



HILLINGDON  
LONDON



# Major Applications Planning Committee

## To Councillors on the Committee

Eddie Lavery (Chairman)  
Ian Edwards (Vice-Chairman)  
Peter Curling  
Jazz Dhillon  
Janet Duncan (Labour Lead)  
Carol Melvin  
John Morgan  
Brian Stead  
David Yarrow

**Date:** TUESDAY, 5 JANUARY  
2016

**Time:** 6.00 PM

**Venue:** COMMITTEE ROOM 5 -  
CIVIC CENTRE, HIGH  
STREET, UXBRIDGE UB8  
1UW

**Meeting  
Details:** Members of the Public and  
Press are welcome to attend  
this meeting

Published: Friday 18 December 2015

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This Agenda is available online at:  
<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=325&Year=0>

*Putting our residents first*

Lloyd White  
Head of Democratic Services  
London Borough of Hillingdon,  
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[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

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## Accessibility

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## Attending, reporting and filming of meetings

For the public part of this meeting, residents and the media are welcomed to attend, and if they wish, report on it, broadcast, record or film proceedings as long as it does not disrupt proceedings. It is recommended to give advance notice to ensure any particular requirements can be met. The Council will provide a seating area for residents/public, an area for the media and high speed WiFi access to all attending. The officer shown on the front of this agenda should be contacted for further information and will be available at the meeting to assist if required. Kindly ensure all mobile or similar devices on silent mode.

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## A useful guide for those attending Planning Committee meetings

### Security and Safety information

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**Mobile telephones** - Please switch off any mobile telephones before the meeting.

### Petitions and Councillors

**Petitions** - Those who have organised a petition of 20 or more borough residents can speak at a Planning Committee in support of or against an application. Petitions must be submitted in writing to the Council in advance of the meeting. Where there is a petition opposing a planning application there is also the right for the applicant or their agent to address the meeting for up to 5 minutes.

**Ward Councillors** - There is a right for local councillors to speak at Planning Committees about applications in their Ward.

**Committee Members** - The planning committee is made up of the experienced Councillors who meet in public every three weeks to make decisions on applications.

### How the Committee meeting works

The Planning Committees consider the most complex and controversial proposals for development or enforcement action.

Applications for smaller developments such as householder extensions are generally dealt with by the Council's planning officers under delegated powers.

An agenda is prepared for each meeting, which comprises reports on each application

Reports with petitions will normally be taken at the beginning of the meeting.

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;
3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant followed by any Ward Councillors;
4. The Committee may ask questions of the petition organiser or of the agent/applicant;

5. The Committee debate the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

### About the Committee's decision

The Committee must make its decisions by having regard to legislation, policies laid down by National Government, by the Greater London Authority - under 'The London Plan' and Hillingdon's own planning policies as contained in the 'Unitary Development Plan 1998' and supporting guidance. The Committee must also make its decision based on material planning considerations and case law and material presented to it at the meeting in the officer's report and any representations received.

Guidance on how Members of the Committee must conduct themselves when dealing with planning matters and when making their decisions is contained in the 'Planning Code of Conduct', which is part of the Council's Constitution.

When making their decision, the Committee cannot take into account issues which are not planning considerations such as the effect of a development upon the value of surrounding properties, nor the loss of a view (which in itself is not sufficient ground for refusal of permission), nor a subjective opinion relating to the design of the property. When making a decision to refuse an application, the Committee will be asked to provide detailed reasons for refusal based on material planning considerations.

If a decision is made to refuse an application, the applicant has the right of appeal against the decision. A Planning Inspector appointed by the Government will then consider the appeal. There is no third party right of appeal, although a third party can apply to the High Court for Judicial Review, which must be done within 3 months of the date of the decision.

# Agenda

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## CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meetings 28 October 2015 and 18 November 2015 1 - 10
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

## PART I - Members, Public and Press

Items are normally marked in the order that they will be considered, though the Chairman may vary this. The name of the local ward area is also given in addition to the address of the premises or land concerned.

## Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	511 Uxbridge Road Hayes  15988/APP/2014/4271	Townfield	Demolition of existing 4-bedroom house and erection of 2, three storey blocks comprising 10 two-bedroom flats, with associated access, parking and amenity space.  <b>Recommendation: Refusal</b>	11 - 36  106 - 112
7	Waterloo Wharf Waterloo Road Uxbridge  43016/APP/2014/4486	Uxbridge South	Erection of 2 blocks containing 52 one, two and three bedroom apartments, together with associated parking access and landscaping, involving demolition of existing buildings.  <b>Recommendation: Refusal</b>	37 - 80  113 - 135

## Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
8	Material Store, the Old Vinyl Factory Blyth Road Hayes  59872/APP/2015/3991	Botwell	Approval of reserved matters relating to the appearance and the landscaping of Phase 2 of The Old Vinyl Factory Masterplan: The Material Store as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775.  <b>Recommendation: Approval</b>	81 - 104  136 - 144

## PART I - Plans for Major Applications Planning Committee 105 - 144

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## Minutes

### MAJOR APPLICATIONS PLANNING COMMITTEE

28 October 2015



Meeting held at Committee Room 5 - Civic Centre,  
High Street, Uxbridge UB8 1UW

	<p><b>Committee Members Present:</b> Councillors Eddie Lavery (Chairman) Ian Edwards (Vice-Chairman) Peter Curling Jazz Dhillon Carol Melvin John Morgan Brian Stead David Yarrow John Oswell</p> <p><b>LBH Officers Present:</b> Alex Chrusciak (Planning Services Manager), Adrien Waite (Major Applications Manager), Syed Shah (Principal Highways Engineer), Sarah White (Legal Advisor) and Charles Francis (Democratic Services Officer).</p>
64.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Janet Duncan, with Councillor John Oswell acting as substitute.</p>
65.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>None.</p>
66.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE MEETING HELD ON 26 AUGUST AND 6 OCTOBER 2015</b> (<i>Agenda Item 3</i>)</p> <p>Were agreed as an accurate record.</p>
67.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>
68.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE</b> (<i>Agenda Item 5</i>)</p> <p>All items were considered in public.</p>

69.	<p><b>LAND EAST OF THE FORMER EMI SITE, 120 BLYTH ROAD, HAYES - 51588/APP/2015/1613</b> (<i>Agenda Item 6</i>)</p> <p><b>Minor amendments to design, external appearance and car parking layout through variation of condition 2 of Planning Consent reference 51588/APP/2011/2253 for the 'Demolition of warehouse extension to Apollo House and erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (class A3), Community room (class D2), 5 x workshop units (class B1, B8 or a2 uses), and associated car parking and landscaping'.</b></p> <p>Officers introduced the report and provided an overview of the application.</p> <p>Officers explained that the variation of the condition would permit the approved plans to be altered so that minor revisions could be made to the proposal. The Committee were informed that these changes complied with the policies of the adopted Hillingdon Local Plan (2012).</p> <p>It was moved, seconded and on being put to the vote agreed that the application be approved.</p> <p><b>Resolved -</b></p> <p><b>That the application be approved.</b></p>	
70.	<p><b>HOLLAND &amp; HOLLAND SHOOTING SCHOOL, DUCKS HILL ROAD, NORTHWOOD - 16568/APP/2015/2277</b> (<i>Agenda Item 7</i>)</p> <p><b>Variation of Condition 2 (Approved drawings) of planning application 16568/APP/2013/3588 (Single storey ground floor extension to the lodge and construction of basement) to allow for a variation to the finished floor levels, increase in the ridge height of the building, increase in the size and depth of the basement, retention of spoil on site and associated internal alterations.</b></p> <p>Officers introduced the report and provided an overview of the application.</p> <p>It was moved, seconded and on being put to the vote agreed that the application be approved.</p> <p><b>Resolved -</b></p> <p><b>That the application be approved.</b></p>	
<p>The meeting, which commenced at 6pm, closed at 6:07pm</p>		

These are the minutes of the above meeting. For more information on any of the resolutions please contact Charles Francis on 01895 277488. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.



## Minutes

### MAJOR APPLICATIONS PLANNING COMMITTEE

18 November 2015

Meeting held at Committee Room 5 - Civic Centre,  
High Street, Uxbridge UB8 1UW



HILLINGDON  
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	<p><b>Committee Members Present:</b> Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Peter Curling Jazz Dhillon, Janet Duncan (Labour Lead), Carol Melvin, John Morgan, Brian Stead and David Yarrow</p> <p><b>LBH Officers Present:</b> James Rodger (Head of Planning and Enforcement), Adrien Waite (Major Applications Manager), Syed Shah (Transport Consultant), Nicole Cameron (Legal advisor) and Jon Pitt (Democratic Services Officer).</p>
1.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>No apologies for absence had been received.</p>
2.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>There were no Declarations of Interest made.</p>
3.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 3</i>)</p> <p>No matters had been notified in advance of the meeting or were urgent.</p>
4.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE</b> (<i>Agenda Item 4</i>)</p> <p>It was confirmed that all agenda items were Part I and would, therefore, be considered in public.</p>
5.	<p><b>FORMER ROYAL BRITISH LEGION CLUB, SIPSON ROAD, WEST DRAYTON - 829/APP/2014/4252</b> (<i>Agenda Item 5</i>)</p> <p><b>The redevelopment of the site to accommodate a 7 storey 91 room hotel, including a basement level and associated parking and landscaping.</b></p> <p>Officers introduced the report and referred Members to the addendum sheet circulated. The proposed scheme was for the development of a vacant Royal British Legion site. This included the demolition of the existing club building, with the proposed hotel to include a basement car park with 23 parking spaces. It was noted that the principal of hotel use at the site had been previously established through a previously approved scheme for a four storey, 54 room hotel.</p>

The site was adjacent to, but not within, the green belt and it was therefore considered that the scheme would not have a negative impact on the visual amenity of the green belt.

Although the proposed hotel building would be seven storeys tall, it was noted that the two upper two floors would be stepped back from the front and side elevations of the lower floors. The height of the development would be consistent with the neighbouring Park Hotel development. The proposed street landscaping, car parking and highway arrangements were considered to be consistent with planning policy. Accordingly, officers recommended that the application be approved.

A Member questioned why the proposed development was not exclusively four storey and asked whether it could be combined with the existing Park Hotel. The Member considered that the proposed structure was unacceptably high, although they had been satisfied with the previously submitted proposal for construction of a four storey hotel. Concerns were also raised by the Member in relation to what they considered was the excessively blue colour of the proposed building and the visual impact of the development on a public footpath that passed through the site. Officers advised that, as the application site was not within the green belt, any visual impact on users of the footpath was not relevant to the determination of the application.

Further Members expressed concerns about the height of the building, its appearance and effect on the adjacent green belt. Officers confirmed that existing buildings at the complex were between four and six storeys in height. The Legal Advisor stated that if the application was refused by the Committee and subsequently went to appeal, the Planning Inspector would consider the height of neighbouring buildings in comparison to the proposals. It was also noted that the colour of the buildings could be covered by a planning condition and that, therefore, this should not be included in any reasons for refusal, in the event that the Committee made such a decision.

In response to a Member question about disabled access to bedrooms and the apparent absence of a door within the submitted plans, officers advised that this appeared to be error in the plans.

Other Members stated that they did not object to the proposals as the development was not within the green belt and it also complied with relevant Council policies. In addition, the visual impact when viewed from a distance would be minimal.

A recommendation for refusal was moved, seconded and on being put to the vote was agreed by six votes for to one against, with one abstention.

It was further agreed that authority would be granted to the Head of Planning and Enforcement to agree the wording of the reasons for refusal with the Chairman and Labour Lead.

**RESOLVED - That the application be refused, subject to the following:**

**- Delegated authority be granted to the Head of Planning and Enforcement to agree the wording of the reasons for refusal with the Chairman and Labour Lead.**

**Demolition of the existing 2 x detached dwellings and erection of a two storey residential development with a lower ground floor and accommodation within the roof space. The development comprises of 6 x 1 bed flats and 6 x 2 bed flats.**

Officers introduced the report and referred Members to the addendum sheet circulated. It was noted that the two proposed dwellings had been designed to replicate the appearance of two buildings within the plot. Although the buildings would be joined by a glazed link, this would be set back from the front elevations. The proposals included 12 parking spaces, which was equivalent to one space per dwelling and amenity space.

The overall design, size and scale of the proposed building was considered to have an acceptable impact on occupants of surrounding buildings and would not have a detrimental impact on their amenity. The development would also be within acceptable limits for housing in the area. The scheme was considered to have an acceptable impact on the surrounding highway network. Accordingly, officers recommended that the application be approved.

Members felt that the proposals provided much needed housing and that the designs were sympathetic to the surrounding area. A Member asked what percentage of houses within the area close to the proposed development had been converted to flats. Officers advised that this information was contained within the officer report. The Council had identified three properties (five including the application site) over a 1 km length for which consent had been granted or implemented for the conversion of buildings.

Members expressed concern about the number of side windows that appeared to be facing towards habitable rooms and that the separation appeared to only be 3 metres, while planning policies specified that the minimum separation should be 15 metres. Concerns were also raised about the amount of light that these rooms would receive. Some Members felt that the proposals were, therefore, unacceptable.

The Chairman reflected that the proposals appeared to be acceptable in broad terms but that there were concerns about the light that would be received by three habitable rooms.

Officers advised that conditions could be attached to some of the windows to increase the level of light. The Legal Advisor confirmed that the concerns raised were likely to be overturned at appeal in the event that the Committee cited them as reasons for refusal. It would be possible for the concerns to be addressed through additional conditions.

A Member asked whether there would be enough room for a bed to be placed in one of the rooms that was marked as a study. Officers advised that the room was smaller than the size for it to be considered to be a bedroom but that it was likely that the room would be physically large enough to accommodate a bed. However, it would not be practical to enforce a condition in relation to this.

Some Members felt that the Committee should base its decision on the planning guidance. This stated that the external windows of habitable rooms should not be separated by less than 15 metres from the windows of other habitable rooms. Officers advised that the minimum separation of 15 metres was guidance and therefore did not carry as much weight in the determination of a decision as a policy would.

It was agreed that authority would be granted to the Head of Planning and Enforcement to agree, outside the meeting, the wording of conditions in relation to the siting of oriel windows.

The recommendation for approval was moved, seconded and on being put to the vote was agreed by four votes in favour to three against, with one abstention.

**RESOLVED - That the application be approved as per the officers' recommendation, subject to the conditions and informatives set out in the officer's report , the addendum sheet circulated and the following:**

**- Delegated authority be granted to the Head of Planning and Enforcement to agree wording in relation to the siting of oriel windows with the Chairman and Labour Lead.**

7. **IMPERIAL HOUSE, VICTORIA ROAD, RUISLIP - 5039/APP/2014/3715** (*Agenda Item 7*)

**Construction of an A1 discount food store with associated car parking and landscaping on the site of the former Imperial House. External refurbishment of Units 1 and 2.**

Officers introduced the report and referred Members to the addendum sheet circulated. The application proposed demolition of the vacant single storey Imperial House and replacement with a building that would house a Lidl food store.

It was noted that the application was the resubmission of a similar scheme that had been refused permission in April 2014. This refusal had been based upon the likely impact on other retailers, highways issues and the lack of a legal agreement and flood risk plan. Officers advised that Members should focus on these issues when considering the application. It was also noted that the site was within a designated IBA. There was no bulky goods restriction at the site following a previous appeal and the principal of industrial use had already been established.

Approval of the application would enable vacant land, which was currently not contributing to the local economy, to be brought back into use. There had been significant changes since the refusal of the previous application. An updated retail impact assessment had concluded that the proposals would not have an adverse impact on the viability other retail centres. Issues in relation to highways were complex, but the key conclusion was that the development would not cause an unacceptable impact in terms of either traffic or safety. Overall, officers considered that the issues that had resulted in refusal of the previous application had been overcome to the extent that the current application was recommended for approval.

A number of additional consultation responses had been received from the public in relation to application, the majority of which were in support. At the time of publication of the addendum, there had been 54 additional responses received in support of the application and 4 against. A petition in support of the application was also presented to the Committee. While the petition had been received too late for formal consideration, it was noted that the petition contained 52 signatures.

Members expressed concerns that the parking at the site would not be sufficient, which could cause congestion in nearby roads. Concerns were also raised that there was a possibility that pedestrian safety could be compromised by delivery vehicles, given the proposed site layout. Officers advised that the site currently contained 85 spaces. The proposals would add 19 spaces to give an on-site total of 104. This was only slightly less than the forecast peak requirement of 116 parking spaces. It was also noted that the proposed scheme complied with the maximum number of parking spaces permitted

for either retail or non-retail use, which would be 162. There was no minimum requirement. In relation to pedestrian safety, officers advised that the proposed Lidl store was of a standard format used in locations across the country and they were not aware of any serious incidents or safety concerns at these other locations. In response to a Member question about disabled access, officers confirmed that there would not be an impact as access was separate. Some Members remained concerned that the footprint for the site was too small for the proposed development. The Chairman reflected that while the Committee appeared to be satisfied with the proposal in principle, there were concerns about highways issues, particularly in relation to parking and traffic volumes. Officers advised that these concerns did not amount to strong planning grounds for refusal and that parking related issues were particularly difficult to win at appeal. It was questioned whether conditions could be used to require the applicant to manage traffic at the site. In response, officers advised that this would not be practical in this case.

The recommendation for approval was moved, seconded and on being put to the vote was agreed by six votes in favour to one against, with one abstention.

**RESOLVED - That the application be approved as per the officers' recommendation, subject to the conditions and informatives set out in the officer's report and the addendum sheet circulated.**

8. **GRASSY MEADOW DAY CENTRE, GRANGE ROAD, HAYES - 48110/APP/2015/3436** (*Agenda Item 8*)

1. Demolition of existing Day Centre.
2. Erection of a single part 3 and part 4 storey building comprising: 88 number of 1 bed Extra-Care units (C2 Use Class) and 700 sqm dementia resource centre with communal lounge and associated service facilities (D1 Use Class).
3. Associated soft and hard landscaping (including ancillary structures such as bin stores & storage shed).
4. Provision of car parking.

Officers introduced the report and referred Members to the addendum sheet circulated. The application proposed demolition of an existing Day Centre and complete redevelopment of the site to provide extra care housing units, a specialised Dementia Resource Centre and associated facilities. The proposed development was part three storey and part four storey.

It was noted that the proposals complied with current planning policy. This sought to encourage new residential schemes, including those which cater for people in need of additional care. The development, which would utilise a modern design, would be well screened by trees with all rooms receiving adequate light. There would be no significant impact on the local highway network. Accordingly, officers recommended that the application be approved.

Some Members considered that the scale of the proposed development was excessive given that it was within Metropolitan Open Land, although they would not consider a smaller development at the site to be inappropriate. One Member considered that the suggestion that the proposals complied with the planning policy that sought to encourage new residential schemes was a weak argument. This was because the argument could be applied to the development of land anywhere in the Borough.

Officers advised that being within Metropolitan Open Land did not give the land the same status as would be afforded to it if it was within the Green Belt. It was also

considered that proposed tree planting would help to limit the impact of the development on the Metropolitan Open Land. The Chairman stated that the fact that there was already existing development at the site was an important factor in the determination of whether the development would be appropriate.

A Member sought assurances that there was suitable protection on the ground floor of the proposed development to prevent vulnerable dementia patients leaving the premises undetected. Officers considered that there had been much attention to detail with regard to the application and were confident that the relevant arrangements would be satisfactory to ensure the safety of residents.

The recommendation for approval was moved, seconded and on being put to the vote was agreed by five votes in favour to three against.

**RESOLVED - That the application be approved as per the officers' recommendation, subject to the conditions and informatives set out in the officer's report and the addendum sheet circulated.**

9. **WEST LONDON INDUSTRIAL PARK, IVER LANE, COWLEY - 751/APP/2015/335**  
(Agenda Item 9)

**Continued use of the site for B8 purposes with new storage and ancillary workshop and office buildings, car parking, external storage area and new access to Wallingford Road.**

Officers introduced the application, noting that the scheme proposed to create a new site access point so that all traffic associated with the operator would be able to gain access via Cowley Mill Road / Wallingford Road. This access had been opened previously but closure had been secured via condition. It was considered that the proposals were likely to result in a significant number of lorries using the local road network. Approval of the proposals would create a relatively large area of industrial land. Officers considered that this was likely to result in excessive noise and traffic and to prejudice general highway and pedestrian safety. Accordingly, officers recommended that the application be refused.

The recommendation for refusal was moved, seconded and on being to the vote was agreed unanimously.

**RESOLVED: that the application be refused as per the officers recommendation.**

10. **PARK VIEW DAY CENTRE, FARRIER CLOSE, HILLINGDON - 60469/APP/2015/3368**  
(Agenda Item 10)

**Erection of a 3 storey building (including a lower ground level) comprising 60 Extra-Case Units (C2 Use Class), associated facilities, parking and landscaping (involving demolition of existing building at the site).**

Officers introduced the report and referred Members to the addendum sheet circulated. It was noted that although the exiting day care facility at the site was currently vacant, it had provided day care facilities until recently.

It was considered that the scheme would not have a detrimental impact on the character and appearance of the surrounding area, nor to the amenities of the surrounding residential occupants or highway network. Accordingly, the officer recommendation was for the application to be approved.

Members asked for confirmation that the rooms that were closest to an earth bank would receive adequate light. With regard to the proximity of some rooms to the bank, it was confirmed that these room would receive adequate daylight. Appropriate wording would be included in the Landscape Maintenance Schedule to ensure that the bank would be maintained as a green area. Officers further advised that the proposals were compliant with planning policies with regard to the separation between rooms. In response to a Member question about amenity space, officers advised that all units had winter gardens.

It was agreed that authority would be granted to the Head of Planning and Enforcement to further investigate the issue of contaminated land in relation to the development site.

The recommendation for approval was moved, seconded and on being to the vote was agreed unanimously.

**RESOLVED - That the application be approved as per the officers' recommendation, subject to the conditions and informatives set out in the officer's report , the addendum sheet circulated and the following:**

**- Delegated authority be granted to the Head of Planning and Enforcement to further investigate the issue of contaminated land in relation to the development site.**

The meeting, which commenced at 6:00 pm, closed 8:05 pm

These are the minutes of the above meeting. For more information on any of the resolutions please contact Jon Pitt on 01895 277655. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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## Report of the Head of Planning, Sport and Green Spaces

**Address** 511 UXBRIDGE ROAD HAYES

**Development:** Demolition of existing 4-bedroom house and erection of 2, three storey blocks comprising 10 two-bedroom flats, with associated access, parking and amenity space.

**LBH Ref Nos:** 15988/APP/2014/4271

**Drawing Nos:** 511UXBR PL02  
511UXBR PL03  
511UXBR PL04A  
511UXBR/PL01A  
511UXBR/PL05C  
Design and Access Statemen  
Renewable Energy Statemen

**Date Plans Received:** 03/12/2014      **Date(s) of Amendment(s):** 28/04/2015  
**Date Application Valid:** 09/07/2015      03/12/2014

### 1. SUMMARY

This scheme seeks permission to demolish the existing house and re-develop the site in depth to provide two, three storey blocks, one sited behind the other, to provide 10 two-bedroom flats with associated access, parking and amenity space.

This scheme constitutes a cramped form of backland development, that greatly exceeds the Mayor's density guidance and is considered to represent inappropriate development of a rear garden, that together with scale and design of the blocks, would result in a scheme that would appear incongruous and fail to harmonise with the prevalent suburban character of the area. The over-development of the site is evidenced by the flatted blocks failing to provide adequate set backs from the site boundaries, excessive areas of hardstanding as compared to inadequate landscaping and amenity space and the lack of any bin storage, cycle parking provision or electric charging points, the provision of which would be likely to further erode the limited external landscaping space.

Furthermore, the scheme would result in the loss of privacy to the adjoining occupier and fails to provide an acceptable standard of residential accommodation for its future occupiers. The scheme also fails to demonstrate that existing trees on and off site will not be affected by the proposed development and/or create adequate space for their replacement as part of a comprehensive landscape scheme nor does it assess ecological impacts.

The scheme also does not make provision for wheelchair users and although the submitted energy statement concludes that energy efficiency would be delivered by the use of photovoltaic panels, the scheme fails to demonstrate that these could be adequately accommodated on site. The scheme also fails to assess the implications of the development in terms of air quality and the noise environment and whether any mitigation would be required. Finally, the scheme makes no provision for affordable housing.

The scheme is therefore recommended for refusal.

## 2. **RECOMMENDATION**

### **REFUSAL for the following reasons:**

#### **1 NON2 Non Standard reason for refusal**

The proposed development, by reason of its design, layout, height, siting and scale represents an excessively dense and cramped form of development, which fails to maintain adequate undeveloped gaps to the site boundaries. As such, the proposal would result in an unduly intrusive, visually dominant and inappropriate form of development, out of keeping with the character and appearance of the surrounding area and the streetscene. The principle of intensifying the residential use of the site to the level proposed, as well as the proposed loss of existing private rear garden area, would have a detrimental impact on the character and appearance of the surrounding residential area, including the adjoining Hayes Village Conservation Area. The proposal is therefore contrary to the NPPF (March 2012), Policies 3.5, 7.1 and 7.4 of the London Plan, Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE4, BE13, BE19, BE22 and H12 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: Residential Layouts.

#### **2 NON2 Non Standard reason for refusal**

The proposal by reason of the siting of the proposed window(s) would give rise to actual and perceived overlooking of the adjoining property, No. 513 Uxbridge Road and its rear garden, that would result in the unacceptable loss of their privacy and residential amenity, contrary to Policies BE19 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS 'Residential Layouts'.

#### **3 NON2 Non Standard reason for refusal**

The proposed development, by reason of the proximity of block 2 to the rear boundary and the external and internal layout of the blocks, fails to provide an acceptable standard of residential amenity for their future occupier. The proposal also fails to make provision for the secure and screened storage of refuse and recycling waste, cycle parking and passive and active electric vehicle charging points contrary to Policy 3.5, 5.17, 6.9 and 6.13 of the London Plan (March 2015) and Policies BE19, BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **4 NON2 Non Standard reason for refusal**

The proposal fails to provide a sufficient quantity and quality of conveniently located and usable external amenity space for the occupiers of the flatted blocks, resulting in a development that would provide a poor standard of residential accommodation, contrary to Policy 3.5 of the London Plan (March 2015), Policies BE19 and BE23 of the Council's adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's HDAS: 'Residential Layouts'.

#### **5 NON2 Non Standard reason for refusal**

The application fails to demonstrate that existing trees on and off site will not be affected by the proposed development and has not made provision for their protection and/or created adequate space for their replacement as part of a comprehensive landscape scheme for the site. The scheme is therefore harmful to the character and appearance of the area, contrary to Policies BE13, BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved

UDP Policies (November 2012).

**6 NON2 Non Standard reason for refusal**

In the absence of an ecological assessment, the proposals fail to demonstrate that protected species would not be adversely affected by the proposed development and that appropriate replacement and/or enhancement of the ecological interest/features on site would be provided. The development is therefore contrary to the NPPF (March 2012), Policy 7.19 of the London Plan (March 2015) and Policies EC2 and EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**7 NON2 Non Standard reason for refusal**

The scheme fails to make adequate provision for housing which is accessible and adaptable for wheelchair users, contrary to Policy 3.8 of the London Plan (March 2015) and the Council's SPD HDAS: Accessible Hillingdon.

**8 NON2 Non Standard reason for refusal**

In the absence of any noise assessment, the application fails to demonstrate that the proposed residential accommodation would provide suitable residential accommodation, given its likely exposure to noise generated by traffic on the adjoining Uxbridge Road and the need for any mitigation measures, contrary to Policy 7.15 of the London Plan (March 2015), Policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's SPD: 'Noise'.

**9 NON2 Non Standard reason for refusal**

In the absence of an air quality assessment, the scheme fails to demonstrate that the impacts of the development upon local air quality and any threats to residential occupiers can be suitably mitigated. As such, the scheme is contrary to Policy 7.14 of the London Plan (March 2015) and the Council's Supplementary Planning Guidance: 'Air Quality'.

**10 NON2 Non Standard reason for refusal**

In the absence of details of the siting and appearance of the photovoltaic panels, the scheme fails to demonstrate that the overall quantum of panels required to satisfy the Mayor's energy reduction targets can be adequately sited on site, contrary to Policy 5.2 of the London Plan (March 2015).

**11 NON2 Non Standard reason for refusal**

The applicant has failed to provide, through an appropriate legal agreement, an adequate provision of on site affordable housing. The proposal is therefore contrary to Policy 3.3 of the London Plan (March 2015) and Policy H2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

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

**2 I53 Compulsory Informative (2)**

The decision to REFUSE 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 (2015) and national guidance.

NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.17	(2015) Waste capacity
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2015) Cycling
LPP 6.13	(2015) Parking
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.14	(2015) Improving air quality
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.21	(2015) Trees and woodland
LPP 8.2	(2015) Planning obligations
BE4	New development within or on the fringes of conservation areas
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of

	new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H3	Loss and replacement of residential accommodation
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

### 3

The applicant is advised that the eastern side elevations of the proposed blocks facing Georges Court have not been included and therefore the assessment of the application in terms of the impact upon this development has been based on detail included on the proposed floor plans.

## 3. CONSIDERATIONS

### 3.1 Site and Locality

The 0.1 hectare application site is located on the southern side of Uxbridge Road, opposite the western end of the Uxbridge Road, Hayes Minor Town Centre, close to its traffic lighted junction with Grange Road, some 45m to the east and Lansbury Drive almost opposite the site. No. 511 comprises a detached two storey house on a relatively deep plot which has been hard surfaced at the front with two vehicle crossovers and contains a number of trees in the rear garden. The house has part two storey, part single storey extensions at the rear.

To the east of the site, on the corner of Uxbridge Road and Grange Road is George Court, a modern part two, part three and part four storey flatted re-development scheme. Beyond this on the opposite side of Grange Road is the County Court and Becks Theatre, set within open parkland type grounds. Elmlea Drive, accessed from Grange Road, wraps around the site at the rear which provides access to a garage court that immediately adjoins the rear boundary of the application site. No. 513, a detached house abuts the site to the west.

The site lies immediately adjacent to the Hayes Village Conservation Area, the boundary of

which runs along the site's eastern boundary. The site forms part of an Air Quality Management Area and has a Public Transport Accessibility Level (PTAL) of 3 on a scale of 1 to 6 where 1 denotes the lowest level of accessibility and 6 the highest.

### **3.2 Proposed Scheme**

The proposal is for the demolition of the existing house and erection of 2, three storey square shaped flatted blocks, one sited behind the other to provide 10 x two-bedroom flats, 5 in each block (although four of the flats are described as one-bedroomed units within the application, all of these units have a separate room described as an office which could easily be used as a second bedroom without any alteration to the units and therefore the application has been described and considered as such), with associated access and car parking arrangements and landscaping.

Block 1 at the front of the site would be 12.2m wide, set back some 1.3m from the side boundary with No. 513 Uxbridge Road but sited on the side boundary with the adjoining George Court. The block would be 11.7m deep, with a typical eaves height of approximately 7.6m and ridge height to the top of the crown roof of 9.6m. An undercroft would be provided adjacent to the side boundary with Georges Court to allow vehicular and pedestrian access to Block 2 at the rear. Two small gables would be provided on the front and rear roof slopes with the main entrance to the block sited on the side elevation adjoining No. 513, which would be covered by a storm porch.

Block 2 would be sited towards the rear of the site, some 11.7m wide and 13.7m deep, with set backs of approximately 1.0m to the side boundaries. The block would have a similar crown roof design and height to Block 1, with its entrance in the front elevation, which would also have a storm porch.

The existing vehicular crossovers would be utilised to provide separate access and egress from the site. Three parking spaces would be provided in front of Block 1 and 6 spaces in front of Block 2. External amenity areas are shown to the rear of each block. No provision is made for cycle storage or for the storage of refuse/ recycling waste.

In Block 1, there would be a single flat on the ground floor, with two duplex flats on each of the floors above. Block 2 would comprise two flats on each of the ground and first floors, with a larger two-bedroom flat occupying all of the space on the second floor.

The plans show that the ground level on the front part of the site would be reduced by up to a third of a metre to match that of the adjoining road.

The application is supported by the following documents:-

Design and Access Statement:-

This brief document describes the existing site and the proposal and notes that the site is surrounded by main bus routes, all parking will be on-site which is within a CPZ, all aspects of the scheme can be modified to accommodate disabled users.

Renewable Energy Statement:-

This provides an introduction to the proposals and describes the policy background. The energy assessment methodology is described and results are presented. In order to achieve

the required 35% reduction, the report advises that solar PV panels are the preferred option and that approximately 31sqm of PV panels would be required on Block 1 and 35sqm on Block 2.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

No. 511 Uxbridge Road was originally included in initial plans for the re-development of the adjoining site that is now occupied by Georges Court. A scheme for the site's redevelopment (App. No. 9912/APP/2008/3559 refers) to provide 70 residential units with associated access, amenity space, landscaping and car parking was refused on 16/3/09 on grounds of overdevelopment of the site, poor quality of the residential accommodation provided, scheme would be visually dominant, lack of a S106 contribution, no affordable housing provision and the scheme failed to demonstrate that existing trees can be retained and new planting provided. An associated application for conservation area consent was also refused on 16/3/09 (App. No. 9912/APP/2008/3560 refers). Subsequent appeals were also dismissed on 23/10/09.

Planning permission and conservation area consent for the development now known as Georges Court were granted for a reduced scale of development (45 units) and a reduced size of site that omitted No. 511 on 19/8/10 and 5/3/10 respectively.

## **4. Planning Policies and Standards**

### **UDP / LDF Designation and London Plan**

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

#### Part 1 Policies:

PT1.E7	(2012) Raising Skills
PT1.H1	(2012) Housing Growth
PT1.HE1	(2012) Heritage
PT1.BE1	(2012) Built Environment
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.CI1	(2012) Community Infrastructure Provision

#### Part 2 Policies:

NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment

NPPF12	NPPF - Conserving & enhancing the historic environment
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.8	(2015) Housing Choice
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.17	(2015) Waste capacity
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LPP 6.13	(2015) Parking
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.6	(2015) Architecture
LPP 7.8	(2015) Heritage assets and archaeology
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BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area



OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H3	Loss and replacement of residential accommodation
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
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SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **8th September 2015**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

45 neighbouring properties have been consulted on this application and a notice has been displayed on site on the 3/9/15, with a closing date of 24/9/15. 7 responses from neighbouring occupiers have been received, together with a 33 signature petition, objecting to the proposals.

The petitioners state:-

'Our objections are as follows:

1. Over development of the existing residential site - to create an additional 3 storey block as well as rebuilding of the existing property to 3 stories to create 10 flats. One development has already being built on the local residents doorstep with another 2 just 500m away (Howarth Homes development). The recent big development next to the site of 511 Uxbridge Road had a lot of objections and was finally resolved with local residents. To ask residents to now put up with another development is not acceptable.

2. Overlooking neighbouring properties gardens, bedrooms and sitting rooms. Privacy will be invaded

as the new blocks would be 3 stories high and potential new residents of these flats would be able to look straight in neighbouring property bedrooms. 513 Uxbridge Road will be affected the most as from the plans the front block would be almost at boundary line and direct views into the rear bedrooms, sitting room and kitchen along with no privacy at all in the garden. Light / sun would be blocked to the property as again the front new build will be built close to boundary line and sitting 3 stories high will block all natural light to all of the windows on that side of the property. The entrance elevation to the front block there are 2 windows that would look directly into a bedroom of 513 Uxbridge Road.

No consideration has been given to the existing residents of 513 Uxbridge Road in regards to these plans what so ever - see pictures.

3. The site will more than likely increase the chance of accidents at an already notorious accident hotspot. The entrance to the site is at the junction of Uxbridge Road and Lansbury Drive where accidents and illegal U turns happen on a daily occurrence. The entrance to the proposed development would be right on this junction and would increase the chance of accidents and illegal U turns as residents would more than likely perform an illegal U turn rather than go all the way down to the junction of Uxbridge Road and Gledwood Drive to perform a legal U turn - see pictures.

4. The parking spaces shown on the plans of the development would not be adequate for the site so again the cars would end up either being parked on the pavement or on Uxbridge Road (yellow line). This would cause traffic disruption, as this road is a major artery for buses.

5. Pollution to current residents as proposed rear and front parking would send fumes into the neighbouring properties and would deter them from having windows open.

6. Noise pollution - neighbouring properties would have to be expected to put up with additional noise from new residents and cars.

7. Emergency vehicle access to the rear block would be very difficult as if best you could only fit 1 or 2 if the proposed car park was empty. This would have implications on new residents and also current local residents and put them all at unnecessary risk. One driveway entrance for 2-way traffic is not acceptable for a proposed development of this size.

8. Site road not wide enough for 2 way traffic and would have traffic implications on the Uxbridge Road as cars would have to wait to enter the site and therefore potentially causing traffic jams or even accidents.

9. On the planning application - Section 15 Trees & Hedges - the applicant has filled in saying that there are no trees on the development site when in fact there are quite a few existing trees - see pictures.

The applicant has filled in that there are no trees on land adjacent to the proposed development site when there are five 30ft tall mature trees on the boundary with 513 Uxbridge Road - see pictures.

10. The proposed new trees that would be planted at the rear of the site would have implications to the garages at the back of the site, which is known as the garages on Elmlea Drive. 2 trees have already been cut down due to complaints from the owners of these garages. The trees had caused damage to the walls and floors of some of the garages due to the growing of the roots. This was settled on production of an independent RICS surveyor. Copy is available for the committees perusa

On the boundary of 513 Uxbridge Road, the proposed site of the new trees would have implication to 513 Uxbridge Road a property foundations and light to the rear sitting room, bedrooms and kitchen.

As you are aware building insurance will not cover for certain problems if trees are within a 3 - 5 metre range. These proposed trees would be in that range and roots could cause instability to 513 Uxbridge Road.

11. More rubbish - on the plans there is no area designated for external rubbish bins. Do the residents keep the black bags and recycling in their properties? More than likely the rubbish bags will be left outside uncovered - open to nature. The smell of the rubbish and the potential for rats, which there are none currently, is not fair or acceptable on the local residents.

12. Notices from the council to the properties behind the proposed development site and further along the Uxbridge Road were not sent. The only property that received notice of planning from the Council was 513 Uxbridge Road. Only after complaining to the case officer and to Hillingdon Council Planning Department, were notices just sent to some of the residents of Elmleas Drive - the first notice was received on the 11th September 2015, seven days after the deadline for comments / objections for the proposed site to be sent to the council. The closing date for any comments was 4th September 2015.

13. Demolition and contractors vehicles would impact on this busy junction to cause traffic chaos and increase accidents on this accident hotspot from vehicles turning onto and exiting the proposed development site.

The residents that have signed this petition to Hillingdon Council request that the Planning Committee for this planning application along with the case officer, Mr Richard Phillips, to visit the proposed site and meet with the local residents to listen and take note of their objections in person. The committee should visit to see how over developed the local area is and is becoming with the recent 3 new developments that have been built within such a small area and how this development would impact on its neighbours.

We request the right to speak at the committee meeting against this proposed development site so that our concerns and worries are heard directly, and wish to be informed of the date and time of the committee meeting so that we may all attend.

We all strenuously object to this development site and hope that the committee will see fit to decline planning application.

Our signed petition is enclosed along with pictures.'

The individual objectors raise the following concerns, summarised under the following headings:-

Character of the area

- (i) This is blatant overdevelopment of the site with too many flats in a small area,
- (ii) This is just another set of ugly flats which will be detrimental to the local environment,

Residential amenity

- (iii) Proposal will block light to No. 513 which only receives light to the side and rear. The front block will be too close to the boundary and impact upon 5 windows on that side of the house on the ground floor and 3 on the first floor, including blocking light to a bedroom,
- (iv) Development would be far too close to properties in Elmlea Drive and 3 storey height would be intrusive and invasive to No. 513 Uxbridge Road,
- (v) Privacy to No. 513's rear and side elevations (which includes bedroom, rear kitchen and sitting

room) would be lost, and will not be able to open windows on this side and the rear gardens of Nos. 513 and 515 would be overlooked. The top flats would also overlook properties in Elmlea Drive and their gardens, far more so than the George Court flats, requiring lounge and bedroom curtains to be kept permanently closed,

(vi) Noise will increase, particularly from the rear parking area which will be below bedrooms at No. 513,

(vii) Proposal will increase pollution from extra cars, dirt and dust generation, and together with other surrounding developments, be disruptive. Residents will have to keep windows shut and be stuck indoors which will be detrimental to their health

#### Highway Issues

(viii) Increase in traffic will be dangerous and result in more accidents on an already busy road and the Grange Road junction which is a notorious accident hotspot with illegal U turns,

(ix) During construction, more traffic and accidents traffic will disrupt/block road users, as contractors are likely to park on Uxbridge Road as service vehicles do this already, even though it is yellow lined and there is no rear access,

(x) Parking provision is inadequate which will exacerbate existing parking problems on surrounding roads and the current serious congestion in Elmlea Drive,

(xi) Small access road is dangerous in its own right - if this were blocked, emergency vehicles would not be able to access the rear block,

#### Tree Issues

(xii) Application form is wrong in stating there are no trees on and adjacent to the site as there are mature trees on the application site and on No. 513 which will be affected by the development,

(xiii) Two large conifers and a pear tree should not be removed,

(xiv) New tree planting along the boundary with No. 513 will be too close and together with the 3 storey blocks, will block light to No. 513 and their roots would affect main building and rear garages,

#### General

(xv) Planning permission has already been declined once, when site linked with adjoining development,

(xvi) If there is a social housing element, there is already enough in the adjoining development(xvii) Area is overcrowded and there has already been too much residential development in this area, increasing pressures on local services, including schools, doctors and hospitals and roads,

(xviii) This application should not even be being considered and consulted upon. Residents are meeting to stop this going ahead and will take this further if it is approved,

(xix) Development is only for personal gain and there is no housing need,

(xx) Proposal will set a precedent for flatted re-development,

(xxi) De-value property values,

#### **Internal Consultees**

URBAN DESIGN/ CONSERVATION OFFICER:

This site, whilst not within The Hayes Village Conservation Area, lies just off the boundary of that part of the area that fronts the Uxbridge Road. It, therefore, has the potential to impact on the setting of the conservation area.

I am concerned that the proposed drawing (POL4A), which shows the new frontage building, appears to show it next to a 4 storey block on the adjacent site to the east. This building is actually 3 storeys in

height with the top floor set in from the boundary. The existing buildings to the rear of this development are also the same height. Any new structures should be no taller than this.

It is unclear as to why the levels across the frontage of the site are to be changed, as at present the frontage across all of the immediately adjacent building appears to be fairly level. Is this to reduce the height of the building against its neighbours? In addition, the sections and elevational drawings do not seem to show the same level changes.

Building 1 would also sit directly on the site boundary to the east, creating a cramped appearance across the frontage. The spaces between the older houses on the Uxbridge Road are an important visual element along this part of the road, they give it a fairly spacious character and a distinct rhythm to the street scene.

The design of frontage building is rather bland, with nothing to distinguish its front from its back. It also has what can only be described as a contrived and rather "chaotic" looking opening for vehicles. Overall, the quality of the design of this building is considered to be quite poor.

The rear block is of a similar design to the other, although it is of a slightly better more balanced appearance. It is taller than block 1 and almost fills this part of the site. This building should be secondary in terms of its scale and massing to the frontage block. It would, therefore, appear overly dominant and also cramped. Its back land position would be at odds with the layout of the adjacent older houses, which have generous open rear gardens and also with the adjoining modern housing development, which incorporates an internal landscaped courtyard.

The design, layout and scale of this development are considered to be unacceptable and out of character with the established townscape of the area.

#### HIGHWAY ENGINEER:

- a. The site has moderate public transport accessibility (PTAL=3).
- b. Car park should include 10% provision for disabled users.
- c. Car Park should include 20% active and 20% passive provision for electric vehicles.
- d. Cycle parking should be provided at 1 space per dwelling
- e. Pedestrian visibility splays should be provided at each vehicular access to the back of footway.
- f. Details of arrangements for refuse collection should be provided.
- g. It is recommended that one of the vehicular access be closed to reduce the number of potential conflict points between vehicular traffic, cyclists and pedestrians.
- h. Details of car park allocation should be provided and residents should not be eligible for parking permits within the PMA.

#### TREES/ LANDSCAPING OFFICER:

Landscape character / context:

Site description:

- The site is occupied by a substantial two-storey detached house on the south side of Uxbridge Road.
- The front garden has been sacrificed to provide hard-standing for 4No. off-street parking bays and pedestrian access.
- This side of the street is residential, with a new development of flats immediately to the east at the junction with Grange Road.
- To the north-east there is a parade of shops.
- The area is urban in character, dominated by Uxbridge Road. Several of the local larger houses

have already been redeveloped to provide flats.

Landscape Planning designations:

- There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site.
- The site lies adjacent to Hayes Village Conservation Area to the east.

Landscape constraints / opportunities:

- The environmental quality along Uxbridge Road is generally poor and landscape enhancement is particularly desirable in this area.
- Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

Proposal:

The proposal is to demolish the existing four bedroom house and replace it with 2No. new build three-storey units to accommodate 10 new flats with new modified access and new onsite parking and amenity space.

Landscape Considerations:

- According to the planning questionnaire (Q5) no trees or other landscape features of merit will be affected by the proposal.
- However, according to aerial photographs and the existing site plans there are trees towards the end of and along the side of the rear garden.
- No tree survey or assessment has been submitted.
- The brief Design & Access Statement fails to respond to the conventional guidance with regard to the content or format, - as recommended by DCLG and CABE. Thus it fails to address the existing landscape character or proposed landscape objectives.
- The Proposed Site Plan, ref.511UXBR/PL05A, indicates that all of the existing vegetation will be removed in order to accommodate the two buildings and associated vehicular access and parking spaces.
- The areas of planting reserved along the front boundary are likely to be too small to support vegetation.
- There is a modest area of communal (?) garden in the middle of the site.
- The strip of soft landscape around the rear block is too narrow to function as attractive, or useable amenity space.
- No provision is evident for bike or bin storage. Unless these have been accommodated within the building footprints, their siting will put further pressure on the external space / landscape.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

Recommendations:

In the absence of a tree survey, as recommended in the planning questionnaire, it is not possible to assess the impact of the tree loss.

The applicant has failed to demonstrate that trees will be unaffected by the development and has not made provision for their protection or created adequate space for their replacement as part of a comprehensive landscape scheme.

The development would be harmful to the character and appearance of the area and to the living conditions of future occupiers.

ACCESS OFFICER:

This proposal fails to comply with London Plan policy 3.8 in terms of housing which is accessible and adaptable for wheelchair users.

There is no evidence and plan to suggest that 10% has been designed to meet the needs of wheelchair users.

SUSTAINABILITY OFFICER:

I object to the proposed development.

Ecology

The proposals will result in the removal of trees and loss of garden space. The maximising of the development footprint will result in an overall reduction in ecological features. Garden spaces in Hillingdon, as across London, provide a valuable supporting environment for urban wildlife. The erosion of such habitats is having a detrimental impact on the biodiversity of the borough.

The application does not include an ecology assessment and importantly the development provides no protection to existing ecological features. No proposals have been put forward for the replacement or enhancement of biodiversity features. The development is therefore contrary to the national planning policy framework.

Further information is required to clearly show what ecological features are on site, and how these will be protected. The further information should also show how the development will contribute to a net gain in biodiversity.

Energy

I object to the proposed development as there is insufficient information showing how the energy strategy can be delivered.

The energy strategy relies on the use of roof mounted PVs to meet the London Plan reduction target of 35% of Co2. I have no concerns with the strategy itself, however, there is a lack of a connection between the strategy and the building designs. Specifically, the strategy requires over 60sqm of PV to be fitted on a south to south-west axis. The orientation of the building makes this difficult to achieve and there is no supporting roof plan showing how the panels can be accommodated. The submitted elevations show no inclusion of PV panels.

Further information is required to clearly show how the development incorporates the PVs in accordance with the energy strategy.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

While there is in general, no objection in principle to the intensification of use on existing residential sites, schemes need to be considered against relevant policy and guidance.

No objections would be raised to the loss of the existing house which has little intrinsic architectural merit.

Uxbridge Road is a busy main route and the site lies opposite the western end of the Hayes, Uxbridge Road Minor Town Centre with its more intensive, commercial character so that it can not be considered a traditional residential street where restrictions on the number of

sites to be re-developed for more intensive residential use as set out in paragraph 3.3 of the Council's Supplementary Planning Document (SPD) HDAS: Residential Layouts could reasonably be applied.

Of more importance in this case is policy regarding garden areas. The NPPF (March 2012) at paragraph 53 advises that LPAs 'should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.'

The London Plan (March 2015) notes that back gardens can contribute to the objectives of a significant number of London Plan policies and these matters should be taken into account when considering the principle of such developments. Policy 3.5 of the London Plan supports development plan-led presumptions against development on back gardens where locally justified by a sound local evidence base.

The Mayor's Housing Supplementary Planning Guidance, November 2012 also provides further guidance on the interpretation of existing policies within the London Plan as regards garden development. Paragraph 1.2.23 advises that when considering proposals which involve the loss of gardens, regard should be taken of the degree to which gardens contribute to a communities' sense of place and quality of life (Policy 3.5), especially in outer London where gardens are often a key component of an area's character (Policies 2.6 and 2.7). The contribution gardens make towards biodiversity also needs to be considered (Policies 7.18 and 7.19) as does their role in mitigating flood risk (Policies 5.12 and 5.13). Gardens can also address the effects of climate change (Policies 5.9 - 5.11).

The various issues are discussed in more detail within the relevant sections of the report.

The Council has also adopted the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012). Policy BE1 advises that new development, in addition to achieving a high quality of design, should enhance the local distinctiveness of the area, contribute to community cohesion and sense of place and make a positive contribution to the local area in terms of layout, form, scale and materials and seek to protect the amenity of surrounding land and buildings, particularly residential properties. Specifically, the policy advises that development should not result in the inappropriate development of gardens and green spaces that erode the character and biodiversity of suburban areas and increase flood risk.

Within the Council's emerging Local Plan: Part 2 - Development Management Policies (Revised Proposed Submission Version, October 2015), at paragraph 4.15 advises that the Council, in general will not accept proposals for development on garden land. Policy DMH6: Garden and Backland Development states:

'There is a presumption against the loss of gardens due to the need to maintain local character, amenity space and biodiversity. In exceptional cases a limited scale of backland development may be acceptable, subject to the following criteria:

- neighbouring residential amenity and privacy of existing homes and gardens must be maintained and unacceptable light spillage avoided;
- vehicular access or car parking should not have an adverse impact on neighbours in terms of noise or light. Access roads between dwellings and unnecessarily long access roads will not normally be acceptable;



- development on backland sites must be more intimate in mass and scale and lower than frontage properties; and

- features such as trees, shrubs and wildlife habitat must be retained or re-provided.'

It is therefore considered that there is a strong policy presumption against inappropriate development within rear gardens at national, strategic and local level.

It is therefore considered that in this instance, the proposal would result in the loss of buildings and hardstanding of the majority of the existing extensive rear garden. This would be detrimental to the character and appearance of the area, adjacent to the Hayes Village Conservation Area. When balanced against the limited contribution the development would make toward achieving housing targets in the borough, it is considered that the principle of the scheme, involving development of the majority of the rear garden area almost is contrary to Policies BE1 and HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012), Policies BE4, BE13, BE19 and H12 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), Policies 3.5, 7.1 and 7.4 of the London Plan (March 2015), guidance within the London Plan Housing Supplementary Planning Guidance (November 2012) and the NPPF (March 2012).

#### **7.02 Density of the proposed development**

Policy 3.4 of the London Plan seeks to ensure that new developments achieve the maximum intensity of use compatible with the local context and with public transport capacity. This site has a Public Transport Accessibility Level (PTAL) of 3 (where 6 represents the highest level of public transport accessibility and 1 the lowest), and Table 3.2 in the London Plan advises that an appropriate residential density for this suburban site would range from 35-65 units per hectare (u/ha) and 150-250 habitable rooms per hectare (hr/ha) for developments containing larger unit sizes such as those proposed within such a location. The Council's HDAS: 'Residential Layouts' also advises that larger rooms over 20sqm and capable of subdivision should be counted as 2 rooms.

The proposed scheme equates to a unit density of 100 u/ha and a habitable room density of 400 hr/ha, both figures significantly in excess of the Mayor's maximum density guidance for this type of site. However, whilst density guidance is a useful initial guide, it should be noted that density guidance is of only limited relevance when considering smaller scale schemes such as the current proposal. In these instances, it will be more important to ensure that the scheme harmonises with its local environment, is not detrimental to the amenities enjoyed by surrounding residents and the scheme also affords a suitable standard of amenity for its potential occupiers. These issues are considered below.

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

The application site is not located within a designated archaeological area, nor would the proposals affect the setting of any statutory listed building. The nearest locally listed building is the Hayes Cottage Hospital on Grange Road which would be sufficiently distant from the application site and screened by adjoining development so that it would not be materially affected by the proposals. The site also does not form part of an Area of Special Local Character but it does immediately adjoin the western boundary of the Hayes Village Conservation Area, the boundary of which runs along the eastern boundary of the application site.

The Council's Urban Design/Conservation Officer advises that the scheme, just off the boundary of Hayes Village Conservation Area that fronts the Uxbridge Road, has the

potential to impact upon the setting of the conservation area. The officer advises that the spaces between the older houses on this part of the Uxbridge Road are an important visual element, providing a fairly spacious character and a distinct rhythm to the street scene. In contrast, block 1 at the front of the site would immediately abut the site boundary to the east, creating a cramped appearance across the frontage on the edge of the conservation area, which would be at odds with this spacious character.

The officer also advises that the design of the frontage building is rather bland, with nothing to distinguish its front from its back. It also has a contrived and rather "chaotic" looking opening for vehicles so that overall, the quality of the design of this building is considered to be poor.

As regards the rear block, the Council's Conservation/ Urban Design Officer advises this is a similar design to the the block at the front, although it is of a slightly better more balanced appearance. However, it is taller than block 1 and almost fills this part of the site whereas principles of good design dictate that this building should be secondary in terms of its scale and massing to the frontage block. It would, therefore, appear overly dominant and cramped and its back land position would be at odds with the layout of the adjacent older houses, which have generous open rear gardens and also with the adjoining modern housing development, which incorporates an internal landscaped courtyard.

The Design Officer concludes that the design, layout and scale of the development are considered to be unacceptable and out of character with the established townscape of the area. The scheme is contrary to Policies BE4, BE13, BE19 and BE22 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **7.04 Airport safeguarding**

There are no safeguarding objections raised by this application.

#### **7.05 Impact on the green belt**

The application site does not form part of the Green Belt nor is it sited close to the Green Belt boundary. As such, no Green Belt issues are raised by this application.

#### **7.07 Impact on the character & appearance of the area**

This is dealt with in Section 7.03 above.

#### **7.08 Impact on neighbours**

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seek to protect the amenities of surrounding residential properties from new development in relation to loss of sunlight, dominance and loss of privacy respectively. The Council's Supplementary Planning Document HDAS: Residential Layouts provides further clarification in that it advises that buildings of two or more storeys should maintain at least a 15m separation distance from adjoining properties to avoid appearing overdominant and a 21m distance between facing habitable room windows and private amenity space (considered to be a 3m deep 'patio' area adjoining the rear elevation of a property) should be maintained to safeguard privacy.

As regards sunlight, Block 1 at the front of the site would only overshadow the side elevations of the adjoining properties and their front gardens. As there are no side windows in the adjoining block on Georges Court and only non-habitable room or secondary windows in the side elevation of No. 513 Uxbridge Road, the overshadowing would not be of such significance to justify a reason for refusal.

Block 2 at the rear would also only overshadow No. 513's rearmost part of the rear garden

during the morning/early afternoon and part of the amenity area serving Georges Court in the afternoon, but these areas would already experience overshadowing from the existing conifer trees in the garden of the application site so that any additional impact would not be significant.

As regards dominance, the proposed blocks would not encroach upon a 45 degree line of sight taken from neighbouring habitable room windows. Due to the staggered siting at the front, Block 1 would project forward of No. 513 by some 5m, but this would be less than the existing staggered relationship between these, albeit two storey properties. However, there is a projecting converted garage at No. 513 on this boundary which would help to screen the proposed block from adjoining ground floor windows and the proposed staggered relationship is similar to the existing relationship previously approved at Georges Court with No. 511. Furthermore, Block 2 at the rear would have a similar siting to the rear block at Georges Court so that this block would not be unduly affected and in terms of the nearest part of the rear elevation at No. 513, the front elevation of Block 2 would maintain a separation distance of some 23m and its rear elevation would be more than 27m from the nearest property on Elmlea Drive (No. 12) and separated by the garage court at the rear.

In terms of privacy, Block 1 would have its main entrance with stairwell windows above on each of the floors facing No. 513, whereas Block 2 behind would have two secondary kitchen/ living room windows facing its rear garden. Although these windows could be made to be fixed shut and obscure glazed, it is considered that these windows would result in a perception that the garden was overlooked, particularly as these windows would add to the overlooking which would result from the front facing windows which would overlook the rear patio area with a 21m distance.

As regards George Court, although the side elevation of the proposed flatted blocks facing this development have not been submitted, the floor plans do show secondary windows on this side. However, being a flatted complex comprising 45 units, the proposal would not give rise to any greater overlooking and loss of privacy to the development.

Therefore, although the scheme is considered to be acceptable in terms of loss of sunlight and dominance impacts, in accordance with Policies BE20 and BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), it is considered that it will result in actual and perceived overlooking of No. 513 Uxbridge Road, resulting in an unacceptable loss of their residential amenity, contrary to Policy BE24 of the Hillingdon Local Plan.

#### **7.09 Living conditions for future occupiers**

##### **INTERNAL LAYOUT**

The proposed two-bedroomed, three person flats would all have internal floor areas of 61.5sqm, with the only exception being the second floor flat in Block 2 which would be for four persons and have an internal floor area of 126sqm. The units would be of a sufficient size to satisfy the new national technical standards which came into force on 1/10/15 of 61sqm for a 2 bedroom, 3 person flat and 70sqm for a two bedroom, four person flat which replace the London Plan standards.

However, in addition to their size, new residential units need to provide a reasonable outlook from their habitable room windows, achieve good natural lighting and privacy.

The layout of the development is not satisfactory as Block 2 is sited too close to the rear

boundary of the site, which would involve the rear facing bedrooms of the ground floor units (Flats 6 and 7) being sited within 2.6m of the rear boundary. In such proximity, the bedrooms would have very restricted outlook and poor natural light. The amenity of these rooms would be further compromised by their lack of privacy as the external area at the rear is intended as shared amenity space. Furthermore, the layout of the living rooms/ kitchen areas of the ground and first floor units involves deep, narrow 'L'-shaped rooms with the main window being in the front elevation (and obstructed by the kitchen sink), away from the main living area at the rear. Although there are two side windows serving the room, these are small secondary windows that would need to be fixed shut and obscure glazed. The ground floor rooms would also not be particularly private as a shared footpath runs immediately adjacent to the front of the block. With little landscaping provided at the front of this block, the proximity of the parking spaces and their access is likely to result in disturbance to these units from noise, general disturbance and light pollution from headlights. As such, these units would provide oppressive and substandard accommodation.

The privacy of the ground floor flat (Flat 1) in Block 1 would also be compromised by a shared footpath which passes immediately adjacent to the rear of the block and this units bedroom windows.

#### EXTERNAL AMENITY SPACE

As regards external amenity space, Block 1 would have a 107sqm area at the rear of the block and the plans show a 42sqm amenity space provided at the rear and sides of Block 2. No balconies or other external amenity space is proposed. In order to satisfy the Council's amenity space standards, a minimum total of 250sqm of amenity space would be required. The space also has to be useable in terms of its shape and size and also in terms of its convenient siting and exposure to sunlight. The space around Block 2 would not be usable, given its maximum depth of 2.6m adjacent to the three storey block and boundary fencing /adjoining garage court at the rear where it would receive minimal sunlight, and this decreases to 1m width at the sides of the block. As such, it has been discounted. Residents of Block 2 would therefore have no conveniently located / usable amenity space. As such, the development as a whole would only provide less than half of the minimum quantity of amenity space required to satisfy the Council's standards, contrary to Policy BE23 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **7.10 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 the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Policy AM2 requires development proposals to be assessed on their contribution towards traffic generation, policy AM7 requires the traffic generation of proposed development to be acceptable in terms of the capacity and safe and efficient functioning of existing roads and policies AM9 and AM14 require development proposals to satisfy cycle and car parking standards.

The Council's Highway Engineer raises no particular objections to the access arrangements or the overall provision made for off-street car parking. Although recommendations for the improvement of the access arrangements are made, such as provision of pedestrian visibility splays and ideally the site should only have one access point, these issues could either be reasonably dealt with by condition or would not be so significant as to amount to justification for a further reason for refusal of the application, given the similar existing access arrangements at the site.

The scheme has 9 parking spaces for 10 flats. a shortfall of one parking space would not in itself be something which could justify a reason for refusal on this particular site.

However, the other omissions noted within the Highway Engineers comments such as no provision for disabled parking, electric vehicle charging, cycle parking and refuse storage do have material implications for the layout of the site so that a reason for refusal would be justified and have been included in the officer's recommendation.

#### **7.11 Urban design, access and security**

Mix of units

Given the relatively small scale of the proposed development comprising 10 units, no objections are raised to the scheme providing only two-bedroomed units in terms of Policy H4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **7.12 Disabled access**

The Council's Access Officer advises that the proposal is not acceptable from an accessibility standpoint, as it does not make appropriate provision to comply with London Plan policy 3.8 in terms of housing which is accessible and adaptable for wheelchair users, with no evidence and/or a plan to suggest that 10% of units have been designed to meet the needs of wheelchair users. A refusal reason to cover this has been added.

#### **7.13 Provision of affordable & special needs housing**

The London Plan (March 2015) sets a threshold that residential development schemes with 10 units or more should make provision for affordable housing. Although the Minister of State, Department for Communities and Local Government in a statement on 28/11/14 advised that due to the disproportionate burden of developer contributions being on small-scale developers, affordable housing contributions should not be sought for sites of 10 units or less and which have a maximum combined gross floor space of 1,000 square metres. However, this has now been successfully challenged in the High Court so that this scheme now requires to make a contribution. As no such contribution is made, the scheme is contrary to Policy 3.3 of the London Plan (March 2015) and Policy H2 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

#### **7.14 Trees, landscaping and Ecology**

Trees and Landscaping

Policy BE38 of the Hillingdon Local Plan advises that new development should retain topographical and landscape features of merit and that new planting and landscaping should be provided wherever it is appropriate.

There are no Tree Preservation Orders and no Conservation Area designations affecting trees within the site. The Council's Tree/ Landscape Officer advises that the environmental quality along Uxbridge Road is generally poor and landscape enhancement is particularly desirable in this area where many front garden areas have been sacrificed to provide off-

street parking. Although the planning application form states that no trees will be affected by the proposals and no tree survey or assessment has been submitted, there are trees towards the end of and along the side of the rear garden. The Tree/ Landscape Officer advises that all of the existing vegetation will be removed in order to accommodate the two buildings and associated vehicular access and parking spaces. Areas of proposed planting along the front boundary are likely to be too small to adequately support vegetation and the strip of soft landscape around the rear block is too narrow to provide attractive (or useable) amenity space.

Therefore the scheme in the absence of a tree/ arboricultural survey, fails to assess the impact of the development upon existing trees on and off the site and has not made provision for their protection or created adequate space for their replacement as part of a comprehensive landscape scheme. As such, the development would be harmful to the character and appearance of the area, contrary to Policies BE13, BE19 and BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

### Ecology

The Council's Sustainability Officer advises that the removal of trees and the loss of garden space will result in an overall reduction in ecological features and value of the site. Garden spaces in Hillingdon, as across London, provide a valuable supporting environment for urban wildlife and that the erosion of such habitats is having a detrimental impact on the biodiversity of the borough.

The proposals do not include an ecology assessment and importantly the development provides no protection to existing ecological features. Furthermore no proposals have been put forward for the replacement or enhancement of biodiversity features.

The development is therefore contrary to the NPPF, Policy 7.19 of the London Plan (March 2015) and Policies EC2 and EC5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **7.15 Sustainable waste management**

The proposal does not make any provision for the storage of refuse or recycling waste. Furthermore, given the cramped nature of the development, it is not considered that suitable secure and screened provision could be provided without requiring significant revision of the scheme and/or compromising other aspects of the development. The scheme is therefore contrary to Policy 5.17 of the London Plan (March 2015).

#### **7.16 Renewable energy / Sustainability**

A renewable energy statement has been submitted in support of the application. This advises that the preferred option for meeting the Mayor's requirement for a 35% reduction in CO2 emissions would be through the use of photovoltaic (PV) panels. Whilst the Council's Sustainability Officer does not object to the assessment itself, it is noted that the scheme does not provide any further detail to demonstrate that the overall area of panels needed to satisfy the Mayor's energy reduction targets can be fully accommodated on the roof of the building(s) without any further, possibly off-site additional measures/contributions being needed, contrary to Policy 5.2 of the London Plan (March 2015). A reason for refusal has been included in the officer's recommendations.

#### **7.17 Flooding or Drainage Issues**

The site is not prone to flooding. Had the application not of been recommended for refusal, it is considered that a suitable condition could have been attached to ensure that sustainable

drainage techniques were employed to ensure that the development did not increase the risk of sites flooding elsewhere and made an appropriate contribution towards a reduction in the use of potable water in accordance with Policies 5.13 and 5.15 of the London Plan (March 2015).

#### **7.18 Noise or Air Quality Issues**

##### Noise Issues

The proposal would intensify the residential use of this site adjacent to the busy A4020 Uxbridge Road. The application has failed to provide a noise assessment, that would assess the noise exposure of the site and the suitability of the scheme and whether any noise mitigation measures are required. In the absence of this assessment, the scheme is contrary to Policy 7.15 of the London Plan (March 2015), Policy OE5 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's SPD: 'Noise'.

##### Air Quality Issues

Similarly, the scheme has failed to provide an air quality assessment that would analysis the impacts of the development upon local air quality and any threats to residential occupiers. As such, the scheme is contrary to Policy 7.14 of the London Plan (March 2015) and the Council's possible would be likely to generate more trips within the Air Quality Management Area. The application has failed to provide an air quality assessment, contrary to Policy 7.14 of the London Plan (March 2015) and the Council's Supplementary Planning Guidance: 'Air Quality'.

#### **7.19 Comments on Public Consultations**

The petitioners comments raising material planning considerations and points (i) to (viii) and (x) to (xiv) raised within the individual consultee responses have been considered within the officer's report. As regards point (ix), the possible inappropriate parking of contractors' vehicles during the construction phase is a highway enforcement issue and not a planning matter. In terms of social housing (point (xvi)), this scheme is required to make a contribution towards affordable housing and the scheme's lack of provision is included as a reason for refusal. As regards local services (point (xvii)), if the scheme were to be approved and implemented, it would be CIL liable and therefore a financial contribution towards local services would be payable. As regards point (xviii), all new valid planning applications need to be considered and the concerns of surrounding residents are noted. As regards points (xix) to (xxi), these do not raise valid planning reasons to oppose the application.

#### **7.20 Planning obligations**

This scheme would have required a contribution towards affordable housing and given that the scheme is being recommended for refusal, a S106 Agreement has not been progressed and in its absence, the scheme fails to make adequate provision for affordable housing, which forms a reason for refusal.

#### **7.21 Expediency of enforcement action**

No enforcement issues are raised by this application.

#### **7.22 Other Issues**

There are no other planning issues raised by this application.

### **8. Observations of the Borough Solicitor**

#### General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so

far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

#### Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

#### Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

#### Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

## **9. Observations of the Director of Finance**



## **10. CONCLUSION**

This scheme seeks to provide an excessive amount of residential accommodation on site which fails to harmonise with its surroundings and provides a poor standard of residential accommodation for its future occupiers and lacks appropriate amenity space and bin and cycle storage provision on site.

The scheme would result in the loss of privacy to neighbours and fails to assess its impacts upon trees and the site's ecology and the implications of the development for air quality and noise. Although the application has been accompanied by an energy statement, it is not clear how the photovoltaic panels will be accommodated on site. The scheme also does not make provision for wheelchair users. Finally, the scheme makes no provision for affordable housing.

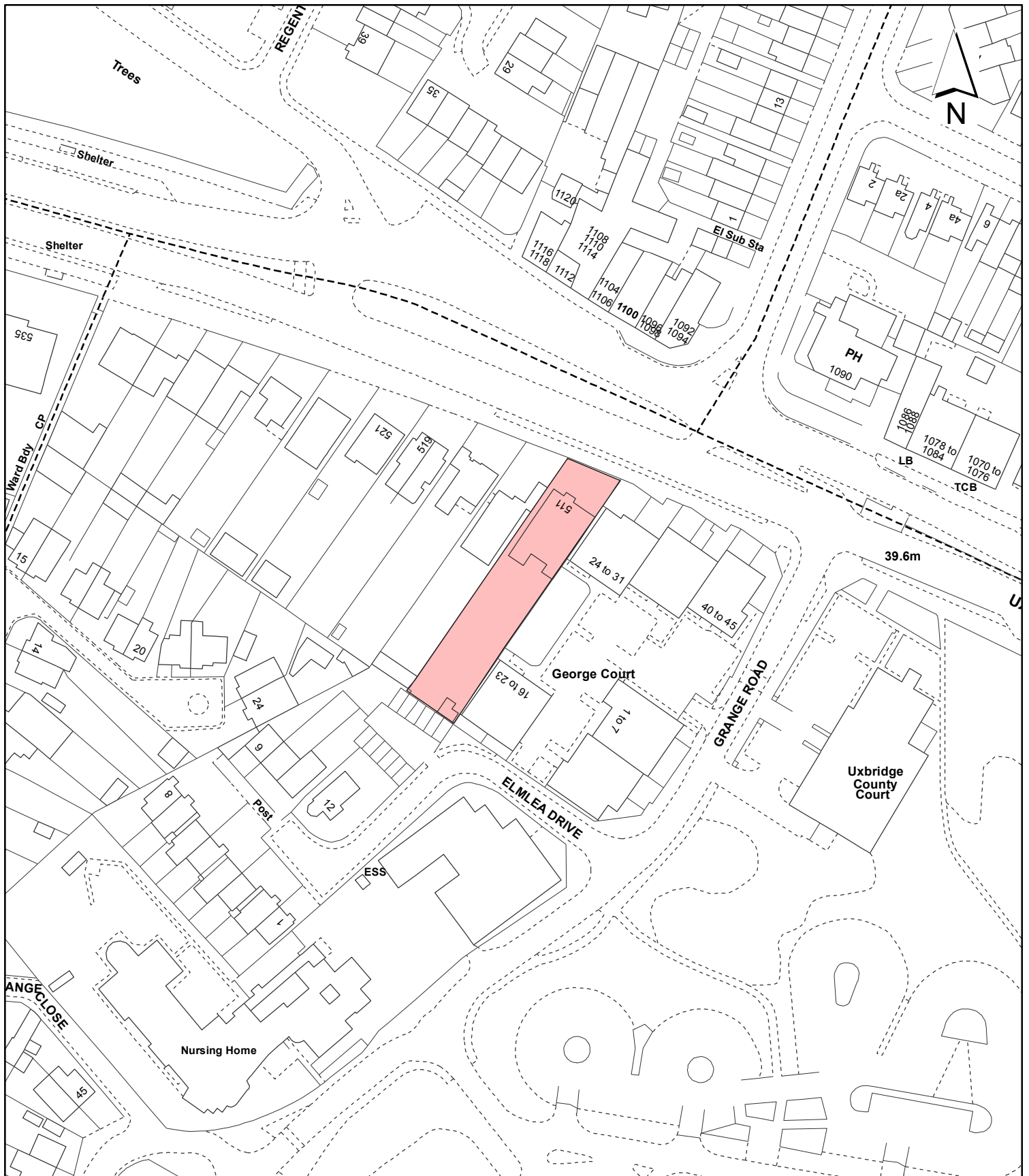
The scheme is recommended accordingly.

## **11. Reference Documents**

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)  
The London Plan (2015)  
Mayor of London's adopted Supplementary Planning Guidance - Housing (November 2012)  
Hillingdon Design and Accessibility Statement: Residential Layouts  
Hillingdon Design and Accessibility Statement: Accessible Hillingdon  
National Planning Policy Framework  
Planning Practice Guidance (March 2014)  
National Technical Standards (October 2015)

**Contact Officer:** Richard Phillips

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**511 Uxbridge Road  
 Hayes**

**LONDON BOROUGH  
 OF HILLINGDON**  
 Residents Services  
 Planning Section  
 Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111

Planning Application Ref:  
**15988/APP/2014/4271**

Scale:  
**1:1,250**

Planning Committee:  
**Major** Page 36

Date:  
**January 2016**



**HILLINGDON**  
 LONDON

## Report of the Head of Planning, Sport and Green Spaces

**Address** WATERLOO WHARF WATERLOO ROAD UXBRIDGE

**Development:** Erection of 2 blocks containing 53 one, two and three bedroom apartments, together with associated parking, access and landscaping, involving demolition of existing buildings.

**LBH Ref Nos:** 43016/APP/2014/4486

**Drawing Nos:** SUB 203.2 RevD- Sectional Elevations - EE + FF  
SUB 204.2 RevD- Sectional Elevations - GG + HH  
Phase 1 Detailed Desk Top Study  
2015-08-28 D&A  
Daylight Assessment Revised Aug 15 01.9.15  
Environmental Noise Assessment Revised v4 01.9.15  
Transport Statement Revised Aug 15 01.9.15  
RP01 rev D Landscape Design Statement 01.9.15  
Amended Plans Submission Covering Letter 01.9.15  
Applicant's response to Consultee feedback 4.12.15  
Air Quality Assessment  
Arboricultural Statement and Tree Condition Survey  
Code for Sustainable Homes Pre-Assessment  
Energy Strategy  
Flood Risk Assessment  
Waterloo Wharf Phase II Geoarchaeological Trenches FINAL  
Heritage Statement  
MARKETING REPORT  
SUB 01 RevA - Location Plan  
SUB 02 - Existing Survey site  
SUB 201 - Existing Sectional Elevations AA + BB  
SUB 202 - Existing Sectional Elevations - CC + DD  
SUB 204 - Existing Sectional Elevations - GG + HH  
01H External Works Masterplan  
04E External Roof Terrace Masterplan Block B  
SUB 03.1 RevD - Site Plan  
SUB 04 RevD - Ground Floor Plan  
SUB 05 RevD - First Floor Plan  
SUB 06 RevD - Second Floor Plan  
SUB 07 RevD - Third Floor Plan  
SUB 08 RevD - Roof Plan  
SUB 101 RevD - North + West Elevation - Block A  
SUB 102 RevD South + East Elevation - Block A  
SUB 103 RevD - West + South Elevation - Block B  
SUB 104 RevD - East + North Elevation Block B  
SUB 201.2 RevD - Sectional Elevations AA + BB 01  
SUB 202.2 RevD- Sectional Elevations - CC + DD

**Date Plans Received:** 22/12/2014                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 30/12/2014

## 1. SUMMARY

Planning permission is sought for the erection of 2 separate part 3, part 4, part 5 storey blocks of flats at the site of Goldberg's Timber Yard, Waterloo Warf, at the junction of Rockingham Road and Waterloo Road. The proposal involves the demolition of the existing structures on the site, including the warehouse building, office building, main house and annex and redevelopment for residential purposes for 53 flats.

70 surrounding occupiers were consulted. 20 representations have been received objecting to the scheme, mainly for the following reasons: significant impact on residents living in the surrounding area due to the design, height and scale, limited parking planned, the poor access on a busy road and associated noise and pollution. In addition, a petition bearing 60 signatures has been received objecting to the proposals on similar grounds.

The site is not identified as being required to meet the Council's housing targets, whilst the application has failed to justify the loss of employment land in this case.

Because of the site's proximity to the adjoining boat yard and dry dock, future occupiers of the scheme are likely to be subject to unacceptable levels of noise, with the potential for noise complaints, thereby prejudicing the long-term future of this important canal related operation.

The proposed scale and mass of the new residential blocks would be out of character with the established scale of buildings in the Uxbridge Moor Conservation Area, whilst the impact of the development upon the setting of the Grade 2 listed General Elliott public house opposite and the adjacent locally listed boat yard would harm those building's historic interest.

The scheme fails to incorporate a review mechanism for affordable housing, while no contributions towards canal side improvements have been offered. Refusal is therefore recommended.

## 2. RECOMMENDATION

**REFUSAL for the following reasons:**

### 1 NON2 Non Standard reason for refusal

The proposed development, by reason of its layout, scale, proportions and massing would result in an unduly intrusive, visually prominent and incongruous form of development, which fails to respect the established character of the Uxbridge Moor Conservation Area or compliment the visual qualities of the Grand Union Canal and the visual amenities of the street. The proposal is therefore contrary to Policies BE4, BE13, BE19 and BE32 of the Saved Policies of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

### 2 NON2 Non Standard reason for refusal

The applicant has failed to demonstrate that there is no realistic prospect of the land being used for industrial or warehousing purposes in the future. In addition, the proposed development, by reason of its close proximity to the adjoining boat yard and dry dock facility is likely to be subject to unacceptable levels of noise, detrimental to the residential amenities of future occupiers, giving rise to noise complaints. The proposal is therefore likely to cause operational problems for the boat yard operator, thereby prejudicing the conservation of buildings and features associated with the working life of The Grand Union Canal. The proposal is therefore contrary to Policies LE4 (iii), OE5, BE 31 and BE32 of the Saved Policies of the Hillingdon Local Plan: Part 2 - Saved UDP Policies

(November 2012).

**3 NON2 Non Standard reason for refusal**

The applicant has failed to provide, through an appropriate legal agreement, an appropriate provision of on site affordable housing. The proposal is therefore contrary to Saved Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), the London Borough of Hillingdon's Supplementary Planning Document on Planning Obligations and Policies 3.10 - 3.13 of the London Plan (2015).

**4 NON2 Non Standard reason for refusal**

The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of construction training, off site highway works, the canal environment and towpath improvements and a project management and monitoring fee). Given that a legal agreement to address this issue has not at this stage been offered or secured, the proposal is considered to be contrary to Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the London Borough of Hillingdon's Supplementary Planning Document on Planning Obligations.

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

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

**2 I53 Compulsory Informative (2)**

The decision to REFUSE 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 (2015) and national guidance.

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood

	protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE31	Facilities for the recreational use of the canal
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE33	Proposals for the establishment of residential moorings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM18	Developments adjoining the Grand Union Canal - securing facilities for canal borne freight
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
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LPP 5.3	(2015) Sustainable design and construction
LPP 5.7	(2015) Renewable energy
LPP 6.13	(2015) Parking
LPP 7.14	(2015) Improving air quality
LPP 7.19	(2015) Biodiversity and access to nature
LPP 7.24	(2015) Blue Ribbon Network
LPP 7.26	(2015) Increasing the use of the Blue Ribbon Network for freight transport
LPP 7.28	(2015) Restoration of the Blue Ribbon Network
LPP 7.3	(2015) Designing out crime
LPP 7.30	(2015) London's canals and other rivers and waterspaces
LPP 7.8	(2015) Heritage assets and archaeology
LPP 8.2	(2015) Planning obligations

**3**

The Local Planning Authority has actively engaged with the applicant at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. However, the scheme results in a number of fundamental planning concerns, including impact on the Uxbridge Moor Conservation Area, failure to conserve buildings and features associated with the working life of The Grand Union Canal, lack of an appropriate provision of on site affordable housing, and failure to provide planning obligations. Accordingly, the planning application has been refused.

**4**

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website [www.hillingdon.gov.uk/index.jsp?articleid=24738](http://www.hillingdon.gov.uk/index.jsp?articleid=24738)

**3. CONSIDERATIONS****3.1 Site and Locality**

The site relates to land owned by British Waterways, known as Waterloo Wharf, currently occupied by Y. Goldberg & Sons Ltd., who operate a timber yard. The site is accessed from Waterloo Road and comprises a large warehouse building, a two-storey office building and a detached property at 80 Rockingham Road. The site is located at the junction of Waterloo Road and Rockingham Road and is bounded on the west by the Grand Union Canal, to the south by a working boat yard and dry dock, while to the east lie two-storey maisonettes fronting Waterloo Road.

Waterloo Wharf was one of, if not the first wharf in Uxbridge and has been continuously available for over two centuries. The adjacent Uxbridge Wharf was and still is principally devoted to boat building and repair, leaving Waterloo Wharf as the only general wharfage left in Uxbridge.

The site is within the Uxbridge Moor Conservation Area. It is also opposite the Grade II Listed General Elliot Public House as well as the dry dock and boat yard which is on Hillingdon's Local List of Buildings of Architectural or Historic Importance - all three heritage assets. The site is considered to be highly sensitive. The immediate area is characterised by the waterside industrial/commercial nature of the canal and wharf buildings, together with the suburban nature of the inter-War housing.

Originally allotments, terraced housing (some of which survives), inns and yards, the site appears to have been given over for use as a wharf in the 1950s. Waterloo Wharf and the post-War housing block (3-5 Waterloo Road) have no architectural or historic merit. The detached property, 80 Rockingham Road, is part of the turn of the century development of the area and whilst altered, has a relationship between the remaining properties in the area

**3.2 Proposed Scheme**

The proposal involves the demolition of the existing structures on the site, including the

warehouse building, office building, main house and annex and redevelopment for residential purposes for 53 flats.

The residential units will be provided in 2 separate blocks. Block A is located towards the northern corner edge of the site and junction between Rockingham Road and Waterloo Road. Building A contains seven 1-bedroom, three 2-bedroom and one 3-bedroom apartments. Building A will front both Waterloo Road and Rockingham Road, with an element of the western facing side towards Rockingham Bridge being below bridge level. Building B contains 28 x 1-bedroom and 14 x 2-bedroom apartments, with an east west orientation maximising on the canal frontage.

Block A which has been scaled down from the original submission now comprises a part 3, part 4 and part 5 storey building. The portion which straddled over the entrance in the initial planning submission has been removed in the final design, as well as the penthouse level.

Block B is the larger of the two blocks and commands the most prominent canal views. Block B is now a part 3 part 4 part 5 storey building. Block B was previously configured as two separate blocks (Blocks B and C) in the original submission. It has now been amended to form one long rectangular shaped block, synonymous with historical industrial canal front buildings. This block has been reduced in height, with the removal of the penthouse level. The building has been moved further away from the canal side over three design revisions, in order to accommodate additional amenity space along the canal front.

The south facing windows facing the boatyard have been removed in order to address potential noise issues emanating from the boatyard. The final relocation of block B the applicant submits, is a balance between a greater separation from the east-side neighbouring residents (fronting Waterloo Road) and sufficient space for private and public amenity space facing the canal.

The proposed development includes a mixture of shared and private amenity space at ground level and the canal front has been made fully accessible for residents. The roof space has been configured to accommodate an extensive shared landscaped roof terraces, to provide additional amenity space with views for residents.

A children's play area has been incorporated at ground level in the north west corner of the site. The adjacent existing listed Pillbox will be made habitable internally, with lighting and services, for leisure use by residents. Seating has also been introduced to the various external areas. The hard paved areas are intended in part to be used as multi-use shared space.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

The timber yard has been in operation at this site for over 50 years, being established in 1954. Waterloo Wharf was one of if not the first wharf in Uxbridge and has been continuously available for over two centuries.

Digging at this site commenced for the then Grand Junction Canal on 1st May 1793. Waterloo Wharf was almost certainly the Uxbridge terminus when the Canal was opened on 3 November 1794. For the first 150 years, Waterloo Wharf, which was originally known as Canal Wharf was a coal wharf, operated by Fellows Morton & Clayton Ltd. until 1949. The adjacent Uxbridge Wharf was and still is principally devoted to boat building and repair, leaving Waterloo Wharf as the only general wharfage left in Uxbridge.



80 Rockingham Road (formally known as 1 Waterloo Road) was built in the mid 1800's. It was privately occupied at first, but by 1901 is shown as being in part occupied by the Wharf Manager. The building has been extended over time and for many years has been in use as offices.

In 2003 an application ref: 13550/APP/2003/2427 for a part 3, part 4 storey block of 38, 2 bedroom flats with 38 associated car parking spaces, together with refuse and cycle storage facilities was refused for the following reasons:

1. The proposed development, by reason of its layout, scale, proportions and massing would result in an unduly intrusive, visually prominent and incongruous form of development, which fails to respect the established character of the Uxbridge Moor Conservation Area or compliment the visual qualities of the Grand Union Canal and the visual amenities of the street. The proposal is therefore contrary to Policies BE4, BE13, BE19 and BE32 of the Unitary Development Plan.

2. The proposed development by virtue of its siting and scale would be detrimental to the canal side setting of the Listed Building known as the General Elliot Public House, contrary to Policy BE10 of the Unitary Development Plan.

3. The proposal would result in inadequate provision for car parking which would be likely to cause on-street parking, to the detriment of highway and pedestrian safety. This is contrary to Policy AM14 of the Borough's adopted Unitary Development Plan.

4. Access to the site is considered inadequate for the likely increase in traffic generated by the proposed development. As a result, the proposal would give rise to conditions prejudicial to the free flow of traffic and will be detrimental to highway and pedestrian safety. The proposal is therefore contrary to Policies, AM7 and from the Borough's adopted Unitary Development Plan.

5. The proposed development, by reason of its close proximity to the adjoining boat yard and dry dock facility is likely to be subject to unacceptable levels of noise and vibration, detrimental to the residential amenities of future occupiers, giving rise to noise complaints. The proposal is therefore likely to cause operational problems for the boat yard operator, thereby prejudicing the conservation of buildings and features associated with the working life of The Grand Union Canal. This is contrary to Policies H6, OE5, BE 31 and BE32 of the Unitary Development Plan.

6. The development is likely to give rise to a significant number of children of school age that would require additional educational provisions, due to the shortfall of places in schools serving the area. Given that a legal agreement or unilateral undertaking has not been offered to address this issue, the proposal is considered to be contrary to policy R17 of the Unitary development Plan.

7. The proposal fails to provide affordable housing. Given that a legal agreement or unilateral undertaking has not been offered to address this issue, the proposal is considered to be contrary to policy H11 of the Unitary Development Plan.

#### **4. Planning Policies and Standards**

#### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM11	(2012) Sustainable Waste Management
PT1.EM3	(2012) Blue Ribbon Network
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage

Part 2 Policies:

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
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BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.

BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
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BE3	Investigation of sites of archaeological interest and protection of archaeological remains
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LPP 8.2	(2015) Planning obligations

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **8th April 2015**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

The application has been advertised under Article 15 of the Town and Country Planning General Development Management Order 2015 as a Major Development. The application has been advertised as a development that affects the character and appearance of the Uxbridge Moor Conservation Area and the setting of the Grade 2 listed building, the General Elloit Public House. 47 surrounding property owners/occupiers were initially consulted. A subsequent consultation was carried out for the revised scheme that was submitted in September 2015.

At the time of writing the report, 20 letters have been received objecting to the proposal. The contents are summarised below:

- The height of the proposed new development blocks are much taller and imposing than the existing 'shed' type building that the development will replace.
- Even though the new blocks are a little further away from my property than the current building, they will be 4/5 storeys high so this really does not equate.
- The development is very tall and despite the day light assessment common sense would indicate that I will ultimately lose sunlight in my garden
- The blocks facing and to the side of my flat will all have balconies. which will overlook both my garden and bedroom
- My bedroom/garden will back onto the car park. I am hugely concerned about the impact of noise I will encounter (all hours) and indeed pollution from the cars that will be parking.
- I am concerned about the impact of any lighting planned for the car park area.
- The bin stores would be situated in the car park at the rear of mine and my neighbour's property this would encourage the rodent population not to mention the smell
- The ratio of flats planned vs car parking spaces is a concern. Parking is already a challenge for those of us who live in Waterloo Road. We have residential permit parking during the day, which I know would not be open to development residents, however that ends at 5pm. The planned development would include 52 flats with only 37 car parking - a significant shortfall which is bound to have an impact on local residents parking on the street in surrounding roads.
- No visitor parking
- The access to the planned development would be newly created and will be very close to the bend at the top of Waterloo Road
- The entrance to Waterloo Road (from Rockingham Road) gets very busy and congested, especially during 'peak hours'. The additional traffic generated from the development will only add to this congestion.
- The reasons for refusal of the previous application still stand today
- The developer's claim of a complementary new development doesn't hold weight - the building height together with the colour of the brick will mean it stands out like an eyesore.
- The service road at the back of Frays Waye is constantly being used to access the back gardens of properties at both Frays Waye and Waterloo Road, but access is always an issue due to the high number of cars parked all day, This is by people that work in the borough and want to park for free all day, and in the evening is used as an over flow by residents who cannot park outside their properties.
- The entrance to 'Waterloo Wharf' will be newly created and will be very close to the bend at the top

of Waterloo Road, travelling from Frays Way onto Waterloo Road is already dangerous due the fast speed and amount of cars. With additional cars using the new development this is very dangerous.

- I am broadly in favour of this development
- The Transport Statement makes reference to there being "no deficiencies in the public transport network or facilities that would discourage or restrict the use of these modes as being a viable alternative to the car". This is true for journeys into London, but options out into Buckinghamshire and Berkshire are far more limited and not realistic for instance for daily commuting except to very specific locations such as Slough Town centre. Most local residents therefore have a car, which ironically will spend much of its time parked up, increasing the need for parking space. I gather the current well-intentioned but ultimately misguided policy of setting maximum levels of parking has been criticised by the Minister of State for Housing and Planning it may be appropriate in inner London, but is far less so on the outskirts.
- The development really does need a minimum of 1 residents parking space per property plus visitor parking if it is not to have a negative impact on parking for nearby residents. Barring occupants from applying for residents parking permits will simply move the problem slightly further away.
- I note that a previous application to redevelop this site was turned down on the grounds of insufficient parking. This would still seem to be a problem.
- The Planning Statement notes that "Every resident who attended the event objected to the provision of affordable housing at the site". I attended but raised no such objection, and in fact think there should be a significant proportion of affordable housing to avoid a preponderance of buy-to-let with transient student and other short-term occupants who have no long-term commitment to the area.
- The proposed widening of the pavement on the corner of Rockingham Road and Waterloo Road will be much appreciated.
- It would be good to find a place in the new development for the Waterloo Wharf bas-relief mounted on the side of 80 Rockingham Road.
- This will pollute the area.
- The car park will directly face my bedroom. This new development will infringe on my privacy, cause more traffic and pollution and it will no longer be the quiet neighbourhood
- the entrance to the proposed car park will be dangerous for pedestrians.
- I was unable to attend the public exhibition due to my disability.
- The proposed blocks are higher than the current buildings which will be more imposing on my private garden, and also block some of the sunlight
- the building at the back of my property is a solid wall this will now change to properties there will be light pollution streaming into my property
- The extra volume of people and cars will cause noise and toxic pollution
- I will lose the privacy of my garden and home as I will have people overlooking my garden
- The proposed waste disposal option is of concern, we currently have a large issue with vermin on Waterloo Road,
- Has the drainage of the properties been considered,
- Any problems in this area would affect the local wildlife The wildlife along the canal and surrounding areas will be affected during the build of the development and once the properties are ready.
- The traffic in Waterloo Road and the junction of Rockingham Road is currently an issue, to have an increased volume of traffic using this junction will add to these problems, as will the build up of traffic on an already dangerous bend with traffic turning into the proposed complex this is an even bigger area of concern. ]
- Waterloo Road is currently limited on parking spaces, the proposal is for less spaces to the number of properties therefore spaces on Waterloo Road and surrounding roads will become even more limited
- Has any consideration been given to the local support
- It is also a shame to lose some old buildings from the area it feels like we are losing some of the local heritage which given the history of the area
- If Goldbergs have a definite decision to no longer occupy the premises then the council could be

more creative in using these buildings to provide amenities for the local area

- Have the local infrastructure and amenities been considered, schools, hospitals etc
- There has been a number of new builds in the area over the last couple of years. The local amenities and infrastructure is currently under strain with all the developments around the Hillingdon area so a further development will put even more pressure on the borough.
- I understand that a certain proportion of the development should be given to the council for social housing, and I understand that the developers are trying to manage their proposal to have a limited number of social houses but this is relating to the profits, my concern is that there is already a large number of social housing properties on Waterloo Road and in the surrounding areas, whilst I am not against social housing I would ask the council to take into consideration the tenants they allocate the houses should the development go ahead.
- Buildings will have a detrimental impact on the area, and the road exiting onto Waterloo Road, has the great potential to become a black spot for road traffic accidents involving pedestrians and other vehicles alike, due to the number of flats proposed and distance to the turning onto the Rockingham Road.

In addition a petition bearing 60 signatures has been received objecting to the proposals on the following grounds:

- Significant impact on residents living in the surrounding area due to the design, height and scale, limited parking planned, the poor access on a busy road and associated noise and pollution.

#### HISTORIC ENGLAND (GLAAS)

The applicant's detailed consultation with this office has led to the submission of a selection of reports on the archaeology of the site, detailing the works the applicant has carried out prior to determination of the current planning application.

This application involves a substantial development within the Council's Colne Valley Archaeological Priority Zone identified for its potential for rare early prehistoric hunter gatherer sites. The application site lies in an area which has numerous records of hunter gatherer (Upper Palaeolithic and Mesolithic) occupation including undisturbed in-situ camp sites consisting of scatters of worked flint tools and waste, animal bone, hazel nut shells, fire sites and in one case possibly a preserved wooden structure. Such sites will either be of major regional or national importance. Only c800m north and in a similar topographic location is the site of Three Ways Wharf (Uxbridge). Three Ways Wharf and the New Denham site (nearby but in Buckinghamshire) are considered to be nationally important undesignated heritage assets which under the provisions of NPPF 139 would be subject to the policies applying to designated heritage assets.

Similar remains could exist on this site and would be considered subject to the same policies as a designated heritage asset. Also of interest is the site's proximity to the Grand Union Canal, as early docks and wharves associated with the canal or its construction may extend into the site. The proposed development may, therefore, affect remains of archaeological importance.

To date the applicant has carried the following works:

1. Archaeological Desk Based Assessment of Palaeolithic/Mesolithic Potential (Cotswold Archaeology, dated April 2015) this included a geo-archaeological model of the site and its environs to understand the potential for Mesolithic and Upper Palaeolithic occupation or associated environmental remains. Importantly it also compared this site to other local sites.
2. Fieldwork and report of the Geoarchaeological monitoring of boreholes (Cotswold Archaeology / ARCA, dated August 2015)
3. This work was followed by fieldwork and a report entitled 'Phase II: Geoarchaeological monitoring of evaluation trenches' (Cotswold Archaeology/ARCA, dated October 2015).

Having carefully considered the submitted reports, I confirm that the applicant has made

conscientious efforts to determine the value and significance of the potential buried archaeology of this site in advance of the determination of the planning application. Unfortunately, there are on-site logistical constraints to carrying out any further predetermination evaluation works at this stage - these relate to the continuing operation of the saw mill on the site.

In summary, the reports are very informative pieces of work. They accord with relevant standards and guidance and are in compliance with the advice from this office. For the sake of clarity it must be stated, however, that these works do not decisively confirm whether archaeology similar to Three Ways Wharf and New Denham is or is not present on this site. The results of the works indicate that from the very small sample area available there is currently no evidence for prehistoric human activity at the site. However, over much of the site the geological conditions appear conducive to the survival of such remains. The evaluation trial trenching work revealed a deposit of black organic mud of similar depth and nature to that seen at the Three Ways Wharf site has been identified, and this deposit has been described as containing macro biological remains (plant matter and mollusc shells). This deposit would need to be excavated more fully to see if artefactual or ecofactual evidence of human activity was present. The advice of the Historic England Science Adviser, Dr Sylvia Warman, is that the retained samples of this deposit should be analysed to see if any macro botanical remains are present that could be submitted for radiocarbon 14 dating. A date now would clarify where this deposit sits within the known Three Ways Wharf and Phase 500 Riverside Way (Uxbridge) chronologies and be helpful for determining the archaeological strategy here. I would be grateful if Mr Blick could confirm if this is achievable and whether it could be actioned now.

Appraisal of this proposal using the Historic Environment Record and the documents submitted to date indicates that the applicant has endeavoured to collate sufficient information to reach an informed judgment, but that logistical constraints limit further work.

I conclude that the development would not cause sufficient harm to justify refusal of planning permission provided that robust arrangements are made to safeguard the archaeological interest and/or require an investigation to be undertaken to advance understanding. These safeguards would normally be secured by a conditions attached to a planning consent.

If the Borough is minded to grant consent, I recommend that the following two planning conditions are applied. The first Condition is for archaeological investigation and then - dependent upon a review of the results of the investigations - the Borough could recommend either full excavation of any discovered archaeological remains or preservation in situ (or a combination of the two). The preservation in situ requirement could be achieved via the second condition, which is for flexibility in the foundation design to safeguard buried archaeological deposits.

Condition 1: Archaeological Investigation Two Stage Condition

Condition: No demolition (except to ground slab only) or 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 demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site that 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 demolition/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 qualified 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.

These works should take the form of:

Geotechnical Monitoring and Potentially Further Geoarchaeology Coring Archaeological monitoring of geotechnical pits and boreholes, combined with boreholes sunk for geoarchaeological purposes, can provide a cost-effective means of establishing the potential for archaeological remains to survive on previously developed land or where deep deposits are anticipated. It is usually used as part of a desk-based assessment or field evaluation. Followed by:

#### Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (predetermination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

Depending upon the results of the geotechnical monitoring and any further geoarchaeological modelling work and an assessment of the impact of the foundation design and piling density of the proposed development, the evaluation should take the form of a grid of archaeological test pits which are sieved for worked flint and other anthropogenic material and recorded/sampled for evidence of formation processes and palaeoenvironmental data.

#### Refer to Science Advisor

In preparing a written scheme for this site, the applicant's archaeologist should consult English Heritage's Science Advisor, Dr Sylvia Warman. The applicant will also need to submit a suitable methodology for demolishing the buildings without harming the below ground archaeological interest. Compliance with this methodology should be a requirement of approval. The WSI for the site should also include contingency arrangements for major new discoveries relating to the Palaeolithic/Mesolithic interest in the area.

#### Condition 2: Archaeology Foundation Design

Condition: Following the review of the results of the Stage 1 evaluation required under Condition 1, if heritage assets worthy of preservation in situ are identified then no development shall take place until details of the foundation design and construction method to protect archaeological remains have been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: The planning authority wishes to secure physical preservation of the site's archaeological interest in accordance with the NPPF.

Further information on archaeology and planning in Greater London is available at:  
<http://www.english-heritage.org.uk/professional/advice/our-planning-role/greaterlondon-archaeology-advisory-service/about-glaas/>



Please note that this advice relates solely to archaeological considerations. If necessary, English Heritage's Development Management or Historic Places teams should be consulted separately regarding statutory matters.

## CANALS AND RIVERS TRUST

The British Waterways Board (Transfer of Functions) Order 2012 has substituted references to British Waterways in the Town and Country Planning (Development Management Procedure)(England) Order 2010 to the Canal & River Trust. As such, local planning authorities are now required to consult the Canal & River Trust on applications for planning permission in the same way as British Waterways was previously consulted. In addition, under the British Waterways Board Transfer Scheme 2012 (also made under the Public Bodies Act 2011) all the property of British Waterways in England and Wales has now vested in the Trust. The Canal & River Trust is a company limited by guarantee and registered as a charity. It is separate from government but still the recipient of a significant amount of government funding.

The Trust has a range of charitable objects including:

- To hold in trust or own and to operate and manage inland waterways for public benefit, use and enjoyment;
- To protect and conserve objects and buildings of heritage interest;
- To further the conservation, protection and improvement of the natural environment of inland waterways; and
- To promote sustainable development in the vicinity of any inland waterways for the benefit of the public.

The Canal & River Trust has the following comments to make on the application:

### Principle of development

The Trust has no objection to the proposed redevelopment of the site for residential purposes. We note that the site is adjacent to a working boatyard, with its associated intermittent loud noises and the potential for occasional paint fumes etc.

### Design

The Trust does not object to the proposed design of the buildings. We would like to see additional details in relation to the boundary treatment that faces the canal. A suggested condition is included at the end of this letter. Any boundary treatment facing the canal (such as for the gardens of Block C) should be sensitively chosen and should not be detrimental to the appearance of the canal. For example, 1.8m high close boarded fencing would not be considered appropriate.

### Moorings

We are disappointed that the scheme does not proposed any mooring facilities. The location is suitable for visitor moorings, which can enhance and enliven the waterspace. We consider that the landscaping scheme should be amended to include the provision of mooring rings to allow boats to safely moor.

### Waterway wall

The condition of the waterway should be investigated prior to any demolition works taking place on site. A condition requiring this should be included.

### Planning obligations

The introduction of residential properties into a canalside location such as this will place an additional burden on the Trust's management of the waterspace and towpath environment. Residents and visitors to the development will likely make use of the canal environment and its

towpath, which will put additional pressure on this valuable open space. We also experience increased complaints regarding windblown litter in the water from new developments where occupants have raised expectations of our waterspace management. We would therefore request a contribution towards canal environment and towpath improvements from the development, to include access improvements. For a development of this size we would consider a contribution of £25,000 to be reasonable. This contribution should be included within the s106 negotiations for the site and the Canal & River Trust should be named within the agreement.

After due consideration of the application details, the Canal & River Trust has no objection to the proposed development subject to the imposition of suitably worded conditions and the applicant first entering into a legal agreement, as described above.

If the Council is minded to grant planning permission, it is requested that the following conditions and informatives are attached to the decision notice:

Conditions:

#### Waterway Wall Survey

Prior to the commencement of the development hereby approved a survey of the condition of the waterway wall, and a method statement and schedule of the repairs identified shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Canal & River Trust. Any heritage features and materials identified by the survey shall be made available for inspection by the Canal & River Trust and where appropriate, preserved in situ or reclaimed and re-used elsewhere. The repair works identified shall be carried out in accordance with the method statement and repairs schedule by a date to be agreed in the repairs schedule.

Reason: In the interest of the structural integrity of the waterway wall, waterway heritage, navigational safety and visual amenity.

#### Risk Assessment

Prior to the commencement of development a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the canal.

#### Details of boundary treatment for Block C

Prior to commencement of the development (not including any demolition works) the applicant shall provide full details of the proposed boundary treatment to be used for Block C, to be approved in writing by the Local Planning Authority in consultation with the Canal & River Trust.

Reason: In the interests of amenity and to ensure that the boundary treatment does not have an adverse effect on the setting of the canal.

#### Surface Water

If surface water run-off and ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal & River Trust prior to the commencement of development, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

Reason: To determine the potential for pollution of the waterway and likely volume of water.

Potential contamination of the waterway and ground water from wind blow, seepage or spillage at

the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure.

#### Informatives

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained. Please visit

<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>

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

The applicant/developer is advised that any oversail, encroachment or access to the waterway requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust regarding the required access agreement.

#### INLAND WATERWAYS ASSOCIATION (MIDDLESEX BRANCH)

We strongly object to the Planning Application for the following reasons:

##### Conservation

The General Elliot public house together with the former Fellows Morton and Clayton Uxbridge dock and the existing timber warehouse collectively form a group of buildings which are an important heritage asset and typical of an historic urban canal setting.

The Design and Access Statement claims that the warehouse at Waterloo Wharf has no particular architectural or historic merit but this argument completely misses the point of Conservation Area designation. Conservation Areas are not comprised only of architecturally important or historic buildings - they often embrace the ordinary and the utilitarian, which create a place worthy of conservation.

The proposed soft landscaping and the pocket gardens facing the canal will completely destroy the existing character of the timber yard canal wharf.

##### Scale

Block B, which is five storeys in height, introduces a high and overbearing element within the Conservation Area and will dominate both the canal and the General Elliot public house. The four storeys of Block C will dwarf the historic sheds of the Fellows Morton and Clayton dock. In order to preserve this important canal setting the residential elements of this scheme should be no more than three storeys in height.

#### UXBRIDGE BOAT CENTRE LTD

This development is immediately adjacent to our boatyard and in particular our dry dock (wrongly marked on the plan as a warehouse). This dry dock is unique in the greater London area because of its size. It is the only dock large enough to accept the large boats that frequent the Southern Grand Union and London Canal system. The dock has an entrance that is 14ft-3" wide and the dock itself measures 25ft wide x 80ft long and can accept boats with a draught up to 4ft. I have listed below some of the craft that rely (because of their size) on our dock.

.Canal and River Trust for repair and maintenance of their own canal maintenance craft.

.Commercial craft belonging to subcontractors engaged in waterway maintenance and waterside developments.

.The commercially owned London trip and restaurant boats.

.The London based commercially owned floating offices.

- .The charity funded floating classroom boats used for educational purposes.
- .The London borough owned youth and community boats.
- .The charity funded boats designed to accommodate wheelchair users.
- .The larger houseboats.
- .The larger pleasure boats.

The first seven on the above list all bring jobs both directly and indirectly to the area. Our dock and cramage facilities are widely used by local boat owners to repair and maintain their own boats. These boats are a mix of commercial, residential, private leisure, church, charity and London borough owned. The leisure, church, charity and residential boats are maintained by their owners and / or volunteer labour. These people by necessity need to work on their boats outside normal working hours i.e. at weekends and in the evening, these activities are incompatible with the proposed adjacent residential use.

I have taken advice from a local commercial property developer who following an inspection of the buildings on the proposed development site reported that in his opinion the portal frames of the existing buildings are in good and reusable condition and the eaves are of sufficient height to allow a quality two storey profitable refurbishment of the existing buildings to take place maintaining their commercial use.

As a boatyard we, unlike some businesses are unable to relocate. As a company we have trading from this site since 1976. The site has been a boatyard for around 150 years. There have been a number of modern quality marina developments within the area over the last 15 - 20 years which have been successful in attracting and expanding the canal's leisure and residential use. None of these developments have been able to accommodate the cost of dry dock construction. The other large dry dock that used to be in the area is now a Tesco store at Bulls Bridge, Southall. There are numerous examples up and down the canal system of boatyards and their facilities being lost or seriously curtailed following adjacent residential development, the concerns we are expressing are demonstrably very real.

This company was served a noise notice in April 1979. On that occasion the council rehoused the complainant and we as a company agreed to lease the property concerned. It would be a waste of the Council's and our own investment over the intervening years to allow this unsuitable development now.

I have shown a summarised list of our objections below: -

- 1) Change of use.
- 2) There are numerous examples up and down the country of boatyards closing or having their activities seriously curtailed following adjacent residential development.
- 3) Boatyards and residential properties are incompatible by their very nature.
- 4) Loss of unique and irreplaceable service to local business, transport, residential, educational, leisure and services for wheelchair users.
- 5) Damaging to national government policy of transferring transport from road to water within London.
- 6) Proposed development is in direct conflict with existing and adjacent use.
- 7) Adjacent user unable to relocate.
- 8) Site is capable of profitable redevelopment maintaining existing commercial use.
- 9) Residential development is threat to local jobs.

The canal system is promoted as a linear park providing a valuable amenity with free access for all. The boats in all their forms are an important part of this and they require the facilities we provide.

METROPOLITAN POLICE CRIME PREVENTION ADVISOR

No objection subject to secure by Design accreditation.

### **Internal Consultees**

#### **ACCESS OFFICER**

In light of the revised proposal, the Deregulation Act 2015, Section 42 (optional requirements), rationalises accessibility housing standards at national level.

From 1 October 2015, Hillingdon Council has continued to require accessible housing through its existing Local Plan policy and the Minor Alterations to the London Plan 2015, Policy 3.8 (Housing Choice).

The proposal is for the erection of two blocks comprising 53, 1, 2 and 3 bedroom flats. 35 car parking spaces are proposed, and the Design & Access Statement further reports on a ramped approach to each block, along with circulation areas, lifts and stairs designed to comply with Approved Document M to the Building Regulations.

The scheme should be revised and compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan. In addition, 10% of new housing should be built to wheelchair home standards and should accord with relevant policies, legislation and adopted guidance.

The following access observations are provided:

1. Level access should be achieved. Details of level access to and into blocks A, B and should be submitted. A fall of 1:60 in the areas local to the principal entrance and rear entrance should be incorporated to prevent rain and surface water ingress. In addition to a levels plan showing internal and external levels, a section drawing of the level access threshold substructure, and water bar to be installed, including any necessary drainage, should be submitted.
2. A minimum of five wheelchair accessible flats should be incorporated into the scheme. Detailed plans showing their location and internal layout should be submitted. In line with the GLA 'Wheelchair Housing BPG', the wheelchair accessible flats should be evenly distributed between the proposed blocks, should be located on the ground floor, and allocated an accessible parking space.
3. The five wheelchair accessible flats should be designed in accordance with the guidance set out in the Council's Supplementary Planning Document 'Accessible Hillingdon' (adopted May 2013).
4. The remaining flats should be designed in accordance with Lifetime Home standards. At least 700mm should be provided to one side of the WC, with 1100 mm provided between the front edge of the toilet pan and a door or wall opposite.

Conclusion: The revised plans similarly appear not to include housing which is suitable for wheelchair users, and the scheme should therefore be revised accordingly.

#### **TREE AND LANDSCAPE OFFICER**

Site description:

- The 0.82 acre (0.33ha) plot is occupied by an intensively developed industrial site comprising a large warehouse running parallel to the Grand Union Canal and ancillary buildings currently operating as a saw mill and timber merchant.
- It is bounded to the north (west) by the abutment of the Rockingham Road over bridge and to the north (east) by Waterloo Road, from which the site is accessed.
- The east boundary backs onto the rear gardens of house numbers 11-22 which front onto

Waterloo Road and the southern boundary is shared with a smaller warehouse and boat yard fronting on to Uxbridge Wharf.

- This commercial site lies at the interface between the edge of canal /edge of town centre and the residential suburbs.

Landscape Planning designations:

- There are no trees on, or Tree Preservation Orders affecting, the site.
- However, there are a few off-site trees close to the site boundaries and the site lies within the Uxbridge Moor Conservation Area.

Landscape constraints / opportunities:

- This site has a distinctive sense of place, due to its location next to the Grand Union Canal and its location within a designated Conservation Area.

PROPOSAL:

The proposal is to erect 2 blocks containing 53 one, two and three bedroom apartments, together with associated parking access and landscaping, involving demolition of existing buildings.

LANDSCAPE CONSIDERATIONS:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- The tree survey by Ruskins, dated November 2014, confirms that there are 4No. specimen trees and 1No. group. All are off-site and all are graded C1, according to the assessment (to BS5837:2012). The report confirms that none of these trees should be adversely influenced by the development.

- The Design & Access Statement, by Frame, includes a clear analysis of the site and the evolution of the proposals, with reference to pre-application discussions with the LPA. Clear integrated landscape objectives are set out on p. 25, supported by Barry Chinn Associates' External Works Masterplan.

- More detailed landscape objectives are set out in document ref. 1482/14/RP01 Rev A, Landscape Design Statement by the landscape consultant, Barry Chinn Associates.

- The landscape design features improvements to the Rockingham Road / Waterloo Road boundaries, soft landscape screening between the car park and the Waterloo Road residents, accessible communal amenity space alongside the canal, private (defensible) space around ground-floor flats, and accessible roof terraces.

- The soft landscaping (planting) comprises features, such as hedging, which will provide 'instant' impact, while other planting (notably the trees) will provide a robust and attractive landscape that matures over time.

- The application is supported by BCA drawing Nos. 01 Rev E: External Works Masterplan, 02 Rev D: External Works Masterplan Sections, 03 Rev C: External Works Roof Terrace Masterplan - 3rd Floor Block B & C, and 04 Rev C: External Works Masterplan Penthouse Block A and B.

- A small formal play area is proposed in the north-west corner of the site. This is far from ideal. The site is below the wall supporting the road bridge and sandwiched extremely close to two private terraces belonging to ground-floor flats / residents. The siting of the play area also blocks a natural link to the canal for residents of block A. It is understood that the opportunities to site a play area are very limited and that the location of the play area has been the subject of pre-application discussion.

- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment - in accordance with the Masterplan.

RECOMMENDATIONS:

This application has been subject to pre-application discussions. No objection, subject to the above observations and RES6, RES7, RES8 (to protect the above ground spread of the tree to the rear of Waterloo Road), COM9 (parts 1,2,3,4,5, and 6).

## HIGHWAY ENGINEER

- a. The site has moderate public transport accessibility (PTAL = 3). The proposal includes 35 car park spaces for the 53 dwelling units. This is considered acceptable within an area with a CPZ and the applicant has acknowledged that future residents of this development would not be entitled to parking permits.
- b. The visibility sight lines at the new access are considered marginally below standards, However, because the Council is developing a traffic calming scheme for Waterloo Road to reduce traffic speeds to 20 mph, it should not then be necessary for any on-street car park bays to be deleted. It should be noted that the traffic calming scheme will be subject of public consultation.
- c. The applicant has indicated some widening of the footway along Rockingham Road (Drw.No: Sub-03 Rev.B). The land will need to be dedicated as highway for this purpose and will require a s106 / s38 agreement. The extent / area of land required will need to be agreed as part of developing the traffic calming scheme that is currently in progress.
- d. Details of provision for delivery vehicles is required. Vehicle swept paths demonstrating that these vehicles can enter and leave the site in forward gear should be provided.
- e. The proposal shows an electric gate at the access to the car park DRW.No: Sub-04 Rev C). These should be set back 10m (from the back of footway) - to allow a delivery vehicle to wait without obstructing the highway. The proposals also show a pedestrian gate - This will cause difficulty for access by mobility impaired users. It is recommended that both these gates to be removed from the proposal.

(Officer Note: Additional information has been submitted which addresses the above mentioned issues).

## ENVIRONMENTAL PROTECTION UNIT (EPU)

### Noise

The proposed development, by reason of it's close proximity to the adjoining boat yard and dry dock facility, is likely to be subject to unacceptable levels of noise and vibration, which can be considered detrimental to the residential amenities of future occupiers, and therefore giving rise to noise complaints.

The noise report included with the submission mentions the close proximity of the boatyard & timber yard to residential premises, and the possible noise issues that arise from these operations. It has suggested the use of non-openable windows to the affected elevations with trickle vents or HVAC units to those elevations that look out onto these respective businesses.

It may be that the development of a barrier could reduce the noise disturbance, such as a wall or a separate non-residential building, but this would need to be looked at in more detail by the developer.

I can confirm that historically, because of the operational aspect of the boatyard, noise complaints from nearby residents had been received, and have been resolved by the installation of a barrier to contain the majority of noisy works, and the leasing of one of the nearby properties. The way the boathouse operates is such that not only do they carry out the business of repairing boats within the dry dock and its environs, but they also allow boat owners to utilise the dry dock and as such, the operation of the boatyard could be considered to be in operation 24/7, as boat owners may wish to attend to their boats of an evening or at weekends. The nature of the work is erratic and as such could give rise to complaints.

Additionally, there is also the operating timber yard and two public houses, that will add to the noise environment for any residential premises. As such, no complaints have been received but an increase in the residential properties could result in an increase in complaints.

The proposal is therefore likely to cause operational problems for the boat yard operator thereby prejudicing the conservation of building and features associated with the working life of the grand union Canal. This is contrary to policy OE5 and as such EPU object to the application.

I do not feel that there are any conditions that could be added that would prevent a noise nuisance occurring and proposed residents being disturbed unduly.

Comments on revised submission:

Although this site has made changes to the assessment, and the positioning of the two blocks, my previous comments and concerns still stand.

#### Air Quality

The air quality assessment does not consider receptors along A408 which would have been useful. Whereas the impact is considered negligible by the study produced, I believe the input data did not capture all contributions as the results do not match with the LAEI modelling results for the site.

If minded to grant permission 2 planning conditions are recommended: one on mechanical ventilation and another on provision of a low emission strategy.

This proposal includes an energy centre the impact associated with it was determined based on a set of assumptions. If these assumptions change, the impact magnitude can change significantly. Therefore approval will be subject to the following CHP condition:

The final plant design must adhere to the following minimum specifications:

1) the CHP will have a single flue terminating at least 1m above the roof level and must be designed such that it will operate with a minimum efflux velocity of 10 m/s to allow for good initial dispersion of emissions a boiler system to be comprised of units totalling 400 kW must share a common flue outlet with a maximum exit diameter of 0.4 m terminating 1 m above the roof level.2) all stacks should discharge vertically upwards and be unimpeded by any fixture on top of the stack (e. g., rain cowls or 'Chinaman's Hat')

3) a boiler system to be comprised of units totalling 400kW must share a common flue outlet with a maximum exit diameter of 0.4m terminating 1 m above the roof level

4) the system must be designed to conform to the requirements of the GLA's guidance on sustainable design and construct on (GLA, 2014) for a band B development. As such, the CHP will have a maximum NOx emission limit of 125 mg/Nm<sup>3</sup> (at normalised conditions) and the gas boilers will conform to a maximum emission of <40 mg/ kWh.

The SPG makes clear that the emission standards are 'end- of -pipe' concentrations expressed at specific reference conditions for temperature, pressure, oxygen and moisture content. Compliance with these standards will be confirmed prior to occupation, based on:

- a) monitoring undertaken on the actual installed plant or
- b) based on manufacturer guaranteed performance levels supported by type approval monitoring undertaken by the equipment supplier

In order to attain these values, relevant catalyst or alternative abatement will be required. This will be approved by the Officer.



## URBAN DESIGN AND CONSERVATION OFFICER

There are no objections in principle to the demolition subject to getting an appropriate and good quality scheme. If agreed then the buildings would need to be recorded.

The plaque on the end of the existing 2 storey building on the corner of Waterloo Road and Rockingham Road should be salvaged and incorporated into the new development. The existing railings on the approach to the bridge should be retained, the retention of the pill box is welcomed. The location and footprints of both buildings are considered acceptable in principle

### Block A

This needs its upper floor set back and should drop gradually in scale down to 2 storeys on Waterloo Road, where the buildings are much smaller in scale. The stair tower on the corner would be a very large and heavy looking element that would be a dominant element in the street scene. It needs to be reduced in height and I would much prefer to see this element with more glazing. The ground floor bedroom adjacent to the entrance needs to have some screening for privacy. More soft landscape should be provided within the parking areas.

I feel the play area would be better located away from the retaining wall to the bridge abutment, as its likely to be in shadow and overlooked from the road/bridge. High level screening would be required if the railings are retained and this area is likely to be more secure where it can be overlooked by the flats.

### Block B

This is considered to still be too tall and bulky within the existing townscape context, the top floor should be set back and the scale of the block needs to drop down to the existing warehouse structures. I don't believe the roof terraces would look as shown and are likely to create more height and bulk at roof level. The staircase towers are also likely to be very dominant elements on the skyline.

I would like the applicant to look at more interesting materials with an "industrial" feel, such as perforated metal cladding, or Corten steel, rather than what looks like standard profiled zinc cladding.

A Heritage Statement should be submitted. This should show that the applicant understands the history and features of the area and their significance, and justifies the demolition of the existing buildings. The small Edwardian buildings on the frontage do in my view contribute positively to the character of the area and should ideally be retained.

I consider that the current scheme, whilst an improvement, would be damaging to the setting of the conservation area and the adjacent listed building.

### Additional Comments:

The Heritage Statement is a good report, which clearly describes the history, development and significance of the Conservation Area and the buildings proposed for demolition. It does not, however, include anything that would change the above conservation and design comments in terms of the appropriateness of the scale and massing of the currently proposed development.

## FLOOD AND DRAINAGE OFFICER

There are no overall objection to the scheme. There are areas that need to be clarified and so the

following conditions are recommended:

Long Term Management and Maintenance of the drainage system.

i. Provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and time scales for the resolving of issues. Where there is overland flooding proposed, the plan should include the appropriate actions to ensure the safety of the users of the site should that be required.

ii. Where the maintenance will not be the responsibility of an individual householder, the details of the body legally responsible for the implementation of the management and maintenance plan must be provided.

f) During Construction

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

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

## REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

Although there are proposed surface water sewers on the site it is not clear from the documents who is going to have overall management and maintenance of these assets and whether they are being put up for adoption. This needs to be clarified as part of the submitted management and maintenance plan for the site.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The application site falls outside of the proposed Strategic Industrial Locations in the emerging Local Plan Part 2 and it is not identified as a Locally Significant Industrial Site.

Paragraph 5.10 of the Hillingdon Local Plan Part 1 sets out that there is more employment land in the Borough than is currently needed. Policy E1: Managing the Supply of Employment Land, identifies areas of managed release of employment land for development. The applicant submits that there is policy support for the site's redevelopment for non-employment generating uses in the London Plan and the UDP Saved Policies. London Plan Policy 4.4 states that the Borough should plan, monitor and manage the release of surplus industrial land so that it can contribute to strategic and local planning objectives, specifically those to provide more housing. However, it should be noted that the the application site is not identified through the Local Plan as a site for managed release.

Saved Local Plan Part 2 Policy LE4 sets out that proposals involving the loss of existing industrial floorspace or land outside of designated industrial and business areas will normally only be permitted subject to certain criteria. Addressing each of the Saved Policy LE4 criteria in turn, the applicant contends that there is a strong case to support the loss of employment use at the application site.

(i) The existing use seriously affects amenity, through disturbance to neighbours, visual intrusion or an adverse impact in the character of an area;

The current use of the site is un-restricted in planning terms, with no conditions controlling hours of operation, noise levels or vehicle movements to and from the site. As the commercial use of the site is unregulated, the use of the site for industrial purposes has the potential to now and in the future, have a detrimental impact on the prevailing residential character, amenity and outlook of residents in the area. However, it should be noted that current use of the site as a timber yard is long established, and the Council's Environmental Protection Unit has no record of noise complaints associated with the use of the site as a timber yard.

In addition, it is considered that the existing timber yard warehouse forms part of a group of buildings which are an important heritage asset and typical of an historic urban canal setting.

(ii) The site is unsuitable for industrial redevelopment because of the size, shape, location or lack of vehicular access;

The Transport Statement that accompanies this application demonstrates that the current use and operation of the site has a detrimental impact on the local highway network, particularly through the level and frequency of HGV traffic which causes local congestion and road safety issues adjacent to the St Mary's Catholic Primary School.

Any proposals for redevelopment of the site for employment generating uses in the future would be assessed against impact on amenity.

It is considered that residential use of the site would be compatible with the residential properties directly adjacent to the site fronting Walterloo Road. However, concerns remain regarding the relationship of a residential use on the site with the adjoining boat yard.

(iii) There is no realistic prospect of the land being used for industrial or warehousing purposes in the future;

The applicants contend that the location of the site is unattractive to potential business / commercial users of the site. To reinforce this conclusion, an independent market report has been submitted in support of this application. The report highlights the poor prospect of successful sale / lease of the site for its future utilisation for industrial, storage or commercial purposes, due to its relatively inferior location compared to purpose built employment centres / business parks in the Borough, access restrictions, the current state of repair of existing site buildings, high potential for conflict with adjacent residential uses (noise, disturbance, hours of operation, highways safety etc) and financial and market conditions.

The applicants state that the site has been marketed since May 2014. The marketing report that accompanies this application explains that despite several enquiries, the marketing campaign has failed to attract an occupier. However, it is noted that the disposal options were quite restrictive. The property was marketed on a leasehold basis only, with a view to agreeing a new lease for a period of five to 10 years. The freehold of the property was not available.

Furthermore, the site was occupied during the marketing period by Goldberg who was to remain in situ. The explanation to the market was that should a transaction be agreed, the current occupiers (Goldberg) would be given sufficient time in which to relocate, which was considered to be in the region of three months from after exchange of contracts.

The report concludes that the fact that the property is 45 years old means that there are two inescapable consequences that have put off occupiers. The first is that when the property was built it may well have been adequate in terms of access and circulation but occupiers are now seeking detached properties with secure yards with adequate circulation which leads to a more efficient site. The second fact is the condition of the building, leading to worries over high maintenance costs and even having to replace the roof at some stage. Even though the site could be redeveloped to be replaced with a modern building with a better site configuration, it would not mitigate the access issue which would always be prevalent, as the property is located on a predominantly residential street.

In addition, there has been a number of speculative schemes being built which has led to occupiers being given more choice. All these new developments are providing occupiers with better options which have led to the subject site struggling to attract interest.

It is clear from the aforementioned report and submitted documentation that the current occupiers operate a viable commercial employment generating business, which would need to relocate, in order for the current residential development to go ahead. In addition, in light of the restrictive terms of the marketing exercise, it is unlikely that potential occupiers would be willing to commit capital investment to refurbish or redevelop the site for industrial purposes, in view of the short lease offer. It is therefore considered that the applicant has failed to demonstrate that there is no realistic prospect of the land being used for industrial or warehousing purposes in the future, contrary to Saved UDP policy LE4 (iii) of the Local Plan Part 2

(iv) They are in accordance with the Council's regeneration policies for the area.

The Local Plan lists individual strategic policies including Policy E1 relating to Managing the Supply of Employment Land and states the Council will accommodate growth by protecting Strategic Industrial Locations and the designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL), including the designation of 13.63 hectares of new employment land. The site which is the subject of this application does not fall within a LSIS or LSEL.

The NPPF, The London Plan (2015), the adopted Hillingdon Local Plan: Part 1- Strategic policies and the saved Hillingdon Unitary Development Plan Policies (2007) all support the provision of residential accommodation in appropriate locations. London Plan Policy 3.3 (increasing housing supply) seeks to increase London's housing supply, enhance the environment, improve housing choice and affordability and to provide better accommodation for Londoners. Local Plan Policy PT1.H1 affirms the London Plan targets to deliver 4,250 new homes in the Borough from 2011 to 2021 or 6,375 dwellings up to 2026. The proposal includes 53 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy. However, it is noted that the site is not identified in the forthcoming Site Allocations and Designations document as being required to meet the Council's housing targets.

In terms of Blue Ribbon policies, although the loss of potential wharfage facilities is a

material consideration, it is not considered on its own to justify a reason for refusal, given that these facilities have not been used as such since the present incumbents occupied the site in 1954. It is also noted that the Canals and Rivers Trust have expressed disappointment that the scheme does not propose any mooring facilities, as the location is suitable for visitor moorings, which can enhance and enliven the water space. However, the applicants have indicated that they do not intend to provide moorings along that stretch of the canal; failure to do so is not considered to be a sustainable reason to refuse the application. However, as stated elsewhere in this report, concerns are raised regarding the impact of the development on the continued use of the adjoining boat yard and dry dock.

## Conclusion

There is local and London Plan support for the release of surplus industrial land to provide more housing where appropriate. Evidence demonstrates that Hillingdon Borough has a surplus of employment land at present. However, the site is not identified in the forthcoming Site Allocations and Designations document as being required for the managed release of employment land, to meet the Council's housing targets. The current occupiers operate a long established commercial employment generating use, which would need to relocate, or cease operations, in order for the proposed residential development to go ahead. It is considered that the applicant has failed to justify the loss of employment land and demonstrate that the proposed scheme satisfies all the criteria of Policy LE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). Objections are therefore raised to the principle of residential development on the site.

### **7.02 Density of the proposed development**

The application site has an area of 0.33 ha. The local area is considered to represent an suburban context and has a Public Transport Accessibility Level (PTAL) of 3. Policy 3.4 of the London Plan seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 3, a density of 150-250 hr/ha or between 50-95 u/ha, (assuming 2.7-3.0 hr/u) can be achieved for the application site. For an urban setting a density of 200-450 hr/ha or between 70-170 u/ha, (assuming 2.7-3.0 hr/u) can be achieved for the application site.

The proposal seeks to provide 53 residential units, totalling 125 habitable rooms. This equates to a density of 160 u/ha or 378 hr/ha. This level of development is above the guidelines set out within Table 3.2 density matrix of the London Plan, assuming a PTAL of 3 for a suburban setting and would be more appropriate to an urban setting.

It will therefore be important to demonstrate that the units will have good internal and external living space, and that the scale and layout of the proposed development is compatible with sustainable residential quality, having regard to the specific constraints of this site, including its conservation area designation and proximity to statutory and locally listed buildings.

## UNIT MIX

Saved Local Plan Part 2 Policies H4 and H5 seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere. There is a change in the housing mix in the revised scheme, which now has three more 1-bed units, one less 2-bed unit and 1 less 3-bed unit than the original proposals. The revised scheme also includes one additional unit overall taking the total number to 53 dwellings. The revised unit mix is now 35 x 1-bed, 17 x 2-bed and 1 x 3-bed units. This mix of units is considered

to be more appropriate to a town centre location and the lack of larger family units is considered to be a lost opportunity, particularly if some larger units may be required as part of any affordable housing offer.

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

#### **ARCHAEOLOGY**

The NPPF accords great weight to the conservation of designated heritage assets and also non-designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation. Policy BE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will only allow development, which would disturb remains of importance in archaeological priority areas where exceptional circumstances can be demonstrated. Part 2 Saved Policy BE3 states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted.

This application involves a substantial development within the Council's Colne Valley Archaeological Priority Zone identified for its potential for rare early prehistoric hunter-gatherer sites. Also of interest is the site's proximity to the Grand Union Canal, as early docks and wharves associated with the canal or its construction may extend into the site. The proposed development may, therefore, affect remains of archaeological importance.

GLAAS advise that the development would not cause sufficient harm to justify refusal of planning permission, provided that robust arrangements are made to safeguard the archaeological interest and/or require an investigation to be undertaken to advance understanding. These safeguards would be secured by a conditions attached to a planning consent.

#### **LISTED BUILDINGS**

The site is located at a key location in the Uxbridge Moor Conservation Area and close to the Grade 2 Listed General Elliot Public House. The relationship with the locally listed Uxbridge Boat Yard immediately to the south of the site is considered to be particularly important. Accordingly, Policies BE4 and BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) are relevant. Any development would therefore be expected to address these matters.

In terms of the impact of the development on heritage assets, the relationship with the Locally Listed Boat Yard as proposed, is considered to be poor. The four storeys of Block B would dwarf the historic sheds of the former Fellows Morton and Clayton dock. Furthermore, it is considered that the impact upon the setting of the Grade II listed General Elliot PH opposite, would harm that building's historic significance. The proposal therefore does not generally meet the NPPF's core principles; particularly that planning should be seeking to ensure high quality design and seeking to conserve heritage assets in a manner appropriate to their significance. It is not considered that the proposal will sustain the significance of these heritage assets.

#### **CONSERVATION AREA**

There is no objection in principle to the demolition of the Waterloo Wharf building and the post-War housing block (3-5 Waterloo Road). These are not considered to have any particular architectural or historic merit and do not contribute to the conservation area.

However, the detached property, 80 Rockingham Road has some merit and should ideally have been incorporated into a new development scheme. Whilst slightly isolated within the context of the existing site, it forms part of the history of the area and has a relationship between the remaining properties on Rockingham Road. However, the applicant has indicated that this is not a viable option. On balance the Urban design and Conservation Officer considers that there are no objections in principle to the demolition, subject to replacement with an appropriate and good quality scheme.

This development would result in 2 substantial blocks (A and B), up to 4 storeys high, with fifth floor penthouses.

#### Layout

In terms of siting, the Urban Design and Conservation Officer considers that the location and footprints of both buildings are acceptable in principle. However, the play area would be more appropriately located away from the retaining wall to the bridge abutment, as its likely to be in shadow and overlooked from the road/bridge.

#### Scale and Massing

In terms of the scale and massing, the overall height of the blocks are a storey, and in some cases two storeys higher than the existing wharf buildings. This is considered unacceptable. A previous scheme for a housing block of 4-storeys was refused in 2003 (13550/APP/2003/2427). This proposal would be higher. The proposed development therefore, because of its height and scale would fail to respect the character or appearance of the conservation area.

With regard to Block A, the Urban Design and Conservation Officer recommended that the upper floor be set back and should drop gradually in scale down to 2 storeys on Waterloo Road, where the buildings are much smaller in scale. The stair tower on the corner would also be a very large and heavy looking element that would be a dominant element in the street scene and would therefore need to be reduced in height.

Block B would be 4 to 5 storeys high, in contrast to the surrounding development, which predominantly comprises 2 storey residential properties and single storey commercial premises fronting the canal. Despite the revisions to reduce its height, this block is considered to still be too tall and bulky within the existing townscape context. The Urban Design and Conservation Officer recommended that the top floor should be set back and the scale of the block needs to drop down to the existing warehouse structures. The staircase towers are also considered to be very dominant elements on the skyline.

In response to these concerns the applicant has stated that the plans have already been revised significantly to reflect earlier feedback from officers, and further amendments to reduce the height and therefore the number of units on site would render the scheme unviable and undeliverable.

A Heritage Statement has been submitted in support of the application which has been reviewed by the Urban Design and Conservation Officer. This document is considered to be a good report, which clearly describes the history, development and significance of the Conservation Area and the buildings proposed for demolition. It does not, however, include anything that would change the previous conservation and design comments in terms of the appropriateness of the scale and massing of the currently proposed development.

In conclusion, the proposed scale and mass of the new residential blocks would be out of character with the established scale of buildings in the conservation area, contrary to

Saved Policies BE4, BE19 and BE32 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) and relevant policies of the London Plan. It is also considered that the impact of the development upon the setting of the Grade 2 listed General Elliott public house opposite and the adjacent locally listed boat yard would harm those building's historic interest, contrary to Saved policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the provisions of the NPPF.

#### **7.04 Airport safeguarding**

There are no airport safeguarding issues related to this development.

#### **7.05 Impact on the green belt**

There are no Green Belt issues associated with this site.

#### **7.06 Environmental Impact**

The Phase 1 Detailed Study submitted in support of this application concludes that there is an overall negligible to moderate level of risk from potential contaminants.

The Council's Environmental Protection Unit raises no objections to specific contamination issues at this site. A condition could be imposed to minimise risk of contamination from garden and landscaped areas.

In addition, the Canals and Rivers Trust have recommended conditions requiring the submission of a waterway wall survey and a risk assessment, in order to ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the canal.

Had the development been acceptable in other respects, subject to the aforementioned conditions, it is considered that the scheme could satisfactorily address the issues relating to land contamination and the integrity of the adjoining canal, in compliance with Policy OE11 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

#### **7.07 Impact on the character & appearance of the area**

Part 1 policy BE1 requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. Saved Part 2 Policies BE13 and BE19 seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

In terms of design, development adjacent to canals should respect the particular character of the canal. Policy BE32 requires development to complement the visual qualities of the canal in terms of scale, bulk, layout and materials. Development should also enhance or create views through and from the development, from and towards the watercourse.

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 density(3.4) and sustainable design and construction (5.3) are also relevant.

The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by new development. The main constraints and opportunities of the site have been identified, in particular its relationship to neighbouring residential and industrial properties and the canal side. As such, the proposals need to be considered with regard to the impact on Waterloo Road and the Grand Union Canal.



It is considered that the development would dominate the area and be out of scale with the surrounding development. The proposal would be especially noticeable when viewed over the roof tops of the properties on Waterloo Road. Block B, which is five storeys in height, introduces a high and overbearing element within the Conservation Area and will dominate the historic sheds of the Fellows Morton and Clayton dock, the canal, the General Elliot public house and the two storey residential properties fronting Waterloo Road. These matters have been dealt with in section 7.03 of this report.

## **7.08 Impact on neighbours**

### **DAYLIGHT/OVERSHADOWING**

Saved Policy BE20 of the Saved Policies of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the HDAS - Residential Layout seek to ensure that new development does not result in harm to neighbouring occupiers through loss of daylight or sunlight. The application has been supported by a Daylight and Sunlight Assessment, which assesses the impact of the development on the level of sunlight and daylight reaching neighbouring properties and for future occupiers of the development.

It is considered unlikely that the proposal will result in substantial shading/overshadowing of the rear gardens of the nearest residential properties fronting Waterloo Road.

### **OUTLOOK**

Policy BE21 of the Saved Policies of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to resist developments which would result in significant loss of residential amenity by reason of their siting, bulk and proximity. The HDAS - Residential Layout provides further guidance on the interpretation of this policy. a setback of 15m should be maintained between habitable room windows and side boundaries to avoid loss of outlook to adjoining occupiers and to provide adequate outlook for future residents of the development.

The proposed Block B would maintain an average distance of 23m to the boundaries of the rear gardens of properties fronting Waterloo Road and 30 metres to the rear windows of those properties. This is in contrast to the current situation where the existing steel clad 2 storey equivalent warehouse building is sited only 5 metres away from the site's eastern boundary. Notwithstanding the bulk and massing of block B, given the separation distance provided, it is not considered that the development would produce an oppressive impact, or have an adverse effect on the outlook of adjoining residents from their rear gardens, in accordance with Policy BE21 of the Local Plan Part 2 Saved policies.

### **PRIVACY**

In relation to privacy, Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires new residential developments to be designed so as to ensure adequate outlook and privacy for occupants of the site.

A distance of approximately 30 metres is maintained between the rear eastern elevation of the proposed block B and the rear windows of properties fronting Waterloo Road, with a corresponding distance of between approximately 23 metres to the private amenity areas of those properties. The plans show a bank of windows on all the floors on the rear elevation of the proposed block B. The perception of residents of these adjacent properties would therefore be of a lack of privacy in their rear gardens, compared with the current situation,

where they look onto a blank facade to the existing warehouse building. However, given that the separation distances between the proposed block B and adjoining dwellings meets the relevant design guidance, it is not considered that refusal of the scheme on the grounds of unacceptable loss of privacy to the adjacent properties is sustainable in this case.

#### **7.09 Living conditions for future occupiers**

Saved Policy H8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states amongst other things, that the conversion or change of use of premises to residential use will only be acceptable if a satisfactory residential environment can be achieved.

External Amenity Space:

Policy BE23 of the Saved Policies UDP sets out that new developments should ensure adequate external amenity space. The HDAS -Residential Layouts sets out the following minimum requirements:

- Studio/1bed flats - 20sq.m
- 2 bed flats - 25 sq.m
- 3 bed flats- 30 sq. m

For the proposed development, a total of 1,155 sq.m of communal and/or private external amenity space would therefore be required.

The current development proposal provides 1,242 m<sup>2</sup> of useable external amenity space, including dedicated play space provision. The majority of the units also benefit from private space in the form of balconies or small terrace garden areas. The overall amenity space provision would exceed the relevant standards contained in the HDAS.

It is considered that the siting of the small formal play area in the north-west corner of the site is far from ideal, as it is located below the wall supporting the road bridge and is sandwiched extremely close to two private terraces belonging to ground-floor flats. The siting of the play area also blocks a natural link to the canal for residents of block A. However, the applicants submit that opportunities to site a play area elsewhere within the site are very limited.

On balance, the amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Outlook and Light

The units have been designed with no north facing single aspect units. The single aspect units are generally orientated to ensure they receive good levels of lighting. All of the flats also either have a private garden or balcony as well as access to the two communal amenity areas within the scheme.

Each of the units benefits from a reasonable level of privacy, outlook and light and overall, it is considered that in relation to these issues, good environmental conditions can be provided for future occupiers, in compliance with relevant UDP saved policies and supplementary design guidance.

Unit size

Planning policy requires that all new housing should be built to Lifetime Homes standards, with 10% of new housing designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The individual flats generally meet National Technical Housing Floorspace Standards.

#### Privacy

Saved Policy BE24 states that the design of new buildings should protect the privacy of occupiers and their neighbours. A minimum separation distance of 21 metres is required to avoid overlooking and loss of privacy. It is considered that the design of the development would provide an adequate level of privacy for future occupiers, in accordance with Policy BE24 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) and relevant design guidance.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Of particular relevance to this application are Policies AM7 and AM14 Policy AM7 requires developments not to prejudice the free flow of traffic or conditions of highway/ pedestrian safety whilst AM14 set out the Council standards for car parking.

A Transport Assessment has been submitted as part of the application dealing with access, parking, traffic generation and public transport issues. The site has a Public Transport Accessibility Level (PTAL) score of 3 (on a scale of 1 to 6 where 6 is excellent).

#### Traffic Generation

The proposal will introduce 18 new trips at this junction over 24 hours and less trips in the peak hours. Importantly, HGV trips are reduced from the existing sub-standard junction.

The Highway Engineer has assessed the submitted Transport Assessment and initially raised concerns notes that the assessment of the trip generation is based on site data from Trics. The Highway Engineer also commented that there were discrepancies in the Transport Statement which required clarification. Following the submission of further information, the Highway Engineer is satisfied that traffic generated by the proposed development could be safely accommodated on the surrounding road network.

#### Access

A new access is to be provided, to be located further away from the junction of Roackingham Road and Waterloo Road than the current access.

The substantive unresolved issue relates to sightlines from the proposed new access. In this regard, the Highway Engineer recommended relocating 2 parking bays from the right to the left of the new access along Waterloo Road, in order to ensure that sightlines to both sides are maintained. This would have the potential to improve visibility without any reduction in on-street parking. However, these changes would be subject to approval by the Local Highway Authority.

Details of provision for delivery vehicles have been provided. Vehicle swept paths demonstrate that these vehicles can enter and leave the site in forward gear.

The proposal initially showed an electric gate at the access to the car park. The Highway Engineer raised concerns that this could result in obstruction of the highway from vehicles waiting to access the development. The gates have been removed to remedy these concerns.

Despite potentially not being able to achieve full visibility standards, it is considered that outstanding matters could be resolved. The proposed access is considered to be of significant highway safety benefit over the existing site access, in that it removes an existing access that is too close to the junction, reduces HGV traffic, removes HGV's waiting in the public highway (either on double yellow lines or within controlled parking bays) and removes existing hazardous turning manoeuvres from the site on to the public highway.

In addition, the applicant has agreed to the widening of the footway along Rockingham Road. The land will need to be dedicated as highway for this purpose and will require a s106 / s38 agreement. The extent/area of land required will need to be agreed as part of developing the traffic calming scheme for Waterloo Road that is currently in progress.

### Parking

The application proposes a total of 35 parking spaces, including 10% of these spaces for people with a disability. This equates to 0.7 spaces per unit. The Council's standards allow for a maximum provision of 1.5 spaces per residential unit, a total of 79 spaces in this case. The site has a PTAL rating of 3 and is in close proximity to Uxbridge Town Centre, local facilities and local transport opportunities. As such, it is considered that residents of the proposed development would have relatively good access to all day to day facilities and to the wider London area, via good public transport connections. In addition, the development proposals are for a predominance of 1-bed units. The proposed 0.7 parking spaces per dwelling therefore meets the NPPF policy guidance by being in line with expected existing and future need, taking into account the type, mix and use of the development.

It is also noted that the surrounding highway network is subject to a CPZ and the applicants agree that the occupants of the proposed units would not be eligible to apply for a parking permit. This will discourage car ownership. In addition the provision of electric charging points can be secured by condition.

As such, the Council's Highways Engineer has raised no objection to the level of car parking and has confirmed that the parking spaces would be of sufficient dimensions and usable. The proposal is therefore considered to accord with the aims of Policy AM14 and AM15 of the Local Plan Part 2.

The submitted plans indicate that secure cycle storage can be provided for 53 cycles and the form of cycle stores within the demise of Blocks A and B, together with 3 motorcycle parking spaces. The scheme would therefore be in accordance with the Council's standards and Local Plan Part 2 Saved Policies AM9.

Had the development been acceptable in other respects, subject to conditions and S106/Highway Agreements, in light of the above considerations, it is considered that the development would not give rise to conditions prejudicial to free flow of traffic and highway and pedestrian safety.

It is considered that highway related issues could be satisfactorily addressed by the imposition of appropriately worded conditions and S106/Highway Agreements.

### **7.11 Urban design, access and security**

Issues of design and access are addressed elsewhere within this report.

In respect of security, the Metropolitan Police Crime Prevention Design advisor has commented on the proposals and there is no reason that the proposed development could not achieve appropriate standards of secure design.

#### **7.12 Disabled access**

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. The Act states that service providers should think ahead to take steps to address barriers likely have a defined model that meets best practice design guidance. The submitted documentation has explained how the principles of access and inclusion have been applied to this scheme.

The Access Officer has made a number of observations which are summarised in the Internal Consultee section of this report.

Although the wheelchair units have not been identified on plan, it is considered 5 of the units could be adapted to full wheelchair standards and the remaining units to lifetime homes standards. Subject to appropriately worded conditions, these standards could be achieved, in accordance with the London Plan Policies 3.8, 7.1 and 7.2 and in general compliance with the Council's Supplementary Planning Document "Accessible Hillingdon".

#### **7.13 Provision of affordable & special needs housing**

The development would introduce a total of 53 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in London Plan policy 3.13. Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council notes however, subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2, to take account of tenure needs in different parts of the borough as well as the viability of schemes.

A Financial viability Appraisal (FVA) has been carried out in support of this application. The FVA concludes that no affordable housing can be afforded. The FVA has been independently assessed and has been found to present a reasoned case, at least in principle, for no affordable housing.

However, a review mechanism would be required, so that should value increases and/or cost savings arise, then financial contributions towards the shortfall in affordable housing should be required. In order to respond to the possibility of the business closing rather than relocating, a schedule of allowable costs would need to be attached to any planning agreement. If those costs do not arise, then the saving should be transferred to an affordable housing contribution.

The development would therefore meet policy requirements in terms of affordable housing, so long as an appropriate legal agreement were in place to secure this provision.

As the application is being recommended for refusal, no negotiations have been entered into with the developer in respect of this obligation. Given that the provision has not currently been secured by way of a legal agreement, the development as it stands would not make adequate provision of affordable housing and should be refused. However it should be noted that this issue could be addressed, were an appropriate legal agreement to be completed.

Since no affordable housing has been offered a legal agreement has not been entered into to address the issue of a review mechanism, it is recommended the application should be refused on this basis.

#### **7.14 Trees, landscaping and Ecology**

Local Plan Part 2 Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments.

An arboricultural survey has been carried out making an assessment of existing trees on and within the vicinity of the site. Within the site there are few trees.

The development of the site would give rise to new landscaping opportunities that would potentially benefit the visual amenity of this part of the conservation area. One of the key design objectives is to provide an attractive visual setting to the canal side. This has partly been achieved by the introduction of a canal side landscaped area, providing accessible communal amenity space alongside the canal. The landscape design features also include improvements to the Rockingham Road / Waterloo Road boundaries, soft landscape screening between the car park and the Waterloo Road residents, private (defensible) space around ground-floor flats, and accessible roof terraces. The soft landscaping comprises features, such as hedging, which will provide 'instant' impact, while the planting of 18 trees will provide a robust and attractive landscape that matures over time.

On balance, it is considered that the hard and soft proposals, including ground level details and roof gardens could provide a robust landscape which is both functional and attractive for residents of the site and adjacent properties which overlook it.

The Tree and Landscape Officer raises no objections subject to conditions to ensure that the detailed landscape proposals preserve and enhance the character and appearance of the area and off Subject to these conditions, it is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

#### **7.15 Sustainable waste management**

Policy 5.17 of the London Plan sets out the Mayors Spatial Policy for Waste Management, including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling. Bin stores have been located to each of the blocks and refuse vehicles would be able to access the site and exit in forward gear. The bin stores would have external access, would be convenient for use by residents and appropriate for servicing.

#### **7.16 Renewable energy / Sustainability**

Sustainability policy is now set out in the London Plan (2011), at Policy 5.2. Parts C & D of the policy require proposals to include a detailed energy assessment. The 2011 London Plan requires major developments to demonstrate a 35% reduction from a 2013 Building Regulations compliant development.

A Sustainability Statement has been submitted in support of the application. This report demonstrates how a variety of technologies could be incorporated into the design to reduce the CO2 emissions for an approximate average of 35% reduction in CO2 over building regulations 2013. A number of sustainable features have been incorporated into the proposed development, including a range of passive design features and demand reduction measures to reduce carbon dioxide emissions.

The Sustainability Statement concludes that the 'Be Lean' and 'Be Clean' measures the

proposed development achieves a 39% reduction from a compliant Part L 2013 baseline building. the scheme will not use any 'green' technologies as through thermal fabric, energy efficient mechanical & electric technologies and a centralised heat system led by a CHP engine the dwellings achieve the GLA London Plan targets.

Had the development been acceptable in other respects, it is considered that conditions securing the implementation of the sustainable design and construction and renewable measures set out in the Energy Statement, could satisfactorily address the issues relating to the mitigation and adaptation to climate change and to minimise carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

#### **7.17 Flooding or Drainage Issues**

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 site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is with flood zone 1 on the Environment Agency maps.

Although a flood risk assessment is therefore not a requirement, given the proximity of the canal, a Flood Risk and Drainage Strategy has been submitted, 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 Canal & River Trust maintains the water level of the adjoining Gran Union Canal using reservoirs, feeders and boreholes, and thereafter manages the water by transferring it within the canal system. The level of the water in canals is normally determined predominantly by the use of weirs and is therefore controlled.

All new development should incorporate sustainable drainage systems. The proposals need to include a clear drainage strategy that is reflected within the designs of the development. Policy 5.13 of the London Plan sets out a hierarchy to work towards, it also requires a greenfield run-off rate to be met.

The Flood and Drainage officer raises no objections to the proposed drainage strategy, subject to a condition requiring a long term management and maintenance plan for the drainage system.

Had the development been acceptable in other respects, it is considered that subject to appropriate conditions the proposal would comply with Policy EM6 (Flood Risk Management) of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policies OE7 and OE8 of the Local Plan Part 2 Saved UDP Policies (Nov 2012), Policies 5.12 and 5.13 of the London Plan (July 2011) and the NPPF.

#### **7.18 Noise or Air Quality Issues**

NOISE

A noise impact assessment has been submitted in support of the application to assess the likelihood of complaints from future occupiers of the development of noise, from surrounding established commercial premises occurring in the future.

The site is in an area subject to road traffic noise, noise from the various surrounding commercial premises, including the two public houses, The Dolphin PH and the General

Elliot PH. The other commercial business that poses a potential problem is the Boat Yard, south of the development site, which specialises in the repair of steel boats and is in use 7 days a week.

In 2009, the Town and Country Planning Association working with the Canal & River Trust (as British Waterways) published 'A Policy Advice Note: Inland Waterways -Unlocking the Potential and Securing the Future of Inland Waterways through the Planning System'. This document includes a 'development management and control checklist for waterside developments'. The checklist can help to identify those matters which require careful analysis, informed by the views of the relevant navigation authority. The advice note includes inter alia, a requirement to ensure that development located adjacent to or in close proximity to a waterway does not involve the loss of a a boatyard (either boat building or boat repair), servicing or maintenance yard, slipway, dry dock, crane or other services needed for day-to-day cruising, used in connection with water-based transport, tourism, leisure and recreation.

There have been several examples of dry docks and boat yards closing due to the development of adjacent residential development. New residential development in close proximity to existing boat yards can cause operational problems for the boat yard operator and could theoretically contribute to the closure of the boat yard. The proposed residential development at this location therefore has the potential to cause operational problems for the boat yard, whose regional importance in providing essential maintenance of boats using the canal was emphasised by numerous letters form individuals and organisations, on the previously refused scheme for residential development on this site.

A Noise Assessment whas submitted in support of the original sumbission. In addition, an updated Noise Assessment has been submitted, which takes into account revisions th the scheme. These revisions relate to changes to blocks B and C.

The application has been reviewed by the Council's Environmental Protecton Unit which notes that although there have been changes to the Noise Assessment and the positioning of the residential blocks, the proposed development, by reason of it's close proximity to the adjoining boat yard and dry dock facility is likely to be subject to unacceptable levels of noise and vibration, which can be considered detrimental to the residential amenities of future occupiers, and therefore giving rise to noise complaints.

The noise report included with the submission mentions the close proximity of the boatyard to residential premises, and the possible noise issues that arise from these operations. Although it is noted that in the revised scheme there would be no windows on the western facade of block B, directly facing the boat yard, the Noise assessmment recommends the use of non-openable windows to the other affected elevations (north and south), with trickle vents or HVAC units to those elevations that will be affected.

The Environmental Protection Unit notes that historically, because of the operational aspect of the boatyard, noise complaints from nearby residents had been received, and had been resolved by the installation of a barrier to contain the majority of noisy works, and the leasing by the boat yard of one of the nearby properties. The way the boatyard operates is such that not only do they carry out the business of repairing boats within the dry dock and its environs, but they also allow boat owners to utilise the dry dock and as such, the operation of the boatyard could be considered to be in operation 24 hours a day, 7 days a week, as boat owners may wish to attend to their boats of an evening or at weekends. The nature of the work is erratic and as such, could give rise to complaints. These hours of use



and the mode of operation has been confirmed by the boat yard operator.

Although no noise complaints have been received from local residents to the existing operations at the boat yard and timber yard in the recent past, the Environmental Protection Unit considers that an increase in the residential properties could result in complaints. As such the proposal is likely to cause operational problems for the boat yard operator, thereby prejudicing the conservation of the boat yard operation and features associated with the working life of the Grand Union Canal. The Environmental Protection Unit does not consider that conditions could be added to any approval that would prevent a noise nuisance occurring and proposed residents being disturbed unduly. As such objections are raised to the application.

It is therefore considered that the proposed development would be unlikely to provide good environmental conditions for future occupiers without prejudicing the conservation of buildings and features associated with the working life of The Grand Union Canal. This is contrary to policies OE5, BE31 and BE32 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). Refusal is recommended on these grounds accordingly.

#### AIR QUALITY

The NPPF at para. 123 states that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

The site is located within an Air Quality Management Area and as such, an air quality assessment has been provided as part of the application.

The assessment concludes that the location is considered suitable for residential use and air quality impacts will be negligible. The Council's Air quality Officer raises no objections subject to conditions requiring details of mechanical ventilation and another on provision of a low emission strategy. Subject to these conditions and based on the assessment results, it is not considered that air quality would be a constraint to planning consent for the proposed development.

#### **7.19 Comments on Public Consultations**

The main issues raised have been dealt with in the main body of the report.

#### **7.20 Planning obligations**

Policy R17 of the Hillingdon UDP 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 Canals and Rivers Trust.. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development. As the application is being recommended for refusal, no negotiations have been entered into with the developer in respect of these contributions. However, if the application were to be considered for approval, these heads of terms would have been pursued:

1. Highways: in line with the SPD and depending upon the views of the highways engineer any and all highways works will be required to be met by the applicant.

2. Affordable Housing: In line with the SPD and current planning policy 35% of the scheme is required to be delivered as affordable housing with the tenure and mix to be agreed by the Council. In this case the applicant has demonstrated that no affordable housing can be delivered. However, a review mechanism has not been secured.

3. Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution.

4. Canal Contributions: The Canals and Rivers Trust seeks a contribution of £25,000 towards maintenance of the canal environment. However, the applicants argue that the proposal vastly improves the canal environment alongside the application site. Residents are far more likely to use the landscaped canal side within the site than the towpath on the other side of the canal where there is no direct access from the site. There is no existing towpath alongside the site. Furthermore, the Trust has not justified the sum. For these reasons, the applicant considers that the requested contribution is not reasonably or directly related to the proposal.

The applicant's response is noted. However, The Canals and Rivers Trust submit that residents and visitors to the development will likely make use of the canal environment and its towpath, which will put additional pressure on this valuable open space. The trust also experiences increased complaints regarding wind blown litter in the water from new developments where occupants have raised expectations of the water space management.

The request for a contribution towards canal environment from the development, is considered justified, reasonable and consistent with other planning obligations secured for similar canal side developments within the Borough. Failure to secure the aforesaid contributions is therefore considered to be a sustainable reason to refuse the application on this basis.

5. project management and monitoring fee.

No legal agreement to address these issues has been offered. As such, the proposal fails to comply with Policy R17 of the UDP and it is recommended the application should be refused for the following reasons:

1. failure to provide for affordable housing

2. failure to address impacts arising on construction training, off site highway works, canal environment and towpath improvements and a project management and monitoring fee.

#### **7.21 Expediency of enforcement action**

There are no enforcement issues relating to this site.

#### **7.22 Other Issues**

There are no other issues related to this site.

### **8. Observations of the Borough Solicitor**

General

Members must determine planning applications having due regard to the provisions of the

development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

#### Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

#### Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

#### Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

### **9. Observations of the Director of Finance**

Not applicable.

## 10. CONCLUSION

Objection is raised to the principle of the loss of employment land on this site, whilst the scheme also fails to provide acceptable environmental conditions for prospective occupiers of the development without prejudicing the long-term future of the adjacent boat yard and dry dock.

It is considered that the proposal is unacceptable in terms of its built form and scale, particularly in relation to its location within Uxbridge Moor Conservation Area, its proximity to the listed Public House opposite and adjacent locally listed boat yard. It is considered that the proposed development, because of its bulk, scale, proportions and massing of the blocks, would fail to respect the character or appearance of the conservation area and the significance of the adjacent heritage assets.

The applicants have failed to address the issue of planning benefits in relation to affordable housing, canal enhancements, construction training and off site highway improvements.

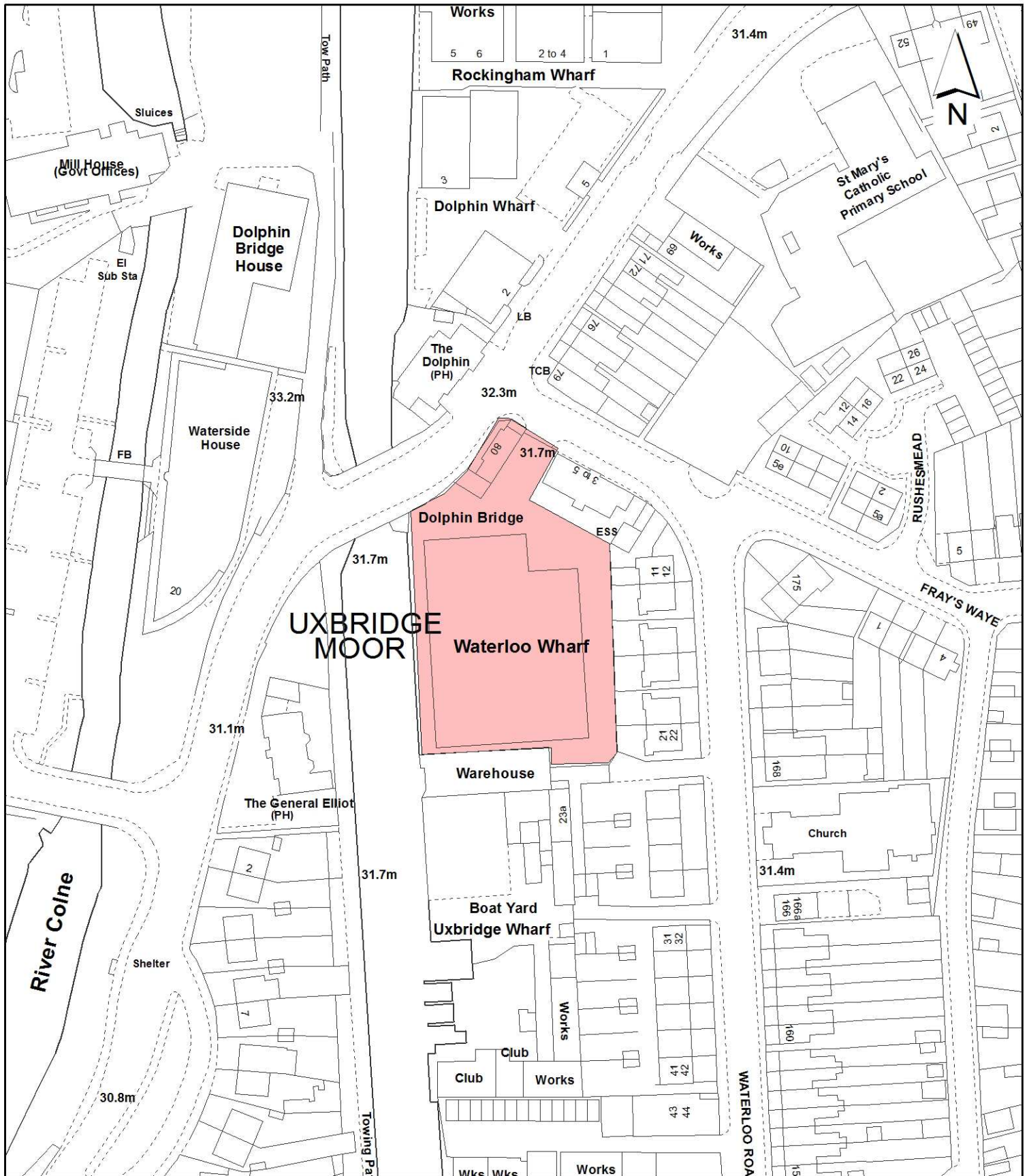
Refusal is recommended accordingly.

## 11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan 2015  
National Planning Policy Framework (NPPF)  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Document: Accessible Hillingdon (January 2010)

**Contact Officer:** Karl Dafe

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**Waterloo Wharf  
 Waterloo Road  
 Uxbridge**

**LONDON BOROUGH  
 OF HILLINGDON**  
 Residents Services  
 Planning Section  
 Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111

Planning Application Ref:  
**43016/APP/2014/4486**

Scale:  
**1:1,250**

Planning Committee:  
**Major Page 79**

Date:  
**January 2016**



**HILLINGDON**  
 LONDON

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# Agenda Item 8

## Report of the Head of Planning, Sport and Green Spaces

**Address** MATERIAL STORE, THE OLD VINYL FACTORY BLYTH ROAD HAYES

**Development:** Approval of reserved matters relating to the appearance and the landscaping of Phase 2 of The Old Vinyl Factory Masterplan: The Material Store as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775.

**LBH Ref Nos:** 59872/APP/2015/3991

**Drawing Nos:** Landscape Maintenance and Management Plan Rev  
0228\_SEW\_MS\_7101  
0228\_SEW\_MS\_7102  
0228\_SEW\_MS\_7103  
0228\_SEW\_MS\_8600  
0228\_SEW\_MS\_8601  
0228\_SEW\_MS\_8602  
0228\_SEW\_MS\_8603  
Written Specification of Planting and Cultivation  
14034-00-001-P-Rev\_A  
14034-00-002-P-Rev\_B  
14034-01-000-P-Rev\_B  
14034-01-001-P-Rev\_C  
14034-01-002-P-Rev\_B  
14034-01-003-P-Rev\_A  
14034-01-004-P-Rev\_A  
14034-01-005-P Rev A  
14034-01-006-P-Rev\_A  
14034-01-007-P-Rev\_A  
14034-01-008-P-Rev\_A  
14034-01-009-P-Rev\_A  
14034-01-010-P-Rev\_A  
14034-01-011-P-Rev\_B  
14034-01-012-P-Rev\_B  
14034-02-001-P Rev A  
14034-02-002-P Rev A  
14034-02-003-P Rev B  
14034-02-004-P Rev A  
14034-02-005-P-Rev\_A  
14034-02-006-P RevA  
14034-02-007-P Rev A  
14034-02-008-P RevA  
14034-02-10-Rev\_C For emai  
14034-02-11-Rev\_B For emai  
14034-10-000-P Rev A  
14034-10-001-P Rev A  
14034-10-002-P Rev A  
14034-10-003-P Rev A  
14034-10-004-P Rev A  
14034-10-005 P Rev A  
14034-10-006 Rev A  
14034-92-001-P Rev B

14034-97-001-P Rev B

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BD 0121 SD 001 R01  
BD 0121 SD 002 R01  
BD 0121 SD 003 R01  
BD 0121 SD 101 R02  
BD 0121 SD 102 R03  
BD 0121 SD 801 R06  
BD 0121 SD 802 R01

**Date Plans Received:** 26/10/2015                      **Date(s) of Amendment(s):** 26/10/2015  
**Date Application Valid:** 26/10/2015                      16/12/2015

## 1. SUMMARY

The application seeks to discharge the reserved matters relating to appearance and landscaping in compliance with conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775 for of Phase 2 of The Old Vinyl Factory Masterplan: The Material Store.

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 59872/APP/2013/3775, for the mixed-use redevelopment of the site.

The Reserved Matters application site is located centrally within the wider site, directly to the south of the Power House (formerly known as the Neptune) which is a locally listed building.

The Materials Store site has already been granted Reserved Matters consent under application reference 59872/APP/2015/1329 (dated 7th August 2015). However the applicant would like to make some changes to the approved scheme, including the provision of six additional units along with internal layout and elevation alterations.

The proposed development has been designed in accordance with the parameter plan and design code, which were approved at outline stage. The design and appearance of the building is considered to have a positive impact on the visual amenities of the surrounding area and the urban form of the development has improved since the outline stage.

The overall development is in accordance with the outline consent and varies only minimally from the already consented Reserved Matters Application. Therefore, the application is recommended for approval.

## 2. RECOMMENDATION



**APPROVAL subject to the following:**

**1 COM4 Accordance with Approved Plans**

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

14034-00-001-P Rev A  
14034-00-002-P Rev B  
14034-01-000-P Rev B  
14034-01-001-P Rev C  
14034-01-002-P Rev B  
14034-01-003-P Rev A  
14034-01-004-P Rev A  
14034-01-005-P Rev A  
14034-01-006-P Rev A  
14034-01-007-P Rev A  
14034-01-008-P Rev A  
14034-01-009-P Rev A  
14034-01-010-P Rev A  
14034-01-011-P Rev B  
14034-01-012-P Rev B  
14034-02-001-P Rev A  
14034-02-002-P Rev A  
14034-02-003-P Rev B  
14034-02-004-P Rev A  
14034-02-005-P Rev A  
14034-02-006-P Rev A  
14034-02-007-P Rev A  
14034-02-008-P Rev A  
14034-02-010-P Rev C  
14034-02-011-P Rev B  
14034-10-000-P Rev A  
14034-10-001-P Rev A  
14034-10-002-P Rev A  
14034-10-003-P Rev A  
14034-10-004-P Rev A  
14034-10-005-P Rev A  
14034-10-006-P Rev A  
14034-97-001-P Rev B  
BD 0121 SD 001 R01  
BD 0121 SD 002 R01  
BD 0121 SD 003 R01  
BD 0121 SD 101 R02  
BD 0121 SD 102 R03  
BD 0121 SD 801 R06  
BD 0121 SD 802 R01  
0228\_SEW\_MS\_7100 Rev 11  
0228\_SEW\_MS\_7101 Rev 04  
0228\_SEW\_MS\_7102 Rev 03  
0228\_SEW\_MS\_7103 Rev 03  
0228\_SEW\_MS\_8600 Rev 08

0228\_SEW\_MS\_8601 Rev 01

0228\_SEW\_MS\_8602 Rev 01

0228\_SEW\_MS\_8603

14034-92-001-P Rev B;

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

#### REASON

To ensure the development complies with the provisions Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2015).

### **2 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:

Design and Access Statement October 2015 (document reference no. 14034-99-001-P)

Bird Hazard Management Plan

Landscape Maintenance and Management Plan Rev 1

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 . Specify Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

### **INFORMATIVES**

#### **1 I52 Compulsory Informative (1)**

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

#### **2 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (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 (2015) and national guidance.

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture 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
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
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
H4	Mix of housing units
H5	Dwellings suitable for large families
H6	Considerations influencing appropriate density in residential development.
H8	Change of use from non-residential to residential
LPP 2.13	(2015) Opportunity Areas and intensification areas
LPP 2.17	(2015) Strategic Industrial Locations
LPP 2.6	(2015) Outer London: vision and strategy
LPP 2.7	(2015) Outer London: economy
LPP 2.8	(2015) Outer London: Transport
LPP 3.1	(2015) Ensuring equal life chances for all
LPP 3.10	(2015) Definition of affordable housing
LPP 3.11	(2015) Affordable housing targets
LPP 3.12	(2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.3	(2015) Increasing housing supply
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2015) Quality and design of housing developments
LPP 3.6	(2015) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2015) Large residential developments
LPP 3.8	(2015) Housing Choice
LPP 3.9	(2015) Mixed and Balanced Communities
LPP 4.1	(2015) Developing London's economy
LPP 4.2	(2015) Offices

LPP 4.3	(2015) Mixed use development and offices
LPP 4.4	(2015) Managing Industrial Land & Premises
LPP 5.1	(2015) Climate Change Mitigation
LPP 5.10	(2015) Urban Greening
LPP 5.11	(2015) Green roofs and development site environs
LPP 5.12	(2015) Flood risk management
LPP 5.13	(2015) Sustainable drainage
LPP 5.14	(2015) Water quality and wastewater infrastructure
LPP 5.15	(2015) Water use and supplies
LPP 5.2	(2015) Minimising Carbon Dioxide Emissions
LPP 5.21	(2015) Contaminated land
LPP 5.3	(2015) Sustainable design and construction
LPP 5.6	(2015) Decentralised Energy in Development Proposals
LPP 5.7	(2015) Renewable energy
LPP 5.8	(2015) Innovative energy technologies
LPP 6.1	(2015) Strategic Approach
LPP 6.10	(2015) Walking
LPP 6.13	(2015) Parking
LPP 6.3	(2015) Assessing effects of development on transport capacity
LPP 6.5	(2015) Funding Crossrail and other strategically important transport infrastructure
LPP 6.7	(2015) Better Streets and Surface Transport
LPP 6.9	(2015) Cycling
LPP 7.1	(2015) Lifetime Neighbourhoods
LPP 7.15	(2015) Reducing noise and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.2	(2015) An inclusive environment
LPP 7.3	(2015) Designing out crime
LPP 7.4	(2015) Local character
LPP 7.5	(2015) Public realm
LPP 7.6	(2015) Architecture
LPP 7.7	(2015) Location and design of tall and large buildings
LPP 7.8	(2015) Heritage assets and archaeology
LPP 7.9	(2015) Heritage-led regeneration
LPP 8.1	(2015) Implementation
LPP 8.2	(2015) Planning obligations
LPP 8.3	(2015) Community infrastructure levy
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
R7	Provision of facilities which support arts, cultural and entertainment activities

### **3** 159 **Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2015). On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

### **4** 160 **Cranes**

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

### **5**

#### **Waste Requirements**

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.

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.

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 150mm 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) 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.

g) 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).

h) 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).

i) 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 able to with stand the weight of a 26 tonne refuse collection vehicle.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The whole of The Old Vinyl Factory (TOVF) site consists of approximately 6.6 hectares of land set in an irregular quadrilateral shaped site. The multi-phase site was originally constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, producing the majority of vinyl records for distribution worldwide. Associated record production works had ceased by the 1980s after which time the site has been largely vacant with many buildings falling into disrepair.

The Reserved Matters application site is located centrally within the wider site, directly to the south of the Power House (formerly known as the Neptune) which is a locally listed building. The wider site is bounded by Blyth Road to the north and by the Great Western Mainline railway to the South, with Hayes and Harlington rail station 420 metres to the east of the site. Opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey office building, together with a variety of industrial and office buildings. The wider area is a mixture of residential, industrial and office uses with Hayes Town Centre located to the northeast of the site.

This application site comprises some 5ha and excludes the three largest employment buildings located to the south of the site, The Shipping Building, The Cabinet Building and The Record Store. This is because the refurbishment of these buildings has already been approved in earlier permissions.

Many of the existing buildings are in a derelict condition arising from long term vacancy. They require a substantial investment to return them to a habitable and thus lettable state. The public realm is dominated by a large extent of tarmac surfacing providing for surface car parking.

Much of the application site, as well as The Record Store, The Cabinet Building and The Shipping Building, which lie immediately outside of the application boundary, is situated within a Developed Area, The Botwell: Thorn EMI Conservation Area and partly within a Industrial and Business Area, as identified in the Policies of the Hillingdon Local Plan (November 2012) and a Strategic Industrial Location (SIL) as designated within the London Plan (March 2015).

#### **3.2 Proposed Scheme**

The application seeks to discharge the reserved matters relating to appearance and landscaping in compliance with conditions 2 and 3 for Phase 2 of The Old Vinyl Factory Masterplan - The Materials Store.

The Materials Store site has already been granted Reserved Matters consent under application reference 59872/APP/2015/1329 (dated 7th August 2015). However the applicant would like to make some changes to the approved scheme, including the provision of six additional units with internal layout and elevation alterations.

In summary, compared to the approved RMA scheme, the revised proposal includes:

- Introduction of a new 'triplex' residential unit arranged across three storeys (lower ground, ground and first floor), 23 of these units are proposed in the current application, as opposed to the 18 approved two storey units (over ground and first floor);
- 1 additional studio unit on the first floor
- 1 additional garden room amenity area at first floor
- Reconfigured parking area at lower ground and ground floor to provide 177 car parking spaces (an additional two spaces);
- Increase in cycle parking spaces from 202 to 213.

The introduction of the 'triplex' units results in the need for modifications to the elevations of the approved scheme. The entrance to the individual units would be via steps to a slightly raised ground floor, allowing the creation of light wells to proposed lower ground floor bedrooms.

Otherwise, subject to minor internal layout changes the proposed scheme is as previously approved under application reference 59872/APP/2015/1329, with four residential blocks, over a plinth of part commercial and part parking. The amended Material Store would consist of 189 residential units of 1, 2 and 3 bed apartments spreading over 10 floors. There are 459sqm of commercial floorspace on the ground and first floor that would fall within use classes A1, A2, A3, A4, A5 or B1. Parking will be provided over two levels centrally within the building with additional on-street parking proposed externally.

Overall heights and massing principles have been established in the outline planning consent, with 4 distinct blocks sitting above a clearly defined 2 storey podium which links the blocks together. The two storey base contains double height commercial space along the northern frontage to The Groove, and service and residential space at ground and first floors respectively to the southern railway frontage. Side streets, along Powerhouse and Pressing Plant Lane, are now proposed to be lined with triplex family units at Lower Ground, Ground and First Floor Levels. This allows the base to be expressed as a distinct element and different from the residential blocks above podium level. From Level 2 up, the four blocks house simply stacked apartments and rise to different heights allowing variation against the skyline and relationships to surrounding buildings and established datum levels as set out in the approved masterplan and amendments as approved under application reference 59872/APP/2015/1330.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838.

Application reference 59872/APP/2013/3640 granted permission for a non-material amendment to the scheme, due to the proposed revised phasing of the site, and some revisions to documents. This resulted in changes to the wording of conditions 6, 18, 27, and 32 of the original planning permission.

Application reference 59872/APP/2013/3775 granted a variation of the original outline permission to allow variations to phasing of the approved development.

Application reference 59872/APP/2015/1330 granted a Non-material Amendment to planning

permission ref: 59872/APP/2013/3775 to amend the approved parameter plans and Development Specification (condition 31) and amend the wording of Condition 13 (acoustic buffering) in connection with the Material Store development.

This reserved matters application is therefore submitted as Phase 2 of the revised application, as allowed as per reference 59872/APP/2013/3775 and 59872/APP/2015/1330

As stated above, the Materials Store site has already been granted Reserved Matters consent under application reference 59872/APP/2015/1329 (dated 7th August 2015).

#### **4. Planning Policies and Standards**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (March 2015)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Document - Planning Obligations  
Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Land Contamination

#### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment  
PT1.CI1 (2012) Community Infrastructure Provision  
PT1.CI2 (2012) Leisure and Recreation  
PT1.E1 (2012) Managing the Supply of Employment Land  
PT1.E6 (2012) Small and Medium-Sized Enterprises (SME)  
PT1.E7 (2012) Raising Skills  
PT1.EM1 (2012) Climate Change Adaptation and Mitigation  
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.H1 (2012) Housing Growth  
PT1.HE1 (2012) Heritage



PT1.T1 (2012) Accessible Local Destinations

Part 2 Policies:

- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -  
(i) Dial-a-ride and mobility bus services  
(ii) Shopmobility schemes  
(iii) Convenient parking spaces  
(iv) Design of road, footway, parking and pedestrian and street furniture 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
- 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
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE25 Modernisation and improvement of industrial and business areas
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- BE4 New development within or on the fringes of conservation areas
- H4 Mix of housing units
- H5 Dwellings suitable for large families
- H6 Considerations influencing appropriate density in residential development.
- H8 Change of use from non-residential to residential
- LPP 2.13 (2015) Opportunity Areas and intensification areas

- LPP 2.17 (2015) Strategic Industrial Locations
- LPP 2.6 (2015) Outer London: vision and strategy
- LPP 2.7 (2015) Outer London: economy
- LPP 2.8 (2015) Outer London: Transport
- LPP 3.1 (2015) Ensuring equal life chances for all
- LPP 3.10 (2015) Definition of affordable housing
- LPP 3.11 (2015) Affordable housing targets
- LPP 3.12 (2015) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
- LPP 3.3 (2015) Increasing housing supply
- LPP 3.4 (2015) Optimising housing potential
- LPP 3.5 (2015) Quality and design of housing developments
- LPP 3.6 (2015) Children and young people's play and informal recreation (strategies) facilities
- LPP 3.7 (2015) Large residential developments
- LPP 3.8 (2015) Housing Choice
- LPP 3.9 (2015) Mixed and Balanced Communities
- LPP 4.1 (2015) Developing London's economy
- LPP 4.2 (2015) Offices
- LPP 4.3 (2015) Mixed use development and offices
- LPP 4.4 (2015) Managing Industrial Land & Premises
- LPP 5.1 (2015) Climate Change Mitigation
- LPP 5.10 (2015) Urban Greening
- LPP 5.11 (2015) Green roofs and development site environs
- LPP 5.12 (2015) Flood risk management
- LPP 5.13 (2015) Sustainable drainage
- LPP 5.14 (2015) Water quality and wastewater infrastructure
- LPP 5.15 (2015) Water use and supplies
- LPP 5.2 (2015) Minimising Carbon Dioxide Emissions
- LPP 5.21 (2015) Contaminated land
- LPP 5.3 (2015) Sustainable design and construction
- LPP 5.6 (2015) Decentralised Energy in Development Proposals
- LPP 5.7 (2015) Renewable energy
- LPP 5.8 (2015) Innovative energy technologies
- LPP 6.1 (2015) Strategic Approach
- LPP 6.10 (2015) Walking
- LPP 6.13 (2015) Parking
- LPP 6.3 (2015) Assessing effects of development on transport capacity
- LPP 6.5 (2015) Funding Crossrail and other strategically important transport infrastructure

- LPP 6.7 (2015) Better Streets and Surface Transport
- LPP 6.9 (2015) Cycling
- LPP 7.1 (2015) Lifetime Neighbourhoods
- LPP 7.15 (2015) Reducing noise and and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- LPP 7.2 (2015) An inclusive environment
- LPP 7.3 (2015) Designing out crime
- LPP 7.4 (2015) Local character
- LPP 7.5 (2015) Public realm
- LPP 7.6 (2015) Architecture
- LPP 7.7 (2015) Location and design of tall and large buildings
- LPP 7.8 (2015) Heritage assets and archaeology
- LPP 7.9 (2015) Heritage-led regeneration
- LPP 8.1 (2015) Implementation
- LPP 8.2 (2015) Planning obligations
- LPP 8.3 (2015) Community infrastructure levy
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE11 Development involving hazardous substances and contaminated land - requiremer for ameliorative measures
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE5 Siting of noise-sensitive developments
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- R7 Provision of facilities which support arts, cultural and entertainment activities

**5. Advertisement and Site Notice**

- 5.1** Advertisement Expiry Date:- **2nd December 2015**
- 5.2** Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

Consultation letters were sent to 115 local owner/occupiers, the Hayes Village Conservation Panel and the Hayes Town Centre Residents Association on 10/11/2015. The application was also advertised by way of site and press notices. No responses have been received.

HEATHROW AIRPORT LIMITED (HAL):

I can confirm that the introduction of the additional units create no further safeguarding concerns. Therefore, I have no safeguarding objections to the above application or the proposed amendments to this development.

METROPOLITAN POLICE:

In relation to the Design and Access Statement section 13.1 (Secure by Design), I think these comments are appropriate and acceptable.

NATIONAL AIR TRAFFIC SERVICES:

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

### Internal Consultees

ENVIRONMENTAL PROTECTION UNIT:

No objection as the proposal does not concern EPU

FLOOD AND WATER MANAGEMENT OFFICER:

No objection

TREES AND LANDSCAPE OFFICER:

The NLP's letter of 26 /10/2015 confirms that the revised scheme follows the public realm and landscape principles as agreed for the Old Vinyl Factory Masterplan. Part of the public realm layout is The Groove, which is shared public realm with the Boiler House and will be delivered in a single phase shared to ensure a seamless finish.

The landscape concept and objectives are described in section C. Landscape, of the Design & Access Statement. This describes the treatment of the podium and roof terrace as well as the ground level and public realm.

Drawings by BD landscape Architects include the Podium Landscape Plan, ref. BD 0120SD 801 R06, Soft Landscape Plan dwg ref. SD 002 R01, Hard Landscape Plan, dwg ref. SD 801 R01, Play Strategy Detail Plan, dwg. Ref. SD 802 R01, Planting Plan dwg. Ref. SD 003 R01.

Drawings by SEW include drawings and illustrative sections through the site, and hard and soft plans for The Groove.

The submission is supported by two documents: Specification of Planting and Soft Works which covers the first 24 months of maintenance by the main (implementation) landscape contractor. The site will then be handed over to the Building Management Group, guided by the Landscape Maintenance & Management Plan.

Neither specification refers to the need for an annual check on plant health and the need to replace any planting which fails. This clause should be added.

No objection, subject to the above detail.

Case Officer comment:

The Landscape Maintenance and Management Plan has now been revised to include the clause requested.

WASTE OFFICER:

The Council tends to use 1,100 litre eurobins for residential properties.

I would recommend 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.

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.

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) 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.

g) 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).

h) 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).

i) 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 able to with stand the weight of a 26 tonne refuse collection vehicle.

Case Officer comments: The above points have been included within an informative.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

As stated in the assessment of the original outline application, the existing site is largely vacant, with the exception of part of the Shipping Building which was refurbished following the granting of planning permission in 2001. The applicant has provided a detailed and confidential review of the measures taken to market the immediately available Shipping

Building and the Cabinet Building, with both offers struggling to attract tenants. The report concludes that including a mixed use residential, retail and leisure offerings alongside the employment land within the scheme would improve the attractiveness of the commercial offer to potential B1 occupiers.

The proposed development was approved within this area of the site as part of the outline consent for the redevelopment of the wider site. Approved as part of the outline consent was a set of parameter plans, which included the parameters within which the buildings should be located. The proposed building is in accordance with the parameter plan in terms of height and footprint and as such, the use and scale of the building would be in accordance with the approved parameter plan which established the principle of the development as acceptable.

The principle of the development has already been approved at outline stage and was considered acceptable under the previous Reserved Matters Application reference 59872/APP/2015/1329.

#### **7.02 Density of the proposed development**

Density was considered as part of the originally approved outline application, and was deemed acceptable. The site wide density of the development is not proposed to change significantly as part of this application.

The outline application proposed a maximum of 510 residential units across the site. The current application proposes the erection of 189 units, which is an increase of 34 flats in this building compared to the original masterplan that proposed 155. This follows design development, including a more efficient layout, for the Material Store which now allows for an increase in the number residential units within the same building envelope, including the provision of three-storey units at street level on both side of the roads.

These changes have been subject to various lengthy pre-application discussions with officers at the Council. The consented Reserved Matters Application (reference 59872/APP/2015/1329) is for 183 units, and as such the current proposal intends an increase of only six units. As such the minimal change in density above that already approved is considered to be acceptable.

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

The impact on the heritage of the borough was considered as part of the originally approved outline application, and was considered acceptable, subject to conditions. The proposed building is not considered to impact on this previous assessment.

#### **7.04 Airport safeguarding**

The proposed development is within the height parameters approved at outline stage. BAA and NATS Safeguarding have reviewed the application and raise no objection to the application from an airport safeguarding perspective. As such, it is considered that the proposal would not impact on the safe operation of any airport.

#### **7.05 Impact on the green belt**

The site is not located within the Green Belt, so there are no Green Belt issues relating to this application.

#### **7.07 Impact on the character & appearance of the area**

The objectives for the wider site included in the master plan, include amongst other things, the promotion of a high quality scheme reflective of the area's general character as well as reinforcing local distinctiveness.

The site lies in the Hayes Botwell: Thorn EMI Conservation Area, and forms part of the old EMI factory site, which played an important part in the history of Hayes. It retains a number of large historic industrial buildings from the 19th and 20th centuries, a number of which are Locally Listed. Directly to the north is Enterprise House, an early concrete clad metal framed structure, which dates from the early 20th century and is grade II listed. This building has a very distinct appearance and is considered as a local landmark, it was also part of the original EMI site when first constructed.

The proposed new building has been subject to pre-application discussion with the Council's Conservation and Design Team. The height and footprint of the building are in accordance with the outline planning permission and the amendments approved under application reference 59872/APP/2015/1330.

The Council's Design Officer reviewed the previously approved proposals and commented that 'The current scheme is in line with previous and extensive discussions at pre application stage. Overall, this is considered to be a very well designed and carefully detailed large building.' They have raised no objections to the amended proposals.

This proposed building forms part of the masterplan for the regeneration of this particular site and to make a strong and positive architectural statement about the future of the area. The overall development is considered to be a well designed building which will have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13 & BE19 of the Hillingdon Local Plan.

#### **7.08 Impact on neighbours**

The building proposed is located adjacent to the Great Western Railway Line and new buildings proposed within the wider TOVF site. The 'Boiler House' and the 'Pressing Plant' will be positioned between the proposal and existing residential properties on Blyth Road.

It should be noted that the consideration of potential impacts upon neighbours formed part of the assessment of the outline application. Matters considered include the construction impacts; traffic and car parking; noise and general disturbance; overlooking, outlook and overshadowing. The reserved matters are consistent with the details and principles considered at the outline stage which were considered acceptable on balance.

As such, the scheme is considered to be acceptable. The scheme accords with the UDP policies and design guidance which seek to protect the amenity of neighbours.

#### **7.09 Living conditions for future occupiers**

##### INTERNAL FLOOR AREA

The proposed development is for the creation of 189 flats within the site. Each of the dwellings would be erected in accordance with the floor space standards contained within Policy 3.5 of the London Plan (March 2015). Therefore, each dwelling would be considered to create residential accommodation of an acceptable size for the number of bedrooms and inhabitants being proposed.

##### EXTERNAL AMENITY SPACE

The overall amenity requirements of the proposed The Material Store are as follows:

- 1B - 20sqm per dwelling x 59units - 1180sqm
- 2B - 25sqm per dwelling x 106 units - 2650sqm

3B - 30sqm per dwelling x 24 units - 720sqm

Total amenity requirement- 4550sqm

The majority of the amenity space for the Materials Store is proposed within the public podium on level 1, shared terrace and private terraces on Level 2, and the four public roof gardens on the top of each residential block. In addition to this, balconies are provided to individual flats, adding a further 336sqm of amenity space provision to the building.

In addition to space provided for residents of The Material Store, an additional 298sqm of amenity space is to be incorporated to provide for requirements of residents of The Boiler House, who will have controlled access to the podium garden and playspace via the concierge entrance on Powerhouse Lane.

Total amenity requirement (including provision for Boiler House residents)- 4848sqm

Total amenity provision - 4836sqm

There is therefore a shortfall of 12sqm in external amenity provision across The Material Store and The Boilerhouse developments. The proposed shared amenity space for the flats will be a mixture of formal and informal space that will provide an attractive setting for the new apartment blocks. Given the high quality of the landscaping proposed throughout the wider site and the creation of new spaces that will benefit both future residents and workers, this minimal shortfall in provision is deemed acceptable.

Therefore, the proposed development is considered to be provided with sufficient outdoor amenity space for the occupiers of the development, in accordance with Policy BE23 of the Hillingdon Local Plan.

#### LIGHT AND OUTLOOK

All of the habitable rooms within the dwellings would be provided with an acceptable source of light and outlook in accordance with Policies BE20 of the Hillingdon Local Plan and 3.5 the London Plan (2015).

#### OVERLOOKING

In terms of outlook for future residents, Policy BE21 of the Local Plan seek to ensure that new development would not have a significant loss of residential amenity, by reason of the siting, bulk and proximity of new buildings.

In this regard, it is considered that the site layout would provide a high standard of amenity for future occupiers. The layout provides sufficient space within the block and ensures that there is adequate separation between the units. This will result in a satisfactory outlook from the proposed units in the block and reduces the potential for nuisance and disturbance to the future occupiers. As such, the development is considered to be consistent with relevant design guidance and policies BE21 and OE1 of the UDP.

All of the units would benefit from an acceptable level of privacy and light, in compliance with the Council's standards given in The Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts'.



### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Part of the consideration of the outline application included means of access for the entire site. The Council's Highways Engineer and TFL have considered the traffic and parking impacts of the scheme on the surrounding area. The outline application was specifically supported by a transport assessment and travel plan along with drawings detailing access, turning (refuse vehicle swept paths) and parking (cars, bicycles, car club, motorcycle allowance, 10% accessible parking provision allowance). In addition, appropriately worded conditions of approval in respect of traffic management, parking numbers and allocation for example were imposed on the outline consent.

It should be noted that matters relating to access and layout were approved under the outline consent and access was amended under application reference 59872/APP/2015/1330. All potential transport impacts of the scheme were considered at the outline stage with details for on-site matters being secured as part of planning conditions, and no significant changes or differences are posed in the current application.

The reserved matters application for landscaping and appearance for this phase accords with the outline permission. The hard and soft landscaping, including car parking locations, road layout and widths, landscaping, as well as access, are consistent with the outline proposal and details approved under application reference 59872/APP/2015/1330.

Whereas the proposal only provides 2 extra parking spaces for six residential units the parking level must be viewed in the context of the overall parking levels for the material store. In this regard, and given the proximity to Hayes Station 177 parking spaces to serve 189 residential units is considered acceptable.

The current application relates to appearance and landscape only and the details provided for the consideration of the current application are deemed acceptable. The Council's Highways Engineer has been consulted on the current application and raised no objection to the proposals.

### **7.11 Urban design, access and security**

It is considered that there are no urban design or security issues arising from the proposal. The Metropolitan Police have been consulted on the proposals and raised no objections to the details submitted.

### **7.12 Disabled access**

All homes are designed to ensure adaptability to the changing needs of the household as well as ease of access for family and friends who might have a disability, as required by the London Plan.

10% of the units will be easily adaptable to wheelchair housing standards and will be provided in a range of sizes reflecting the mix provided in the building.

- 1B - 4 adaptable units
- 2B - 14 adaptable units
- 3B - 1 adaptable unit

The scheme would provide for an accessible building on all floors with the provision of DDA compliant lifts to access the upper floors of the building. Level access is provided from the building to the external areas and to the car parking areas. All new doors and finishes will fully comply with Part M of the Building Regulations.

The Council's Access Officer has been consulted on the proposals and raised no objections to the details submitted. The accessibility of the scheme is equal to that already approved under the previous reserved matters application and accordingly the scheme is considered to be consistent with Policies R16 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **7.13 Provision of affordable & special needs housing**

As per the original outline approval, the applicant proposes to provide 5% social/affordable housing within Phase 3 of the development. The quantum of affordable housing has been dictated by the Viability Assessment and given that the Assessment has been independently assessed and found to be robust, this level of provision is considered acceptable in this context. It will continue to be secured through the accompanying S106 legal agreement. As such the current phase of development is not required to provide affordable housing.

#### **7.14 Trees, landscaping and Ecology**

Trees and landscaping have been implicit in the scheme from pre-application discussion through to the consideration of the outline scheme, and were considered as part of the outline application.

The landscaping proposals include the provision of areas of hard and soft landscaping around the building, including along the boundary of the site, and the planting of new trees along the site frontage. The proposal also includes the permanent landscaping of the amenity space.

The Council's Trees and Landscape Officer has reviewed the proposals and subject to an additional clause requiring the need for an annual check on plant health and the need to replace any planting which fails (which has now been included) raised no objections to the proposals.

As such, the overall landscaping proposal is considered to be in accordance with the character of the surrounding area in accordance with Policy BE38 of the Hillingdon Local Plan.

#### **7.15 Sustainable waste management**

The sustainable waste features of the proposed development were considered as part of the outline application. The application was supported by a Waste Strategy, Waste Management Plan as well as drawings describing waste vehicular access into the site. In the course of considering the outline scheme, the Highways and Waste teams confirmed that waste arrangements could be suitably accommodated on the site.

#### **7.16 Renewable energy / Sustainability**

Given the proposed change in phasing, it has been agreed with Council Officers that the Energy Centre will be brought forward. The current proposal will be built to connect to the site wide energy network following the construction of the Power House.

Conditions imposed on the outline consent included details for renewable energy and sustainability. These details have been considered by the Council's Sustainability Officer for the current phase of development and are deemed acceptable.

#### **7.17 Flooding or Drainage Issues**

Flood risk and the drainage of the site, including sustainable drainage was considered as part of the originally approved outline application, and was considered acceptable, subject to conditions. The proposed development does not impact on this previous assessment.

#### **7.18 Noise or Air Quality Issues**

Noise and air quality aspects were considered as part of the outline application. The Environmental Statement submitted as part of the outline application considered the potential noise and air quality impacts associated with the development and appropriately worded conditions of approval were imposed on the outline planning permission. The Council's Environmental Protection Unit confirmed they would continue to control these detailed design aspects through the discharge of conditions and as such, there are no issues to consider in the subject application for reserved matters.

#### **7.19 Comments on Public Consultations**

No public responses were received as a result of the consultation on this application.

#### **7.20 Planning obligations**

The planning obligations for the development of the site were secured as part of the Outline Planning Permission and the subsequent application to vary the phasing.

#### **7.21 Expediency of enforcement action**

No enforcement action is required in relation to this application.

#### **7.22 Other Issues**

There are no other issues.

### **8. Observations of the Borough Solicitor**

#### General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in Probity in Planning, 2009.

#### Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

#### Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

#### Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

#### **9. Observations of the Director of Finance**

None

#### **10. CONCLUSION**

The application seeks to discharge the reserved matters relating to appearance and landscaping in compliance with conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775 for of Phase 2 of The Old Vinyl Factory Masterplan: The Material Store.

The application site forms part of The Old Vinyl Factory site for which outline consent was granted under application reference 59872/APP/2012/1838, and varied under application reference 59872/APP/2013/3775, for the mixed-use redevelopment of the site.

The Reserved Matters application site is located centrally within the wider site, directly to the south of the Power House (formerly known as the Neptune) which is a locally listed building

The Materials Store site has already been granted Reserved Matters consent under application reference 59872/APP/2015/1329 (dated 7th August 2015). However the applicant would like to make some changes to the approved scheme, including the provision of six additional units with internal layout and elevation alterations.

The proposed development has been designed in accordance with the parameter plan and design code, which were approved at outline stage. The design and appearance of the building is considered to have a positive impact on the visual amenities of the surrounding area and the urban form of the development has improved since the outline stage.

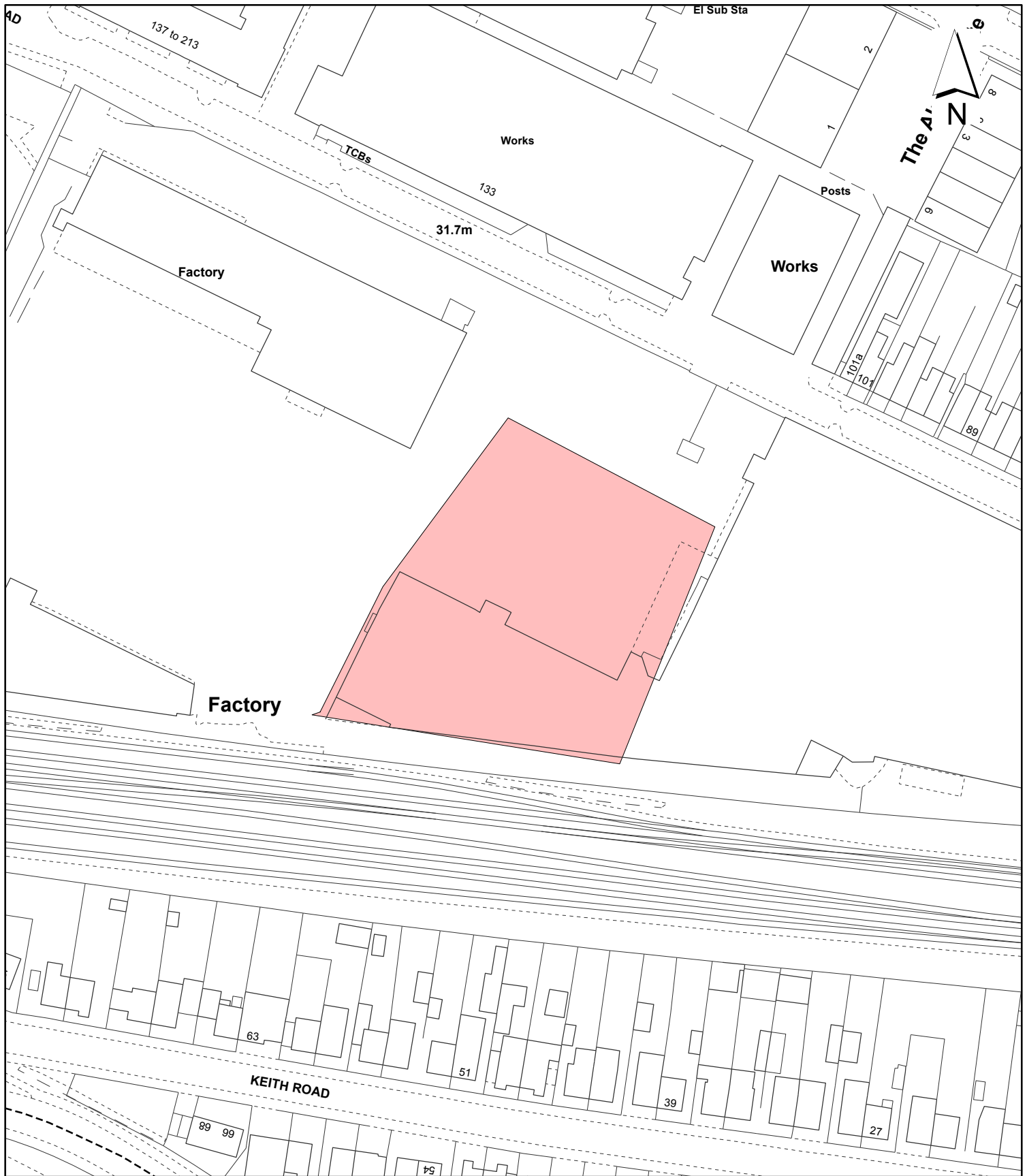
The overall development is in accordance with the outline consent and varies only minimally from the already consented Reserved Matters Application. Therefore, the application is recommended for approval.

#### **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (March 2015)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Document - Planning Obligations  
Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Land Contamination

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



**Notes:**

 Site boundary

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Site Address:

**Material Store, The Old Vinyl Factory  
 Blyth Road  
 Hayes**

**LONDON BOROUGH  
 OF HILLINGDON**  
 Residents Services  
 Planning Section  
 Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111

Planning Application Ref:

**59872/APP/2015/3991**

Scale:

**1:1,250**

Planning Committee:

**Major** Page 104

Date:

**January 2016**



**HILLINGDON**  
 LONDON

# Plans for Major Applications Planning Committee

Tuesday 5th January  
2016



HILLINGDON  
LONDON



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Page 105

## **Report of the Head of Planning, Sport and Green Spaces**

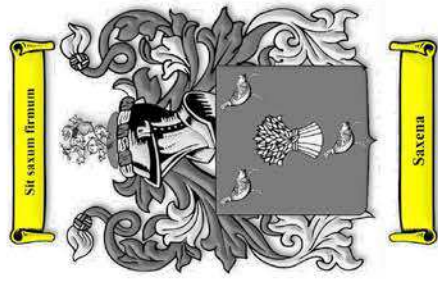
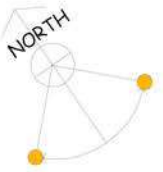
**Address** 511 UXBRIDGE ROAD HAYES

**Development:** Demolition of existing 4-bedroom house and erection of 2, three storey blocks comprising 10 two-bedroom flats, with associated access, parking and amenity space.

**LBH Ref Nos:** 15988/APP/2014/4271

<b>Date Plans Received:</b>	03/12/2014	<b>Date(s) of Amendment(s):</b>	28/04/2015
<b>Date Application Valid:</b>	09/07/2015		03/12/2014





scale:- 1:1250@A1

# 511 UXBRIDGE ROAD, HAYES. MIDDX. INFORMATION AS EXISTING SITE LOCATION PLAN - 511UXBR/PL01A

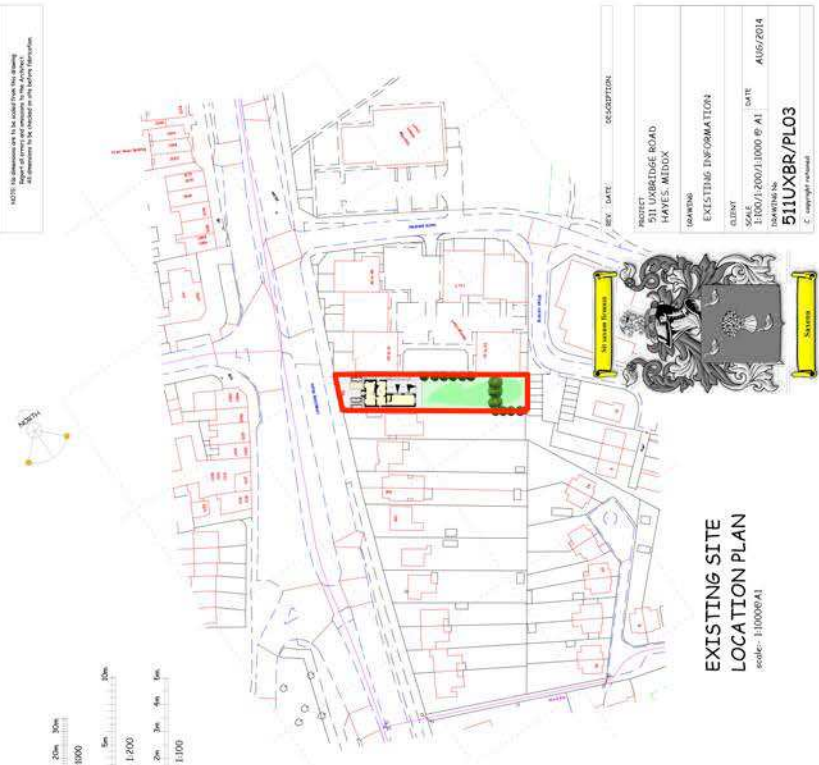
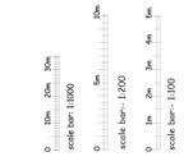


Site Area:- (approx) - 903sq.m / 0.208sq.ft U.C.37 / ALKES

**TOTAL ACCOMMODATION TO SITE**  
(internal area)

ground floor:- 119sq.m  
first floor:- 70sq.m  
**TOTAL:- 189sq.m/2,034sq.ft**

rear garden:- amenity space:- 577sq.m  
parking onsite:- 4 boys  
site density:- (approx) 19%



**EXISTING SITE LOCATION PLAN**  
scale:- 1:1000(A1)

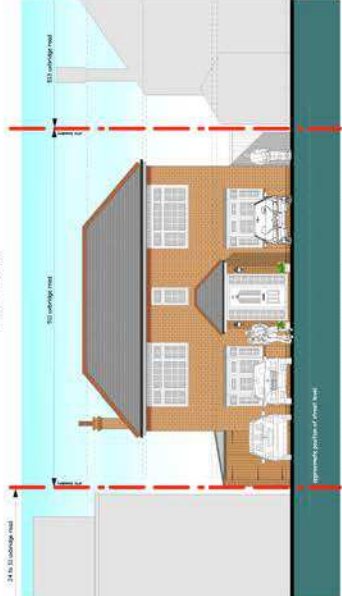


**EXISTING FIRST FLOOR PLAN**  
scale:- 1:1000(A1)



**EXISTING GROUND FLOOR PLAN**  
scale:- 1:1000(A1)

**511 UXBRIDGE ROAD, HAYES, MIDDX. INFORMATION AS EXISTING**

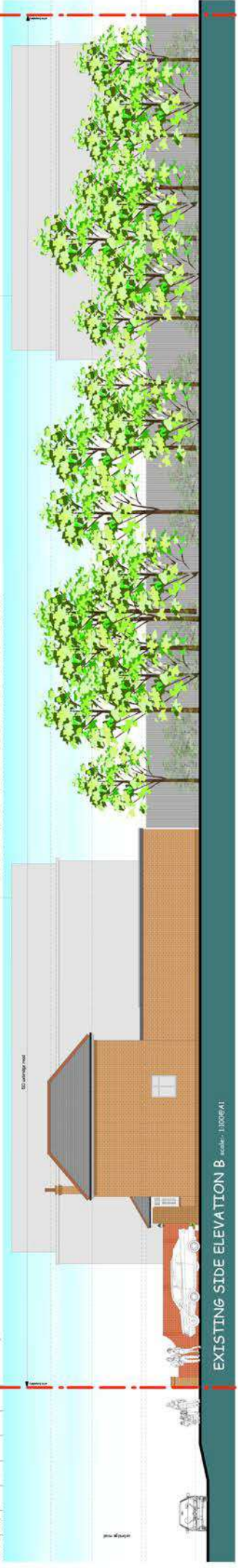


**EXISTING FRONT ELEVATION A**  
scale:- 1:1000(A1)



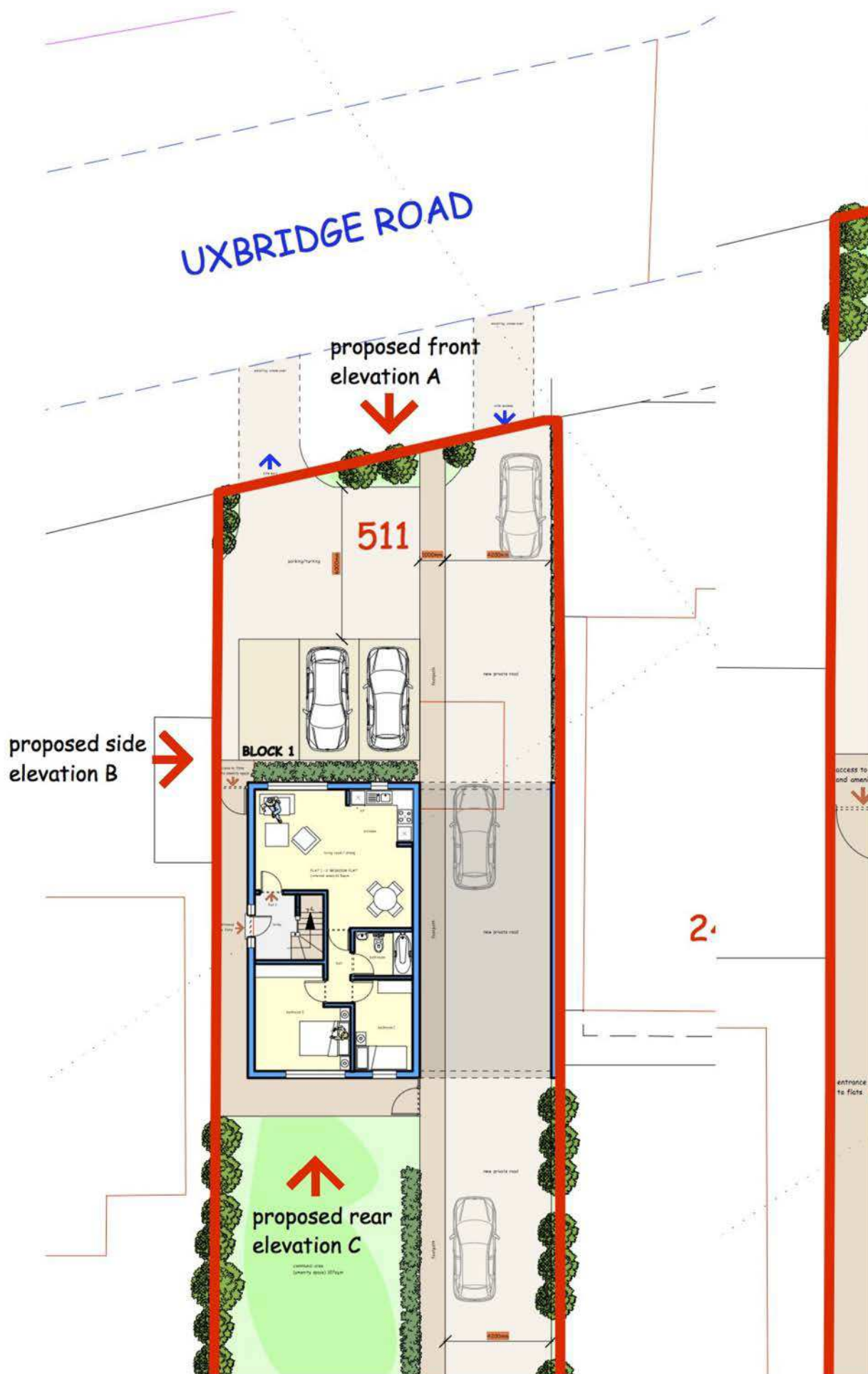
**EXISTING REAR ELEVATION C**  
scale:- 1:1000(A1)

**EXISTING SITE / GROUND PLAN**  
scale:- 1:2000(A1)

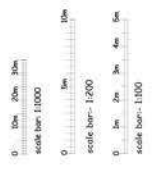


**EXISTING SIDE ELEVATION B**  
scale:- 1:1000(A1)

ALLES: This information is for information only. It is not intended to be used as a basis for any decision. It is provided for information only. It is not intended to be used as a basis for any decision. It is provided for information only.



NOTES: 1. Consultation No. 24/0148 Planning Application  
 2. All dimensions are to be checked on site before construction.  
 3. All dimensions are to be checked on site before construction.



PROPOSED SITE / GROUND PLAN  
 scale - 1:2000(A1)  
 proposed rear elevation G



PROPOSED SECOND FLOOR PLAN (2 bedroom flat) BLOCK 2  
 scale - 1:1000(A1)

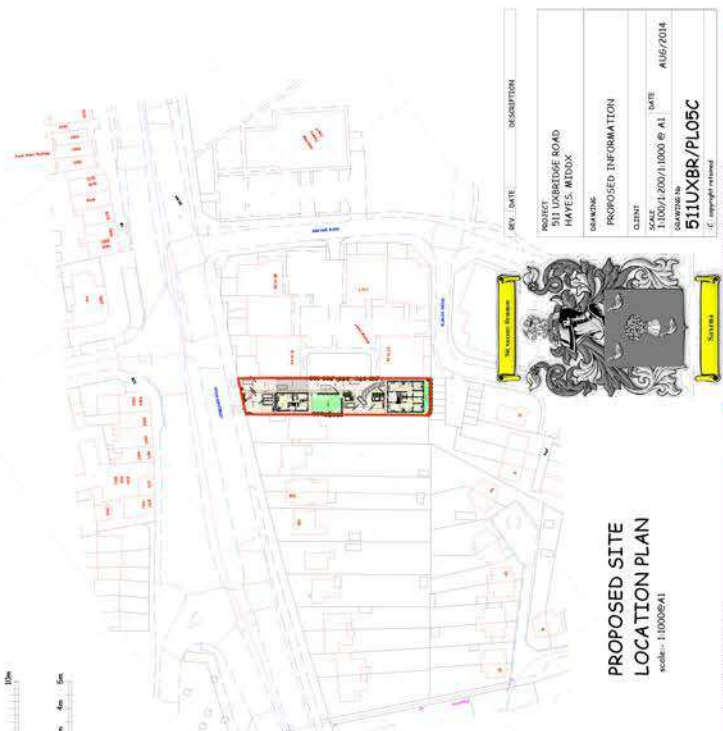


PROPOSED FIRST FLOOR PLAN (1&2 bedroom flats) BLOCK 2  
 scale - 1:1000(A1)

PROPOSED GROUND FLOOR PLAN (1&2 bedroom flats) BLOCK 2  
 scale - 1:1000(A1)

511 UXBRIDGE ROAD, HAYES, MIDDX. INFORMATION AS PROPOSED (BLOCK 2) 3 X 1 BEDROOM FLATS & 2X2 BEDROOM FLATS

PROPOSED SITE LOCATION PLAN  
 scale - 1:10000(A1)



REV.	DATE	DESCRIPTION
1		ISSUED FOR PERMITTING

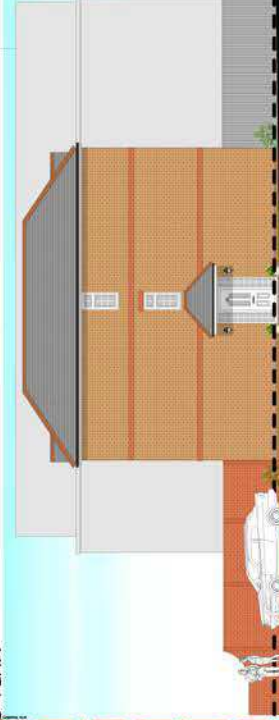
PROJECT: 511 UXBRIDGE ROAD HAYES, MIDDX  
 DRAWING: PROPOSED INFORMATION  
 CLIENT: 511UXBR/PL05C  
 SCALE: 1:1000/1:200/1:1000 @ A1  
 DATE: AUG/2014  
 DRAWING BY: [Signature]  
 CHECKED BY: [Signature]  
 C: copyright reserved



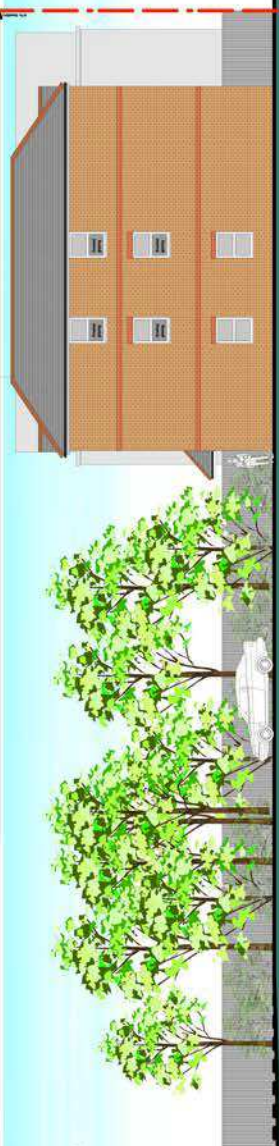
PROPOSED FRONT ELEVATION E  
 scale - 1:1000(A1) (BLOCK 2)



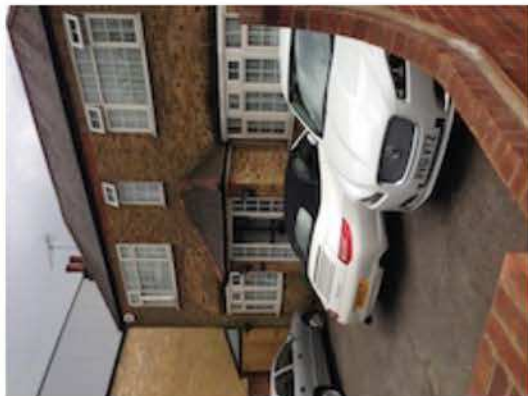
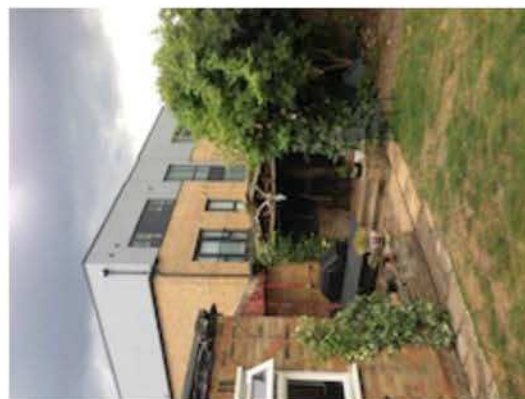
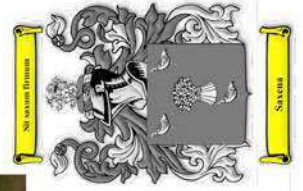
PROPOSED REAR ELEVATION G  
 scale - 1:1000(A1) (BLOCK 2)



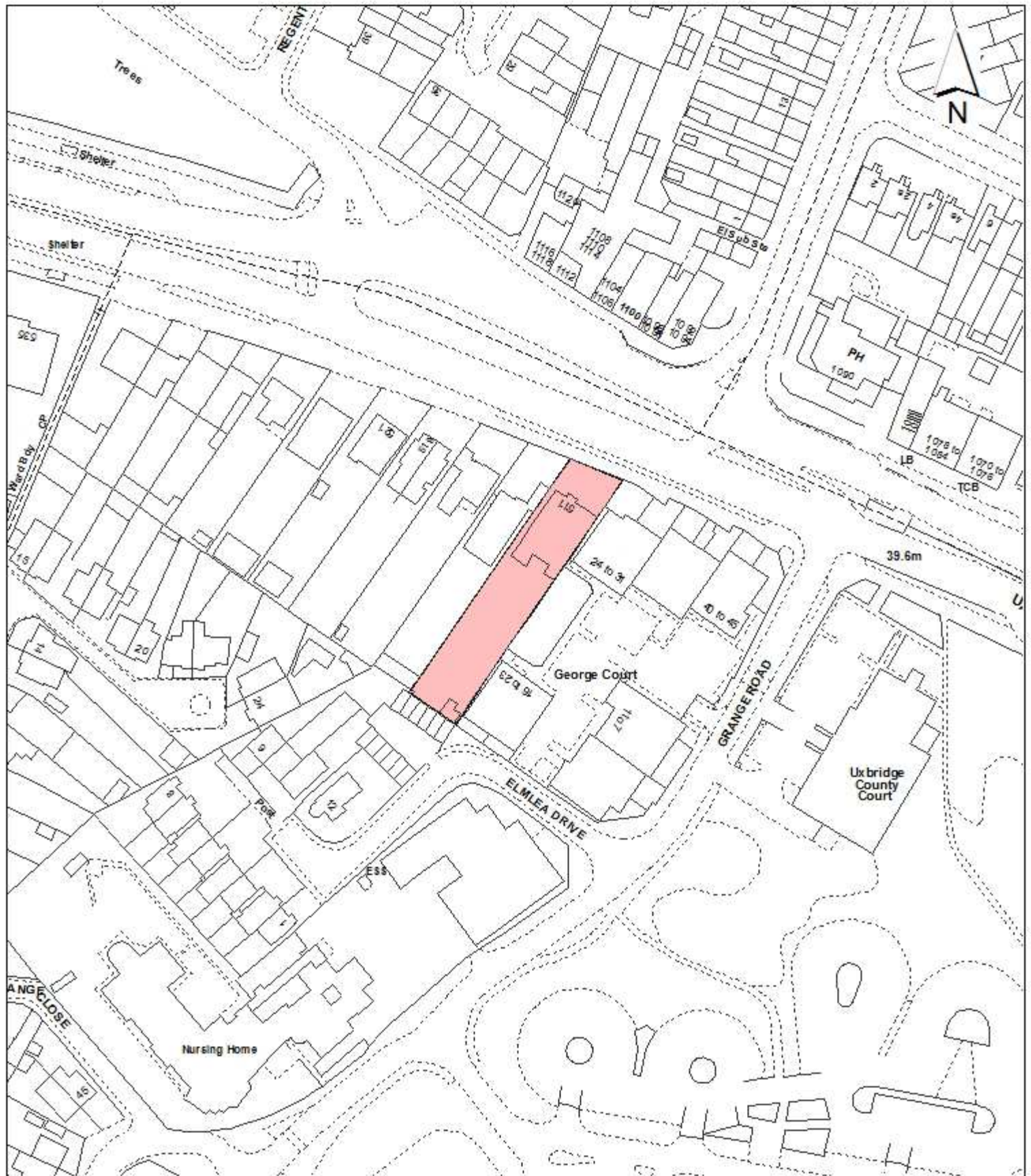
PROPOSED SIDE ELEVATION B  
 scale - 1:1000(A1) (BLOCK 2)



PROPOSED SIDE ELEVATION F  
 scale - 1:1000(A1) (BLOCK 2)



511 UXBRIDGE ROAD, HAYES. MIDDX. - EXISTING SITE PHOTOGRAPH'S - 511UXBR/PL02



**Notes:**

 Site boundary

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Site Address:

**511 Uxbridge Road  
Hayes**

Planning Application Ref:

**15988/APP/2014/4271**

Planning Committee:

**Major Page 112**

Scale:

**1:1,250**

Date:

**January 2016**

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services  
Planning Section**

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



**HILLINGDON**  
LONDON

**Report of the Head of Planning, Sport and Green Spaces**

**Address** WATERLOO WHARF WATERLOO ROAD UXBRIDGE

**Development:** Erection of 2 blocks containing 52 one, two and three bedroom apartments, together with associated parking access and landscaping, involving demolition of existing buildings.

**LBH Ref Nos:** 43016/APP/2014/4486

**Date Plans Received:** 22/12/2014

**Date(s) of Amendment(s):**

**Date Application Valid:** 30/12/2014

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— SITE DEVELOPMENT BOUNDARY

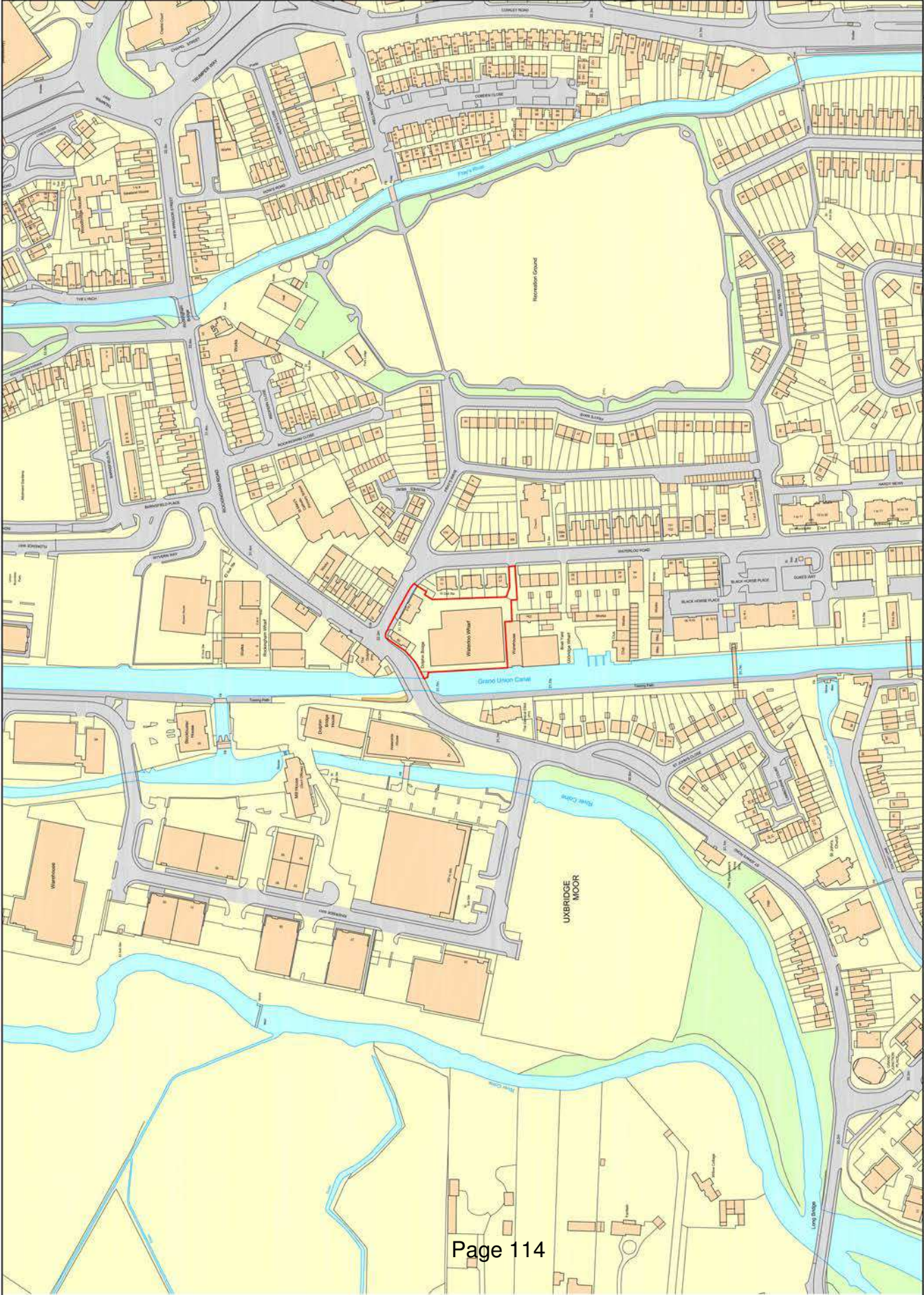
**PLANNING**

Revision	Date	Description
A	14.11.2014	redlines - site development boundary

**Frame**  
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 MANOR FARM, TREDINGTON,  
 SHIPSTON ON STOUR,  
 WARWICKSHIRE CV38 4NJ  
 TEL : 01608 683317  
 www.frameinternational.co.uk

**PROJECT CODE** : WATE  
 Drawn: RM  
 Author: YF  
 Drawing No: SUB-01

Date: 20.10.2014  
 Scale: 1:1250 (A1)  
 Revison: -A



**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Location Plan**

**PREMIER FOREST ESTATES LTD**







**PROJECT CODE :** WATE  
**Drawn:** RM  
**Author:** YF  
**Drawing No:** SUB-03.1

**PROJECT :** RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE  
**DESCRIPTION :** Proposed Site Plan

**PREMIER FOREST ESTATES LTD**

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 www.frameinternational.co.uk

**WATE**  
 Date: 20.10.2014  
 Scale: 1:250 (A1)  
 Revision: - D

**PLANNING**

Revision	Date	Description
REVISION: D	03-06-2015	1. Block C - removed 2. Block B - re-oriented south to replace 'C' 3. No opening windows or balconies facing 4. Reduce track to outer side to collect refuse 5. Located in each block 6. Provide parking 7. Over 7m from curb to gate
REVISION: C	09-12-2014	1. Block A - all floors cover entrance removed 2. Block B - all floors cover entrance removed 3. Block C - removed 4. Block D - removed 5. Block E - removed 6. Block F - removed 7. Block G - removed 8. Block H - removed 9. Block I - removed 10. Block J - removed 11. Block K - removed 12. Block L - removed 13. Block M - removed 14. Block N - removed 15. Block O - removed 16. Block P - removed 17. Block Q - removed 18. Block R - removed 19. Block S - removed 20. Block T - removed 21. Block U - removed 22. Block V - removed 23. Block W - removed 24. Block X - removed 25. Block Y - removed 26. Block Z - removed
REVISION: B	20-10-2014	(Design Option F) Scheme Bulk 1. Block A - all floors cover entrance removed 2. Block B - all floors cover entrance removed 3. Block C - removed 4. Block D - removed 5. Block E - removed 6. Block F - removed 7. Block G - removed 8. Block H - removed 9. Block I - removed 10. Block J - removed 11. Block K - removed 12. Block L - removed 13. Block M - removed 14. Block N - removed 15. Block O - removed 16. Block P - removed 17. Block Q - removed 18. Block R - removed 19. Block S - removed 20. Block T - removed 21. Block U - removed 22. Block V - removed 23. Block W - removed 24. Block X - removed 25. Block Y - removed 26. Block Z - removed
REVISION: A	26-08-2014	(Design Option F) Revised location of windows points from pre-app meeting (attached)





**HARD LANDSCAPE KEY**

- PAVING**  
Proposed lightweight paving, colour silver grey (textured) or similar approved, laid stacked bond supported on roof deck pedestals.
- FEATURE BANDING**  
Proposed lightweight paving, colour charcoal (textured) or similar approved to form feature banding, laid stacked bond supported on roof deck pedestals.
- GRAVEL MARGIN**  
300mm wide feature gravel drainage margin to roof deck perimeter.
- GLASS BALUSTRADE**  
All to Frame International Architects details.
- SEATING**  
Free standing hardwood slatted seats/benches with steel zinc plated legs.

**SOFT LANDSCAPE KEY**

- PROPOSED ARTIFICIAL LAWN**
  - PROPOSED PLANTERS**
- | Species                     | Supply Size | Size |
|-----------------------------|-------------|------|
| Ametanther canadensis       | 900-1200mm  | 15L  |
| Fragaria murelatae 'Sensai' | 1200-1800mm | 15L  |
| Fragaria vesca              | 1200-1800mm | 15L  |
| Phorum tenax 'Purpleumf'    | 600-800mm   | 15L  |
| Philadelphus 'Sole Elsie'   | 600-800mm   | 15L  |
| Viburnum x burkwoodii       | 900-1200mm  | 15L  |

**NOTE**  
Planters shown upon private roof terrace areas are indicative only

- PROPOSED BIO DIVERSE SEDUM ROOF**
- PROPOSED LOG PILES**
- FEATURE DRYWATER COURSE FORMED FROM LOCAL STONE AND AGGREGATES**

REV E	Sedum roof added to roof terrace	07-08-15 MAB
REV D	Terrace arrangement updated in line with revised building layout	04-06-15 MAB
REV C	Client name updated	16-12-14 MAB
REV B	Drawing status updated to planning	10-12-14 MAB
REV A	General updates following comments from the design team	06-12-14 MAB
REV NOTE		DATE AuTh

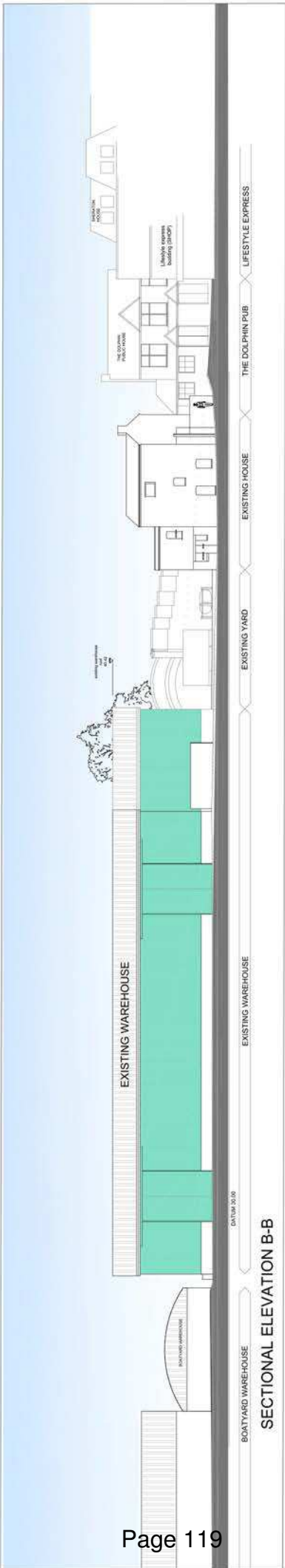
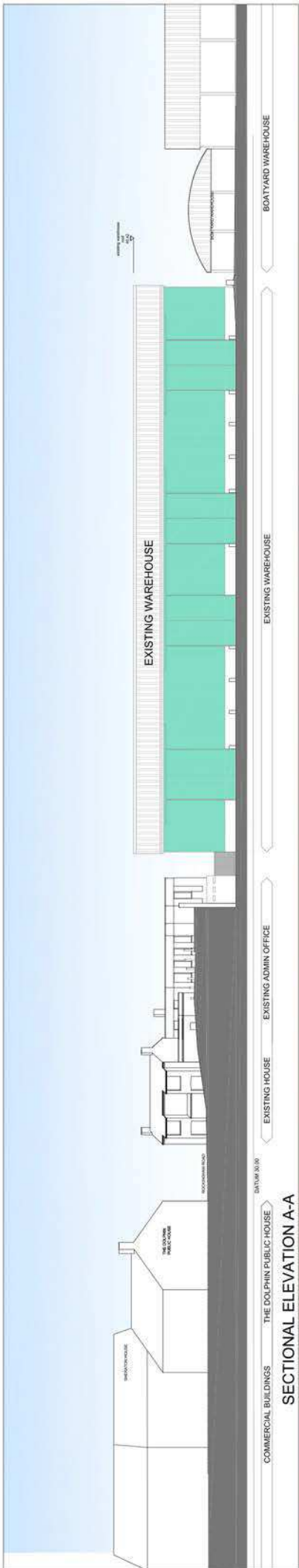
**BCA BARRY CHINN**  
associates  
Landscape Architects

**CLIENT**  
PREMIER FOREST ESTATES LIMITED

**PROJECT**  
3 - 5 WATERLOO ROAD, UXBRIDGE

**DRAWING**  
EXTERNAL WORKS ROOF TERRACE MASTERPLAN BLOCK B

CONTRACT	1482/14	DRG NO.	
DATE	04/12/14	DESIGN	MAB
ISSUE	Planning	CHECKED	BRC
SCALE	1:100	DRG SHEET	A1
CAD FILE	1482-14-03.dwg	REV	E



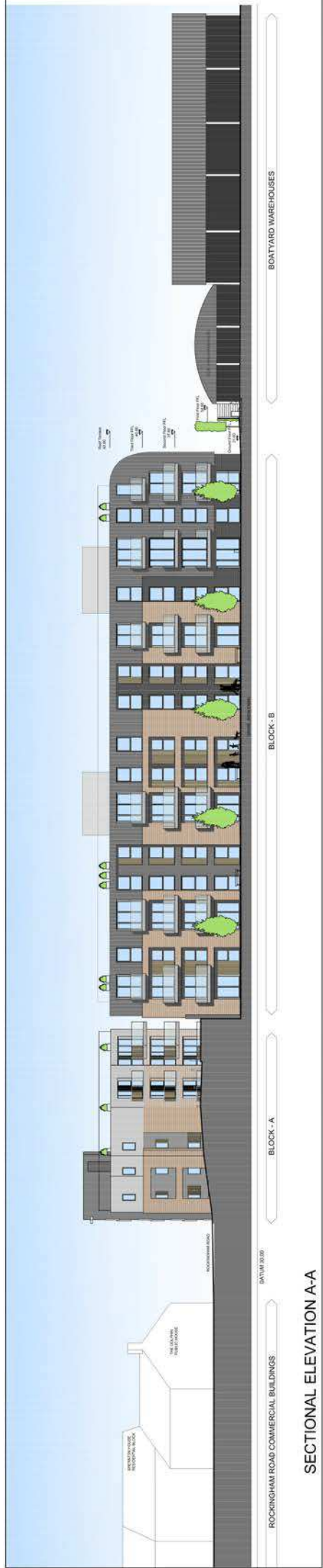
PLANNING

Revision	Date	Description

**Frame**  
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 BRISTOL, AVON, GL11 7AA  
 TEL: 01274 843117  
 www.frameinternational.co.uk

**PROJECT CODE** : WATE  
 Drawn: E. V. Date: 20.10.2014  
 Author: Y. F. Scale: 1:125 (AO)  
 Drawing No: SUB 201 Revision: -

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Existing Sectional Elevations - A-A, B-B**



Revision	Date	Description
REVISION 1	20-08-2013	1. Block C removed 2. Block B amended 3. Block A amended 4. Block B amended 5. Block A amended 6. Block B amended 7. Block A amended 8. Block B amended 9. Block A amended 10. Block B amended
REVISION 2	20-08-2013	1. Block C removed 2. Block B amended 3. Block A amended 4. Block B amended 5. Block A amended 6. Block B amended 7. Block A amended 8. Block B amended 9. Block A amended 10. Block B amended
REVISION 3	20-08-2013	1. Block C removed 2. Block B amended 3. Block A amended 4. Block B amended 5. Block A amended 6. Block B amended 7. Block A amended 8. Block B amended 9. Block A amended 10. Block B amended
REVISION 4	20-08-2013	1. Block C removed 2. Block B amended 3. Block A amended 4. Block B amended 5. Block A amended 6. Block B amended 7. Block A amended 8. Block B amended 9. Block A amended 10. Block B amended
REVISION 5	20-08-2013	1. Block C removed 2. Block B amended 3. Block A amended 4. Block B amended 5. Block A amended 6. Block B amended 7. Block A amended 8. Block B amended 9. Block A amended 10. Block B amended

**PLANNING**

**Frame**  
INTERNATIONAL LTD  
MANOR FARM, FRESWICKTON  
SHEPSTON STOUR  
WARWICKSHIRE CV35 9JL  
TEL: 01600 663317  
www.frameinternational.co.uk

**PROJECT CODE**  
Drawn: E. V.  
Author: Y. F.  
Drawing No: SUB 201.2

**PROJECT :** RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE  
**DESCRIPTION :** Proposed Sectional Elevations - A-A, B-B

**WATE**  
Date: 20.10.2014  
Scale: 1:125 (A0)  
Revision: D





SECTIONAL ELEVATION C-C



SECTIONAL ELEVATION D-D



PLANNING

Revision	Date	Description
REVISION 1	10/10/14	Issue 1 - Initial design to support C1
REVISION 2	10/10/14	Issue 2 - Revised design to support C1
REVISION 3	10/10/14	Issue 3 - Revised design to support C1
REVISION 4	10/10/14	Issue 4 - Revised design to support C1
REVISION 5	10/10/14	Issue 5 - Revised design to support C1
REVISION 6	10/10/14	Issue 6 - Revised design to support C1
REVISION 7	10/10/14	Issue 7 - Revised design to support C1
REVISION 8	10/10/14	Issue 8 - Revised design to support C1
REVISION 9	10/10/14	Issue 9 - Revised design to support C1
REVISION 10	10/10/14	Issue 10 - Revised design to support C1
REVISION 11	10/10/14	Issue 11 - Revised design to support C1
REVISION 12	10/10/14	Issue 12 - Revised design to support C1
REVISION 13	10/10/14	Issue 13 - Revised design to support C1
REVISION 14	10/10/14	Issue 14 - Revised design to support C1
REVISION 15	10/10/14	Issue 15 - Revised design to support C1
REVISION 16	10/10/14	Issue 16 - Revised design to support C1
REVISION 17	10/10/14	Issue 17 - Revised design to support C1
REVISION 18	10/10/14	Issue 18 - Revised design to support C1
REVISION 19	10/10/14	Issue 19 - Revised design to support C1
REVISION 20	10/10/14	Issue 20 - Revised design to support C1

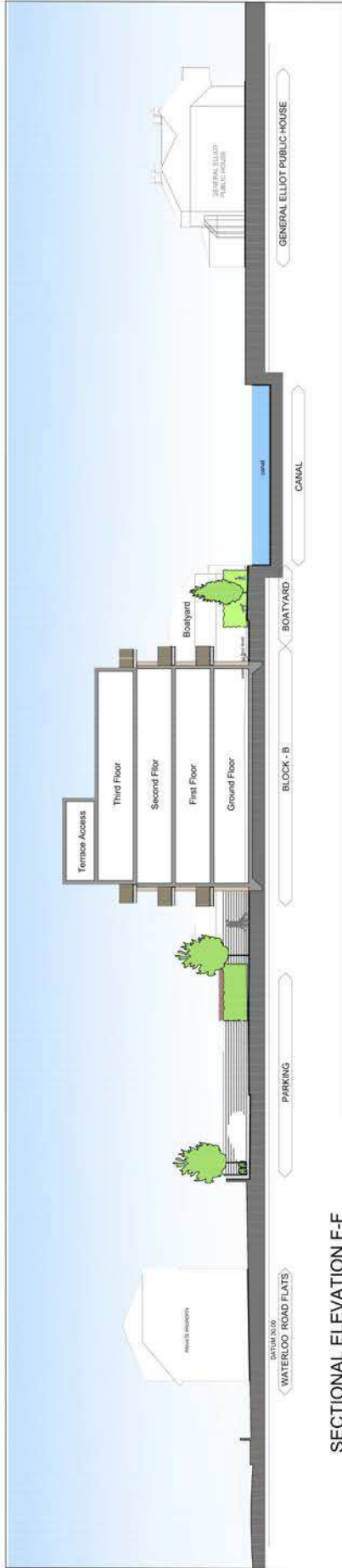
**Frame**  
INTERNATIONAL LTD  
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WILTSHIRE, WIMBORNE, WILTSHIRE, BA12 9JH  
TEL: 01299 242424  
WWW.FRAMEINTERNATIONAL.CO.UK

PROJECT CODE : WATE  
Drawn: E. V.  
Author: Y. F.  
Date: 20.10.2014  
Scale: 1:125 (A0)  
Revision: D  
Drawing No: SUB 202.2

PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE  
DESCRIPTION : Proposed Sectional Elevations - C-C, D-D

PREMIER FOREST ESTATES LTD





**PLANNING**

Reference	Date	Description
REVISED 0	10/08/2014	1. Block A - 60/70 Elevation Review 2. Block B - 60/70 Elevation Review 3. Block C - 60/70 Elevation Review 4. Block D - 60/70 Elevation Review 5. Block E - 60/70 Elevation Review 6. Block F - 60/70 Elevation Review 7. Block G - 60/70 Elevation Review 8. Block H - 60/70 Elevation Review 9. Block I - 60/70 Elevation Review 10. Block J - 60/70 Elevation Review
REVISED 1	10/08/2014	1. Block A - 60/70 Elevation Review 2. Block B - 60/70 Elevation Review 3. Block C - 60/70 Elevation Review 4. Block D - 60/70 Elevation Review 5. Block E - 60/70 Elevation Review 6. Block F - 60/70 Elevation Review 7. Block G - 60/70 Elevation Review 8. Block H - 60/70 Elevation Review 9. Block I - 60/70 Elevation Review 10. Block J - 60/70 Elevation Review
REVISED 2	20/10/2014	1. Block A - 60/70 Elevation Review 2. Block B - 60/70 Elevation Review 3. Block C - 60/70 Elevation Review 4. Block D - 60/70 Elevation Review 5. Block E - 60/70 Elevation Review 6. Block F - 60/70 Elevation Review 7. Block G - 60/70 Elevation Review 8. Block H - 60/70 Elevation Review 9. Block I - 60/70 Elevation Review 10. Block J - 60/70 Elevation Review
REVISED 3	10/08/2014	1. Block A - 60/70 Elevation Review 2. Block B - 60/70 Elevation Review 3. Block C - 60/70 Elevation Review 4. Block D - 60/70 Elevation Review 5. Block E - 60/70 Elevation Review 6. Block F - 60/70 Elevation Review 7. Block G - 60/70 Elevation Review 8. Block H - 60/70 Elevation Review 9. Block I - 60/70 Elevation Review 10. Block J - 60/70 Elevation Review

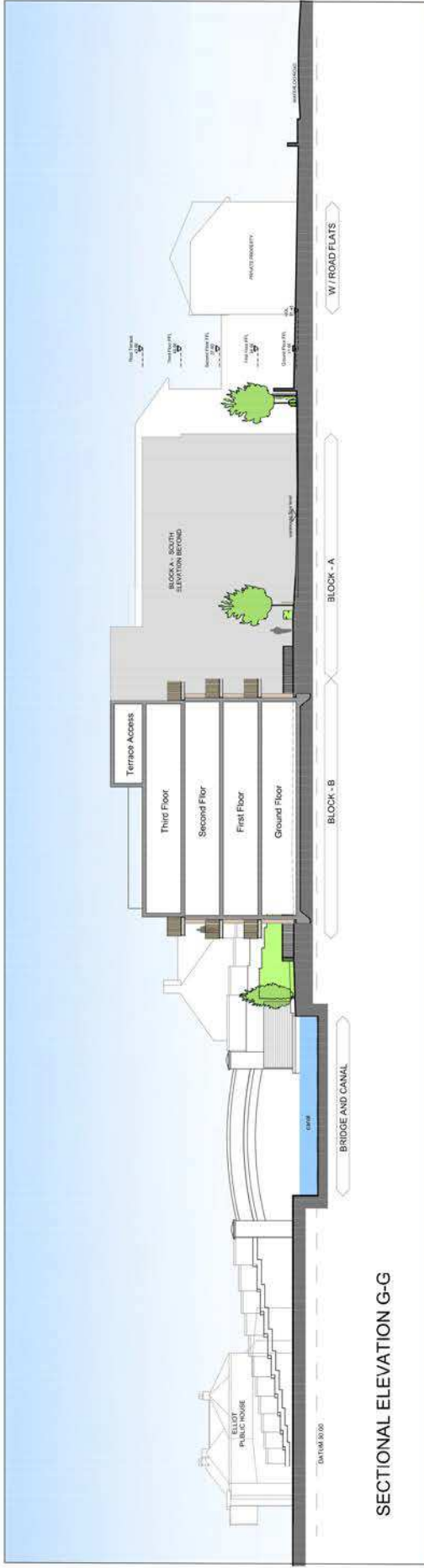
**Frame**

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Tel: 01827 878000  
www.frameinternational.co.uk

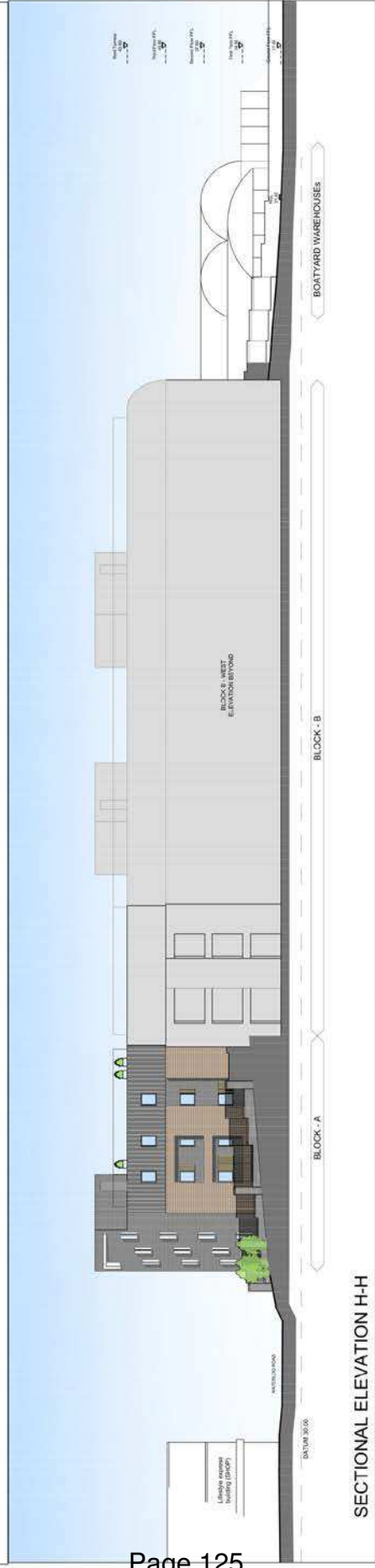
PROJECT CODE : WATE  
Drawn: E. V. Date: 20.10.2014  
Author: Y. F. Scale: 1:125 (A0)  
Drawing No: SUB 203.2 Revision: D

**PROJECT : RESIDENTIAL DEVELOPMENT - 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed Sectional Elevations - E-E, F-F**





SECTIONAL ELEVATION G-G



SECTIONAL ELEVATION H-H



PLANNING

Reference	SNL	Description
PERMIT 1	18/01/2014	1. Block C consent 2. Block A consent 3. Block B consent 4. Block D consent 5. Block E consent 6. Block F consent 7. Block G consent 8. Block H consent 9. Block I consent 10. Block J consent 11. Block K consent 12. Block L consent 13. Block M consent 14. Block N consent 15. Block O consent 16. Block P consent 17. Block Q consent 18. Block R consent 19. Block S consent 20. Block T consent 21. Block U consent 22. Block V consent 23. Block W consent 24. Block X consent 25. Block Y consent 26. Block Z consent
PERMIT 2	18/01/2014	1. Block C consent 2. Block A consent 3. Block B consent 4. Block D consent 5. Block E consent 6. Block F consent 7. Block G consent 8. Block H consent 9. Block I consent 10. Block J consent 11. Block K consent 12. Block L consent 13. Block M consent 14. Block N consent 15. Block O consent 16. Block P consent 17. Block Q consent 18. Block R consent 19. Block S consent 20. Block T consent 21. Block U consent 22. Block V consent 23. Block W consent 24. Block X consent 25. Block Y consent 26. Block Z consent
PERMIT 3	18/01/2014	1. Block C consent 2. Block A consent 3. Block B consent 4. Block D consent 5. Block E consent 6. Block F consent 7. Block G consent 8. Block H consent 9. Block I consent 10. Block J consent 11. Block K consent 12. Block L consent 13. Block M consent 14. Block N consent 15. Block O consent 16. Block P consent 17. Block Q consent 18. Block R consent 19. Block S consent 20. Block T consent 21. Block U consent 22. Block V consent 23. Block W consent 24. Block X consent 25. Block Y consent 26. Block Z consent
PERMIT 4	18/01/2014	1. Block C consent 2. Block A consent 3. Block B consent 4. Block D consent 5. Block E consent 6. Block F consent 7. Block G consent 8. Block H consent 9. Block I consent 10. Block J consent 11. Block K consent 12. Block L consent 13. Block M consent 14. Block N consent 15. Block O consent 16. Block P consent 17. Block Q consent 18. Block R consent 19. Block S consent 20. Block T consent 21. Block U consent 22. Block V consent 23. Block W consent 24. Block X consent 25. Block Y consent 26. Block Z consent
PERMIT 5	18/01/2014	1. Block C consent 2. Block A consent 3. Block B consent 4. Block D consent 5. Block E consent 6. Block F consent 7. Block G consent 8. Block H consent 9. Block I consent 10. Block J consent 11. Block K consent 12. Block L consent 13. Block M consent 14. Block N consent 15. Block O consent 16. Block P consent 17. Block Q consent 18. Block R consent 19. Block S consent 20. Block T consent 21. Block U consent 22. Block V consent 23. Block W consent 24. Block X consent 25. Block Y consent 26. Block Z consent
PERMIT 6	18/01/2014	1. Block C consent 2. Block A consent 3. Block B consent 4. Block D consent 5. Block E consent 6. Block F consent 7. Block G consent 8. Block H consent 9. Block I consent 10. Block J consent 11. Block K consent 12. Block L consent 13. Block M consent 14. Block N consent 15. Block O consent 16. Block P consent 17. Block Q consent 18. Block R consent 19. Block S consent 20. Block T consent 21. Block U consent 22. Block V consent 23. Block W consent 24. Block X consent 25. Block Y consent 26. Block Z consent

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PROJECT CODE : WATE  
Drawn: E. V.  
Author: Y. F.  
Drawing No: SUB 204.2  
Date: 20.10.2014  
Scale: 1:100 (AO)  
Revision: D

PROJECT : RESIDENTIAL DEVELOPMENT - 3-5 WATERLOO ROAD - UXBRIDGE  
DESCRIPTION : Proposed Sectional Elevations - G-G, H-H



WATERLOO ROAD  
PROPOSED ENTRANCE

WATERLOO ROAD

ROCKINGHAM ROAD

Grand Union Canal

BOAT YARD - WAREHOUSE

BOAT YARD - WAREHOUSE

**PLANNING**

Revision	Date	Description
REVISION D	03-06-2015	1. Block C - removed 2. Block B - revised to result in 'C' with reduced size 3. Revised windows or customer facing 4. Revised levels to enter site to collect refuse 5. Increased commercial amenity in line of Waterloo Road 6. Cover 7m from curb to sign
REVISION C	09-12-2014	1. Block A - all floors four additional rooms and parking level increased back from 10 to 12 2. Block C - entry 3rd floor removed 3. Block B - increased for increased for cars 4
REVISION B	26-10-2014	(Design Option F1) Scheme built Block B increased six from street edge revised and reduced Block A increased from street edge
REVISION A	26-08-2014	(Design Option F1) Revised location of Block A revised from street edge revised from street edge

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**PROJECT CODE** : WATE  
Drawn: RM  
Author: YF  
Drawing No: SUB-04

**Date**: 20.10.2014  
**Scale**: 1:200 (A1)  
**Revision**: D

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed Ground Floor plans - Block A & B**

**PREMIER FOREST ESTATES LTD**



Grand Union Canal

The General Elliot (PH)

WATERLOO ROAD

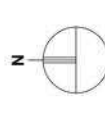
ROCKINGHAM ROAD

FRAY'S WAY

WATERLOO ROAD

BOAT YARD - WAREHOUSE

BOAT YARD - WAREHOUSE



**PLANNING**

Revision	Date	Description
REVISION D	02-08-2014	1. Block C - removed 2. Block A - revised south to replace 'C' 3. Block B - revised south to replace 'C' 4. Block B - revised south to replace 'C' 5. Block B - revised south to replace 'C' 6. Block B - revised south to replace 'C'
REVISION C	09-12-2014	1. Block A - all faces now include window 2. Block A - all faces now include window 3. Block A - all faces now include window 4. Block A - all faces now include window 5. Block A - all faces now include window 6. Block A - all faces now include window
REVISION B	26-10-2014	1. Block A - all faces now include window 2. Block A - all faces now include window 3. Block A - all faces now include window 4. Block A - all faces now include window 5. Block A - all faces now include window 6. Block A - all faces now include window
REVISION A	26-08-2014	1. Block A - all faces now include window 2. Block A - all faces now include window 3. Block A - all faces now include window 4. Block A - all faces now include window 5. Block A - all faces now include window 6. Block A - all faces now include window

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PROJECT CODE : WATE  
Drawn: RM  
Author: YF  
Drawing No: SUB-05

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed 1st Floor Plans - Blocks A & B**

**PREMIER FOREST ESTATES LTD**

Date: 20.10.2014  
Scale: 1:200 (A1)  
Revison: D



**PLANNING**

Revision	Date	Description
REVISION D	02-09-2015	1. Block C removed 2. Block C removed south to roadblock 'C' 3. New access road 4. New layout of driveways of blocks being highlighted 5. Increased covered area to reduce reliance on Block C 6. Over 7m from curb to gate
REVISION C	09-12-2014	1. Block A - all floors over entrance removed and Penthouse level increased back from 2.5m to 2.7m 2. Block C - entire 3rd floor removed and Penthouse level increased for code 4 3. Block B - entire 3rd floor removed and Penthouse level increased for code 4
REVISION B	20-11-2014	(Design Option F1) Submerge bulk storage tanks into canal edge Block B relocated from canal edge
REVISION A	26-08-2014	(Design Option F1) Revised location of various points from pre-appro meeting

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**PROJECT CODE** : WATE  
Drawn: RM  
Author: YF  
Drawing No: SUB-06

**Date:** 20.10.2014  
**Scale:** 1:200 (A1)  
**Revision:** D

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed 2nd Floor Plans - Blocks A & B**

**PREMIER FOREST ESTATES LTD**





**PLANNING**

Revision	Date	Description
REVISION D	13-08-2014	1. Block C - removed 2. Block A - moved south to replace 'C' 3. All opening windows or balconies facing south 4. Reduce levels to enter able to collect refuse 5. Increased communal amenity in line of Waterloo Road 6. Drop 'F' from north to gate
REVISION C	26-10-2014	1. Block A - off floor level reduced external and internal level increased back to ground level 2. Block C - external floor removed 3. Window installation increased for code 4
REVISION B	20-10-2014	Design Option F1 become full proposal and reduced Block B relocated on front corner edge
REVISION A	26-09-2014	Design Option F1 Revised location of external amenity external amenity from pre-app meeting addressed

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**PROJECT CODE** : WATE  
Drawn: RM  
Author: YF  
Drawing No: SUB-09

**PROJECT :** RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE  
**DESCRIPTION :** Proposed Roof Plans - Blocks A & B

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**PROJECT :** RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE  
**DESCRIPTION :** Proposed Roof Plans - Blocks A & B

**PREMIER FOREST ESTATES LTD**

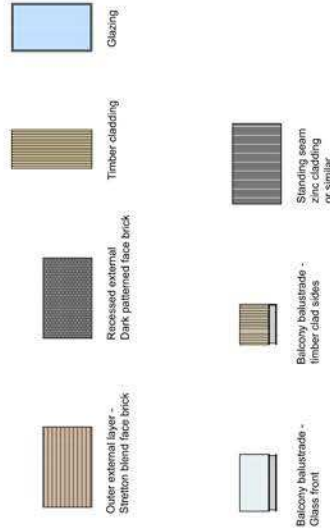




EAST ELEVATION



NORTH ELEVATION



BUILDING FABRIC KEY:

Revision	Date	Description
REVISION D	05-09-2015	1. Block C - removed 2. Block C - replaced south to replace 'C' with second core 3. Increased external amenity in line of Block C 4. Relocate bins to enter site to collect refuse 5. Increased external amenity in line of Block C 6. Over 7m from curb to gate
REVISION C	09-10-2014	1. Block A - all floors over entrance removed and Perimeter level increased back from 34.60 to 37.60 2. Block C - entire 1st floor removed 3. Increased external amenity in line of Block C 4. Increased external amenity in line of Block C
REVISION B	26-10-2014	Design Option F1 Scheme built Block B increased 1m from outer edge Block C increased 1m from outer edge Block C increased 1m from outer edge
REVISION A	26-08-2014	Design Option F1 Revised location of various rooms from pre-app meeting addressed

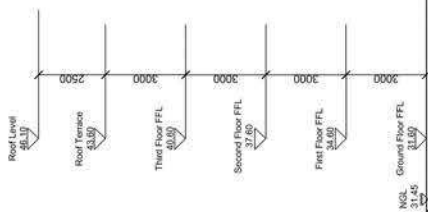
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**PROJECT CODE :** WATE  
**Drawn:** RM  
**Author:** YF  
**Drawing No:** SUB-104

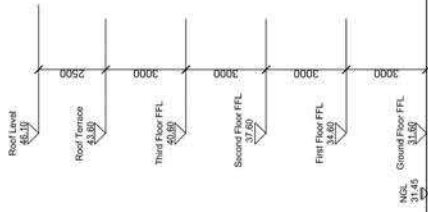
**Date:** 20.10.2014  
**Scale:** 1:100 (A1)  
**Revision:** D

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed East + North Elevations - Block 'B' -**

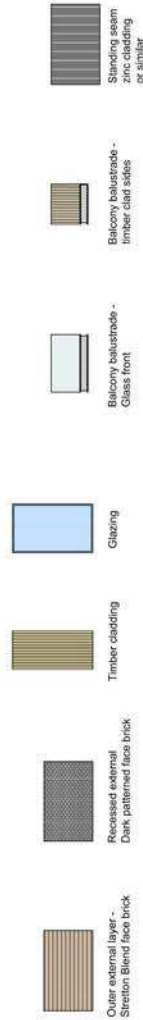
**PREMIER FOREST ESTATES LTD**



NORTH ELEVATION



WEST ELEVATION



BUILDING FABRIC KEY:

Revision	Date	Description
REVISION D	20-08-2014	1. Block C - removed 2. Block C - removed 3. Block C - removed 4. Block C - removed 5. Block C - removed 6. Block C - removed 7. Block C - removed 8. Block C - removed 9. Block C - removed 10. Block C - removed
REVISION C	06-12-2014	1. Block A - all floors over entrance removed and surface level recessed back from 2. Block C - entire 3rd floor removed and surface level increased to roof 4 3. Block C - entire 3rd floor removed and surface level increased to roof 4 4. Block C - entire 3rd floor removed and surface level increased to roof 4 5. Block C - entire 3rd floor removed and surface level increased to roof 4 6. Block C - entire 3rd floor removed and surface level increased to roof 4 7. Block C - entire 3rd floor removed and surface level increased to roof 4 8. Block C - entire 3rd floor removed and surface level increased to roof 4 9. Block C - entire 3rd floor removed and surface level increased to roof 4 10. Block C - entire 3rd floor removed and surface level increased to roof 4
REVISION B	26-12-2014	(Design Option F) Scheme block 1. Block A - removed from casual edge 2. Block A - removed from casual edge 3. Block A - removed from casual edge 4. Block A - removed from casual edge 5. Block A - removed from casual edge 6. Block A - removed from casual edge 7. Block A - removed from casual edge 8. Block A - removed from casual edge 9. Block A - removed from casual edge 10. Block A - removed from casual edge
REVISION A	26-08-2014	(Design Option F) Revised location of 1. Block A - removed from casual edge 2. Block A - removed from casual edge 3. Block A - removed from casual edge 4. Block A - removed from casual edge 5. Block A - removed from casual edge 6. Block A - removed from casual edge 7. Block A - removed from casual edge 8. Block A - removed from casual edge 9. Block A - removed from casual edge 10. Block A - removed from casual edge

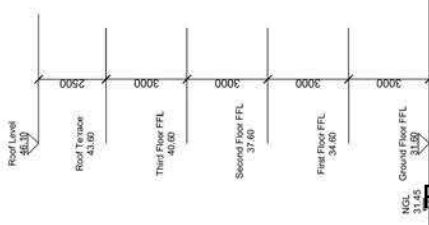
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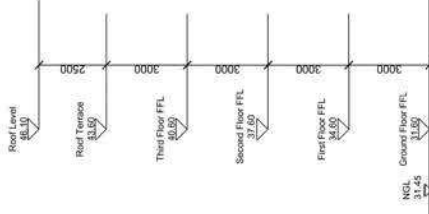
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Drawn: RM  
Author: YF  
Drawing No. SUB-101  
Date: 20.10.2014  
Scale: 1:100 (A1)  
Revision: D

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed North + West Elevations - Block 'A' -**

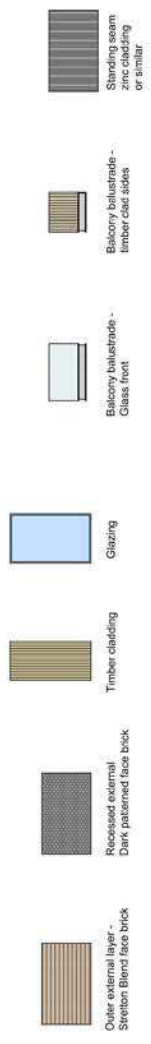
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SOUTH ELEVATION



EAST ELEVATION



BUILDING FABRIC KEY:

Revision	Date	Description
REVISION D	03-06-2015	1. Block C - removed 2. Block B - removed south to replace 'C' 3. New glazing windows or balconies facing 4. Balcony level to enter site to collect refuse 5. Increased external amenity in line of 6. Over 7m floor slab to gap
REVISION C	04-11-2014	1. Block A - all floor levels removed and partitions level increased back from 2. Block C - enter 2nd floor removal 3. Block B - increase level 4. Block A - increase level 5. Block B - increase level 6. Block C - increase level 7. Block A - increase level 8. Block B - increase level 9. Block C - increase level 10. Block A - increase level 11. Block B - increase level 12. Block C - increase level
REVISION B	20-10-2014	1. Block A - increase level 2. Block B - increase level 3. Block C - increase level 4. Block A - increase level 5. Block B - increase level 6. Block C - increase level
REVISION A	24-01-2014	1. Block A - increase level 2. Block B - increase level 3. Block C - increase level 4. Block A - increase level 5. Block B - increase level 6. Block C - increase level

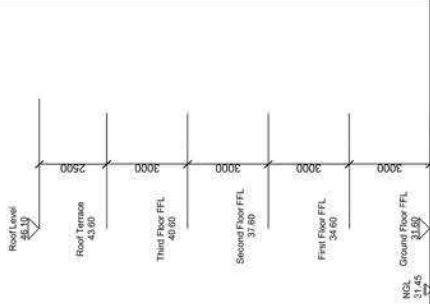
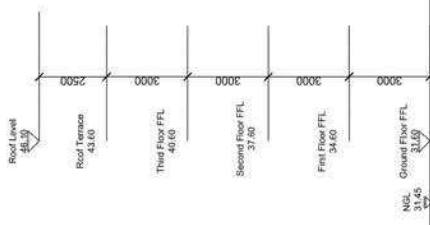
**Frame**  
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**PROJECT CODE** : WATE  
**Drawn:** RM  
**Author:** YF  
**Drawing No:** SUB-102

**Date:** 20.10.2014  
**Scale:** 1:100 (A1)  
**Revision:** D

**PROJECT : RESIDENTIAL DEVELOPMENT - 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed South + East Elevations - Block 'A' -**

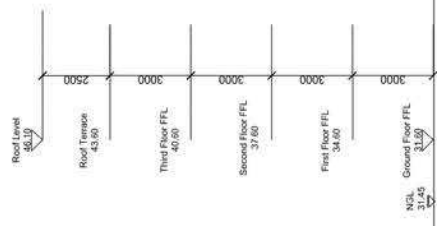
**PREMIER FOREST ESTATES LTD**



WEST ELEVATION

**BUILDING FABRIC KEY:**

- Glazing
- Timber cladding
- Recessed external Dark patterned face brick
- Outer external layer - Strutton blind face brick
- Shading system zinc cladding or similar
- Balcony balustrade - timber clad sides
- Balcony balustrade - Glass front



SOUTH ELEVATION

Revision	Date	Description
REVISION: D	08-06-2015	1. Block C - revised to include 3rd floor with second zone 2. Referring window on basement being removed 3. Reduce brick to easy site to collect refuse 4. Increased compound assembly in Bay of Block C 5. Over 7m from south to gate
REVISION: C	18-12-2014	1. Block A - 3rd floor over entrance removed and Particulate level increased back from 2. Block C - entry 3rd floor removed 3. Windows location increased for case 4
REVISION: B	18-10-2014	(Design Option F) Shown back reworked and reduced. Block B reworked from west edge
REVISION: A	14-09-2014	(Design Option F) Revised location of windows and balcony points from pre-app meeting addressed

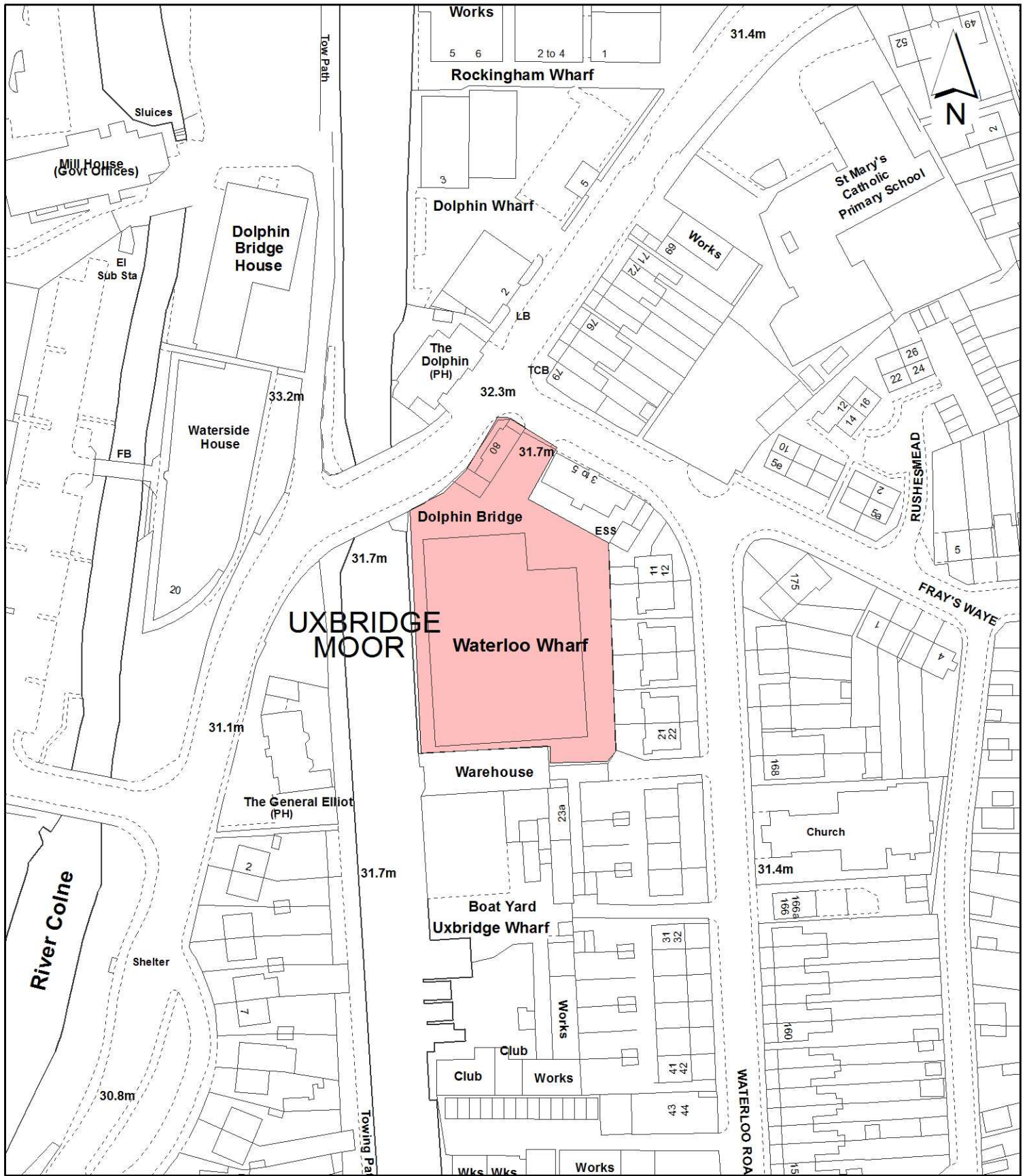
**Frame**  
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SHIPSTON ON STOUR  
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www.frameinternational.co.uk

**PROJECT CODE** : WATE  
Drawn: RM  
Author: YF  
Drawing No: SUB-103

**WATE**  
Date: 20.10.2014  
Scale: 1:100 (A1)  
Revision: D

**PROJECT : RESIDENTIAL DEVELOPMENT- 3-5 WATERLOO ROAD - UXBRIDGE**  
**DESCRIPTION : Proposed West + South Elevations - Block 'B' -**

**PREMIER FOREST ESTATES LTD**



**Notes:**

 Site boundary

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Site Address:

**Waterloo Wharf  
 Waterloo Road  
 Uxbridge**

**LONDON BOROUGH  
 OF HILLINGDON**  
 Residents Services  
 Planning Section  
 Civic Centre, Uxbridge, Middx. UB8 1UW  
 Telephone No.: Uxbridge 250111

Planning Application Ref:

**43016/APP/2014/4486**

Scale:

**1:1,250**

Planning Committee:

**Major Page 135**

Date:

**January 2016**



**HILLINGDON**  
 LONDON

## **Report of the Head of Planning, Sport and Green Spaces**

**Address** MATERIAL STORE, THE OLD VINYL FACTORY BLYTH ROAD HAYES

**Development:** Approval of reserved matters relating to the appearance and the landscaping of Phase 2 of The Old Vinyl Factory Masterplan: The Material Store as required by Conditions 2 and 3 of planning permission ref. 59872/APP/2013/3775.

**LBH Ref Nos:** 59872/APP/2015/3991

**NOTES:**

- 1. This plan shows the proposed layout of the site.
- 2. Details of dimensions are given in the notes.
- 3. All dimensions are in metres unless otherwise stated.
- 4. All dimensions are to the centre of lines unless otherwise stated.
- 5. All dimensions are to the centre of lines unless otherwise stated.

**Legend:**

- The Material Store demarcation line
- Landscape area to be considered with The Material Store application

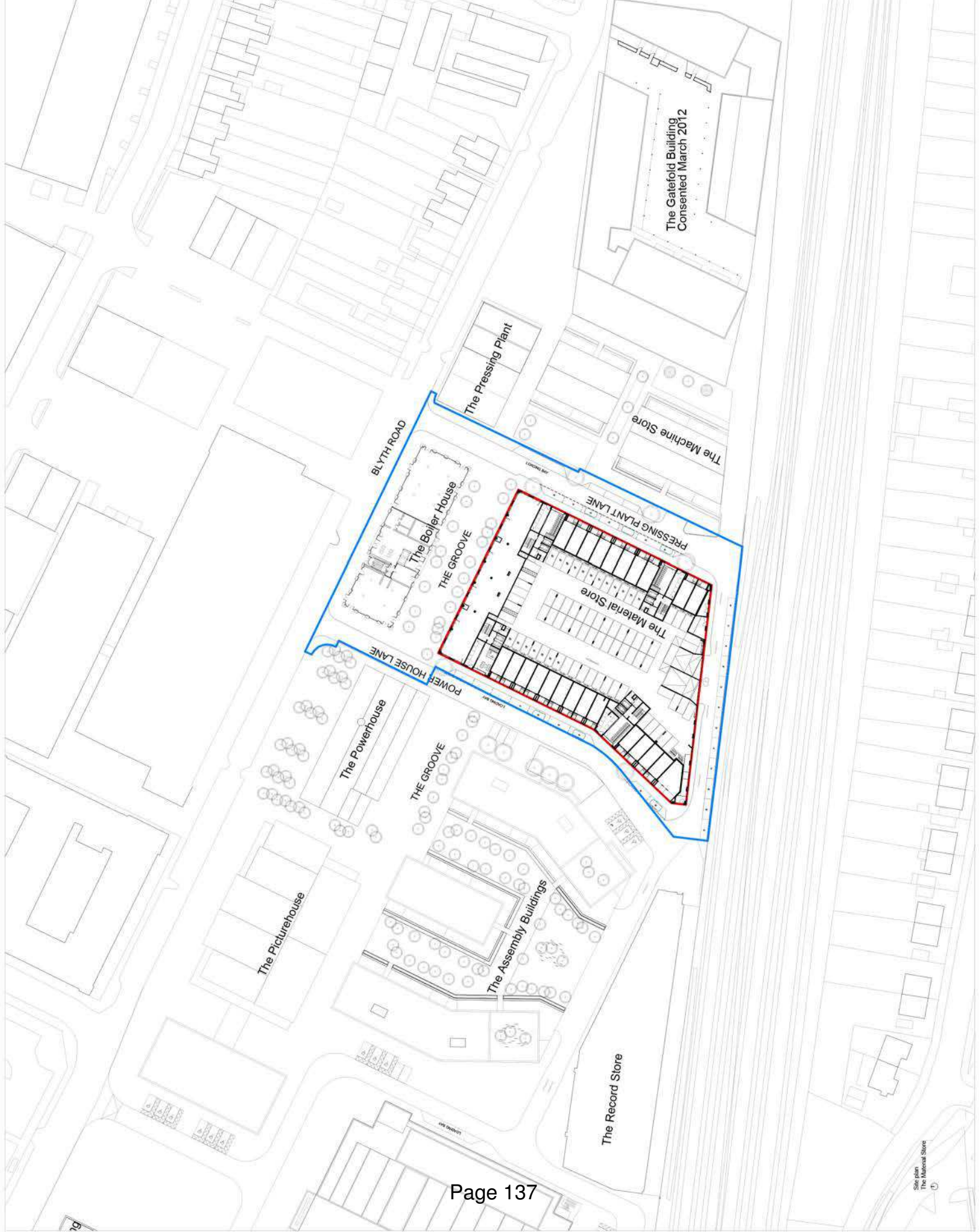
B Planning Application 20/01/15  
 A Revised Planning 15/03/15  
 Planning Application 09/04/15

purpose of issue: details  
 date:

For Planning  
 project: The Material Store

drawing: Site Plan

drawing no: 14034-00-002-P  
 sheet: 0 of 1  
 date: 23/10/2015  
 drawn: AL  
 checked: JP  
**newground**  
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 F: +44 (0)20 7696 9999  
 www.newgroundarchitects.com







10085

The contractor is responsible for checking dimensions, locations and references. Any discrepancies to be noted with the architect before proceeding with the work. Dimensions are to be taken from the center of the wall unless otherwise specified. On wall measurements, figured dimensions to be marked to all cases.

CSM Regulations 2007

All limited drawings and specifications for the project must be read in conjunction with the Designer's Terms and Conditions and Environmental Assessment Report.

15/02/2015 B Planning Application  
16/02/2015 A Minor Layout Changes  
05/04/2015 Planning Submission

date rev revision/author/checker

purpose of issue  
For Planning

project  
The Material Store

drawing  
Basement Level

drawing no  
14034/01-012-P

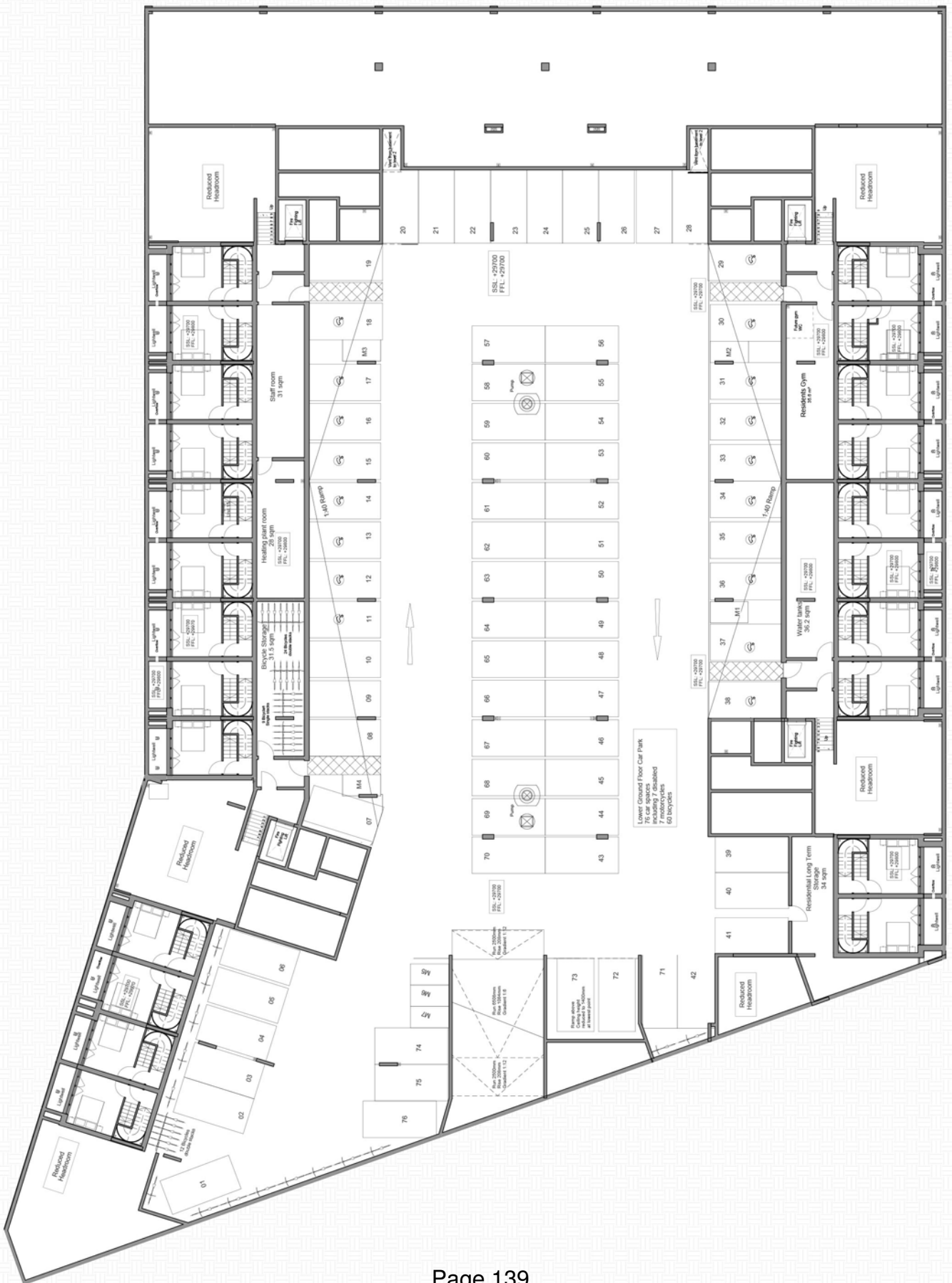
drawn  
AL checked  
JP

scale @ A1  
1:125

date  
25/10/2015

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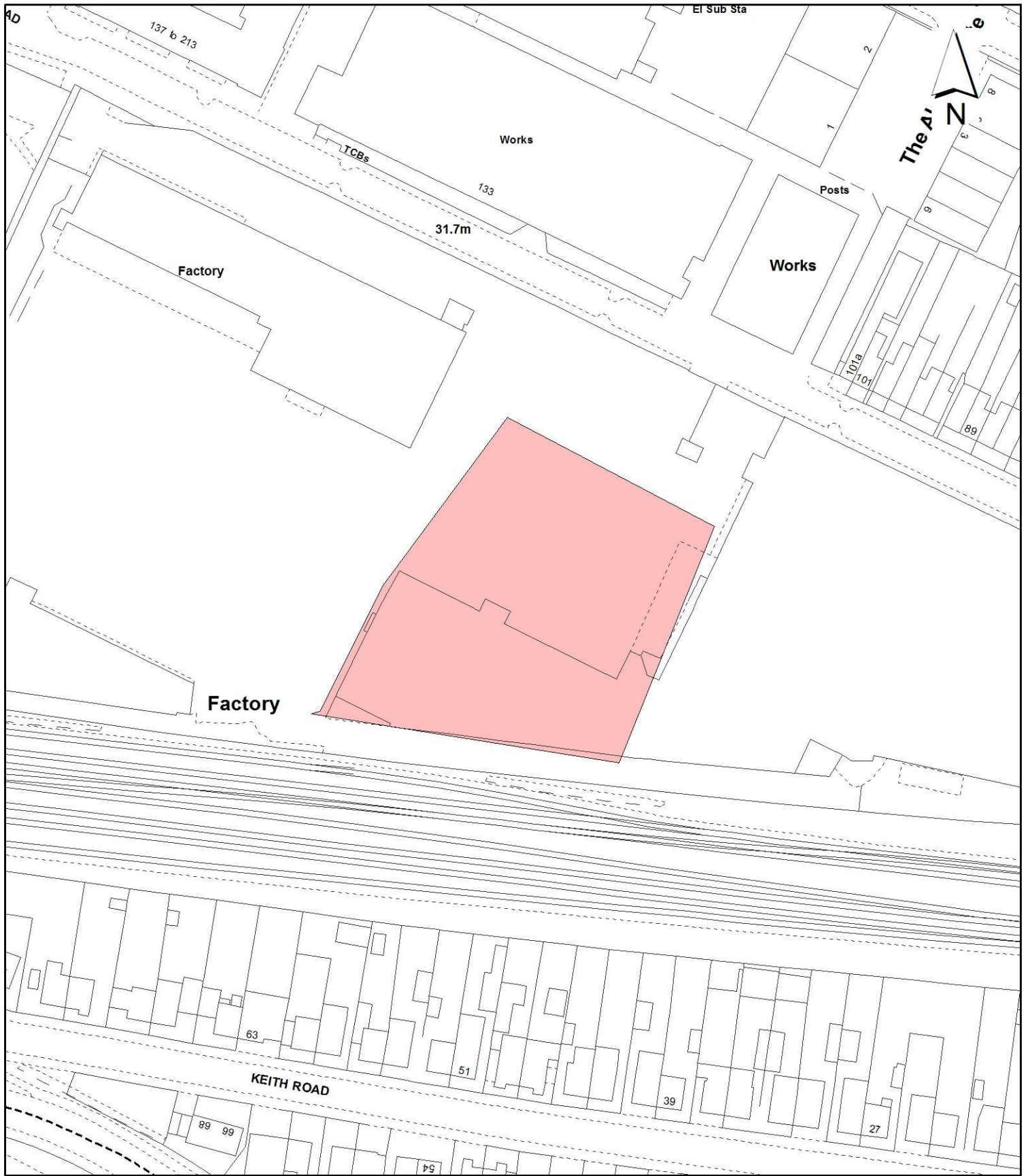












**Notes:**

 Site boundary

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

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

Planning Application Ref:

**59872/APP/2015/3991**

Scale:

**1:1,250**

Planning Committee:

**Major Page 144**

Date:

**January 2016**



**HILLINGDON**  
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