

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 + BE
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
LPP 5.14	(2015) Water quality and wastewater infrastructure
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.

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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

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
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BE13	New development must harmonise with the existing street scene.
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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 bus-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).

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 crange 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/Nm³ (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 the the Canals and Rivers Trust have expressed disappointment that the scheme does not proposed 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 morings 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 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 buildings' 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 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 m² 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 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 from individuals and organisations, on the previously refused scheme for residential development on this site.

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

The application has been reviewed by the Council's Environmental Protection 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 its 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 assessment 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 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 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 issue 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.

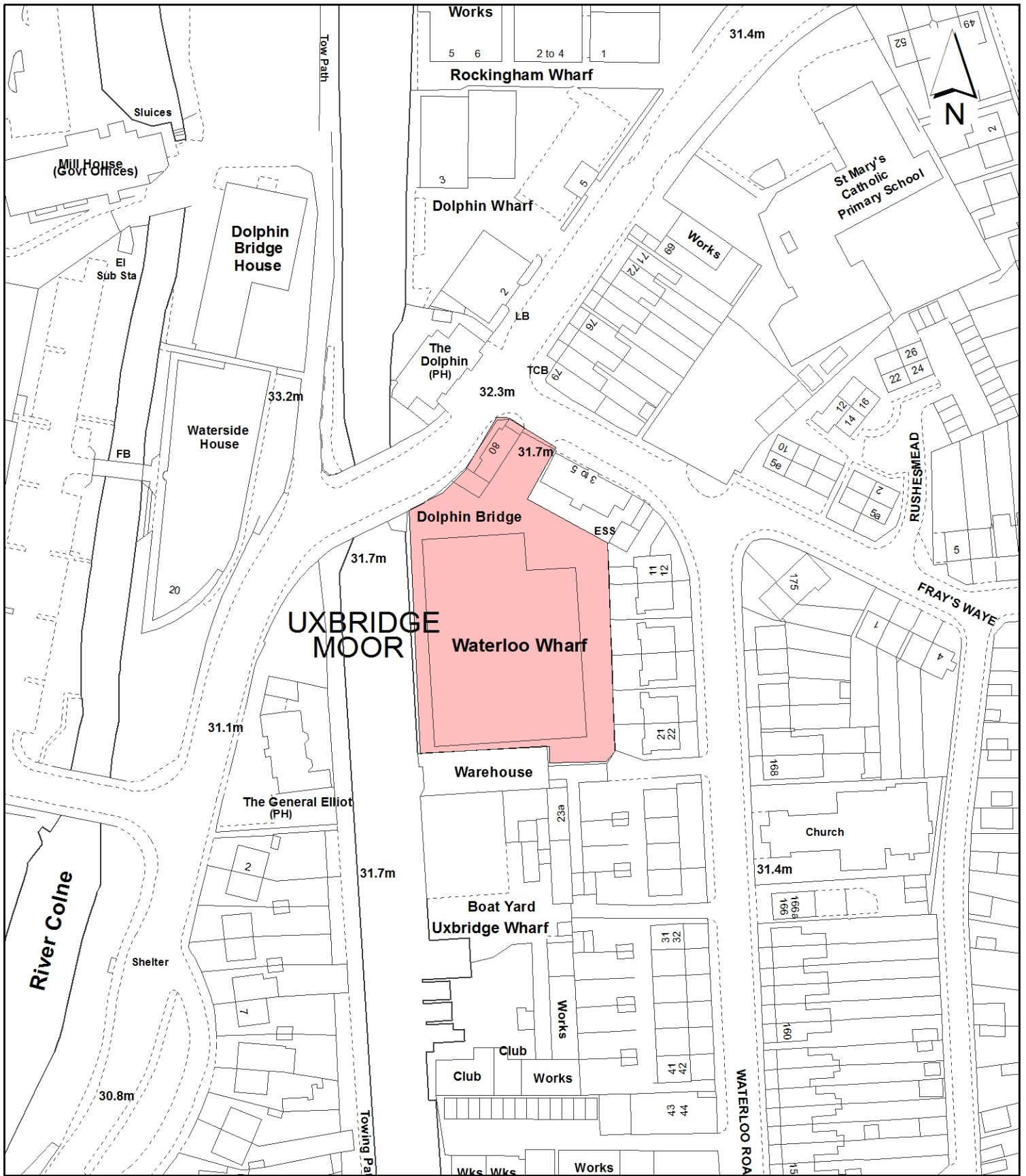
Refusal is recommended accordingly.

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)

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Notes:

 Site boundary

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Planning Application Ref:

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Scale:

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Planning Committee:

Major

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