

Healey Development Solutions (Hayes) Limited

Planning Statement

Stanford House, 9 Nestles Avenue, UB3 4SA

August 2020

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1. Introduction

1.1 Daniel Watney LLP has been instructed by Healey Development Solutions (Hayes) Ltd to submit a planning application for the residential redevelopment of Stanford House, 9 Nestles Avenue, Hayes, UB3.

1.2 Supported by this Planning Statement, a full set of existing and proposed floorplans and elevations, and a full suite of design and environmental surveys and assessment, this planning application proposes the following:

“Demolition of existing buildings and redevelopment to provide a building up to 11 storeys comprising residential accommodation, associated landscaping, access, car parking and cycle parking.”

1.3 This Statement reviews the existing site, surrounding context and the wider regeneration of Hayes at Section 2.0, with the relevant planning history for both the site and surrounding schemes reviewed in Section 3.0. Section 4.0 outlines the works proposed, whilst Section 5.0 outlines the Development Plan for the site. Section 6.0 reviews the material appeal decision and how the scheme has evolved accordingly including following further pre-application engagement. Section 7.0 explores the site allocation and wider Masterplan for the area. Section 8.0 provides an assessment of the scheme against additional relevant planning policies before Section 9.0 provides a summary and concludes.

1.4 This application is supported by:

- Planning application forms, signed and dated;
- Full set of existing and proposed floorplans and elevations, prepared by Tate Hindle Architects;
- Design and Access Statement, prepared by Tate Hindle Architects;
- Planning Statement, prepared by Daniel Watney LLP;
- Landscape Design Statement, prepared by Exterior Architecture;
- Daylight and Sunlight Assessment, prepared by EB7;
- Statement of Community Involvement, prepared by BECG;
- Arboricultural Report, prepared by Arbeco;
- Phase 1 Habitat Survey, prepared by The Ecology Consultancy;
- Transport Assessment, prepared by i-Transport;
- Delivery & Servicing Plan, prepared by i-Transport;
- Draft Travel Plan, prepared by i-Transport;
- Archaeological Assessment, prepared by CgMS;
- Flood and Drainage Assessment, prepared by Heyne Tillett Steel;
- Noise Impact Assessment, prepared by Mayer Brown;
- Air Quality Assessment, prepared by Mayer Brown;
- Energy and Sustainability Assessment, prepared by Mecserve;
- Overheating Assessment, prepared by Mecserve;
- Viability Assessment, prepared by ULL;
- Ground Conditions Assessment, incorporating Basement Impact Assessment prepared by GEA;
- Draft Construction Logistics Plan, prepared by Tate Hindle;
- Building Management Plan, prepared by R-Cam;

2. Site Description

- 2.1 Located south of Hayes & Harlington Station, towards the south of the London Borough of Hillingdon in Botwell ward, the site subject to this planning application comprises a 0.23 hectare parcel of land.
- 2.2 The rectangular site currently comprises a single storey commercial building to the rear of the site, with a 2 storey office element fronting Nestles Avenue. The existing building line is set back from Nestles Avenue through a forecourt which provides parking for the commercial occupants.



Figure 1: Site Location Plan

- 2.3 The land between the railway to the north and Nestles Avenue to the south is evolving having previously been industrial in character, dominated by the former Nestle Factory site. Whilst the former Nestle Factory site is being redeveloped for a residential-led scheme, there remain smaller scale, single and two storey workshop and warehouse units located across the wider area.
- 2.4 The property is not listed, nor does it fall within a Conservation Area. The Botwell Nestle Conservation Area falls to the immediate east, whilst parts of the former Nestle Factory are locally listed.
- 2.5 To the south of the site falls in an area predominantly residential in character, comprising a mix of bungalows and two storey 1930s suburban housing. Hayes Town Centre is located to the north of the railway station.



Photographs 1 and 2: Existing Buildings on Site



Photographs 3 and 4: Emerging Redevelopment to the Immediate East



Photographs 5 and 6: Typical Houses along Nestles Avenue



Photographs 7 and 8: Former Nestle Factory Building

- 2.6 The accessibility of the site can be measured using the TfL Public Transport Accessibility Level (PTAL) methodology, which provides a detailed measure of the accessibility of a site to the public transport network, taking into account the combination of walking time and service frequency.
- 2.7 The site currently has a PTAL rating of 4, indicating a good level of public transport accessibility as a reflection of the proximity to Hayes & Harlington Station and local bus stops.
- 2.8 As detailed latterly in this Statement and in the accompanying Transport Statement, the introduction of the Elizabeth Line will increase the PTAL rating of the site to 5, meaning very good access to the public transport network. This is principally as a result of the additional bus services that will be introduced to supplement Crossrail arriving at Hayes & Harlington.

Regeneration of Hayes section – with Crossrail, Opportunity Area and Housing Zone.

- 2.9 Hayes is undergoing significant change and regeneration as a result of Crossrail and the development opportunities that arise as a result of such an investment in infrastructure.

Elizabeth Line

- 2.10 Hayes & Harlington Station will benefit from the introduction of the Elizabeth Line serving Crossrail, a significant piece of new railway infrastructure adding approximately 10% of new railway capacity to the public transport system, creating new and easier journey opportunities east and west.

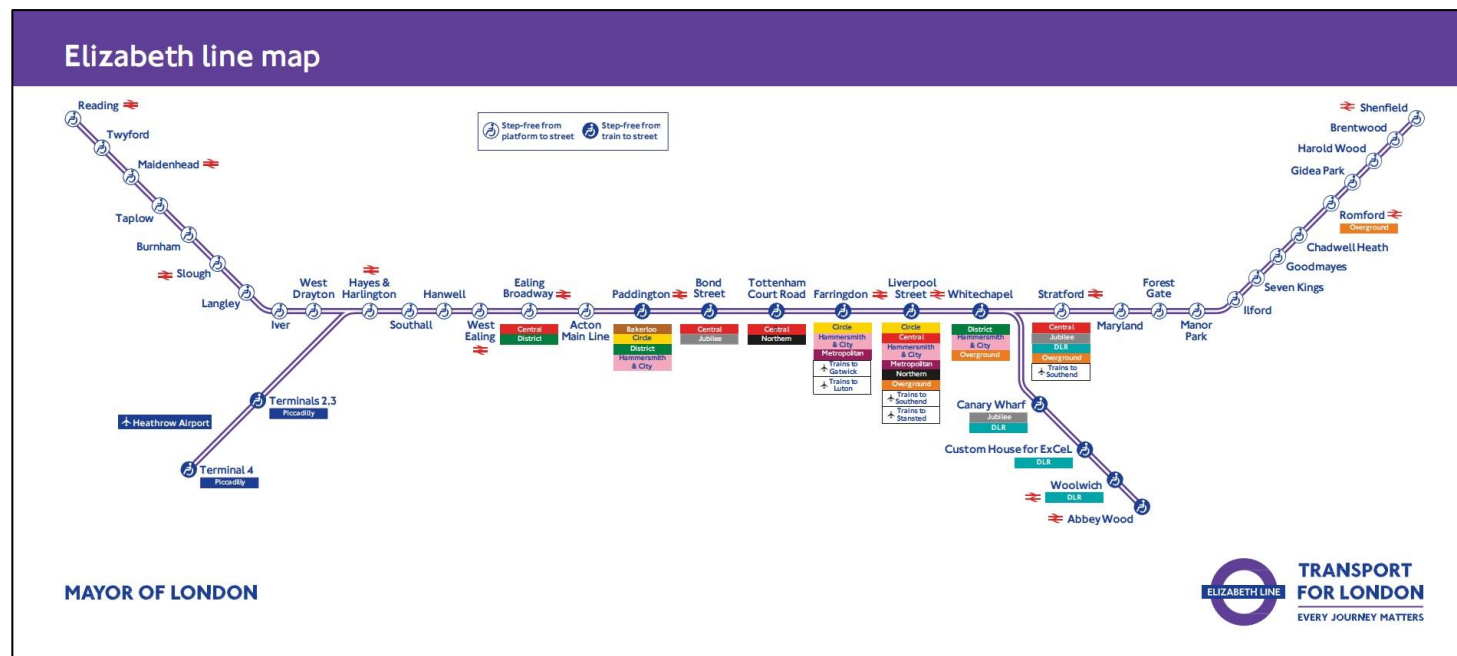


Figure 2: Crossrail Elizabeth Line Route Map

- 2.11 Stations along the route are being upgraded to accommodate the Elizabeth Line, with Hayes & Harlington to benefit from a new footbridge with four new lifts providing step free access to every platform, platform extensions and new replacement canopies in addition to lighting, customer information screens, station signage, help points and CCTV.
- 2.12 From mid-2022, when the full route opens, up to ten Elizabeth Line services an hour will allow passengers from Hayes & Harlington to travel to Reading or Heathrow in the west, or through central London tunnels to Abbey Wood or Essex in the east.
- 2.13 As a result of the Elizabeth Line, significant changes to the local bus network have been proposed. For Hayes & Harlington, this results in the following:
- Extension of the H32 which currently operates between Southall and Hounslow from Southall to Hayes & Harlington Station (subject to the completion of the Southall Gasworks link road);
 - Curtailment of route 140 which currently operates between Harrow and Heathrow to operate between Harrow and Hayes & Harlington Station only;
 - Introduction of a new route, the X140, an express, limited stop service between Harrow and Heathrow (i.e. replicating the current 140) with a stop at Hayes & Harlington Station; and,
 - Introduction of a new route, the 278, providing a local service between Ruislip, Hillingdon, Hayes & Harlington and Heathrow.
- 2.14 These additional services result in the site having access to a further 15 buses per hour in each direction. These changes were confirmed in August 2018 by TfL and are to be introduced as consulted open, once the Elizabeth Line services are operational.
- 2.15 The effect of these additional services are that the PTAL of the site will increase from 4 to 5, as a result of the ever improving access to the public transport network, based on detailed calculations

which are included within the Transport Assessment.

Heathrow Opportunity Area

- 2.16 In recognition of the arrival of Crossrail and the opportunities this will bring, the London Plan has identified Hayes as a key area of strategic growth and part of the Heathrow Opportunity Area (Policy 2.13), which covers an area of approximately 700 ha.
- 2.17 The identified Opportunity Area has an indicative employment capacity of 12,000 new jobs and the potential to create 9,000 new homes. This area also falls within the Hayes- West Drayton corridor, which the London Plan recognises as being able to offer a range of redevelopment opportunities, including small business parks, logistics and mixed uses.

Hayes Housing Zone

- 2.18 The application site is included within the Hayes Town Centre Housing Zone, a 238 ha area which was selected in March 2016 by the Mayor as one of 30 new Housing Zones in London. This is an initiative which was undertaken in partnership with London boroughs and their development partners as part of the GLA's Housing Strategy. A total of £600 million in funding has been made available by the Mayor and government for the construction of 75,000 new homes. The programme is also expected to provide 150,000 associated jobs.
- 2.19 In Hayes, the GLA anticipates that it will provide £39 million of funding as part of the overall expected £1 billion of total investment, with a total of 2,788 new homes provided across the Housing Zone, of which 847 would be affordable, and creating 5,576 new jobs.

3. Planning History

- 3.1 Daniel Watney LLP has reviewed the planning history of the site as made available online by LB Hillingdon. The site itself is limited in its planning history, with the only available online records identifying the below planning application.

Reference	Description	Decision	Date
51175/APP/2019/187	Demolition of existing buildings and redevelopment to provide a building up to 10 storeys, comprising 84 (44 x 1 bed, 28 x 2 bed and 12 x 3 bed) Build to Rent residential units, associated landscaping, access, car parking and cycle parking.	Refused	17/07/2019
51175/APP/2018/4260	Demolition of existing building and redevelopment to provide a building up to 10 storeys with 868 sqm of commercial or community space (Use Class B1 or D1) at ground floor level and 81 (44 x 1-bed, 28 x 2-bed and 9 x 3-bed) residential units to the upper floors, with associated landscaping, access, car parking and cycle parking.	Appeal Dismissed	25/03/2020
51175/96/1522	Change of use of premises from Class B1 (Business) to Class B2 (General Industrial) with provision of associated parking.	Approved	02/10/1996

Table 1: Planning History for Site

- 3.2 Two similar planning applications were submitted at the end of 2018 and beginning of 2019.
- 3.3 Application 2018/4260 was a mixed use scheme which was not determined by the Council with the Applicant appealing against non-determination. This appeal was heard by Inquiry in February 2020 with the decision to dismiss the appeal being issued in March 2020. This appeal decision is discussed in greater detail latterly within this Planning Statement.
- 3.4 Application 2019/187 was a residential-led scheme which was refused by the Council in July 2019. This application was not appealed by the Applicant.
- 3.5 There is extensive planning history in the immediate surrounding area including the former Nestle Factory (1331/APP/2017/1883) to the immediate east of the site, which benefits from planning permission granted in 2018, and 233-236 Nestles Avenue (73238/APP/2018/1145) to the west which is was granted planning permission in 2019.
- 3.6 An application to the north at 3 Viveash Close (36678/APP/2017/1774) was refused by LB Hillingdon and a subsequent appeal was dismissed by an Inspector in 2019. These applications are contained within the figure overleaf.

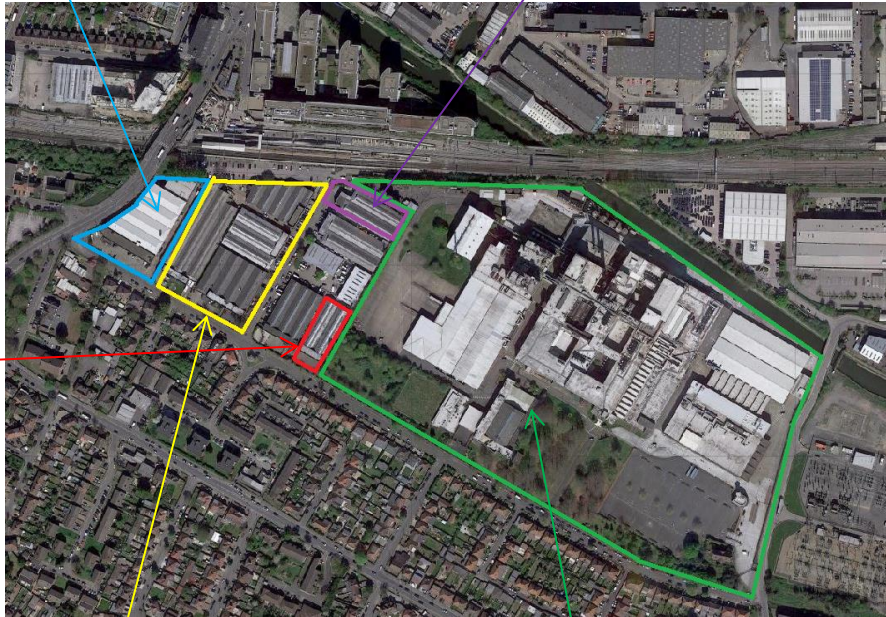
1 Nestles Avenue (Applicant - Access Self-Storage), submitted June 2017
1699/APP/2017/2201 – withdrawn in May 2018

Redevelopment for ground plus 10 storeys, mixed-use scheme, including 3 basement storeys of B8 and 164 residential units.

3 Viveash Close (Applicant – General Food Trading Company Ltd). 36678/APP/2017/1774 – submitted in May 2017, amended in February 2018. Refused in October 2018. Appeal dismissed in July 2019.

Proposed redevelopment delivering 977 sqm commercial floorspace and 68 units across ground plus 10 storeys.

Application Site
– 9 Nestles
Avenue



233 – 236 Nestles Avenue (Applicant - Buccleuch);
73238/APP/2018/1145 – submitted in April 2018.
Planning permission granted in April 2019.

Redevelopment to deliver 474 residential units across 10 floors, with 834 sqm of A / B Class floorspace.

Former Nestle Factory (Segro and Barratt London) –
1331/APP/2017/1883: planning permission granted in July 2018.

Redevelopment to provide 1,386 residential units, 22,663 sqm of B1(c) / B2 / B8, data centre and additional commercial floorspace.

4. Proposed Works

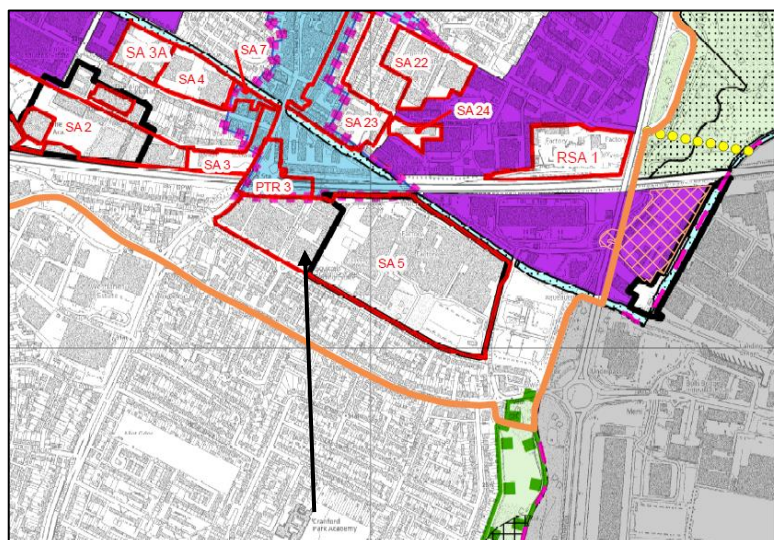
- 4.1 This planning application seeks the demolition of the existing building on site and redevelopment to deliver a residential scheme of 103 units.
- 4.2 The existing 1,718 sqm of Class B floorspace will be demolished and replaced with an 11 storey building containing 9 duplex units at ground and first floor level, with 94 apartments to the upper floors.
- 4.3 The building will be 11 storeys at its highest at the northern boundary of the site, stepping down to 4 storeys in the southern part of the site fronting Nestles Avenue.
- 4.4 The ground floor provides the 9 duplex units with their individual front doors along the southern and eastern boundaries, each with private terraces and planting providing clear separation distance between public and private areas.
- 4.5 Additionally, at ground floor are a total of 14 car parking spaces, 4 of which are disabled access and the remaining 10 allocated for the larger residential units on site. There is also a substation and cycle parking at ground floor whilst a part basement level incorporates most of the plant equipment.
- 4.6 In respect of mix, the scheme seeks to deliver 59 x 1-bed units, 32 x 2-bed units and 12 x 3-bed units. Of the 3-bed units, 2 are 3b4p and 10 are 3b5p. Therefore the 10 largest units (the 3b5p) are those that will be allocated the car parking space discussed above. Each would be allocated one space per unit.
- 4.7 The scheme is framed within a landscaping context and offers substantial and generous public and private realm at its boundaries. To the front of the building, the scheme seeks to extend the landscaped corridor proposed to be delivered along Nestles Avenue which seeks to provide a sustainable transport link for cyclists / pedestrians, along with a landscaped amenity strip.
- 4.8 The eastern part of the site is set back entirely from the boundary edge and provides a garden walk which is the principal entrance to the residential cores. This walk will be landscaped using a variety of hard and soft measures to create an attractive and identifiable entrance to the site.
- 4.9 This garden walk will be fully pedestrianised and therefore vehicular movements will be contained to the western boundary of the site which is also set back from its neighbour. This will be the entrance to the car parking within the scheme and also the refuse stores. Whilst this is envisaged to be more 'back of house', a range of landscaping measures are proposed to soften this arrangement and ensure the outlook for future residents is not adversely affected.
- 4.10 Roof terraces will be provided to deliver amenity space for residents of the building to enjoy, all of which will have a south facing aspect. Play space is achieved throughout the site for future children of the development to enjoy.

5. Planning Policy Context

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan, unless material considerations indicate otherwise.
- 5.2 The Development Plan for the site currently comprises:
- LBH Local Plan Part 1, Strategic Policies: adopted 2012;
 - LBH Local Plan Part 2, Development Management Policies: adopted January 2020;
 - LBH Local Plan Part 2, Site Allocations and Designations: adopted January 2020;
 - Consolidated London Plan, adopted March 2016.
- 5.3 There are a vast range of policy documents and guidance which will form material considerations in the determination of this planning application, including the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG), the draft Intend to Publish (ITP) London Plan and various Supplementary Planning Documents and Guidance (SPDs and SPGs) that LBH and the GLA have produced, providing technical guidance to accompany Development Plan policies.

Site Designations

- 5.4 Figure 3 below is extracted from the LBH Policies Map accompanying the Local Plan Part 2, with the site identified by the arrow.



- 5.5 The Policies Map identifies the site as falling:
- within Site Allocation SA 5 (red outline);
 - within Hayes Housing Zone (orange outline);
 - adjacent to the Botwell Nestle Conservation Area (black outline), and;
 - in close proximity to the town centre (light blue shading) and hotel growth location (pink outline).

6. Appeal Decision 3230503 and Pre-Application Engagement with LB Hillingdon

- 6.1 Of material importance to this planning application is the previous appeal decision on this site, which was dismissed by the Planning Inspectorate in March 2020.
- 6.2 Planning application 51175/APP/2018/4260 was appealed against non-determination in June 2019, after which the Council resolved at Committee that they would have refused the planning application based on 11 reasons. Ahead of the appeal inquiry, 4 reasons for refusal were conceded by the Council following the provision of supplementary information (noise, highways safety, highways maneuverability, sustainable drainage). At the Inquiry, a further 3 reasons for refusal were conceded following the provision of further detail (affordable housing, private amenity space, Section 106 agreement).
- 6.3 This meant that four of the original reasons for refusal remained at inquiry and the Inspector broke these down into the following that the appeal would be based on:
- Comprehensiveness in relation to Policy SA5;
 - Overdevelopment;
 - Urban Design;
 - Heritage;
 - Car Parking.
- 6.4 The Inspector dismissed the Appeal on 26th March 2020 however accepted several the Appellant's arguments made during the Appeal including:
- Comprehensiveness – the Inspector accepted that the Appellant had demonstrated the remainder of SA5 could be developed in the future and that the scheme proposed would not materially prejudice the remainder of Site B being brought forward in the future;
 - Heritage Significance – there would be no harm to the heritage significance of the Conservation Area, or the non-designated heritage assets within it;
 - Car Parking – there is no policy position that does not support a car-free scheme on the site and there is no conflict with any policy or guidance on highways grounds;
 - Urban Design – the design employs a generally pleasing industrial / warehouse aesthetic and has similarities in terms of form and massing with the adjacent Nestle Factory Block D. The Inspector was also content that the northern elevation would not be seen as an unduly intrusive or incongruous feature pending any redevelopment to the north, and there would be no harm in terms of any unacceptable impact of the character and appearance of the area in this regard.
- 6.5 The Inspector's report did however recommend the following in order to make the proposals acceptable:
- Provide visible, clearly identifiable entrances which can be directly accessible from the public realm. Both the Nestle Factory and Buccleuch schemes have entrances on the front of the buildings, providing active frontages directly onto Nestles Avenue;
 - Create a more legible building, in respect of ground floor access and make the entrances more identifiable from the street;
 - Create more attractive spaces around the development through landscaping, natural surveillance and overlooking and alterations to ensure that this space does not appear as an extended service yard;
 - Provide a more meaningful setting around the proposed building and create more 'breathing' space at the perimeter of the scheme.

Pre-Application Engagement

- 6.6 A pre-application meeting was held with LB Hillingdon on 12th June 2020.
- 6.7 Whilst accepting that a number of measures taken since the appeal decision had improved the scheme, Officers noted that they felt the scheme had not responded to two particular paragraphs of the Inspector's report, specifically Paragraphs 48 and 77.
- 6.8 The paragraphs leading up to 48 of the Report set the scene for her conclusions (which are then replicated at Paragraph 77).
- 6.9 Paragraph 45 considers the building footprint and specifically the four storey element at the front extending across the whole of the frontage. The same paragraph discusses the building being set-back by only a couple of metres from the shared boundary with no. 7.
- 6.10 Paragraph 46 then goes on to consider breathing space and meaningful setting around the perimeter of the development, noting that the appeal scheme was reliant on future development being set back from the boundary to provide the setting to the appeal scheme. Paragraph 47 then discussed that the uncertainty over the future of no. 7 means this setting may never materialise.
- 6.11 All of the above then lead into Paragraph 48 where the Inspector notes "...However, when considered on its own individual merits, I am firmly of the view that the development as a whole would fail to create a positive sense of place, or an environment of high quality, at jarring odds with the successful emerging character of the wider allocation site. Accordingly, in terms of its overall scale, massing and design it would have a significant adverse impact on the local townscape / streetscape and on the character and appearance of the area generally."
- 6.12 This is then reinforced in her conclusion at Paragraph 77 stating "...I have, however, found that in terms of its scale, massing, design and townscape / streetscape impact, the development would have a material adverse impact on the character and appearance of the surrounding area generally."
- 6.13 When reviewing this passage of the report, neither the height, nor the proposed architecture were considered a problem with the appeal scheme. The key issue is breathing space and providing meaningful setting around the building, and the impact this has on the sense of place.
- 6.14 The new architect and landscape architect team have worked hard to significantly improve the sense of place associated with the proposed redevelopment considering the Inspector's comments.
- 6.15 It is clear from the Inspector's comments at Paragraph 48 that she considered a failure to create a positive sense of place, or an environment of high quality, would conflict with the successful emerging character of the wider area and this conflict led to the Inspector considering the overall scale, massing and design having a material adverse impact on the character and appearance of the surrounding area.
- 6.16 The changes that have been made since the appeal was dismissed have almost entirely revolved around improving the sense of place and quality of environment so that the building sits more comfortably in its surrounding context, both existing and emerging. It is important that the scheme relates to the industrial context to the immediate west and north in case they are never brought forward for redevelopment, but also to ensure that it fits well with the emerging residential character to the immediate east and also the envisaged future residential character to the west and north.
- 6.17 Changes that have been made to improve this sense of place from the appeal scheme include:
- A significant reduction in the ground floor built footprint of approximately 35% through set-backs from the western and eastern boundaries. This creates a substantial improvement to

the quality of environment at ground floor level and enables a much higher quality public realm to be delivered to complement the building, and also allows for vehicular and pedestrian access to be separated;

- Following the pre-application meeting, the undercroft has been removed entirely and the building no longer projects along the entire length of the site frontage at its southern elevation. By setting the building back several metres from both the eastern and western boundaries when compared to the appeal scheme, the sense of scale along Nestles Avenue will be significantly reduced ensuring that there is breathing space around the building between the emerging Block D of the former Nestle Factory to the east and no. 7 to the west. It is clear from Para. 45 of the Inspector's report that there was concern over the building extending almost the entire width of the site frontage and that this resulted in the scale, massing and design having a significant adverse impact on the local townscape / streetscape.

- 6.18 These changes are a substantial improvement on the appeal scheme and allow for significant, meaningful landscaping to be incorporated at ground floor to make the most of this additional breathing space and create a real sense of arrival in the eastern courtyards.
- 6.19 These measures allow for the proposed building to sit comfortably within both its immediate landscape and the wider allocation area. A variety of high quality landscaped spaces are proposed including the extension of the MMTS and landscaped corridor to the south of the site, a garden walk in the east framed by courtyards to the residential entrances and a range of roof garden spaces which incorporate play and communal amenity along with biodiversity measures and improvements.
- 6.20 The reduction in site footprint from the appeal scheme means the building will integrate much more successfully with its landscape and setting and would also sit comfortably in the wider emerging masterplan.

7. Approach to Masterplan and Site Allocation

- 7.1 The Inspector accepted in the appeal decision that the Appellant had demonstrated the remainder of SA5 could be developed in the future and that the scheme proposed would not materially prejudice the remainder of Site B being brought forward in the future.
- 7.2 This was based upon the extensive justification provided by the Appellant that the remainder of Site B could be brought forward successfully if the scheme on 9 Nestles Avenue was brought forward as a standalone development.
- 7.3 It is important therefore to consider this with this planning application too, in order to ensure that the principles of delivering SA5 as a whole in the future are not compromised.
- 7.4 Policy SA5 of the Local Plan Part 2 covers 'land south of the Railway, including Nestle site' and is allocated for 1,800 new residential units, of which Site B is considered as follows:

"Site B

The provision of 300 residential units;

The provision of appropriate community infrastructure to support the overall quantum of development, including education as necessary;

Key principles for all sites

As a preference, Sites A, B and C should form a comprehensive development scheme across the whole site. The Council will co-ordinate the phasing of development to complement the wider Hayes Housing Zone area and all proposals will be expected to:

- Sustain and enhance the significance and integrity of heritage assets, including the Grand Union Canal, Conservation Areas, Areas of Special Local Character and Locally Listed buildings;
- Provide pedestrian links to Hayes Town Centre and key transport nodes;
- Reflect the Council's latest evidence of housing need in terms of the type and tenure of residential units;
- Comprise a proportion of employment generating uses to be agreed with the Council. Suitable uses will include B1 and elements of B2 and B8 that are compatible with the residential elements of the scheme;
- Provide appropriate community infrastructure to support the overall quantum of development including education, children's services, health, transport, community and sport / recreation facilities as necessary;
- Sufficient setback from Nestles Avenue to allow for the introduction of potential public transport improvements;
- Adopt a complementary set of scale, massing, layout and design principles that take account of surrounding land uses and existing suburban context, with lower building heights located on the Nestles Avenue side.

Subject to the outcome of area specific studies, the Council may consider an approach to car parking which departs from the standards set out in this plan, if supported by relevant public transport improvements and other mitigating measures."

- 7.5 It is worth reiterating that in terms of the adopted Development Plan, there is no requirement for Site B to be brought forward on a comprehensive basis. SA5 notes a policy preference for Sites A, B and C to be developed comprehensively, but this is not an explicit requirement and evidently Site A has been developed independently, with part of Site C also benefitting from an independent planning permission.

- 7.6 There is also nothing in either the adopted London Plan or the draft ITP London Plan that would prohibit a standalone planning application.
- 7.7 Notwithstanding, the Applicant understands the importance of not undermining the ability for the entirety of the masterplan to come forward and deliver the vast benefits to the wider area.
- 7.8 Below reviews each of the SA5 policy requirements to explain how the scheme adheres to each item noted at 8.4 above.

Residential Accommodation

- 7.9 SA 5 seeks to deliver in the region of 300 residential units across Site B. This planning application seeks to deliver 103 of these units which will be a valuable contribution towards the overall quantum in line with the other land use aspirations for the site.

Community Infrastructure

- 7.10 The existing building located at no. 7 Nestles Avenue has a lawful D1 use due to its previous occupation as a higher education college, granted at appeal in December 2012 (LBH ref: 49059/APP/2011/2790).
- 7.11 It is considered that either this building in existing lawful community use, or one of the development blocks fronting the linear park would be most appropriate for the incorporation of community infrastructure and therefore this is suggested through the indicative Masterplan prepared with this application.

Heritage Assets

- 7.12 Policy SA5 seeks to sustain and enhance the significance and integrity of heritage assets, including the Grand Union Canal, the Conservation Area and the locally listed building on the former Nestle Factory site.
- 7.13 The scheme has been designed having regard to the key masterplan principles approved under the former Nestle Factory scheme to the immediate east which has established its own context in relation to the local heritage assets.
- 7.14 The planning application seeks to respond to the massing approved under the scheme to the east and is therefore considered to complement the emerging heritage context. The site's location towards the south of the Masterplan means there is minimal impact on the Canal, whilst stepping down to the south-east corner also reduces any perceived impact on the Conservation Area.
- 7.15 The Inspector concluded in the appeal decision that there would be no harm to the heritage significance of the Conservation Area, or the non-designated heritage assets within it, as a result of the proposals.
- 7.16 The key principles of the appeal scheme are present within this application including the general approach to height, scale, massing and external appearance. Therefore it is evident that the scheme subject to this planning application also results in no harm to the nearby designated and non-designated heritage assets.

Landscaping and Sustainable Corridor

- 7.17 Policy SA 5 identifies two important landscape infrastructure routes to be delivered through the Masterplan, namely a sustainable transport corridor along the southern boundary of the site on

Nestles Avenue, and an east-west linear park through the centre of the Masterplan.

- 7.18 Both of these routes formed part of the approvals to the east in Site A and to the west in Site C.
- 7.19 The Applicant supports these important infrastructure links and the scheme submitted with this planning application includes a dedicated strip of land at the front of the site which will be handed over the Local Authority to deliver the sustainable transport link and necessary landscaping.
- 7.20 Whilst the Applicant's ownership does not extend to the proposed linear park to the north and neighbouring landowners are not currently engaging in discussions about a wider Masterplan, the indicative masterplan included in the Design and Access Statement shows that the linear park can be accommodated within Site B without undermining the remaining land use principles.

Housing Mix

- 7.21 The Local Plan Part 2 indicates a borough-wide requirement for larger units, particularly three bedroom properties.
- 7.22 The Mayor's Housing SPG acknowledges that local housing requirements should not be the single determinant of housing mix sought on individual developments.
- 7.23 The Housing SPG highlights that higher density development close to public transport facilities is especially suitable for one and two person households, particularly singles, couples and sharers, students and older people. Conversely, a lower proportion of family sized homes may be appropriate in town centres, as opportunities for play and other amenity spaces tend to be more constrained in these locations.
- 7.24 The SPG notes that Boroughs should consider applying local policies on unit size mix flexibly for town centre and edge of centre sites where there is good accessibility, recognising the particular suitability of these locations for 1 and 2 bedrooms units.
- 7.25 The proposed housing mix to be delivered through this scheme is:
- 59 x 1-beds (57%);
 - 32 x 2-beds (31%);
 - 12 x 3-beds (12%).
- 7.26 Whilst the majority are smaller units, this is wholly appropriate given the site's proximity to the town centre and so close to a range of public transport facilities. This mix is similar to that agreed under the planning permissions on SA5 so it is clear that the Council feel this is an appropriate location for a higher density of 1 and 2 bed properties. Notwithstanding the provision of 12 3-beds will provide valuable family sized accommodation in this location.
- 7.27 All units comply with the internal space standards of the Mayor's Housing Design Standards and the Nationally Described Space Standards.

Employment Uses

- 7.28 This part of Policy SA5 requires proposals to comprise 'a proportion of employment generating uses to be agreed with the Council'.
- 7.29 In terms of the wider site allocation, there is a clear focus of commercial accommodation around the areas of new public realm being provided.
- 7.30 The former Nestle Factory proposes commercial accommodation within the eastern half of the site including community and retail uses around the new public park. The approved scheme at 233-236

Nestles Avenue incorporates commercial uses within the centre of the site, facing the new linear park.

7.31 Both approved schemes clearly follow the principles of providing residential accommodation to the Nestles Avenue frontage.

7.32 It is therefore considered that the scheme subject to this application is not suitable for delivering commercial floorspace given the clear preference and pattern for Nestles Avenue to provide residential frontages with the commercial space delivered around the new areas of public amenity space.

7.33 It was demonstrated at the appeal inquiry that the remainder of Site B could be brought forward in several ways and it is considered that the sites fronting the new linear park will be much more preferable in respect of locating future commercial and community uses within Site B.

Massing

7.34 The allocation seeks to locate taller buildings to the railway in the north of the site, stepping down to the residential properties along Nestles Avenue to the south.

7.35 The proposal subject to this application adheres to this through replicating the massing approved under the scheme to the immediate east, with ground plus three storeys being located along Nestles Avenue to the south, increasing in height towards the centre of the Masterplan area.

7.36 These heights have been established through recognition of the airport safeguarding heights, in addition to reflecting the approved building heights elsewhere within the Masterplan.

Car Parking

7.37 The allocation notes that the Council may consider an approach to car parking which departs from the standards set out in the plan, if supported by public transport improvements and other mitigating measures.

7.38 The appeal scheme was proposed to be car-free other than disabled parking for the residential and commercial elements. The appeal decision concluded that there was no policy position that did not support a car-free scheme on the site and that there was no conflict with any policy or guidance on highways grounds.

7.39 Whilst the appeal scheme concluded that there was no policy conflict with a car-free scheme, the Applicant is wholly aware of the Local Authority's stance on car parking, which was reflected through their position taken during the Inquiry and comments received at pre-application stage.

7.40 In respect of adopted policy, LBH Local Plan Part 2 Policy DMT6 and Appendix C set out maximum parking standards across the Borough. These state that the maximum provision for 1 – 2 bedroom flats is 1.5-1 spaces per unit and for 3 – 4 bedroom flats is 2 spaces per unit. The Appendix also notes that car parks must be allocated to dwellings.

7.41 This application proposes to deliver 4 x disabled parking spaces which represents a 4% provision on-site for the residential accommodation. Further to this, the scheme incorporates 10 x additional car parking spaces for the larger units delivered on site. These 10 units will be allocated specifically to the 10 x 3b5p units that are provided on site to ensure that the scheme remains principally car-free and that the only occupants that have access to a car parking space are disabled residents and those in the largest of units on site.

- 7.42 This approach complies with adopted LB Hillingdon policy which seeks to impose maximum car parking standards on new developments. The levels of car parking on this scheme fall within this maximum provision.
- 7.43 Further, the approved scheme to the immediate east includes spaces for Car Clubs, which residents of this proposed development will have access to.

Summary

- 7.44 Local Plan Part 2 Policy SA5 allocates the application wide as part of a residential-led mixed-use development at land south of the railway. LBH has approved standalone planning applications for parts of the SA 5 Masterplan to both the east and the west.
- 7.45 The scheme subject to this application complies with the relevant land use principles for the allocation and proposes delivery, where possible, of important landscaping and sustainable transport infrastructure which is key to the delivery of the Masterplan. This application enables the remainder of the Masterplan to be delivered in line with the principles of Policy SA 5.
- 7.46 The proposals contribute to the wider regeneration objectives, including the delivery of housing, the provision of public realm and an important sustainable transport link.
- 7.47 It is evident that the proposals closely align with the aspirations for the redevelopment of SA 5 and therefore will not prejudice the comprehensive development of the site allocation.

8. Additional Planning Policy Considerations

- 8.1 Whilst Sections 6 and 7 deal with the previous appeal decision and how this application has responded, as well as the important notion of the scheme being led by, and not undermining, the wider Masterplan, this Section addresses the additional planning policy considerations in assessing the suitability of this scheme.

Principle of Development

- 8.2 Policy 2.13 of the London Plan notes that Hayes forms part of the wider Heathrow Opportunity Area which is identified as having capacity to accommodate a minimum of 9,000 new homes and 12,000 additional jobs, whilst also recognising the Hayes – West Drayton corridor as offering a range of redevelopment opportunities including small business parks, logistics and mixed uses.
- 8.3 The site forms part of a wider allocation of land designated as a Strategic Industrial Location (SIL). London Plan Policy 2.17 seeks to promote, manage and, where appropriate, protect SILs.
- 8.4 However the Local Plan Part 2 released 16 hectares of SIL from this wider land parcel, predicated on a requirement within Policy SA 5 to re-provide a specified proportion of employment space as part of any mixed use redevelopment.
- 8.5 The key drivers for the release of SIL land in this location are the proximity to Hayes & Harlington Crossrail Station and the potential for a comprehensive redevelopment of the wider parcel of land to support sustainable suburban intensification of homes and jobs and the regeneration of Hayes town centre.
- 8.6 As part of the co-ordinated approach to SIL consolidation on this site, SA 5 seeks to re-provide some employment floorspace across the site, although is not prescriptive on the necessary quantum. It has been established through Section 8 that this proposal aligns with the aspirations of the Masterplan and does not undermine its ability to deliver the various land use requirements.

Affordable Housing

- 8.7 London Plan Policy 3.11 (Affordable Housing Targets) seeks to maximise affordable housing provision in London over the plan period. Policy 3.12 (Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes) seeks the maximum reasonable amount of affordable housing on each scheme, having regard to:
- Current and future requirements for affordable housing at local and regional levels;
 - Affordable housing targets adopted by Boroughs;
 - The need to encourage rather than restrain residential development;
 - The need to promote mixed and balanced communities;
 - The size and type of affordable housing need in particular locations; and,
 - The specific circumstances of the site.
- 8.8 London Plan Policy 3.8 (Housing Choice) requires development to offer a range of housing choices in terms of mix, size and type. In terms of tenure split, Policy 3.11 targets 60% of provision to be affordable rent and 40% to be intermediate housing.
- 8.9 Local Plan Policy SO7 seeks to address housing need in Hillingdon using appropriate planning measures. Policy H2 states that housing provision is expected to include a range of housing to meet the need of all types of households and that LBH will seek to maximise the delivery of affordable housing from all sites and, for sites with a capacity of 10 or more units, the Council will seek to

ensure that the affordable housing mix reflects housing needs in the Borough.

- 8.10 Supporting text for Policy H2 sets an indicative target of 35% of all new units to be delivered as affordable.
- 8.11 Policy DMH7 states that developments of 10 or more units should maximise the delivery of on-site affordable housing. Subject to viability, and if appropriate in all circumstances, a minimum of 35% of all new homes should be delivered as affordable. The policy states that affordable housing should be built to the same standards as private housing, and should share the same level of amenity.
- 8.12 LBH's Planning Obligations SPD states that where a scheme does not propose a minimum of 35% affordable housing by habitable room, a viability assessment is required to support the planning application.
- 8.13 The application is accompanied by a financial viability report prepared by ULL which concludes that the provision of 5 units as London Affordable Rent is the maximum viable amount of affordable housing that can be provided on site. This assessment will be scrutinised during the course of the planning application by the Council's appointed advisors.

Design

- 8.14 Paragraph 124 of the Framework states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities, before noting that effective engagement between applicants, communities, local planning authorities and other interests is essential to achieve good design.
- 8.15 Paragraph 131 of the Framework states that in determining applications, great weight should be given to outstanding or innovative designs which help promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.
- 8.16 Policy 7.1 of the London Plan states that the design of new buildings and the spaces they create should help to reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood. Policy 7.2 goes on to say that all new development in London should achieve the highest standards of accessible and inclusive design.
- 8.17 Policy 7.4 states that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings.
- 8.18 Policy 7.6 (*Architecture*) of the London Plan states that architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape and that it should incorporate the highest quality materials and design appropriate to its context.
- 8.19 Notwithstanding urban design comments relating to how the scheme adheres to the design principles and intentions of the SA 5 Masterplan, the scheme has been designed to deliver a high quality, durable building which will respond well to the local and emerging context and help contribute towards the new permeable and accessible public realm. The layout, height and massing of the scheme has been designed to respond well to the emerging character, whilst locating the lower elements along Nestles Avenue where residential properties are typically two storeys.
- 8.20 The design seeks to take cues from the approved scheme to the east. As identified in the Design and Access Statement, the building footprint has been designed to ensure that there is sufficient separation distance between habitable windows of existing, approved and potential emerging schemes to ensure that there is no conflict of residential amenity.

- 8.21 The scheme has been designed using predominantly brick, with large metal-framed fenestration panels, angled brick features and industrially styled metal balconies with minimal steel plate railings to refer to the historic built development in the vicinity but with a contemporary appearance.

Daylight and Sunlight

- 8.22 This planning application is accompanied by a detailed Daylight & Sunlight assessment undertaken by EB7 in line with the various tests set out within the BRE guidelines 'Site Layout for Daylight and Sunlight: A Guide to Good Practice' and the British Standard document BS8206.
- 8.23 The assessment considers the cumulative effects of the proposals recently granted planning permission to the east at the former Nestle Factory in order to provide a comprehensive assessment of the wider future daylight / sunlight effects to the area.
- 8.24 The results of both the existing baseline assessments and future cumulative impacts show little effect to the nearest residential properties to the south on Nestles Avenue.
- 8.25 Block D of the approved Nestle Factory scheme also performs well and where units falls below the recommended levels, this is predominantly due to the presence of overhanging balconies on Block D which provide private amenity space.
- 8.26 Overall the results of the daylight and sunlight assessment are in line with the intentions of the BRE guidance and therefore considered acceptable.

Amenity Space

- 8.27 Each individual apartment will have access to a private terrace or balcony which will comply or exceed the requirements set out within the London Plan. The duplex units benefit from ground floor terraces along the southern an eastern elevation.
- 8.28 In addition, all units will have access to attractively landscaped communal roof gardens which provide high quality external amenity space for residents of the future development. Overall there is a total of 1,017 sqm of communal amenity space throughout the site comprising private and semi-private amenity space for residents in addition to the planned high quality public realm in close vicinity the site. This is in addition to a total of 719.4 sqm of private amenity space.
- 8.29 Policy DMHB 18(C) relates explicitly to private outdoor amenity space and notes that any ground floor unit that is not-street facing should have a defensible space of not less than 3 metres in depth in front of any window to a bedroom or habitable room.
- 8.30 The ground floor duplex units included within this scheme have had regard to Policy DMHB 18 and provide defensible spaces from the areas of public realm across the site. Whilst Policy DMHB 18 relates to non-street facing units, the duplexes facing Nestles Avenue include the 3 metre defensible space in front of habitable windows for completeness and to ensure a high quality of accommodation.
- 8.31 The policy does not state that this defensible space cannot be used as private amenity space, in fact the policy which references 3 metres is explicitly titled private amenity space. The proposals allow for ground floor private amenity space to be provided for residents of the ground floor duplexes.

Play Space

- 8.32 Policy 3.6 of the London Plan (Children and Young People's Play and Informal Recreation Facilities) recommends that residential developments must make provision for play and informal recreation,

based on the expected child population generated by the scheme and an assessment of future needs.

- 8.33 The Mayor's SPG for Play and Informal Recreation sets out guidance to assist in this process. The play space requirements based on the estimated child yield of the development have been calculated as 264 sqm of play space being required (120 sqm for 0-4 year olds, 89 sqm for 5 – 11 year olds and 56 sqm for 12+ year olds).
- 8.34 To accommodate this requirement, the proposal includes the provision of a range of informal play spaces to the upper floor terraces in order to meet the requirements of all age groups. These spaces are detailed further in the Design and Access Statement and Landscape Statement accompanying the planning application. A total of 272 sqm of play space is provided across the site detailed further in the accompanying Landscape Masterplan.

Transport and Access

- 8.35 The NPPF promotes the integration of planning and transport and its aims are to promote more sustainable travel choices, promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and to reduce the need to travel, particularly by car.
- 8.36 The London Plan encourages patterns and forms of development that reduce the need to travel by car. Policies 2.13 and 6.1 require measures that support more sustainable modes of travel.
- 8.37 A suite of Transport documents accompany this planning application prepared by i-Transport, including a Transport Assessment, a Delivery and Servicing Plan and a draft Travel Plan.
- 8.38 The site is demonstrated to offer a PTAL rating of 5 following the introduction of the Elizabeth Line and associated bus service improvements, whereby both the London Plan and the emerging London Plan seek to create car-free developments wherever possible other than Blue Badge spaces.
- 8.39 The scheme is car-lite to strike a balance between the LBH Local Plan and London Plan. It is proposed to provide four disabled parking spaces for future residents alongside 10 additional car parking spaces for each of the largest units (3b5p). The scheme will be car-free for the remaining 9 units which are predominantly 1 and 2 bedroom units, and the smaller 3b4p units. This provision would adhere to LB Hillingdon's Local Plan maximum requirements.
- 8.40 The proposed development will result in a slight increase in the number of vehicular trips made to and from the site. However this is attributable to the provision of car parking for residents and is not a significant increase on existing movements at peak times.
- 8.41 The TA shows that the impact of the scheme is negligible in respect of public transport terms and the impact would be less than the public transport impact associated with the appeal scheme.
- 8.42 The TA notes that there will be an increase in walking and cycling trips to and from the site, and an increased demand for public transport services compared to the current position. However the existing infrastructure in place, along with the vast committed improvements, will enhance this further.

Air Quality

- 8.43 Policy 7.14 of the London Plan states that developments should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality, and that they should also reduce emissions during demolition and construction phases.

- 8.44 An Air Quality Assessment has been undertaken by Mayer Brown to accompany this planning application. The site falls within an Air Quality Management Area (AQMA) which covers all parts of the Borough south of the Chiltern-Marylebone Railway line.
- 8.45 The Assessment proposes some mitigation measures for construction to reduce the residual effects of construction dust, whilst the development is not considered to raise any significant or other residual adverse impacts on the health and / or quality of life for existing residential and commercial neighbours of the site.

Sustainability and Energy

- 8.46 The NPPF states that Local Planning Authorities should support developments which promote renewable and low carbon energy.
- 8.47 London Plan Policy 5.1 seeks an overall reduction in carbon dioxide emissions whilst Policy 5.2 states that major development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following hierarchy:
- i. Be lean: use less energy;
 - ii. Be clean: supply energy efficiently; and
 - iii. Be green: use renewable energy.
- 8.48 This planning application is accompanied by an Energy and Sustainability Assessment, including an Overheating Assessment, clarifying the passive and active energy efficiency measures which have been considered in the proposed strategy for the scheme.
- 8.49 The following passive and active energy efficiency features have been considered in the proposed strategy for the scheme:
- High performance building fabric in terms of U-values and thermal bridging to reduce heating demand;
 - Excellent air tightness to reduce heat losses through infiltration;
 - Highlight efficient building services systems for heating, cooling and ventilation that exceed minimum Part L standards in terms of performance; and,
 - Low energy light fittings with occupancy and daylight sensors.
- 8.50 The following Low / Zero Carbon technologies will provide heat or generate energy on site:
- Air source heat pumps, coupled with back-up gas-fired boilers, will provide space heating and hot water throughout the scheme; and,
 - Photovoltaic panels installed on the roof will generate renewable energy thus providing electricity to be consumed on site.
- 8.51 Following the proposed energy strategy, the building achieves significant carbon savings that exceed both the Building Regulations' Target Emissions Rate and the London Plan Target Reduction in terms of CO2 emissions.
- 8.52 A reduction of 51% over the London Plan Baseline Emission Rate can be achieved after applying the proposed strategy.,

Flood Risk

- 8.53 The NPPF aims to ensure that flood risk is taken into consideration at all stages in the planning process steering development towards low risk areas.
- 8.54 This planning application is accompanied by a Flood Risk Assessment and Drainage Report, undertaken by Heyne Tillett Steel.
- 8.55 The site is identified as falling within Flood Zone 1, with the Flood Risk Assessment confirming that the risks of flooding from all possible sources is considered low.
- 8.56 The Assessment notes that in the unlikely scenario of a flood exceedance event on the site, flood flow paths have been identified to run away from the building's access points and door thresholds.
- 8.57 A best endeavours approach has been recommended to achieve the most optimum drainage strategy, rather than a specific target runoff rate or betterment.
- 8.58 The proposals incorporated through the development are to discharge surface water to the existing sewer network via gravity. The current layout utilises a shallow below-ground geocellular attenuation tank, permeable paving, blue roof and a raingarden to achieve a total discharge of 1.5 litres per second for all storm durations up to and including 1 in 100 years + 40% climate change event, which equates to a betterment of up to 99% over the existing scenario.
- 8.59 As required by Policy EM6 (Flood Risk Management) of the Local Plan, the development will provide a reduction in flood risk, reduce pollution and provide landscape and wildlife benefits.
- 8.60 In addition, in line with Policy EM7 (Biodiversity and Geological Conservation), the development will provide green roofs which contribute to biodiversity and help tackle climate change, through the use of SUDS promoting ecological connectivity and natural habitats.

Urban Greening and Biodiversity Net Gain

- 8.61 London Plan Policy 5.10 and draft ITP London Plan Policy G5 state that developments should provide new green infrastructure that contributes towards urban greening. Policy G5 also sets out a new Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments.
- 8.62 The Landscape DAS shows that the development achieves a score of 0.43 on the Urban Greening Factor which exceeds the requirements for residential schemes. This is due to a range of measures to be incorporated into the scheme including green roofs, tree planting, green climbers and permeable paving.
- 8.63 London Plan Policy 7.19 and draft ITP London Plan Policy G6 state that proposals that create new or improved habitats that result in positive gains for biodiversity should be considered positively. Policy G6 further states that development proposals should aim to secure net biodiversity gain.
- 8.64 A biodiversity enhancement strategy is included within the Landscape DAS which sets out the approach to deliver a range of biodiversity improvements across the site. The scheme incorporates a mix of species of trees and plants that include specimens that blossom, have fruit and flower at different times of the year, creating a long season of feeding and pollinating for invertebrates and birds.

Noise and Vibration

- 8.65 This planning application is accompanied by a Noise and Vibration Assessment undertaken by Mayer Brown which assesses the full implications of the proposed scheme within its wider development context.
- 8.66 The potential risk of the site for residential development has been assessed, concluding that the site would be classified as having a “low” to “medium” noise risk and is therefore considered suitable for residential development subject to adherence to a good acoustic design process.
- 8.67 The proposed massing of the scheme helps to minimise incident noise levels associate with train movements along the railway to the north, including the minimisation of noise levels in the proposed external amenity spaces.
- 8.68 Internal noise levels can be adequately controlled in accordance with industry standard good practices through the appropriate specification of glazing and alternative means on ventilation.
- 8.69 Environmental vibration measurements indicate that the site is not expose to significant levels of groundborne vibration and that averse effects would not be expected on the site.
- 8.70 The Assessment concludes that noise emissions from the proposed plant should not have any adverse noise impact on existing or proposed dwellings in the vicinity of the site and the installation of the proposed plant is compliant with national, regional and local planning policy objectives.
- 8.71 There are not considered to be any site specific or technological constraints that would prevent the sustainable development of the site for residential use and enable its satisfactory co-location with proposed commercial / industrial uses elsewhere in the allocation.

Planning Obligations

- 8.72 It is expected that discussions will be progressed during the course of the planning application as to any planning obligations that may be required to be delivered through this scheme. It is expected that any future legal agreement will include the following Heads of Terms:
- Provision of affordable housing in the form of London Affordable Rent;
 - Delivery of Sustainable Transport Link along Nestles Avenue;
 - Implementation of a Travel Plan;
 - Contributions to Construction Training and Co-Ordination;
 - Implementation of Community Safety Measures in Public Realm;

9. Summary and Conclusions

- 9.1 This planning application is submitted on behalf of Healey Development Solutions (Hayes) Limited and seeks permission for the residential redevelopment of 9 Nestles Avenue.
- 9.2 A Site Allocation – SA 5 – has been prepared by the Council which separates the wider Masterplan into three sites; A, B and C. Whilst there is an aspiration for the sites to be developed as a comprehensive masterplan, the Council have granted planning permission for standalone sites on Site A and part of Site C.
- 9.3 An appeal was dismissed in March 2020 on this site principally due to urban design matters, however the Inspector did decide that the Appellant had demonstrated that the site could be brought forward as a standalone parcel, rather than as part of a comprehensive redevelopment.
- 9.4 The design of this scheme seeks to address the key urban design concerns of the Inspector, and has had regard to the principles of the SA 5 allocation and wider Masterplan to ensure that it does not jeopardise the wider scheme or undermine the values of the allocation. This application demonstrates that the proposal would satisfy the requirements of Policy SA 5 through:
- The contribution of 103 residential apartments towards the allocation of 300 within Site B;
 - The ability for other development blocks within Site B to deliver sufficient levels of employment and community facilities required through the policy, without being undermined through this proposal as a standalone parcel;
 - Development which complements the approved scheme to the immediate east and therefore ties in with the impact on heritage assets nearby to the site, namely the Conservation Area, Canal and locally listed buildings;
 - The creation of the sustainable transport and landscaping link to the southern part of the site which are crucial to the success of the Masterplan, whilst demonstrating that the linear park can be facilitated within Site B albeit outside of the Applicant's ownership;
- 9.5 This application therefore adheres to Policy SA 5 and will provide substantial benefits through the delivery of residential accommodation alongside crucial sustainable transport infrastructure.