

Report of the Head of Planning, Sport and Green Spaces

Address WEIR HOUSE, 50 RIVERSIDE WAY UXBRIDGE

Development: Erection of a three storey building, to create 16 x 2 bed self-contained residential units, together with associated landscaping and parking.

LBH Ref Nos: 43495/APP/2016/1498

Drawing Nos: 12349_P-100E-Site Plan - New Units-A1_Land-32
FRA Weir House, Uxbridge 5628 001 R01 Oct 2016
FRA Appendix A - BGS Superficial Geology
FRA Appendix B - TW Sewer Flooding History Enquiry
FRA Appendix B - TW Sewer Records & response
FRA Appendix C - Groundsure Floodinsight Report
FRA Appendix D - EA Flood Modelling Data
FRA Appendix E - SW Drainage Strategy 5628-001-C-100-P1
FRA Appendix E - SW Drainage Strategy Calcs 1 in 100 years 30%
FRA Appendix E - SW Drainage Strategy Calcs 1 in 2 years
FRA Appendix E - SW Drainage Strategy Calcs 1 in 30 years
FRA Appendix F - Maintenance Schedule
Ecological Appraisal
Tree survey
Transport Statement
DESIGN & ACCESS/PLANNING STATEMENT
Air Quality Report A10621/1.1
12349-P-107
12349_P-100F
12349_P-101E
12349_P-105G

Date Plans Received:	15/04/2016	Date(s) of Amendment(s):	15/04/2016
Date Application Valid:	07/07/2016		18/04/2016
			09/05/2017
			07/06/2017
			07/06/2016

1. SUMMARY

The site is located between the Grand Union Canal and the River Colne, close to the centre of Uxbridge. A 2-storey office building recently converted to flats currently occupies the rear portion of the site, with a large parking area to the front.

Planning permission is sought for the the erection of a three storey building on the former office parking area on the front of the site front, providing 16 x 2 bed self-contained residential units, together with associated landscaping and parking.

It should be noted that the proposed 3-storey building would be no taller than the existing converted 2-storey former office block.

The proposed building is considered to be of an acceptable design, scale, size and siting. It is providing 35% Affordable Housing with a tenure split of 70% Social/Affordable Rent and 30% Intermediate. The application proposes a fully policy compliant affordable

housing offer.

Given the tenure of the housing proposed and the sites location close to Uxbridge Town Centre the proposed car-parking provision is considered acceptable.

The scheme is therefore considered to comply with the Council's adopted policies and guidance.

2. RECOMMENDATION

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

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

Non-monetary contributions:

- i) Affordable Housing: 35% provision by habitable room (70% social rent and 30% intermediate)**
- ii) S278/S38 agreement to secure the proposed highway works**

Monetary contributions:

iii) Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + £9,600 coordinator costs per phase) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

iv) Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and/or 278 Agreements and any abortive work as a result of the agreement not being completed.

C) That Officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.

D) If the Legal Agreements have not been finalised before 05th October 2017 (or such other timeframe as may be agreed by the Head of Planning and Enforcement), delegated authority be given to the Head of Planning and Enforcement to refuse planning permission for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to services and the environment necessary as a consequence of demands created by the proposed development (in respect of highways, affordable housing, and construction training). The proposal therefore conflicts with 'saved' policies AM7 and R17 of the Unitary Development

Plan (2012) and the Council's Planning Obligations SPD and Air Quality SPG, and the London Plan (2015).'

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

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

1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans referenced below and shall thereafter be retained/maintained for as long as the development remains in existence:

12349-P-107
12349_P-100F
12349_P-101E
12349_P-105G
12349_P-100E-Site Plan - New Units-A1_Land-32

REASON

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

3 COM5 General compliance with supporting documentation

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

FRA Weir House, Uxbridge 5628 001 R01 Oct 2016
FRA Appendix A - BGS Superficial Geology
FRA Appendix B - TW Sewer Flooding History Enquiry
FRA Appendix B - TW Sewer Records & response
FRA Appendix C - Groundsure Floodinsight Report
FRA Appendix D - EA Flood Modelling Data
FRA Appendix E - SW Drainage Strategy 5628-001-C-100-P1
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FRA Appendix E - SW Drainage Strategy Calcs 1 in 30 years
FRA Appendix F - Maintenance Schedule
Ecological Appraisal
Tree survey
Transport Statement

Air Quality Report A10621/1.1
DESIGN & ACCESS/PLANNING STATEMENT

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

REASON

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

4 OM19 Demolition and Construction Management Plan

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

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

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

REASON

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

5 RES9 Landscaping (including treatment for defensible space)

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

- 1. Details of Soft Landscaping
 - 1.a All ornamental and ecological planting (at not less than a scale of 1:100),
 - 1.b Replacement tree planting to compensate for the loss of existing trees,
 - 1.c Written specification of planting and cultivation works to be undertaken,
 - 1.d Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
 - 2.a Means of enclosure/boundary treatments, including details of the screening required for the defensible space at the front, side and rear of flats to ensure the privacy of these residents.
 - 2.b Hard Surfacing Materials
 - 2.c Other structures (such as gates, steps, ramps, retaining walls and chains/treatment to provide defensible space to ground floor units)

3. Details of Landscape Maintenance

3.a Landscape Maintenance Schedule for a minimum period of 5 years.

3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours

Thereafter the approved details shall be implemented prior to first occupation of the flats in full accordance with the approved details and shall be retained thereafter.

REASON

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

6 COM15 Sustainable Water Management

Prior to commencement of development, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall follow the strategy set out in 'Surface Water Drainage Strategy', produced by EAS dated June 2016 Revision Final 2.

a) by maintaining existing ground levels through the undercroft entrance to parking, so that the overland flow route is maintained in perpetuity.

b) reduce run off from the site to the greenfield run off rates specified.

c) provide storage through a green roof and permeable paving. In addition the scheme shall provide details on the following how it, Manages Water and demonstrate ways of controlling the water on site by providing information on:

i. Where a basement is proposed a site investigation must be provided to establish the level of groundwater on the site, and to demonstrate the suitability of infiltration techniques proposed on the site. (This should be undertaken at the appropriate time of year as groundwater levels fluctuate).

ii. Where groundwater is found within the site and a basement is proposed suitable mitigation methods must be provided to ensure the risk to others is not increased.

iii incorporate water saving measures and equipment.

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

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

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

vii The Management and maintenance plan should be updated to incorporate any ground water mitigation that may need to be provided. Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

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

7 RES26 Contaminated Land

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

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

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

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

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part: 2 Saved UDP Policies (November 2012); policy 7.21 of the London Plan (2016); and National Planning Policy Framework (2012).

8 NONSC Non Standard Condition

Development shall not begin until a scheme for protecting the proposed development from noise from the surrounding industrial units has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet acceptable noise design criteria both indoors and outdoors. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise from the surrounding industrial units and The Dolphin PH in accordance

with policy OE5 of the Hillingdon Unitary Development Plan

9 NONSC Non Standard Condition

A detailed energy assessment shall be submitted by the stage whereby construction works for the first phase of the development are at damp proof course level showing how the development will reduce carbon emissions by 35% from a 2013 Building Regulations compliant development in accordance with the outline Energy Assessment. The detailed assessment shall clearly set out the specifications of the proposed CHP unit and Photovoltaic array, including inputs and outputs and how these relate to the baseline energy demand and carbon emissions. The assessment shall include clear details of PV layouts and management and maintenance of the CHP unit, as well as how its performance will be monitored and reported to the Local Authority for 5 years after completion of the occupation of the first completed building. The development must proceed in accordance with the approved details.

REASON

To ensure appropriate carbon savings are delivered in accordance with Policy 5.2 of the London Plan (March 2016).

10 NONSC Cycle Storage

The development shall not be occupied until 34 cycle parking spaces are provided in accordance with the approved plans for use by future occupiers. Thereafter, these cycle parking spaces shall be permanently retained, unless otherwise agreed in writing by the Local Planning Authority.

REASON

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

11 RES16 Car Parking

The development shall not be occupied until 28 car parking spaces, including 2 disabled bays, 2 motorcycle bay, 6 electric charging bays with a further 6 bays with passive provision have been provided. Thereafter the parking bays/areas shall be permanently retained and used for no other purpose than the parking of motor vehicles associated with the consented residential units at the site.

REASON

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

12 RES18 Accessible Homes/Wheelchair Units

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

REASON

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

13 NONSC Outdoor Amenity Areas

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

REASON

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

14 NONSC Details of Finish

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

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

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

REASON

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

15 NONSC Noise mitigation for future occupiers

Prior to commencement of development, a scheme for protecting the proposed development from road and air traffic noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet acceptable noise design criteria both indoors and outdoors. The scheme shall include such combination of sound insulation, ventilation and other measures to the satisfaction of the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road and air traffic noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (2012), and policy 7.15 of the London Plan (2016)

16 RES22 Parking Allocation

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

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

17 COM31 Secured by Design

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with London Plan (2016) Policies 7.1 and 7.3.

18 NONSC Non Standard Condition

Prior to the commencement of development hereby approved, full details of the proposed hard and soft landscaping scheme for the waterside area shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall be carried out in accordance with the approved details.

REASON

To improve the appearance of the site when viewed from the waterside and to enhance the biodiversity of the area. Earthworks and associated landscaping also have the potential to impact on the integrity of the waterway during and after development and it is necessary to assess this and determine future maintenance responsibilities for any planting.

19 NONSC Non Standard Condition

Prior to the commencement of development an ecological enhancement scheme shall be submitted to and approved in writing. The scheme shall be accompanied by a plan showing the retention of existing features of value together with proposals for the inclusion of additional features and improvements to the existing site which will result in a net gain in ecological value. The enhancements shall include

1. wildlife specific planting
2. log piles
3. habitat walls
4. bat and bird boxes
5. Enhanced riverside vegetation and improvement works

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

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

20 NONSC Non Standard Condition

Prior to the commencement of development details of inclusion of living walls and roofs within the development shall be submitted to and approved in writing by the Local Planning

Authority. The details shall include planting mixes and maintenance plans. The development must proceed in accordance with the approved plans.

REASON

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan.

21 NONSC Non Standard Condition

Notwithstanding the plans hereby approved, the site plan shall be updated to replace car parking spaces no. 1 and no. 29 with 2 motorcycle parking spaces. The details shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The details shall thereafter be implemented and retained for the life time of the development, unless otherwise agreed in writing.

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (2016) and national guidance.

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

BE13	New development must harmonise with the existing street scene.
BE25	Modernisation and improvement of industrial and business areas
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC3	Potential effects of development on sites of nature conservation importance
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 2.17	(2011) Strategic Industrial Locations
LPP 2.7	(2011) Outer London: economy
LPP 4.1	(2011) Developing London's economy
LPP 4.11	(2011) Encouraging a connected economy
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.5	(2011) Decentralised energy networks
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.1	(2011) Strategic Approach
LPP 6.13	(2011) Parking
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.8	(2011) Coaches
LPP 6.9	(2011) Cycling
LPP 7.14	(2011) Improving air quality
LPP 7.16	(2011) Green Belt
LPP 7.18	(2011) Protecting local open space and addressing local deficiency
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.21	(2011) Trees and woodland
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 8.3	(2011) Community infrastructure levy
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements

3 159 Councils Local Plan : Part 1 - Strategic Policies

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

4 11 Building to Approved Drawing

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

5 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

6 12 Encroachment

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

7 121 Street Naming and Numbering

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering

Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

8 I3 **Building Regulations - Demolition and Building Works**

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

9 I45 **Discharge of Conditions**

Your attention is drawn to the pre-commencement conditions which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these condition(s). The Council may consider taking enforcement action to rectify the breach of this condition(s). For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

10 I48 **Refuse/Storage Areas**

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

11

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

12

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

13

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

14

The Council's Environmental Protection Unit (EPU) must be consulted for their advice

when importing soil to the site. (Condition No. 10)

15 I62 Potential Bird Hazards from Buildings

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

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

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

16 IT05 Wildlife and Countryside Act 1981

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or any other protected species. Therefore, it is advisable to consult your tree surgeon / consultant to agree an acceptable time for carrying out the approved works.

17

We note that the proposed development includes areas of hard landscaping within close proximity to the top of bank of river Colne. We seek to ensure an 8m buffer zone, free of all development and hard landscaping from the top of bank, and therefore would like to not encroach any further towards the river than the existing hard landscaped area, to maintain a small natural buffer zone.

This development may require a permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the top of the bank of the River Colne, designated a 'main river'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

18

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

- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

(ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;

(iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and

(iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site is situated within the North Uxbridge Industrial & Business Area to the west of Uxbridge Town Centre. The site, which is located on south side of Riverside Way between the River Colne and the Grand Union Canal, is occupied by a two storey office building known as Weir House and its associated parking area. Currently the site contains a 2 storey building, which has recently been converted into 14 x 2 bed flats.

3.2 Proposed Scheme

The proposal is for a three storey building, to create 16 x 2 bed self-contained residential units, together with associated landscaping and parking. The proposed structure would be 3 storeys in height, although it would by virtue of its design be no taller than the existing 2 storey converted office block on the site. It is also proposed to alter the windows of the four

3.3 Relevant Planning History

Comment on Relevant Planning History

43495/APP/2015/4137 - Change of Use of ground and first floor from offices (Use Class B1) to provide 14 self contained flats (Prior Approval). The application was approved on 05/01/2016 and the development has been implemented.

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.E1 (2012) Managing the Supply of Employment Land

PT1.E4 (2012) Uxbridge

PT1.E7	(2012) Raising Skills
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.HE1	(2012) Heritage
PT1.T1	(2012) Accessible Local Destinations

Part 2 Policies:

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE25	Modernisation and improvement of industrial and business areas
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC3	Potential effects of development on sites of nature conservation importance
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 2.17	(2011) Strategic Industrial Locations
LPP 2.7	(2011) Outer London: economy
LPP 4.1	(2011) Developing London's economy

LPP 4.11	(2011) Encouraging a connected economy
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.5	(2011) Decentralised energy networks
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.1	(2011) Strategic Approach
LPP 6.13	(2011) Parking
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.8	(2011) Coaches
LPP 6.9	(2011) Cycling
LPP 7.14	(2011) Improving air quality
LPP 7.16	(2011) Green Belt
LPP 7.18	(2011) Protecting local open space and addressing local deficiency
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.21	(2011) Trees and woodland
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 8.3	(2011) Community infrastructure levy
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL5	Development proposals adjacent to the Green Belt
POBS	Planning Obligations Supplementary Planning Document, July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **8th August 2016**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A total of 11 neighbouring properties were consulted on the application. Site Notices were also displayed. In all 1 objection was received: The objection was received on the following grounds from an adjoining industrial occupier:

- Firstly, why are you putting residents on an industrial site? We are currently having to put up with additional traffic, noise etc whilst you are developing the existing building. If this application proceeds then there will be even more disruption and inconvenience to our employees and delivery vehicles. We are concerned about security and what measures you propose to introduce to safeguard our premises. There is also the major issue related to parking. It looks from the plans that you will be taking up the majority of the existing car parking area so that will mean that residents would have to park in Riverside Way. This will make parking outside our facility impossible to the detriment of some of our employees as parking in Riverside Way is already at a premium. This will no doubt cause difficulties for delivery vehicles to our facility and other businesses. You need to consider what businesses in Riverside Way want and what they contribute in Council Tax to the area.

Officer Comment: The issue of the site being used for residential is discussed in the body of the report as are parking and security matters. The met police have raised no objections.

ENVIRONMENT AGENCY

Further to our conversation this afternoon I can confirm that we remove our objection to the proposed development. Our previous objection was based on the development being an extension to the existing building on site. We have since received confirmation from the applicant that the new development contains no internal access to the existing Wier House and therefore falls wholly within Flood Zone 1.

I have included the informative below, which was attached to our previous objection and remains relevant to our comments.

Informative

We note that the proposed development includes areas of hard landscaping within close proximity to the top of bank of river Colne. We seek to ensure an 8m buffer zone, free of all development and hard landscaping from the top of bank, and therefore would like to not encroach any further towards the river than the existing hard landscaped area, to maintain a small natural buffer zone.

This development may require a permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the top of the bank of the River Colne, designated a 'main river'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

CANAL & RIVER TRUST

Should the Council be minded to grant planning permission, the Trust would request the following conditions. The Trust would want to be consulted prior to the discharge of these conditions.

No floodlighting related to development hereby permitted shall be installed unless it is in accordance

with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority.

Reason: To ensure there is no adverse impact on the ecology of the canal.

"Prior to the commencement of development hereby approved, full details of the proposed hard and soft landscaping scheme for the waterside area shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall be carried out in accordance with the approved details.

Reason: To improve the appearance of the site when viewed from the waterside and to enhance the biodiversity of the area. Earthworks and associated landscaping also have the potential to impact on the integrity of the waterway during and after development and it is necessary to assess this and determine future maintenance responsibilities for any planting."

Should planning permission be granted we request that the following informatives are appended to the decision notice:

The applicant/developer is advised to contact the Principal Waterway Engineer on 03030404040 in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-propertyand-our-code-of-practice>)".

"The applicant is advised that surface water discharge to the Navigation 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 encroachment or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement."

NATS

No safeguarding Objections.

THAMES WATER

No objections raised.

INLAND WATERWAYS ASSOCIATION

I write on behalf of the Middlesex Branch of the Inland Waterways Association. Our principal concern is the relationship between the proposed development and the adjoining Grand Union Canal. We strongly object to the Planning Application (Application Ref: 43495/APP/2016/1498) for the following reasons: Over development of the Site The proposed extension to the existing office building fills the northern part of the site and leaves insufficient space for soft landscape or properly organised car parking facilities (two of the parking bays, 1 and 29, will require cars to exit by reversing into Riverside way). The extension is insensitive in terms of height and bulk, the parapet level of the extension being some 2.2 metres above the parapet of the existing office building. Architectural Design The architecture of the proposed extension is completely unrelated to the design of Weir house in terms of proportion, fenestration and finishing materials. The proposals will degrade the visual appearance of the site. Loss of landscape screen next to the towpath In order to provide space for car parking the existing landscape screen on the eastern boundary adjacent to the

towpath will be removed. The loss of this soft landscape buffer will open up views of the ugly and unsympathetic extension from the towpath and the canal. Canal side amenity area The proposed amenity area is an unwelcome addition to the site. The proximity to Rockingham Road suggests that the bench seating is likely to encourage anti social behaviour on the towpath. The proposed refuse bin will quickly overflow and result in problems with litter.

Officer comment: The Inland Waterway Association are not a statutory consultee. Furthermore The Environment Agency and Canal & River Trust, together with the Council's Flood Water Management Officer, who all have responsibility for Rivers, Canals and flood water management have raised no objections to the proposals. Although the parapet of the roof is higher, the total building height is no higher than the existing building.

METROPOLITAN POLICE CPDA

I have reviewed the documents re this development via the portal and in principle I have no objections. However, I would ask that a planning condition is imposed to achieve Secured by Design prior to occupation.

Internal Consultees

HIGHWAYS

The site is located within an established business park. Although the site has a poor PTAL rating, there are public transport facilities available nearby. The existing building has consent through prior approval for conversion of offices to 14 residential flats.

The proposal is for erection of a three storey extension to existing building, to create 16 x 2 bed self-contained residential units. The existing vehicular access will be retained and a new access is proposed at the western extent of the site, along Riverside Way.

The proposals includes 28 car parking spaces (as I am advised two spaces are to removed by by condition) for what is in reality 30 units. A condition should be attached requiring each flat to have an allocated car parking space. Electric charging spaces should be provided at the ratio of 20% active (6 spaces) and 20% passive (6 spaces).

At least 2 motorcycle parking spaces should be secured by way of a condition.

A total of 34 cycle parking spaces are proposed on the basis of 1 space per 2 bed flat and 1.5 space per 3 bed space, which is considered acceptable. 16 spaces will be provided for the proposed flats and 18 spaces will be provided for the change of use from office to residential approved under prior approval.

Offices typically generate higher level of traffic during the morning and evening highway network peak periods. The proposed additional 16 flats are not considered to have a significant traffic impact on the surrounding highway network.

Subject to conditions covering car parking allocation, electric charging points, and motorcycle parking, there is no objection raised on the highways aspect of this application.

EPU

With reference to this planning application I have no objections subject to the following conditions/informatives respectively:

Condition

Noise protection scheme

Development shall not begin until a scheme for protecting the proposed development from noise from the surrounding industrial units and The Dolphin Public House has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet acceptable noise design criteria both indoors and outdoors. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON: To ensure that the amenity of the occupiers of the proposed development is not adversely affected by noise from the surrounding industrial units and The Dolphin PH in accordance with policy OE5 of the Hillingdon Unitary Development Plan

Informative:

Control of environmental nuisance from construction work

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

(i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;

(ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;

(iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and

(iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

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

FLOODWATER MANAGEMENT OFFICER

A Flood Risk Assessment has been undertaken and provided by Robert West dated October 2016.

The FRA has adequately demonstrated that the site and its future occupants will be safe from the risk of flooding and also that surface water can be managed on site.

Comments on the Planning Application:

Flood risk

Unless otherwise agreed in writing by the Local Planning Authority, the development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment provided by Robert West dated October 2016.

The flood levels from the River Colne are 30.36 mAOD for the 1 in 100 year plus 20%.

The flood levels from the Canal are 31.81mAOD for the 1 in 100 year plus 20%.

The information provided establishes the ground levels of the site are between 31.6m AOD and 31.9m. The new extension is outside the floodplain from the River Colne from the information submitted. However it is in the floodplain of the Canal.

The finished floor level is proposed to be 31.94m. Above both 1 in 100 and 1 in 1000 year flood levels.

However this does not include the normal safety tolerance of 300mm above the 1 in 100 year level of 31.81mAOD.

Therefore it is important that the flood resistant measures are included and shown on the drawings provided so that they are implemented to ensure the future residents are safe.

The proposals indicate that the following will be provided:

- External-facing doors to be flood resistant to a depth of 250mm
- Ground floor walls and floors to be constructed from low-permeability materials
- Foundations to be detailed with water exclusion measures

These have been included on Drawing 'Surface Water Drainage Strategy 100-P2'.

A flood action plan should be provided to include the actions that are needed to be taken at specific times during a flood and areas within the site which may be flooded and need to be avoided.

Sustainable Drainage

The proposal needs to include some method of rainwater harvesting and water reuse. This will help to reduce the risk of flooding to the site. These should be included in the drawings.

Discharge will be controlled by the use of a hydro-brake together with attenuation by way of underground cellular storage. A storage volume of 16m³ will be provided. The discharge of surface water will be controlled on site at the proposed rate of 12l/s.

Management and Maintenance

There is no detailed flood management and action plan provided for the development, although one is recommended. This should include appropriate contact details for Canal and River Trust regarding their management of the discharge from the Canal.

The future management company will need to manage the risks to this site. They will also be responsible for the management of any landscaping so that it does not cause a flood risk, such as the management of fallen trees.

It should also incorporate the detail of the surface water drainage system and the required management and maintenance.

The FRA identifies that the flood defence wall identified within the site which "is a sheet-piled wall with a design standard of protection of 80 years and its condition rating is 3 (i.e. mid-way between 'good' and 'poor').

The Environment Agency does not object to the proposal and has not raised any concerns in relation to the flood defence wall.

Reason

To minimise the impact of flooding on the proposed development and future occupants and

To minimise the impact of the proposed development on the surrounding area.

i) by ensuring the satisfactory storage of/disposal of surface water from the site.

- Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012)

- Policy 5.12 Flood Risk Management of the London Plan (March 2016) .

To be handled as close to its source as possible in compliance with:

- Policy 5.13 Sustainable Drainage of the London Plan (March 2016), and

Conserve water supplies in accordance with:

- Policy 5.15 Water use and supplies of the London Plan (March 2016).

- National Planning Policy Framework (March 2012) and the
- Planning Practice Guidance (March 2014)

SUSTAINABILITY OFFICER

Erection of a three storey extension to existing building, to create 16 x 2 bed self-contained residential units, together with associated landscaping and parking.

Energy

I object to the proposed development as no energy assessment has been submitted showing how the development will achieve the 35% CO2 reductions as required by the London Plan (Policy 5.2).

The applicant must submit an energy assessment in accordance with the policy.

Officer Comment: A Condition has been recommended requiring an energy statement to be submitted prior to the commencement of development. It is considered that this adequately addresses the concern.

Ecology

The site is considered to be of fairly low quality value and unlikely to be of interest to protected species given the lack of valuable habitat and natural features. However, given the position next to both the Grand Union Canal and the River Colne then a robust and comprehensive ecology enhancement plan must be secured within the development. The following condition is therefore necessary:

Condition

Prior to the commencement of development an ecological enhancement scheme shall be submitted to and approved in writing. The scheme shall be accompanied by a plan showing the retention of existing features of value together with proposals for the inclusion of additional features and improvements to the existing site which will result in a net gain in ecological value. The enhancements shall include

1. wildlife specific planting
2. log piles
3. habitat walls
4. bat and bird boxes
5. Enhanced riverside vegetation and improvement works

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

Reason

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

Living Walls and Roofs

The development does not incorporate any living walls or roofs as required by both the London Plan and the Local Plan Part 1. The following condition is therefore necessary. There seems no reason why some roof or walls space cannot accommodate a 'living' area, and some of the elevations would lend themselves to appropriate green screening.

Condition

Prior to the commencement of development details of inclusion of living walls and roofs within the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include planting mixes and maintenance plans. The development must proceed in accordance with the approved plans.

Reason

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan.

EPU - AIR QUALITY

I have evaluated the air quality report supporting this planning application and have the following observations and recommendations/requirements:

Observations

1) whereas the air quality assessment has correctly determined exposure for future residents correctly, failed to assess the impacts on local air quality for existing sensitive receptors. This was due to the incorrect methodology followed which used the 2007 DMRB model. This simplistic model is used as a screening tool for impact assessment of large motorways schemes and totally inapplicable for local air quality management purposes especially within an AQMA.

2) The use of declining backgrounds does not align with the standard conservative approach which keeps them constant between baseline and opening year, unless the opening year is more than 5 years apart;

3) The application site is within a clean air Zone so no problem with new exposure. However, it is in close proximity to the Hillingdon Air Quality Focus Area of Uxbridge where the additional cars associated with the proposed scheme will have a detrimental effect (please see Figure attached for your reference).

4) no neutral assessment was undertaken as per Mayor's Sustainable Design and Construction SPG

therefore we have the following requirements:

Requirements

- a) The car park being proposed will have at least 10% of electric charging points implemented;
- b) A travel plan is to be offered to new residents to encourage the use of public transport and inform them of the most polluted areas in Uxbridge so they avoid driving through those corridors.
- c) a contribution under S106 may be sought to contribute to traffic management improvements in the Uxbridge Area, in consultation with Hillingdon traffic team,.

Officer comment: A condition has been added to secure electric vehicle charging points. Given the low number of units proposed, the residential travel plan requirement is not in fact triggered. Furthermore Highways have confirmed that there is no requirement for additional highways mitigation measures in the town centre emanating from the proposed development.

LANDSCAPE OFFICER

The proposal is to erect a three storey extension to the existing building, to create 16 x 2-bed self-contained residential units, together with associated landscaping and parking.

- The Design & Access Statement makes no analysis and sets out no objectives for the landscape quality of the site, aside from summarising the effects on existing trees.
- An Arboricultural Report by Andrew Day has been submitted in accordance with BS5837:2012. The report identifies and assesses the condition and value of 12No. individual specimens and 4No. groups.

- There are no 'A' or 'B' quality trees on the site.
- All of the trees and groups are rated 'C' grade with the exception of T4, sycamore, which is 'U' graded and should be removed in the interests of good arboricultural management.
- Despite the relatively poor quality of the individual trees, the report acknowledges the collective value of the tree cover in terms of screening and general ambiance.
- The report confirms that T1 (ash), G1 and G2 (mixed native species) will be removed to facilitate the development. In fact, T11 and T12 (wild cherry) will also need to be removed. T5 (sycamore) and T7(sycamore) will be removed due to disease.
- The report confirms that arboricultural supervision and monitoring will take place by the arboricultural consultant.
- The proposed scheme results in the net loss of vegetation with only a few incidental areas / opportunities for planting.
- Furthermore, the site plan is deceptive with some areas coloured green (for soft landscape) which will be left as hard paving (according to the site manager) -notably around the existing building.
- The quality of the setting for the proposed scheme will largely depend on the 'borrowed' landscape of off-site trees. New planting within the site should be secured.
- 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.

Additional comments received 7/12/2016:

I confirm that the layout would be more acceptable if:

1. 2 Car park spaces on the site frontage can be sacrificed and returned to soft landscaped areas.
2. Any small / thin strips of planting less than approx 1200mm wide should be removed and replaced with hard surfacing.
3. The plan around the existing building, Weir House, should accurately indicate the existing / proposed hard surfaced areas to differentiate them from the existing / potential areas of soft landscape.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site currently houses a 2 storey building which was recently converted to 14 residential units under the Prior Approval process ref: 43495/APP/2015/4137 and a large car parking area. The site is located within the North Hillingdon Industrial Business Area within the Local Plan Part 1. The relevant policy in relation to this designation is policy E2 of the Local Plan Part 1 and policy LE2 of the current Local Plan Part 2 and emerging policy DME 1 of the emerging Local Plan Part 2. Policies 2.17 and 4.5 of the London Plan are also relevant.

Local Plan Policy LE2 of the Local Plan: Part 2 does not permit development within the Springfield Industrial Area which is not B1, B2, B8 or an appropriate sui generis use unless

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

The site has already been converted to residential use. Therefore there is no prospect of redeveloping the site for B2/B8 uses. The proposal is to construct an additional block of 16 residential uses.

Considering the above points and given the fact the site has already been converted to residential use and the proposal is for additional residential, the proposal is supported in principle.

7.02 Density of the proposed development

The site has an area of 3241sq metres. Currently the site contains a block 14 x 2 bed flats. The scheme would achieve a residential density of 92 dwellings per hectare and 277 habitable rooms per hectare which would be within the range of 50 - 95 units per hectare and just above the range of 150 to 250 hr/ha recommended in Policy 3.4 (Optimising Housing Potential) of the London Plan for urban areas with a PTAL (0-1b) level.

Accordingly, no objection is raised in terms of Policy 3.4 of the London Plan, subject to the scheme according with other policies associated with preserving and enhancing the character and appearance of the adjoining area and internal floor area standards set out in Policy 3.5 of the London Plan.

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

The site does not lie in an archaeology priority area, a conservation area or an area of special local character and contains no listed buildings.

7.04 Airport safeguarding

BAA have been consulted on the proposal and have raised no objection, subject to Cranes and Wind Turbine informatives.

7.05 Impact on the green belt

The site is not located within or near the Green belt.

7.07 Impact on the character & appearance of the area

Policy BE13 states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance.

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 proposal is for a 2 storey residential block to be constructed over part of the existing car park of the existing Weir House building, which has recently been converted to residential use. On the opposite side of Riverside Way is a 3 storey office block very similar in scale and size to the propose building. Furthermore the Industrial Business Area is generally characterised by large warehouses.

Given the industrial nature and scale of the area and the fact that the site in question has already been converted to residential use, it is not considered that the proposed development would be unduly prominent in this location or out of keeping with the character and appearance of surrounding development.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new developments do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

The proposed development area is approximately 3.5m from the existing residential block on the site, and a maximum height of 14m is proposed for any buildings on site. A number

of flats in the existing building will be slightly adapted to

Accordingly it is considered that the proposed development area is sufficiently separated from residential properties that it would not give rise to any concerns regarding loss of light, overlooking or loss of amenity by way of dominance.

The proposal would therefore be appropriate with regard to Policies BE20, BE21 or BE24 of the Saved Policies UDP.

Potential impacts on neighbouring properties arising from the proposed use, with regard to noise, are addressed in the relevant section below.

7.09 Living conditions for future occupiers

AMENITY SPACE

Policy BE23 of the UDP requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, suggests that the following shared amenity space for flats and maisonettes is provided:

2 bedroom flat - 25m² per flat

Based on the current accommodation schedule the required amenity space provision for 16 x 2bed dwellings would be as follows:

16 x (2 bedroom flat) x 25 = 400 m²

The current development proposal provides a combined total of 406m² in the form of shared amenity space at grade, with an improved canal-side amenity space being the main focus of this.

It should be noted that the existing development on the site, constructed under Prior Approval ref: 43495/APP/2015/4137, did not provide any amenity space. This is an element of Prior Approval development the Council cannot control.

Further to the provision of this amenity space, it should be note that Fassnidge Park is within approximately 500m walking distance of the site, providing additional amenity for future residents.

Overall, it is considered that the scheme would provide for sufficient amenity space of a satisfactory quality. As such, the provision of amenity space is considered to accord with the requirements set out within the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Policy BE23 (which requires sufficient provision of amenity space for future occupiers in the interest of residential amenity).

UNIT SIZES

The London Plan (March 2016) sets out minimum sizes for various sized residential units. The proposal is for 16 x 2 bedroom flats. The applicant submitted plans with all unit sizes meeting the minimum floor space standards as set out above. The scheme accords with the London Plan (March 2016) minimum standard and is therefore considered acceptable.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

CAR PARKING

The proposal would provide a total of 28 parking spaces (counting two removed by condition due to their unsuitability) are provided for the 30 residential units on the site (including 14 spaces for the existing 14 x 2 bed flats existing on the site) , which equates to a ratio of just under 1 space per dwelling. The Highways Officer reviewed this proposal and considered that as the site is solely for 2 bedroom flats, no objection was raised to the parking provision provided at the site. He has suggested that 2 motorcycle spaces be provided. A condition is attached to make sure this happens. Therefore, the development is considered to comply with Policy AM14 of the Hillingdon Local Plan: Part 2 Policies.

CYCLE PARKING

The development would provide 34 cycle spaces for the 30 residential units. The Highways Officer has reviewed the proposal and believes a ratio of at least one space per dwelling should be achieved. Therefore, the proposed development is in accordance with the adopted Parking Standards, Policy AM9 of the Hillingdon Local Plan: Part 2 Policies and Policy 6.9 of the London Plan (20016).

TRAFFIC IMPACT

The highways officer has reviewed the proposal and considered that the proposal would have an acceptable impact to traffic in the surrounding streets. They have also reviewed the location of the refuse and recycling storage and considers this to be acceptable, in terms of their collection and the impact of this to highway safety. Therefore, the development is considered to comply with Policy AM2 of the Hillingdon Local Plan: Part 2 Policies.

7.11 Urban design, access and security

See section 7.07.

It should also be noted that this scheme brings forward improved accessibility, cycle and refuse collection arrangements.

7.12 Disabled access

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

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

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

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

local planning requirements.

7.13 Provision of affordable & special needs housing

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

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

The applicant confirmed in writing in March 2017, that the scheme would in fact provide 35% affordable Housing. The scheme is considered to be policy compliant in this regard.

7.14 Trees, landscaping and Ecology

The trees and landscaping officer has reviewed the proposal and considers that the principle of the landscaping at the site is acceptable. The site has no significant trees within the site and no landscaping features of merit. The proposal will provide a soft landscaped strip between the building and the canal towpath and around the existing building. The level of detail provided in support of the application gives only an outline of the landscaping at the site. Therefore, to ensure the proposal complies with Policies BE32 and BE38 of the Hillingdon Local Plan: Part 2 Policies, conditions relating to a detailed landscaping plans, planting plans and landscape maintenance plans shall be added to any approval.

7.15 Sustainable waste management

The plans indicate that refuse storage facilities will be provided within the car parking area at ground floor level. These are considered to be located in a convenient location for use by residents and for refuse collection. Further, the volume of containment shown for waste and recycling is sufficient.

7.16 Renewable energy / Sustainability

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

The Energy Statement submitted shows that the development would comply with the London Plan by reducing emissions by at least 35% from a building regulations 2013 baseline. Subject to conditions to ensure compliance with the Energy Statement; to require the submission of further details regarding the proposed PV panels to the roof; and a statement to manage maintenance and report on the energy and CO2 output of the development on an annual basis; the development would be compliant with regards to minimising carbon dioxide emissions, in accordance with policy 5.2 of the London Plan (2016).

7.17 Flooding or Drainage Issues

Policy OE7 of the Saved Policies UDP seeks to prevent developments in areas liable to flooding unless appropriate flood protection measures are proposed. Policy OE8 seeks to resist developments that would result in an increased risk of flooding elsewhere.

The site lies largely within Flood Zone 1, with small parts of the site closer to the watercourses being within Flood Zone 2 and 3 and small areas within the site suffering

surface water drainage issues. Accordingly consideration of flood risk is necessary in relation to the current proposals.

The application is supported by a detailed flood risk assessment and drainage strategy, which demonstrates that surface water will be controlled on site reducing the flood risk from the site, and the shows the site is not at risk and the occupants will have a suitable safe access.

The Environment Agency have reviewed the submission and consider that, subject to the imposition of conditions, the development would have no unacceptable impacts with regard to flood risk or the environment in general.

Overall, it is consider that flood risk has been adequately taken into account within the development proposals and that the development would not give rise to increased risk of flooding elsewhere or result in unacceptable risks for future employees. Subject to conditions the proposal would comply with Policies OE7 and OE8 of the Saved Policies UDP.

7.18 Noise or Air Quality Issues

NOISE

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

Policy 7.15 'Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes' of the London Plan (2016) recommends that development proposals should seek to manage noise by (a) avoiding significant adverse noise impacts on health and quality of life as a result of new development; (b) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens on existing businesses; (c) improving and enhancing the acoustic environment and promoting appropriate soundscapes (including Quiet Areas and spaces of relative tranquillity); (d) separating new noise sensitive development from major noise sources (such as road, rail, air transport and some types of industrial development) through the use of distance, screening or internal layout - in preference to sole reliance on sound insulation; (e) where it is not possible to achieve separation of noise sensitive development and noise sources, without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through the application of good acoustic design principles; (f) having particular regard to the impact of aviation noise on noise sensitive development; and (g) promoting new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.

The application site is within an industrial estate. It is therefore reasonable to expect that heavy vehicular traffic is likely to be high enough to affect the residential amenities of future occupiers. Therefore flatted development is considered acceptable in principle, if subject to adequate sound insulation.

It is considered that the issue of sound insulation can be addressed by the imposition of suitable conditions, as suggested by the Council's Environmental Protection Unit.

Subject to compliance with these conditions, it is considered that the scheme would be in compliance with Saved Policy OE5 of the UDP.

AIR QUALITY

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

The site is located within an Air Quality Management Area. An Air Quality Neutral Assessment has been undertaken. This confirms that the proposed development results in a small impact associated with transport emissions which will require offsetting. The Council's Air Quality Officer is satisfied with the proposals subject to the development securing 10% electric vehicle charging points. A condition securing 20% electric vehicle charging points is recommended. Therefore, the proposal is not considered to raise any concern with regards to air quality, in compliance with policy 7.14 of the London Plan (2016).

7.19 Comments on Public Consultations

None.

7.20 Planning obligations

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

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

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

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

At a regional level, policy 8.2 'Planning Obligations' of the London Plan (2016) stipulates that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned,

the existence and content of planning obligations. It also states that development proposals should address strategic as well as local priorities in planning obligations.

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

Non-monetary contributions:

- Affordable Housing: 35% Affordable Housing with a 70% .
- S278/S38 highway works to secure the proposed highway works.

Monetary contributions:

- Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost plus Coordinator Costs - £9,600 per phase or an in kind scheme to be provided) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.
- Project Management & Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

The proposal would also be liable for the London Borough of Hillingdon CIL and the Mayor of London's CIL, as the scheme provides 16 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

7.21 Expediency of enforcement action

None.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal.

Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

10. CONCLUSION

The proposed building, by reason of its acceptable, design, scale, size and siting, is not considered to have a detrimental impact on the character and appearance of the host building, surrounding industrial area or the amenities of neighbouring occupiers. Given the tenure of the housing proposed, the parking provision is considered acceptable. The scheme is therefore considered to comply with the Council's adopted policies and guidance.

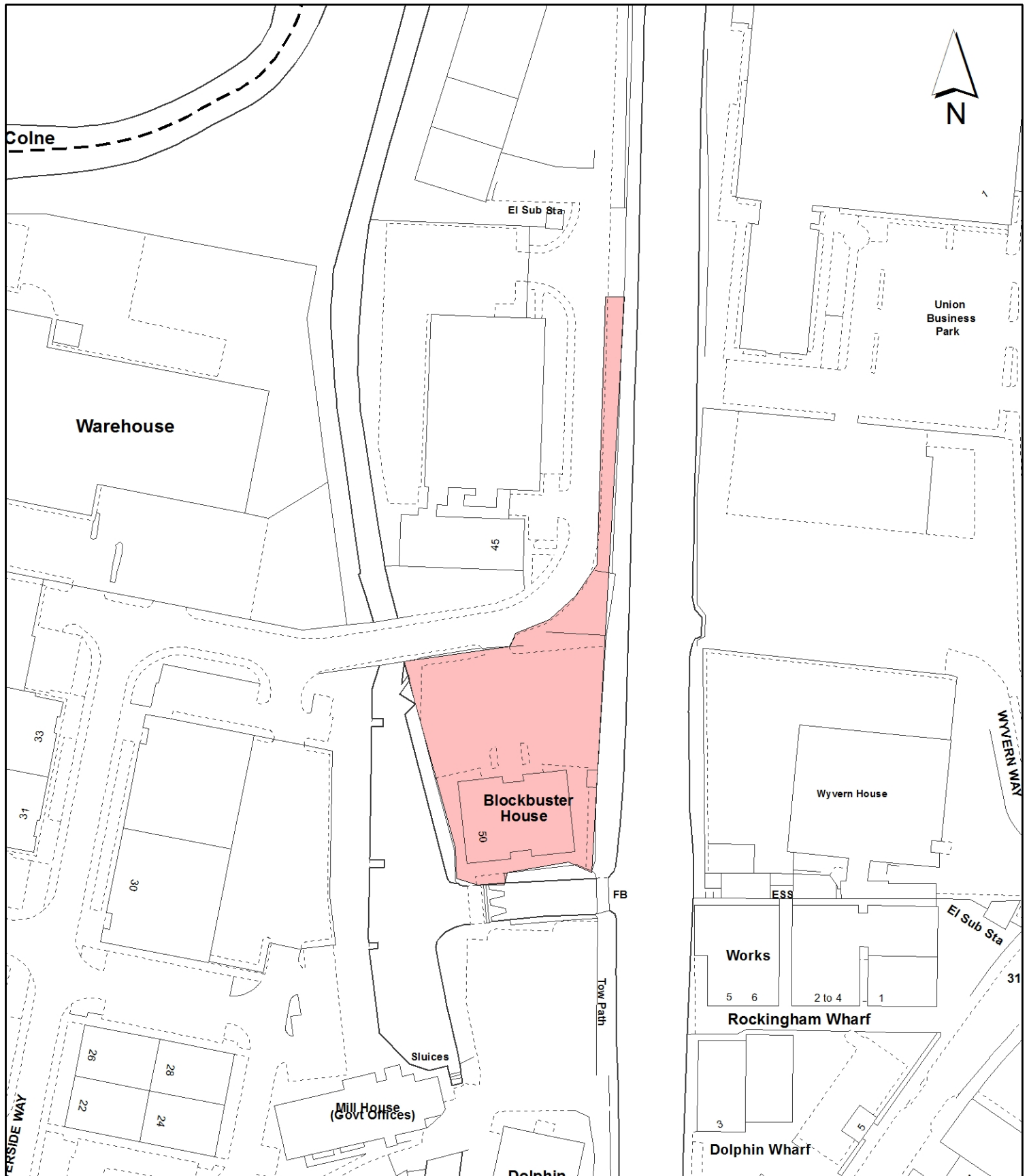
11. Reference Documents

Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2016
National Planning Policy Framework (NPPF)
Hillingdon Supplementary Planning Document: Accessible Hillingdon

Council's Supplementary Planning Document: Residential Layouts

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Notes:

 Site boundary

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 Telephone No.: Uxbridge 250111

Planning Application Ref:
43495/APP/2016/1498

Scale:
1:1,250

Planning Committee:
Major

Date:
April 2017



HILLINGDON
 LONDON