

Whilst the design has been agreed as part of the planning submission, conditions will be imposed seeking details of colours and finishes in order to ensure a high quality finish.

The overall concept and design of the Former Nestle Factory development is supported and accords with local, regional and national policy requirements.

There is a diverse range of dwelling types and a variety of massing and building forms. There are a range of spatial typologies that cater for both public, semi-private and private

use, with ample overlooking distances between the blocks and internal podium deck areas. The streets and linkages are clear and legible. The character of the conservation area has been brought forward into the public domain and celebrated in the new buildings and additional features. The frontage along Nestles Avenue, the factory gardens and canalside are now accessible and enhanced, forming an integral part of the scheme.

7.7 IMPACT ON NEIGHBOURS

Saved Policies BE20 and BE21 of the UDP 2012 seek to prevent developments which would be detrimental to the amenity of nearby occupiers by way of their siting, bulk, proximity or loss of light.

Saved Policy BE24 of the UDP 2012 seeks to ensure that new developments do not have adverse impacts on the amenity of existing residential properties due to loss of privacy.

The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15 metres is required, although this distance will be dependent on the extent and bulk of the buildings. The Council's HDAS further provides guidance in respect of privacy, in particular, that the distance between habitable room windows should not be less than 21 metres.

There are no residential properties that directly abut the site. The nearest residential properties to the south of the site comprise dwellings on Nestles Avenue and to the north, a relatively modern flatted development called Highpoint Village.

To the South, the development would be separated from residential properties by Nestles Avenue itself. As a result of setting the development back into the application site itself, there is a separation distance of over 34m between the proposed development and the Nestles Avenue properties, which is adequate to ensure the development does not have adverse impacts on the amenity of residential occupiers in respect of outlook, dominance and any potential loss of light.

To the north, Highpoint Village is located on the opposite side of the railway line and has a separation distance of over 70metres from any of the proposed new units on the application site. Again, this separation is adequate to ensure the development does not have adverse impacts on the amenity of residential occupiers in respect of outlook, dominance and any potential loss of light.

Accordingly, the proposal would comply with saved policies BE20, BE21 and BE24 of the UDP 2012 and adopted policy BE1 of the Local Plan Part 1; 2012.

Issues relating to air quality and noise are dealt with elsewhere in this report (section 7.16).

7.8 LIVING CONDITIONS FOR FUTURE OCCUPIERS

Saved Policies BE20, BE23 and BE24 of the UDP 2012 seek to protect the amenity of new residents by requiring adequate daylight, access, external amenity space and the protection of resident's privacy.

UNIT SIZES

The London Plan (2016) and national technical standards set out minimum room sizes for residential units. All units proposed meet the minimum floorspace standards required for all

dwelling sizes. The scheme accords with the London Plan (2016) and the national technical standards and as such is considered acceptable.

INTERNAL LAYOUT AND ACCOMMODATION

Policy 3.5 of the London Plan (2016) requires the design of new housing developments to consider elements that enable the home to become a comfortable place of retreat.

Standard 28 of the London Plan Housing SPG (2016) requires the developments to demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces.

Paragraph 4.7 of the HDAS (2006) notes consideration will be given to the ability of residential developments to provide high standards of interior qualities to guarantee satisfactory indoor living space and amenities. Significant thought has been given to the design of all units located in corner positions, to ensure the future occupiers receive adequate light and privacy. To this end, louvres and balcony screens are proposed in sensitive locations to ensure a high and good quality habitable accommodation.

DAYLIGHT/SUNLIGHT

The applicant has submitted a daylight/sunlight assessment alongside their planning application. The report assesses daylight and sunlight to the windows of habitable rooms within the proposed flats. Officers consider the results to provide an acceptable living environment for future occupiers.

The report also considers the impact of the development on the proposed amenity spaces, both public and private. The BRE guide (2011) recommends that at least 50% of the area of each amenity space should receive at least two hours of sunlight on 21 March. The results show that all of the proposed amenity areas which are deemed to form public and communal amenity space, will receive at least two hours of sunlight on 21 March, this is principally due to the orientation of the site and the stepped formation of the proposed blocks which allows adequate light to the proposed communal amenity areas and open spaces. The proposed development therefore passes the BRE and open spaces test.

PRIVACY/OVERLOOKING/OUTLOOK

The Council's HDAS provides further guidance in respect of privacy, in particular, that the distance between habitable room windows should not be less than 21m. In this regard, separation distances between habitable room windows within the scheme are a minimum of 21m in the vast majority of the proposed development. Some of the residential blocks proposed are set at right angles in a square formation, such as Block B and Block G and therefore offer oblique angles and views. The use of appropriate balcony screening and louvre panels applied to windows will ensure that even at pinch-points within the proposed development, no overlooking issues will arise. Officers are satisfied that the imposition of appropriate conditions in some specific locations will overcome any potential overlooking that could arise from the proposed development.

Planning policy requirements seek to achieve a 15metre separation distance to ensure adequate outlook is provided to all habitable rooms. In the vast majority of units, these separation distances are met and exceeded, however there are 2 locations in which these standards are breached.

Block F1 comprises a residential block contained within the retained former factory building. In order to secure the retention of the locally listed factory facade, it has been necessary to

compromise on the outlook of 54 units within this block, whereby the outlook to the rear is circa 8 metres from the boundary fence with the industrial units. However all of the units provided with this reduced outlook have a dual aspect outlook, with the main living spaces (living, kitchen, diner) having a view looking onto Wallis Gardens, which is considered to be one of the best outlooks within the development. Only bedrooms and bathrooms are provided with limited outlooks to the rear of Block F1.

Block H is a residential block which adjoins the former canteen building. Due to the need to seek to secure and retain as much of the canteen building, there are two residential units within this block which breach the 15metre outlook distances required. However, these units are again dual aspect and the breach only impacts two units in this block.

On balance, the need to secure the retention of the on-site heritage assets has outweighed the need to secure fully policy compliant separation distances in these few instances. All efforts have been made to ensure that the outlook to the main habitable areas enjoy the best possible outlook, albeit in two units within Block H this has not been achievable. On balance, the benefits of the overall scheme outweigh the limited outlook provided to two residential units in Block H.

As such the development is considered to provide an acceptable level of accommodation in accordance with saved Policies BE20, BE23 and BE24 of the UDP 2012.

AMENITY SPACE

Saved Policy BE23 of the UDP 2012 requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document specifies the following amenity space requirements for flats and maisonettes is provided on site:

Studio flat - 20m² per flat
1 bedroom flat - 20m² per flat
2 bedroom flat - 25m² per flat
3+ bedroom flat - 30m² per flat

Based on the current accommodation schedule the required amenity space provision for the 1386 proposed dwellings would be as follows:

Studio/1 bed flat; 689 x 20 = 13,780sq m
2 bed flat; 563 x 25 = 14,075sq m
3 bed flat; 138 x 30 = 4,020sq m
Total required= 31,875sq m

For flatted developments, the Council accepts that whilst balconies can provide wholly private amenity space, any shortfall arising is required to be delivered through shared/communal amenity space provision.

Within the proposed development, the vast majority of units are served by a balcony and there is provision for communal amenity space at podium level within Blocks B and Blocks C. Whilst some communal amenity space is proposed at ground level for Blocks D and E, the amenity space is located adjacent to the car parking area and therefore is not deemed to provide an adequate quality space, which can be counted towards the communal amenity space requirements.

In addition, Block F comprises the former factory building facade retention and in order to ensure the integrity of this retained locally listed facade, no balconies will be added to the most prominent facades, which has resulted in some units within this block having no private amenity space. Whilst this would otherwise be deemed unacceptable, when weighed in the balance, there is a greater need to safeguard the significance of this key heritage asset and therefore the provision of some units within no private amenity space is considered to be acceptable.

As a result of these circumstances, the proposed development results in an overall shortfall in the provision of private and shared amenity space, when assessed against local planning policy requirements.

In order to mitigate this shortfall, the Council have secured a financial contribution towards improvement works to Cranford Park, which is the closest public park to the application site, with a pedestrian access into Cranford Park located off North Hyde Road. In addition to this financial contribution, the application does deliver on-site public open space. On balance, the combination of on-site private amenity space, areas of on-site public open space and a contribution towards improvements to Cranford Park is deemed to be acceptable and in accordance with local policy requirements.

CHILDREN'S PLAY SPACE

A total of eight children's play areas are also provided within the proposed development and are located in various locations around the residential portion of the development. The Proposed Development provides opportunities for play and is considered to conform to the Development Plan and the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG. The amount of play space has been calculated in line with the child yield calculator in the SPG. Overall, the total play space proposed is set out below, which is compliant with the SPG:

- Ages 0-5 1,150 sq m
- Ages 5-11 530 sq m
- Ages 12+ 310 sq m
- Total 1,990 sq m

Natural play features have been integrated into the design thereby encouraging imaginative and diverse play for younger children. This is considered to be compliant with London Plan Policy 3.6, saved Policy BE23 of the Local Plan and the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts.

WIND ASSESSMENT

A wind assessment has been submitted alongside the planning application. Whilst the study identifies no adverse impacts upon adjoining existing occupiers, the assessment has identified that there are likely to be some localised areas which will experience windier conditions. The existing site also experiences some localised areas of windier conditions, however, due to the change of use of part of the site, it is necessary to seek mitigation for the proposed occupants of the future development. The area's most susceptible to windier conditions are predominantly around entrance points at Blocks B, C, D and E. Additional landscaping and mitigation measures are proposed and will be secured by way of a condition if permission is granted. The additional landscaping proposed will provide mitigation at ground level, however some balconies on these facades are also identified as being susceptible to windier conditions. In these locations, alongside further landscaping, balcony screens are proposed to be higher (1.5metres, instead of 1.1.metres) to mitigate the

impact. Whilst these screens will be higher, their design will be in keeping with all other balconies and will not therefore appear visually obtrusive.

7.9 TRAFFIC IMPACT, CAR/CYCLE PARKING, PEDESTRIAN SAFETY

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states:

The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

TfL is the highway authority for the A412 while LB Hillingdon is responsible for the rest of the road network in this area. TfL buses operate in the vicinity along Station Road and North Hyde Road.

At present, the application site can only have vehicular access via North Hyde Gardens, there is no vehicular access into the site via Nestles Avenue due to the top of Nestles Avenue being stopped up. Pedestrian access into the site is possible via Nestles Avenue, however the site is fenced and therefore pedestrians must use the access point on North Hyde Gardens to enter the site.

In the last few months, the council's parking management team have had a Parking Management Scheme (PMS) approved along Nestles Avenue which is due to be implemented imminently. This PMS will prevent commuter parking along Nestles Avenue which has been a significant concern of local residents, the commuter parking is attributed to users/shoppers of Hayes town centre as well as commuters parking vehicles and then taking the train from Hayes and Harlington station. The PMS will alleviate any such parking issues arising in the future.

RESIDENTIAL ACCESS

Within the proposed development, vehicular access to the residential component of the development will be from Nestles Avenue. The existing vehicular access opposite Harold Avenue will be re-opened and a new access to the west will be created. The accesses have been designed to allow the existing locally listed railings on the site's frontage to be retained.

The site will be served by two main access roads, Milk Street to the west and Canal Street to the east. These routes are 6m wide to allow access to perpendicular car parking adjacent to these streets and to provide adequate room for servicing and delivery vehicles. Connection between Milk Street and Canal Street is available for emergency services vehicles via Sandow Square. Canal Street also provides access to a route that runs in an east-west direction in front of the retained factory building façade.

Pedestrian access into the site will be available on Milk Street and Canal Street. The existing access to the east of Harold Avenue will also be re-opened for pedestrian access into the site from Nestles Avenue. This will also give public access into the existing area of open space in front of the factory building (to be known as Wallis Gardens). Further pedestrian access will be available along the canal frontage to the north of the site.

Cycle access into the site will be from Nestles Avenue at Milk Street, Canal Street and the existing access to the east of Harold Avenue.

The internal layout has north-south and east-west connections provided between blocks. A central east-west route has been provided linking the open space in front of the factory building to the western site boundary. This is to enable a future east-west connection between the site and Station Road when other developments on the remaining sites north of Nestles Avenue comes forward.

On the canal/railway line frontage a further east-west route has been provided. This offers the potential to provide a direct link into Hayes and Harlington Station car park, subject to Network Rail's proposals for its land. Also on the canal frontage, the ability to land a disabled access compliant pedestrian/cycle bridge has been safeguarded, should future funding become available for a bridge connection across to the towpath.

INDUSTRIAL SCHEME ACCESS

As mentioned above, the existing development is accessed via North Hyde Gardens. The proposed industrial units will all utilise this existing access for their commercial operations. This will result in no change to the vehicular access point. This access will therefore be used by employees as well operators, but will not provide access into the wider development for residential occupiers.

Pedestrian access to the industrial development will be possible via a number of different routes. These include a footway leading from the existing access with North Hyde Gardens that will be retained as part of the redevelopment of the site.

Additional pedestrian access into the industrial development will be possible via the residential scheme via a new footpath within the site that will lead eastwards to the entrance of the industrial site, parallel with Nestles Avenue.

A third point of access for pedestrians will be from a new Grand Union Canal frontage, which provides attractive car free linkage between the new residential development and the industrial element of the site.

RESIDENTIAL PARKING

A total of 852 residential parking spaces on the site, equivalent to a ratio of approximately 0.6 parking spaces per residential unit will be provided.

The provision on site is broken down as follows:

- 667 standard residential spaces;
- 139 M4(3) accessible;
- 26 spaces for visiting blue badge holders; and
- 20 associated with the supporting uses (former Canteen Building).

On site parking is provided in a variety of forms, there is a basement and podium deck of parking in Block B, Block C comprises podium level parking, Blocks D, E, F and G are

served by privately accessed ground level parking, positioned to the rear of the individual blocks. In addition, parking is also provided at street level on Milk Street and Canal Street.

It should be noted that 20 of the above car parking spaces are to serve the community uses only, a further 5 parking spaces are proposed to be located on Milk Street and Canal Street to serve the proposed car club.

For the private wheelchair accessible units, the requirement for an oversized parking space will depend on the occupier of the unit and their specific needs. It is therefore intended to adopt a flexible approach to enable the number of oversized spaces to be increased as and when demand for them is identified. This has been achieved by incorporating a number of areas of hard landscaping adjacent to the internal roads within the site than can be made available for parking if necessary. This will be controlled via the parking allocation condition which is required to be submitted for approval.

All affordable housing accessible units are to be provided with a dedicated car parking space (close to the unit) prior to the occupation of any blocks. There is a high demand for accessible affordable housing units and therefore it is considered appropriate to secure sufficient on-site parking for these units prior to them being made available for future residents.

A total of 2,186 cycle parking spaces are to be provided to serve the residential development. The majority of cycle stores are provided within the buildings to cater for residents, but additional off street/visitor cycle parking is also proposed, to serve visitors of the development.

SUPPORTING USES CAR PARKING

It is proposed to provide a total of 20 parking spaces for the café/community facility and office elements of the development. An additional 5 spaces will be provided for the future car club proposed to serve the development. Two of the 20 dedicated community use spaces will be allocated for staff use, a further four spaces will be designated as drop-off spaces, with duration of stay restricted to 20 minutes and the remainder will be short-stay spaces for up to two hours. 22 cycle spaces are proposed for the supporting uses. These spaces will be managed by the on-site concierge to prevent misuse.

INDUSTRIAL PARKING

The proposed level of car parking for the industrial development is as follows:

- Unit 1 - a total of 73 spaces, 7 of which are for people with disabilities, 15 with electric charging facilities and 8 with passive provision for electric charging.
- Unit 2 - a total of 21 spaces, 2 of which are for people with disabilities, 4 with electric charging facilities and 2 with passive provision for electric charging.
- Unit 3 - a total of 31 spaces, 3 of which are for people with disabilities, 6 with electric charging facilities and 3 with passive provision for electric charging.
- Unit 4 - a total of 88 spaces, 9 of which are for people with disabilities, 18 with electric charging facilities and 9 with passive provision for electric charging.

The proposed provision is below the maximum standards identified by LBH and within the range prescribed by the London Plan for Outer London locations. Cycle access to the site will be via Nestles Avenue and North Hyde Gardens and the cycle provision will total 72 spaces, broken down as follows:

- Unit 1- 16 long stay spaces and 8 short stay.
- Unit 2 - 5 long stay spaces and 2 short stay.
- Unit 3 - 7 long stay spaces and 4 short stay
- Unit 4 - 19 long stay spaces and 9 short stay.

TRIP GENERATION ASSESSMENT

Members will note that local residents have raised concerns regarding increased traffic generation and congestion.

The Council has appointed an external transport consultancy Project Centre to undertake the review of the Transport Assessment and associated documents by the developer's transport consultants. It has been established that the new residential development will generate approximately 1,300 additional daily vehicle trips, once the development is fully occupied. To ensure that the surrounding network can cope with this increase, the following junctions will be modified to improve their operation to mitigate harm to the local road network:

- Dawley road/Botwell Common Road
- Dawley Road/Kestrel Way/Betam Road/Blyth Road
- Harold Avenue/North Hyde Road
- Station Road/North Hyde Road
- Station Road/Clayton Road zebra crossing.

Conversely, the trip generation resulting from the proposed industrial units would be limited. The former factory building had a significant number of vehicle movements onto the local highway network, both operationally and from site employees. Although the site has now been closed for approximately 2 years, the Council accept that the site could be re-opened for use, without the need for planning permission and would have the potential to have a significant number of trips generated from any such use/operator. As such, the proposed 4 industrial units would cumulatively result in a net reduction in vehicle movements onto the highway network. The majority of these movements would also move directly from North Hyde Gardens, onto North Hyde Road and then onto the strategic road network via the Bulls Bridge roundabout, having limited impact on the local road network.

NESTLE AVENUE MULTI MODAL TRANSPORT SCHEME (MTS)

The applicant's proposal provides on-site car parking at a ratio of 0.6, which is below the Council's standard. Given the site's proximity to the town centre and Hayes and Harlington Station, in conjunction with other additional mitigation, it is deemed that an exception to the Council's normal parking standards could be acceptable on this site.

One element of the mitigation proposed is to assist in the delivery of a new bus service along Nestles Avenue. In its present configuration, Nestles Avenue is not of a sufficient size to accommodate a bus route, however the applicants have agreed to release a portion of their site along the full length of Nestles Avenue to facilitate the delivery of a bus route, a bus stop and a bus turning circle. As part of the road widening proposals, a new off-road cycle lane and footway will also be delivered. These measures will greatly encourage the use of sustainable modes of transport for existing and future residents and will facilitate the move away from relying on the private motor car. In conjunction with this mitigation, the applicants have agreed to contribute to the delivery of additional bus services and also agreed to fund a review of the PMS, this will assess the need to potentially extend the PMS zone as a result of the development in and around Nestles Avenue.

SUMMARY

The proposed development does not result in severe harm to the local highway network. Whilst the on-site car parking provision is less than the Council standards, there is significant scope that this development will be sustainable by public transport with less reliance on the private car due to the following measures:

- Implementation of a bus route on Nestles Avenue (with a bus stop outside the application site);
- Provision of an on-site car club;
- Proximity of Hayes and Harlington Station which will shortly be a Crossrail station;
- Provision of on-site cycle parking and an improved cycle path directly to the site;
- Travel Plan measures secured via S106 agreement; and
- A contribution towards the enlargement of the Nestles Avenue PMS.

In addition, whilst the proposals will increase trip generation along the local roads in the area, mitigation measures have been agreed to improve the operation of key junctions directly around the site to mitigate any local impacts.

In addition, the applicants have agreed to provide a financial contribution towards improvements to the Bulls Bridge roundabout. Bulls Bridge roundabout is a TfL junction which crosses three administrative boundaries including LBH, Ealing and Hounslow. TfL have now appointed an officer to lead on delivering the improvements needed to the Bulls Bridge roundabout to ensure the strategic road network is able to cope with future growth and demand.

Overall, the application has demonstrated that the proposed development would not cause and unacceptable highway impacts by virtue of a package of mitigation measures to alleviate local and strategic impacts. Consequently it is considered that the scheme is acceptable and accords with the NPPF (2012), Policies 6.2, 6.3, 6.9, 6.10, 6.12 and 6.13 of the London Plan (2016) and policies AM7 of the Hillingdon Local Plan Part 2 (November 2012).

7.10 URBAN DESIGN, ACCESS AND SECURITY

Issues of design (section 7.6) and accessibility (section 7.10) are addressed elsewhere within the body of the report.

In respect of security, the submitted design and access statement details various areas where security has been taken into account in the design of the proposals including:

- (i) Natural Surveillance;
- (ii) Appropriate Levels of Lighting;
- (iii) Provision of internal and external CCTV;
- (iv) Design of the car park to comply with Park Mark standards; and
- (v) Provision of appropriate boundary treatments.

It is considered that the submitted documentation demonstrates that security and safety considerations have formed a fundamental part of the design process and have been appropriately integrated into the scheme. The Metropolitan Police Crime Prevention Officer raises no objections to the proposed security measures. The implementation of specific measures such as lighting, boundary treatments and CCTV could be secured by way of appropriate conditions in the event the application was approved.

7.11 ACCESS FOR PEOPLE WITH A DISABILITY

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a protected characteristic, which includes those with a

disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

Policy 3.8 and 7.2 of the London Plan 2016 and guidance within the HDAS - Accessible Hillingdon requires new residential developments to achieve Lifetime Homes Standards and for 10% of the units to be easily adaptable for wheelchair users. The scheme provides 10% of all units proposed in accordance with Part M4(3). This is considered acceptable. It should be noted that to ensure the wheelchair units are located adjacent to the wheelchair accessible parking bays a condition would be imposed requiring that all affordable accessible units are provided with the closest available parking bay to the proposed unit.

The Access Officer is satisfied with the level of facilities provided including the internal layout of the units will ensure full compliance with part M4(3).

Subject to a condition to ensure compliance with Part M4(2) and M4(3) it is considered that the scheme accords with the aims of Policies 3.8 and 7.2 of the London Plan 2016, the Hillingdon Design and Access Statement (HDAS) Accessible Hillingdon and saved Policy AM15 of the UDP 2012. A condition is proposed to secure this provision.

The application is supported by a design and access statement and incorporates a number of measures to incorporate the requirements of inclusive design including appropriate gradients and flush kerbs within car parking areas for the retail store and hotel and full compliance with Part M of the Building Regulations and the Disability Discrimination Act, including but not limited to the provision of flush thresholds, wheelchair accessible lifts, disabled toilets and baby change facilities. However the Design and Access Statement does not explain in detail how the principles of access and inclusion have been applied.

It is considered that should the application be approved, detailed matters could be dealt with by way of suitably worded conditions and an informative. Subject to a condition to ensure the provision of facilities designed for people with disabilities are provided prior to commencement of use, the scheme is considered to comply with saved Policy AM15 of the UDP 2012, policies 7.1 and 7.2 of the London Plan 2016 and the Council's Supplementary Planning Document 'Accessible Hillingdon'.

7.12 PROVISION OF AFFORDABLE & SPECIAL NEEDS HOUSING

The NPPF was published in March 2012 and sets out the Government's economic, environmental and social planning policies for England. It summarises in a single document all previous national planning policy advice. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

In respect of affordable housing, paragraph 50 of the NPPF aims to boost significantly the supply of housing and states that where local planning authorities have identified that affordable housing is needed, they should set policies for meeting this need onsite, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified. Such policies should be sufficiently flexible to take account of changing market conditions over time.

The NPPF also recognises that development should not be subject to such a scale of obligation and policy burdens that its viability is threatened. This reinforces the need for viability testing in order to allow willing landowners and developers to receive competitive returns which in turn enable the delivery of development.

The London Plan sets the policy framework for affordable housing delivery in London. London Plan Policies 3.10 -3.13 require that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets.

The London Plan establishes the need for regional growth in housing and employment and identifies Opportunity Areas as a means by which this requirement can be accommodated. The London Plan seeks that development should maximise the potential of sites, create or enhance the public realm, provide or enhance a mix of uses, respect local context, character and communities and be sustainable. London Plan Policy 3.8 states, that whilst boroughs should seek the maximum reasonable amount of Affordable Housing, regard should be had to the need to encourage rather than restrain residential development. Negotiations on sites should take account of their individual circumstances, including development viability.

Policy 3.10 of the London Plan 2016 goes on to state that affordable housing should be provided in different types/tenures to include low cost rent/affordable rented and shared ownership/intermediate housing, to meet the needs of specific households whose needs are not met by the market. Policy 3.11 of the London Plan 2016 goes on to state that 60% of the provision should be low cost rent/affordable rent and 40% shared ownership/intermediate housing. Policy H2 of the adopted Local Plan Part 1 (2012) seeks a tenure split of 70% low cost rent/affordable rent and 30% shared ownership/intermediate housing. This is also set out in the emerging Development Management Policy DMH 7 (2015). Whilst the local policy differs from the London Plan policy, the local planning policies take into account the need within the Borough.

The proposed development proposes to deliver 35% affordable housing on site. Of this affordable housing provision, 70% is proposed to be shared ownership/intermediate housing and 30% is proposed to be low cost rent/affordable rent. This tenure split is not therefore in accordance with policy 3.11 of the London Plan 2016 or adopted policy H2 of the Local Plan Part 1 (2012).

Policy 3.12 of the London Plan 2016 states that the maximum reasonable amount of affordable housing should be sought when negotiating on mixed use schemes. In particular the policy sets out that regard should be had to the current and future requirements for affordable housing at local and regional levels. The policy goes on to state that there is a need to encourage rather than restrain residential development and promote mixed and balanced communities. The size and type of affordable housing delivered should reflect the size and type of affordable housing currently in need. Part B of Policy 3.12 of the London Plan states that negotiations on sites should take account of their individual circumstances including the viability of schemes and the availability of public subsidy.

The key theme from the adopted Mayors Homes For Londoners Affordable Housing & Viability SPG 2017 is the GLA's emerging flexibility with regards to tenure mix on new developments. Paragraph 2.27 of the document refers to the following flexibility with regard to tenure mix (2.27 GLA SPG):

- 30% low cost rent (social rent or affordable rent) with rent set at levels that the LPA considers genuinely affordable;
- 30% as Intermediate products, with London Living Rent and/ or shared ownership being the default tenures assumed in this category;
- The remaining 40% to be determined by the relevant LPA.

Since the publication of the councils adopted Local Plan Part 1 policy H2 in 2012, the GLA have prepared and published the Affordable Housing and Viability SPG, which was adopted

in August 2017. This SPG identifies a number of additional affordable housing tenure types and provides a more up to date policy position with regard to the assessment of planning applications.

Therefore, whilst the proposed affordable housing tenure split does not accord with adopted London Plan and Hillingdon planning policies, the Affordable Housing and Viability SPG 2017, is a material planning consideration and is the most up to date guidance with regard to affordable housing. To this end, it is considered that the proposed development does accord with the most up to date policy requirements, as detailed below:

Affordable Housing and Viability SPG (2017)	30% low cost rent/affordable rent	30% shared ownership/intermediate	40% to be determined by the LPA
Development Proposal	30% low cost rent/affordable rent	30% shared ownership/intermediate	40% shared ownership/intermediate

On 1st December 2017, the GLA released the Draft London Plan for consultation. Within the draft plan, draft policy H7 seeks affordable housing delivery in accordance with the adopted SPG; Affordable Housing and Viability. Therefore the proposed development accords with emerging policy H7 of the draft London Plan 2017.

The Councils Housing Officer has provided initial feedback that the 40% additional shared ownership/intermediate housing proposed as part of this development proposal is acceptable in so far as it will meet the local housing need at this present time, albeit a review of need is also being undertaken to inform the future requirements in light of the new affordable housing definitions published. Therefore whilst the development does not accord with the adopted planning policies, it accords fully with the most up to date London Plan Affordable Housing and Viability SPG 2017 relating to affordable housing and on balance is considered to be acceptable.

UNIT MIX

Adopted Policy H2 of the Local Plan Part 1 states that housing provision is expected to include a range of housing to meet the needs of all types of households. The proposed development is seeking to deliver a range of unit sizes including studios, 1, 2 and 3 bed units.

7.13 TREES, LANDSCAPING AND ECOLOGY

Saved Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments.

The application is supported by a tree survey, arboricultural implications report and by landscaping plans covering the retail stores, hotel and associated residential developments.

Full details of private and communal amenity spaces are set out in section 7.7 of this committee report. This section will therefore consider all other aspects.

Across the application site, there are 159 existing individual trees, 8 groups of trees and 2 hedgrows. As a result of the proposals 106 individual trees and 7 groups of trees are proposed to be removed, but in their place 147 advanced and semi mature trees are proposed to be planted. The Councils Arboricultural Officer has considered the proposals and has raised no objections, principally because the most important trees which are of greatest value and being retained, these include the trees in Wallis Gardens, the trees fronting Nestle

Avenue and the retention of a tall evergreen hedge which screens the railway line in the northwest corner of the site. The proposals, subject to the imposition of suitable conditions is therefore considered to be acceptable and in accordance with policy.

The Landscape Masterplan details a series of existing open spaces such as Wallis Gardens but also creates a new series of public open spaces measuring circa 2 hectares. The proposed development seeks to re-open the site back to the general public through the delivery of a number of public open spaces. The site has historically always been closed to the general public and only accessible by employees, therefore the proposals provide a substantial public benefit to the local community.

The key areas of public open space are as follows:

Wallis Gardens: This public park will measure 10,000sqm and would be the focal point of the development historically fronting the Nestle Factory building and forming the main pedestrian entrance to the new development.

A Trim Trail; This is a circular path which connects the residential and industrial parts via a site-wide loop with fitness, heritage and culture nodes dotted along the route. The path runs along the perimeter of the whole site and could in future be extended to include other development sites which come forward on Nestles Avenue.

Sandow Square: This public park measures circa 3,000sqm and forms a linear park comprising the central spine of the development. It will provide a central pedestrian access to other parts of the Nestles Avenue development sites as they come forward for redevelopment and will provide a more direct pedestrian route to Station Road, Hayes and Harlington Station and the town centre beyond.

Canal Street Garden & Canal Square: This area comprises some 2,500sqm of canal frontage and allows for access and views onto the canal. Space for a footbridge landing has been earmarked at the Western side of the canal terrace.

Coffee Park measures circa 2,000sqm and comprises an ecologically designed ribbon of connected spaces that link to the wider loop via a running track / service route.

Milk Street Gardens comprises circa 1,300sqm of public space, that reaches down from the northern boundary and creates a soft terminus to Milk Street.

Viveash Square comprises circa 2,000sqm of public spaces and contains a series of mixed height planting beds / allotments for the residents to garden, a connected play area is envisaged to have a symbiotic relationship with an inherent educational opportunity.

In addition to this, two new vehicular and pedestrian routes will be provided within the development, comprising Canal & Milk Street. These will be the main distributor routes into and around the development, albeit they are not for planning purposes considered to be public open spaces.

Wallis Gardens is historically, the primary public space and public entrance to the development. Its historic importance and key relationship with the listed elements of the architecture warrants a sensitive approach to any new intervention. It is a area of existing parkland with a group of high-amenity-value mature trees which have been cared for and grown to maturity when the site was still in occupation by the Nestle company. Previously, Wallis Gardens has served as a grand arrival to the Art Deco factory reception and providing a green setting for the former canteen building, which will be retined and re-opened to

provide community facilities to the local area. Wallis Gardens is to be enhanced for recreation via a new network of paths and complementary planting along Nestles Avenue.

A strong element of play will complement the nursery building on the south west, providing opportunities for children to enjoy the under storey setting and enliven the area. The southern boundary will also see the trim trail run an articulated route, designed to avoid adverse impact to the existing trees. Some smaller ornamental tree planting is also proposed which is not considered to interfere with the mature trees on the site.

A key feature of the Landscape Masterplan is the creation of several trim trails that links all the new and existing open spaces created within the site. These trails also connect the residential and commercial components of this site. Several loops are created. Exercise stations are provided along the trim trails.

Industrial/Commercial

Existing planted areas in the commercial sector are restricted to a zone along Nestle Avenue. It is the intent to conserve the trees and shrubs wherever possible in order to retain the vegetation screen for the benefit of residential properties along Nestle Avenue.

A Beech hedge with specimen stock will be planted adjacent to the perimeter fence, providing a clearly defined visual separation of public access spaces that surround the scheme from the commercial area within.

The fence facing the canal side is 1.5m high. The hedge will be planted at a matching height to conceal the fence as viewed from the public areas.

The fence will also be slightly set back from the car park areas to allow for a low planted buffer. This will obviate the need for a gravel strip under the fencing and soften the interface between fence and paving.

Planting Trees and ornamental shrubs in front of the Beech hedge will cover sinuous low mounds with a generous grass sward sloping towards the canal path.

Trim Trail East

For security, a simple groundcover planting scheme adjacent to the path will afford visibility along the whole length of the Trail. A mixed native species hedge will define the North Hyde Gardens boundary.

Grass parkland will surround the Trail with medium height supplementary shrub planting under existing trees and set back away from the path. The shrub planting, together with a mix of existing and newly planted trees, will reinforce the screen for residential properties along Nestle Avenue. The path and exercise areas have been set out to minimise disturbance to the tree root protection areas.

The Council's Trees and Landscape Officer has reviewed the proposals and considers that; subject to conditions to secure the protection of retained trees, the implementation of updated landscaping proposals and their maintenance; the proposal would provide an appropriate landscape environment in terms of Policy BE38.

7.14 SUSTAINABLE WASTE MANAGEMENT

Policy 5.16 'Waste Net Self Sufficiency' of the London Plan (2016) sets out the Mayor's spatial policy for waste management, including the need to minimise waste and encourage recycling. This is supported by policy EM11 of the Local Plan Part 1 2012.

The proposed development comprises 3 elements/streams of refuse and recycling, the residential areas, the commercial facilities and the industrial development of the east of the site. Each will be reviewed in turn.

Residential

Each of the seven residential blocks will provide refuse collection and recycling collection within dedicated stores at ground floor level. The proposal makes provision for 192 x 1100 litre bins. The stores are of an adequate size to facilitate all anticipated waste generation. For blocks F and G, due to the linear nature of the development, a waste chute system is proposed to allow residents to dispose of waste and recycling at each level within the buildings and it is collected at ground floor level. On the day of collection, all bins would be moved from the stores to 5 dedicated 'bin holding areas' located along the proposed Milk street, Canal Street and Sandow Walk. Waste will then be collected by LBH refuse vehicles, who will enter the site and move around the development to the 5 designated collection areas. Once emptied, the management team are responsible for returning the bins to the refuse store rooms around the site. In addition to this, 3 bulky goods waste stores are also provided throughout the development to facilitate the disposal of any bulky goods via the developers management team. The proposals require a reliance on the management team to ensure waste is presented for collection and the bins returned to their store rooms. As such, a Refuse and Recycling strategy is proposed to be secured via condition to ensure that an adequate strategy and appointed contractor is place at all times and a review is undertaken periodically to assess if the waste bins provided should be increased or decreased. Suitable provisions will also be made to ensure the refuse officers comments are incorporated with regard to cleaning of store rooms.

Commercial

The commercial units located within Blocks F, H and I will all be provided with individual bin stores. The commercial waste collection will be the responsibility of the occupier. However, given the close proximity of residential units to the commercial units, it is proposed to secure by condition a commercial refuse and recycling strategy which would seek to prohibit collections during unsociable hours, as collection vehicles would also use Milk street, Canal Street and Sandow Walk to make collections.

Industrial

All industrial units are provided within bin stores within each unit. Again, collection of this waste will be the responsibility of the individual occupier via a private contractor, however, it is not considered necessary to condition this as the collection is unlikely to impact upon the existing or proposed residential occupiers.

Subject to suitable conditions to secure these waste management arrangements, the proposal would be considered to be acceptable and compliant with policy 5.16 of the London Plan (2016) and policy EM11 of the Local Plan Part 1 2012.

The level of waste and recycling provision is acceptable and vehicle tracking diagrams have been submitted demonstrating that the development can be adequately serviced by refuse vehicles.

7.15 RENEWABLE ENERGY/SUSTAINABILITY

The NPPF encourages local planning authorities to adopt proactive strategies to mitigate and adapt to climate change, paragraph 95 supports the move to a low carbon future and paragraph 97 seeks to increase low carbon energy. Policy 5.2 of the London Plan 2016

states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be Lean: use less energy;
2. Be Clean: supply energy efficiently; and
3. Be Green: use renewable energy.

Policy 5.2 of the London Plan 2016 also seeks new residential development to be zero carbon from 2016 and as per building regulations requirements for non-domestic buildings. A detailed energy assessment is required to demonstrate how the targets for carbon dioxide emission reductions have been met within the framework of the energy hierarchy.

Policy 5.3 of the London Plan 2016 seeks sustainable design and construction and for proposals to demonstrate that sustainable design standards are integral to the development.

LPP1 Policy BE1 (Built Environment) requires all new development to improve and maintain the quality of the built environment to create successful and sustainable neighbourhoods. All new developments should achieve a satisfactory assessment rating in terms of the latest Building for Life Standards. Proposals should also maximise the opportunities for all new homes to contribute to tackling and adapting to climate change and reducing emissions of local air quality pollutants.

Policy 5.6 of the London Plan seeks to ensure that new development evaluates the potential for connections to Combined Heat and Power (CHP) systems and states that major development proposals should select energy systems in accordance with the following hierarchy:

1. Connection to existing heating or cooling networks;
2. Site-wide CHP network; and
3. Communal heating and cooling.

Two Energy statements and Sustainability statements have been submitted in support of the planning application proposals, which are detailed further below.

RESIDENTIAL

In relation to the residential and commercial element of the Proposed Development, the energy strategy includes passive energy savings and energy efficiency measures that reduce the carbon dioxide emissions by 2.80%, and the saving achieved by the provision of a CHP-based communal heating network, as a percentage of the baseline emissions, is 22.48%. The proposals also include renewable energy systems as the roof design allows for the installation of PV panels with a total nominal rating of 378 kWp across the majority of apartment blocks. This will achieve a further reduction, as a percentage of the baseline emissions, of 9.95%. The total saving from all the measures combined is therefore 35.23%. This is short of the 100% mitigation now required, and the remaining 64.77% of emissions will be covered by a carbon offset payment, secured via a S106 agreement. The total carbon offset contribution required for this development is £1,494,594. The applicants have agreed to the carbon offset contribution but will endeavour to provide further on-site carbon reductions through the discharge of relevant conditions. Should additional carbon reductions be achieved on-site, the carbon off-set contribution would be proportionately reduced. The Council supports this approach in order to deliver on-site carbon reductions.

The residential and commercial proposals also incorporate green roofs and podium gardens and significant areas of green landscaping. SUDs measures are also incorporate into the scheme and the overall package of measures meets the sustainability requirements for this part of the scheme.

INDUSTRIAL

In relation to the industrial part of the scheme, the energy system is separate and not linked to the residential CHP. The focus of the energy strategy is on CO2 reduction from the building by adopting a highly efficient building envelope solution together with high efficiency mechanical and electrical services incorporating heat recovery. The renewable energy technologies assessment is based on using solutions that are technically proven with low maintenance implications taking into account the energy efficiency strategies being proposed in the current design. The analysis has shown that by incorporating passive and low energy design measures there is a predicted reduction in each individual unit and the development's annual CO2 emissions.

The industrial space has been assessed and will achieve the target of BREEAM 'very good' through a pre-assessment which is provided within the submitted Sustainability Statement and will assist in meeting future occupier expectations.

The Council's Energy Officer has reviewed the submissions and raised no objections, subject to the provision of conditions to ensure further details are submitted and the details contained within these being secured, in addition to the carbon offset contribution for the residential and commercial part of the development. As such the application is considered acceptable and accords with policies 5.2, 5.3 and 5.6 of the London Plan and Policies EM1 and BE1 of the Local Plan Part 1, 2012.

7.16 FLOODING ISSUES

Government guidance requires that consideration be given to flood risk in the planning process. The NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Where development is necessary in flood risk areas, it can be permitted provided it is made safe without increasing flood risk elsewhere.

The London Plan reiterates national policy guidance, and Policy 5.12 seeks to ensure development proposals comply with the flood risk assessment and management requirements set out in PPS 25.

London Plan Policy 5.2 sets out that development should address the issues of flood resilient design and emergency planning. Development should remain safe and operational under flood conditions and buildings should be designed for quick recovery following a flood. Policy 5.13 of the London Plan seeks to ensure that Sustainable Urban Drainage Systems are included in development proposals.

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The application is not located within a zone at risk of flooding, however due to the size of the development, it is necessary for it to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding, in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

The scheme proposals are supported by two Flood Risk Assessment and Drainage Strategies, one prepared by Capita for the industrial part of the proposals and the other prepared by Hydrock for the residential scheme. The approach to the drainage strategies has been developed between Capita and Hydrock to ensure a compliant solution for each part of the site, whilst also ensuring the strategies are complementary.

The applicants submissions have thus far been unable to fully detail sustainable drainage techniques to satisfy the flood risk authority that the proposals would reduce the risk of flooding. However the Flood Risk Authority are confident that a scheme on a site of this scale could be delivered on -site through further dialogue. To this end, conditions are proposed to seek the necessary information, prior to the commencement of development in order to ensure there is no risk of flooding.

In the unlikely event that a suitable scheme is not delivered on site, a financial contribution of £500,000 has been secured by the Council to seek improvements to the Yeading Brook, which would be the area most impacted upon as a result of any flooding from the application site. This off-site contribution will provide mitigation to the local network in the event of flooding on site.

The development is therefore considered to accord with Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding.

Blue Ribbon Network

Policies 7.24 'Blue Ribbon Network', 7.25 'Increasing the use of the Blue Ribbon Network for passengers and tourism', 7.26 'Increasing the use of the Blue Ribbon Network for freight transport', 7.27 'Blue Ribbon Network: Supporting infrastructure and recreational use', and 7.28 'Restoration of the Blue Ribbon Network' of the London Plan (FALP 2015) are concerned with improving and making better use of the Blue Ribbon Network.

Policy DMEI 8 of the LPP2 requires that all development alongside the frontage to the Grand Union Canal will be expected to contribute to biodiversity improvements of the canal.

The landscaping strategy adopted in the development of the site's Masterplan, is to create a series of interconnected external spaces that contribute to the setting and the uses of the proposed buildings, whilst providing the community with high quality public realm and amenity space. The development opens up accessibility to the canal, which is consistent with the aims of the Blue Ribbon Network.

A new canalside walkway and access to the Grand Union Canal will be created which will provide a new pedestrian route along the canal, increasing activity and further enhancing the use of and connection to the canal, meeting the aims of the Blue Ribbon Network.

On this basis, the proposal would be considered to bring significant benefits in relation to the Blue Ribbon Network by enhancing its setting and improving its usability thereby increasing its likely use for recreation and tourism purposes, in accordance with policies 7.24, 5.25, 7.27, and 7.28 of the London Plan (FALP 2015).

7.17 NOISE AND AIR QUALITY

Noise

The Government's National Planning Policy Framework (NPPF) gives the Government's guidance on noise issues. NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of

conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development.

Saved Policies OE1 and OE3 of the Local Plan seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

A full Noise and Vibration report has been submitted alongside the planning application which assesses the potential noise impact on existing residents on Nestles Avenue and the surrounding area, the impact of noise and vibration on the proposed development and its users and the potential impacts of the proposed industrial use on the proposed residential occupiers, considering whether the two uses are compatible neighbours.

IMPACT ON EXISTING RESIDENTS

A review of the baseline noise levels in the area has been undertaken and assesses the potential impact from the vehicle movements associated with the development. It should be noted that the developers assessment took into account a vacant and unused site as their baseline for their assessment, however the site could at any time be used as a factory and would in turn have vehicle movements associated with it, which have not been accounted for in the applicant's assessment, thereby detailing a 'worst case' scenario, an approach supported by the Council.

The locations assessed included North Hyde Road, North Hyde Gardens, Nestles Avenue (East of Harold Ave), Harold Ave, Nestles Ave (east of Station Road), North Hyde Road (east of Station Road) and Station Road (north of Crowland Ave). Whilst almost all routes would expect to see an increase in vehicles movements after the development, the resultant noise impact was quantified to create 'no observed adverse effect' which guidance deems to be acceptable and no mitigation is required. North Hyde Gardens was recorded as an anomaly in the results, whilst there would be a significant increase in vehicle movements in this location, the resultant increase in noise again has 'no observed adverse effect' this is due to the existing noise contribution from North Hyde Road and the surrounding roads. The development itself is not deemed to have a detrimental or adverse impact on the noise levels of the existing residents in the local area by virtue of vehicle movements associated with the development.

The proposed development fronting onto the residents on Nestles Avenue include residential units to the west, a community facility building and a industrial unit to the far east of the site. There will be limited impacts in terms of noise from the residential and community facility building, however the community building and proposed industrial unit are likely to require installation of associated plant and equipment. No details of this equipment has been submitted to date and therefore a condition will be imposed seeking to secure only appropriate plant and equipment is installed which does not detrimentally impact on the existing and future occupiers.

IMPACT ON FUTURE RESIDENTS

The site has a number of existing noise sources including the railway line to the northwest and existing substation to the east of the site, the industrial estate located on Viveash Close, abutting the western boundary of the site and plant serving industrial units to the west of North Hyde Road. These are deemed to be the contributors to the baseline conditions of the application site.

Based on the existing noise levels around the application site, it is necessary to secure high specification glazing on the residential facades which face onto the railway line. This will comprise a higher grade double glazing to secure sound reduction within the proposed residential units. In addition, all of these units will also be provided with mechanical ventilation which provides ventilation all year round without the need to open a window. Full details of the window and ventilation specification will be secured by condition to ensure the proposed units are not detrimentally impacted upon by virtue of noise.

Blocks F and G both abut the proposed industrial development on the western part of the site and more significantly the open yard area of the units. Whilst Block G has no habitable room windows facing the industrial, Block F1 does have some habitable rooms on the rear facade facing Unit 4. The relationship of the development at this juncture raises a need to secure, via condition, full details of the design and soundproofing for the residential block. Whilst the applicants have provided evidence to demonstrate that the noise from the commercial yards is unlikely to have a detrimental impact, further details of building fabric will assist in ensuring that adequate mitigation is secured for all future occupants of Block F1. Similarly, noise from Viveash Close commercial uses has the potential to have a detrimental impact on Blocks D and E, along their rear facades, and therefore, further details of building fabric will again be required to ensure a satisfactory living environment for future residents.

A full assessment of the potential impact of vibration from the railway line has also been undertaken, principally to understand the impact on the residential units facing the railway line. Based on the survey work undertaken, there are deemed to be no adverse impacts from vibrations for proposed occupiers.

With appropriate mitigation measures secured via conditions, the development is not considered to harm the amenity of existing or proposed residential dwellings. The Council's Environmental Protection Unit (EPU) has reviewed the submitted documentation, taking into account all elements of the proposed development. In summary subject to a conditions being imposed requiring noise insulation and ventilation, to provide satisfactory internal noise levels in the proposed new residential blocks, the development proposals accord with national, regional and local planning policy.

Air Quality

The NPPF, requires that "The planning system should contribute to and enhance the natural and local environment by...preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability."

London Plan Policy 7.14 (Improving Air Quality) states that development proposals should:

- Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings following the best practice guidance in the Greater London Authority and London Councils;
- Where biomass boilers are included, set out a detailed air quality assessment that should forecast pollutant concentrations. Permission should only be granted if no adverse impacts from biomass are identified; and
- Aim to be 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as AQMAs).

LPP1 strategic objective SO11 aims to: "address the impacts of climate change, and minimise emissions of carbon and local air quality pollution from new development and

transport.” and policy BE1 states that “The Council will require all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods, where people enjoy living and working and that serve the long-term needs of all residents. All new developments should:

- 10. Maximise the opportunities for all new homes to contribute to tackling and adapting climate change and reducing emissions of local air quality pollutants.

Policy EM1 also requires that areas with high carbon emissions should be targeted for additional carbon reductions through low carbon strategies. Policy EM8 requires conformity with air quality management area policies.

The proposed development is within the declared AQMA and in an area which currently appears to be close to the European Union limit value for annual mean nitrogen dioxide, and may be exceeding the EU limit value. It is likely the air quality will continue to be poor in the area due to existing traffic issues without development, and it will likely worsen due to increase in traffic as a consequence of the development.

A Low Emission Strategy (LES) has been submitted to support planning application which sets out that the design of the proposed development has accounted for three measures aiming to reduce NOx emissions, namely i) Site layout and Pedestrian/Cycle Access ii) Electric Vehicle Charging Points and iii) Low Energy Centre Emissions.

The applicants have failed to date to quantify the air quality reductions detailed within their LES and it is not possible to monitor their success or efficiency and usually these are default measures considered by proposals in general.

The proposed development is not air quality neutral for the residential section of the scheme, which is required under policy 7.14 of the London Plan 2016. Therefore suitable mitigation needs to be quantified in terms of NOx reduction and associated ambient air concentration reductions and implemented. As a result, the applicant is required to provide a financial contribution to enable the Local Authority to ensure provisions are made to reduce emissions from the development, of the amount of £1,305,394. Whilst the applicants have agreed to provide this sum, the developers are seeking to provide air quality reductions through the development proposals in order to lower the sum payable. The Council is supportive of these ongoing discussions as the Councils preference is to seek an air quality neutral scheme, or at the very least, significant enhancements to the LES to secure reductions on site.

The Council considers that the impacts on air quality will be negative. However, this should not automatically result in a refusal. Subject to clear measures to reduce the impacts of the development (including green travel plans and contributions to public transport and a Low Emission Strategy), when considered on an individual basis, objection would not be made to the proposal.

Subject to conditions and planning obligations, it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified.

7.18 COMMENTS ON PUBLIC CONSULTATION

As noted in section 6.1 of this report, 12 letters of objection were received from the public on the following grounds:

1. Impact on already heavily trafficked roads: This is addressed in section 7.8 of this report.
2. Insufficient parking. This is addressed in section 7.8 of this report.
3. Development will have negative Impact on education facilities. This is addressed in section 7.18 of this report. It should be noted that the Canteen Building is being gifted to the Council for the provision of a Health Hub and nursery. It should be noted that the Canteen Building is being gifted to the Council for the provision of a Health Hub and nursery
4. Development will have negative Impact on health facilities. This is addressed in section xx of this report. This is addressed in section 7.18 of this report. It should be noted that the Canteen Building is being gifted to the Council for the provision of a Health Hub and nursery.
5. Disruption during construction Nuisance to residents and increased noise and air pollution. Construction nuisance is an Environmental Protection matter covered by legislation out of the scope of planning. In terms of noise and air quality matters these are addressed in section 7.16 of this report.
6. Overdevelopment of the site: This is addressed in section 7.2 of this report.

7.19 PLANNING OBLIGATIONS

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision recreation 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. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Greater London Authority and Transport for London. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development, which have been agreed with the applicant:

The Heads of Terms sought through the S106 are:

1. 35% affordable housing on site
2. S278 works at:
 - Dawley Road/Botwell Common Road;
 - Dawley Road/Kestral Way/Betam Road/Blyth;
 - Harold Avenue/North Hyde Road;
 - Station Road/North Hyde Road;
 - Harold Avenue/North Hyde Road; and
 - Station Road/Clayton Road zebra crossing.
3. Car parking permit restriction for existing and future parking management zone (for residents and employees)
4. £5,000 towards an extension of the parking management zone
5. £1,000,000 for Bulls Bridge improvements
6. £475,000 for additional bus capacity
7. Travel Plan (plus £20,000 bond) for all uses and a travel plan coordinator plus monitoring sum of £6,000
8. On site car club of up to 10 spaces, free membership for 3 years plus £50 credit for one person in each unit
9. Legible London signage £9,000
10. Multi modal transport scheme on Nestles Avenue, transfer of land for implementation of scheme

11. Contribution of up to £538,505.90 towards the Nestles Avenue road widening works;
12. S38 works to provide cycle way, footpath and landscaping as part of MTS road widening proposals
13. Safeguarding of land for future provision of a pedestrian bridge over Grand Union Canal
14. £400,000 contribution for canalside improvements
15. Unfettered access to public open space being provided on site
16. £284,000 Contribution towards Cranford Park improvements
17. Employment and training Strategy for constriction phase and industrial development (end users)
18. Canteen building; Gifted to the LPA for community uses on a long leasehold (999 years)
19. Peppercorn rent to be offered for the community storage unit in Block F4
20. On site Public Art
21. Contribution of up to £1,305,394 for Air Quality mitigation
22. Contribution of up to £1,494,594; Carbon offset fund
23. Contribution of up to £500,000 towards improvements to Yeading Brook;
24. Monitoring contribution (equivalent to 5%)

Overall, it is considered that the level of planning benefits sought would be adequate and commensurate with the scale and nature of the proposed development. and as such the proposal accords with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.20 OTHER

CONTAMINATED LAND

The NPPF confirms that land contamination and its risk to health should be a material consideration under planning and development control. Section 109 of the NPPF states that 'planning system should contribute to and enhance the natural and local environment by...preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution'.

Policy 5.21 of the Plan relates to contaminated land. It confirms that the Mayor supports the remediation of contaminated sites and will work with strategic partners to ensure that the development of brownfield land does not result in significant harm to human health or the environment, and to bring contaminated land to beneficial use. The policy states that appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination. Borough Local Development

Frameworks should encourage the remediation of contaminated sites and set out policy to deal with contamination.

LPP1 Strategic Objective SO10 is to “Improve and protect air and water quality, reduce adverse impacts from noise including the safeguarding of quiet areas and reduce the impacts of contaminated land” and Policy EM8 seeks mitigation strategies for development on contaminated land. Policy DMEI 12 of LPP2 requires planning applications on sites with potential contamination to be accompanied by an assessment of the likely contaminants.

The potential for land contamination has been assessed in two parts. Hydrock has undertaken a Desk Study and Ground Investigation assessment on behalf of BL for the residential part for the scheme and Capita has undertaken a Geo - Environmental Investigation and Assessment for SEGRO’s industrial part of the site. Both documents are submitted as technical appendices to the Land Contamination chapter of the Environmental Statement. Several phases of ground investigations have been completed and these indicate that there are localised areas of contamination but there is not a high level of contamination present on site.

Subject to the imposition of suitable conditions to carry out further investigations and land remediation, no objections are raised.

OTHER

In all other respects, the Councils has considered the Health Impact Assessment, Equalities Impact Assessment and Environmental Statement submitted with this application, and consider the merits of this scheme outweigh some areas of harm identified, by virtue of conditions and obligations secured.

8. OBSERVATIONS OF 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. CONCLUSION

This report sets out the assessment of the planning application lodged in respect of the of the Former Nestle Factory site. Planning permission is sought for the part demolition of existing factory buildings and associated structures, and redevelopment to provide 1,386 dwellings (Use Class C3). office, retail, community and leisure uses (Use Class A1/A3/A4/B1/B8/D1/D2), 22,663sq.m (GEA) of commercial floorspace (Use Classes B1c/B2/B8 and Data Centre (sui generis)), amenity and playspace, landscaping, allotments, access, service yards, associated car parking and other engineering works.

The overall concept and design of the Former Nestle Factory development is supported. There is a diverse range of dwelling types and delivery of 35% on-site affordable housing within a variety of massing and building forms. The scheme also delivers a large quantum of public open space, essentially gifting the conservation area back to the local community.

The proposed streets and linkages are clear and legible and offer the ability for this site to connect to other sites which may come forward on Nestles Avenue. The character of the conservation area has been brought forward into the public domain and celebrated in the new buildings and additional features. The frontage along Nestles Avenue, the factory gardens and canalside are now accessible, setback and enhanced, forming an integral part of the scheme.

The development delivers a large area of employment land enabling this site to deliver homes alongside employment for local residents. The site is delivering a large number of homes which equate to 2.5years of housing delivery in a single scheme (based on existing rather than potential housing targets).

This design approach has mitigated some of the concerns the impact of the new build on the conservation area and has reduced its harm to an acceptable level from an urban design perspective and a conservation perspective, due to the salient public facing features remaining intact and enhanced.

The development accords with National, Regional and Local Plan policies and is recommended for approval subject to conditions and a S106 Legal Agreement.

10. REFERENCE DOCUMENTS:

The Hillingdon Local Plan: Part 1- Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (March 2016)
National Planning Policy Framework (NPPF) (2012)

Hillingdon Supplementary Planning Document - Community Safety by Design (July 2004)
Hillingdon Supplementary Planning Document - Air Quality (May 2002)
Hillingdon Supplementary Planning Document - Planning Obligations (July 2014)
Hillingdon Supplementary Planning Document: Accessible Hillingdon January (2010)
Hillingdon Supplementary Planning Document : Residential Layouts (July 2006)
Hillingdon Supplementary Planning Document : Public Realm (April 2006)
Employment Land Study Update produced by URS (February 2014)
Draft London Plan (November 2017)
Planning Practice Guidance (online)
Draft Hillingdon Local Plan: Part 2 (October 2015)
Draft Hillingdon Site Allocations and Designations (October 2015)
London Plan SPG: Affordable Housing & Viability (August 2017)
London Plan SPG: Housing (March 2016)
London Plan SPG: Social Infrastructure (May 2015)
London Plan SPG: Crossrail Funding (March 2016)
London Plan SPG: Accessible London: Achieving an Inclusive Environment (October 2014)
London Plan SPG: The control of dust and emissions during construction and demolition (July 2014)
London Plan SPG: Town Centres (July 2014)
London Plan SPG: Use of planning obligations in the funding of Crossrail, and the Mayoral
London Plan SPG: Community Infrastructure Levy (April 2013)

London Plan SPG: Land for Industry and Transport (September 2012)

London Plan SPG: Play and Informal Recreation (September 2012)

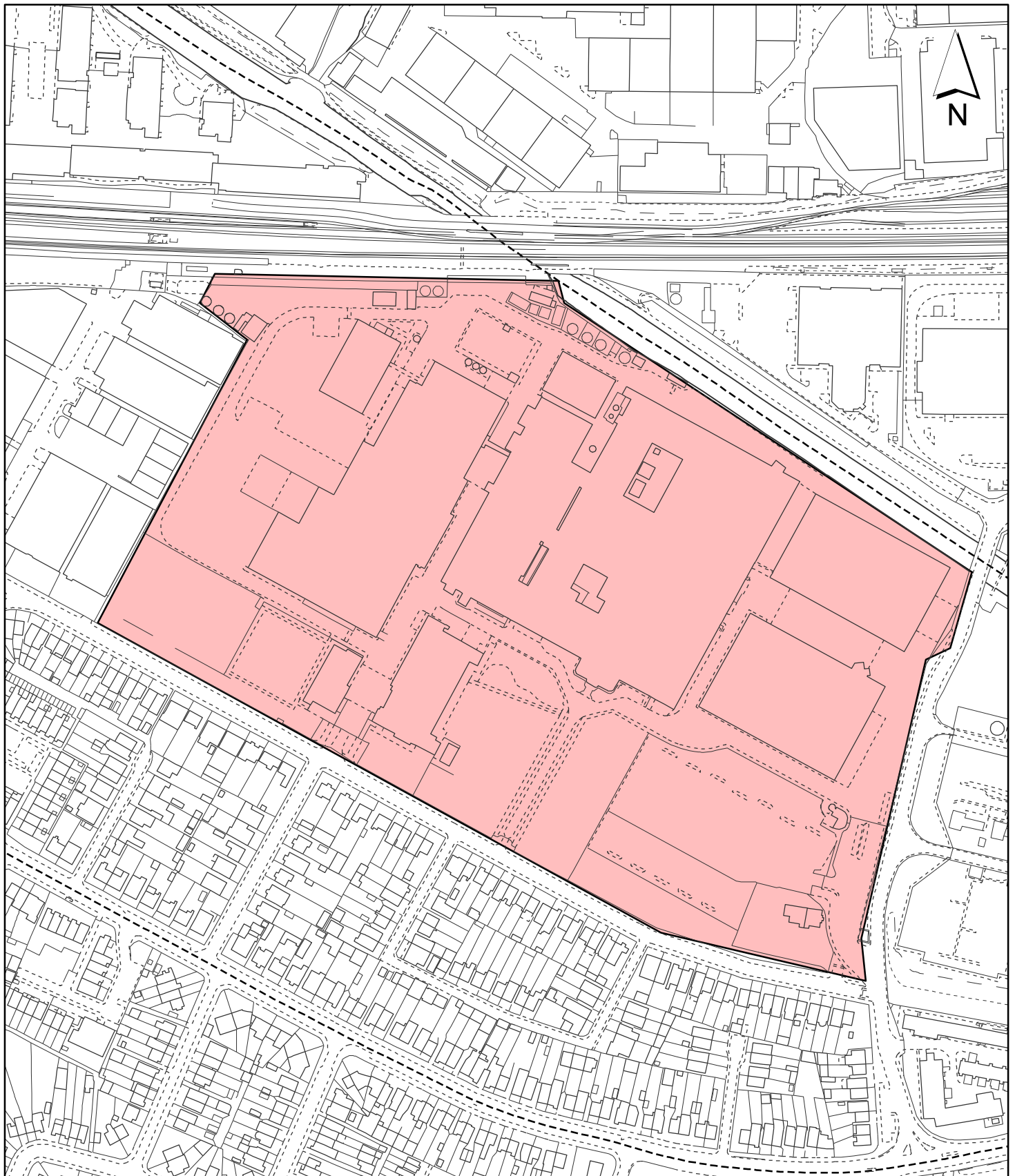
London Plan SPG: Planning for Equality and Diversity in London (October 2007)



Draft National Policy Statement for Water Resources (November 2017)

Managing Significance in Decision-Taking in the Historic Environment Historic Environment
Good Practice Advice in Planning: 2 (Historic England, March 2015)

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Matt Kolaszewski



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p>Former Nestle Factory, Hayes</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p>1331/APP/2017/1883</p>	<p>Scale</p> <p>1:3,000</p>	 <p>HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p>Major Application</p>		