



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

Councillor Edward Lavery (Chairman)
Councillor Ian Edwards (Vice-Chairman)
Councillor Jazz Dhillon
Councillor Janet Duncan
Councillor Henry Higgins
Councillor John Morgan
Councillor John Oswell
Councillor Brian Stead
Councillor David Yarrow

Date: WEDNESDAY, 25
OCTOBER 2017

Time: 6.00 PM

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

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

Published: Tuesday, 17 October 2017

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

Putting our residents first

Lloyd White
Head of Democratic Services
London Borough of Hillingdon,
3E/05, Civic Centre, High Street, Uxbridge, UB8 1UW
www.hillingdon.gov.uk

Useful information for residents and visitors

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Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

petition organiser or of the agent/applicant;

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

About the Committee's decision

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

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

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

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

4. The Committee may ask questions of the

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meetings 1 - 14
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

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

Major Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	Ruislip Bowls Club - 45220/APP/2017/3028	Eastcote & East Ruislip	Single-storey extension to eastern elevation of club pavilion. Removal of 2 No. existing sheds to the east of the pavilion and replacement with new shed adjacent to the west of the pavilion. Enlargement of existing upper terrace. Revisions to existing fenestrations and access arrangements. Recommendation: Approval	15 - 32 216 - 226
7	Abrook Arms PH, Harefield Road - 18505/APP/2016/3534	Uxbridge North	Demolition of the existing public house and erection of a new building comprising 18 residential units and a basement car park. Recommendation: Approval +S106	33 - 84 227 - 232

8	Land Opposite 59/60 Hillingdon Road - 73182/ADV/2017/97	Uxbridge North	Advertisement consent for 4 no. freestanding billboards (approximately 6m x 3m) with associated lighting Recommendation: Approval	85 - 90 233 - 238
9	Westcombe House, 36-38 Windsor Street - 13544/APP/2017/3388	Uxbridge South	Prior Approval Application for the change of use from office accommodation (Use Class B1(a)) to 33 residential units (Use Class C3). Recommendation: Approval +S106	91 - 102 239 - 242
10	Armstrong House - 36573/APP/2017/3389	Uxbridge South	Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 132 residential units (Use Class C3) Recommendation: Approval +S106	103 - 114 243 - 248
11	Armstrong House - 36573/APP/2017/3390	Uxbridge South	Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 90 residential units (Use Class C3) Recommendation: Approval +S106	115 - 126 249 - 253
12	Armstrong House - 36573/APP/2017/3391	Uxbridge South	Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 103 residential units (Use Class C3) Recommendation: Approval +S106	127 - 138 254 - 262
13	Bridge House - 40050/APP/2017/3358	Uxbridge South	Prior Approval Application for the change of use of Bridge House from office accommodation (Class B1) to 76 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage Recommendation: Approval	139 - 152 263 - 268

14	Riverview - 40050/APP/2017/3357	Uxbridge South	Prior Approval Application for the change of use of Riverview from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage Recommendation: Approval	153 - 166 269 - 274
15	Waterside - 40050/APP/2017/3356	Uxbridge South	Prior Approval Application for the change of use of Waterside from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage Recommendation: Approval	167 - 180 275 - 280
16	Dolphin Bridge House, Rockingham Road - 35248/APP/2017/3013	Uxbridge South	Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 41 residential units (Use Class C3) Recommendation: Approval +S106	181 - 194 281 - 287

17	Prologis Park - 37977/APP/2017/3046	Yiewsley	<p>Reserved matters pursuant to condition 1 of planning permission ref. 37977/APP/2017/1634 dated 14-08-2017 for layout, scale, appearance and landscaping for Phase 2 of the development at Prologis Park West London (formerly Stockley Park Phase 3) (Section 73 application for variation of Conditions 5 (approved drawings), 6 (approved documents), 25 (insertion of mezzanine floors) and 27 (use as data centre) as attached to planning permission ref. 37977/APP/2015/1004 dated 14-12-2015: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floor space of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floor space in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floor space with all matters, except for access, reserved for later determination).</p> <p>Recommendation: Approval</p>	195 - 214 288 - 298
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Agenda Item 3

Minutes



HILLINGDON
LONDON

MAJOR Applications Planning Committee

11 May 2017

Meeting held at Council Chamber - Civic Centre, High Street, Uxbridge UB8 1UW

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Jazz Dhillon (Labour Lead), Janet Duncan, Henry Higgins, John Morgan, John Oswell, Brian Stead and David Yarrow</p>
1.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item</i>)</p> <p>There were no apologies for absence.</p>
2.	<p>ELECTION OF CHAIRMAN (<i>Agenda Item 1</i>)</p> <p>RESOLVED: That Councillor Lavery be elected as Chairman of the Major Applications Planning Committee for the 2017/2018 municipal year.</p>
3.	<p>ELECTION OF VICE CHAIRMAN (<i>Agenda Item 2</i>)</p> <p>RESOLVED: That Councillor Edwards be elected as Vice Chairman of the Major Applications Planning Committee for the 2017/2018 municipal year.</p>
4.	<p>ELECTION OF MEMBERS OF MAJOR APPLICATIONS PLANNING SUB-COMMITTEE (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That Councillor Edwards be elected as Chairman of the Major Applications Planning Sub-Committee for the 2017/2018 municipal year.</p> <p>RESOLVED: That Councillor Lavery be elected as Vice Chairman of the Major Applications Planning Sub-Committee for the 2017/2018 municipal year.</p>
	<p>The meeting, which commenced at 8.32 pm, closed at 8.37 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Neil Fraser on 01895 250692. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

The public part of this meeting was filmed live on the Council's YouTube Channel to increase transparency in decision-making; however these minutes remain the official and definitive record of proceedings.

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Minutes



MAJOR Applications Planning Committee

30 May 2017

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

	<p>Committee Members Present:</p> <p>Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Janet Duncan, John Morgan, John Oswell, Brian Stead and David Yarrow</p> <p>LBH Officers Present:</p> <p>James Rodger (Head of Planning), Mandip Malhotra (Major Applications and Business Development), Manmohan Ranger (Transportation DC Consultant), Nicole Cameron (Planning Lawyer), Liz Penny (Democratic Services Officer) and Neil Fraser (Democratic Services Officer)</p>
1.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillors Higgins and Dhillon.</p>
2.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest.</p>
3.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>There were no minutes for approval.</p>
4.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p>
5.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p>
6.	<p>FORMER ROYAL BRITISH LEGION CLUB, SIPSON ROAD - 829/APP/2016/3167 (<i>Agenda Item 6</i>)</p> <p>This item was withdrawn from the agenda prior to the meeting.</p>
7.	<p>PADCROFT WORKS - 45200/APP/2017/327 (<i>Agenda Item 7</i>)</p>

Variation of conditions 2 (Accordance with approved plans), 15 (Pedestrian Link) and 23 (Car Parking Stackers)

Officers introduced the report and highlighted the addendum. Officers outlined the modifications to the previously approved scheme; namely, alterations at basement level to reconfigure parking arrangements and internal alterations to the layout to provide an additional 7 residential units, 2 of which will be Affordable Housing Units, bringing the total number of units to 315. Such changes would also require elevational alterations but no extensions to the consented scheme. Parking spaces will be increased proportionately thereby increasing the total number of spaces from 293 to 299.

Councillors sought clarification regarding the proposed variations to the pedestrian link and car parking stackers. The Head of Planning and Enforcement confirmed that the amendments to the pedestrian link and car parking stackers had already been agreed by the Committee at a previous meeting and that there would be no further amendments to these as a result of the current application. Councillors agreed to delegate authority to the Head of Planning to amend the description to clarify this.

Members drew attention to the possibility of overlooking between windows to habitable rooms at the corners of the proposed development. Officers referred to condition 13 which relates to physical measures to ensure privacy and prevent overlooking between flats through balconies. Councillors requested further clarification on ensuring overlooking was prevented between the new flats as well as the balconies. Members agreed that the Head of Planning should amend the wording of condition 13 to ensure adequate privacy arrangements are in place. It was agreed that this would then be delegated to the Chair and the Labour Lead for their approval.

Members sought clarification regarding the availability of charging points for electric cars. Officers were able to confirm that there would be 59 spaces served by electric charging points and 31 disabled spaces.

Councillors moved, seconded and voted unanimously to agree the officer's recommendation.

RESOLVED: That the application be approved subject to an amendment to condition 13 to be agreed by the Chairman in conjunction with the Labour Lead.

ADDENDUM

The meeting, which commenced at 6.00 pm, closed at 6.23 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Liz Penny on 01895 250185. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

The public part of this meeting was filmed live on the Council's YouTube Channel to increase transparency in decision-making; however these minutes remain the official and definitive record of proceedings.

Minutes



MAJOR Applications Planning Committee

13 July 2017

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Jazz Dhillon, Janet Duncan, Henry Higgins, John Oswell, Brian Stead, David Yarrow and Raymond Graham (In place of John Morgan)</p> <p>LBH Officers Present: James Rodger – Head of Planning and Enforcement Mandip Malholtra – Pre-Applications Manager Matt Kolaszeski - Principal Planning Officer Roisin Hogan – Planning Lawyer Neil Fraser – Democratic Services Officer</p>
18.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Councillor Morgan. Councillor Graham was present as his substitute.</p>
19.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>None.</p>
20.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE MEETING HELD ON 20 JUNE 2017 (<i>Agenda Item 3</i>)</p> <p>RESOLVED: That the minutes of the meeting held on 20 June 2017 be approved as a correct record.</p>
21.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>The Chairman confirmed that item 6 had been withdrawn, so the Committee would be considering items 7-12.</p>
22.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were marked as Part I and so would be considered in public.</p>

23.	<p>FORMER GARAGE SITE R/O 6-16 NELSON ROAD - 72704/APP/2017/1068 (Agenda Item 6)</p> <p>The item was withdrawn from the meeting.</p>
24.	<p>WORLD BUSINESS CENTRE - 71487/APP/2017/1605 (Agenda Item 7)</p> <p>Minor material amendment to planning permission re. 71487/APP/2015/47118 dated 23/05/2016: Erection of a four storey office building (Use Class B1) with basement parking and roof top plant (Outline application) to amend the approved plans, comprising alternative elevational treatment to the central section of the side elevations, an increase in roof height and a reduction in height of the roof top plant enclosure and delete condition 7 (Details of Revised Roof Plant Enclosure)</p> <p>Officers introduced the report, and confirmed that the permission granted in 2016 had resulted in a request for a minor amendment to the side elevation and overall height of the building, with a proposed increase in height from 15.1m to 16.73m above ground level. The increase in height was due to the finished ground floor level being marginally higher, and the service run on each floor being higher, than originally envisaged.</p> <p>Members were informed that the design of the building had stayed close to the design of the original outline, and provided a contemporary finish to the originally consented scheme. There were no objections to the overall height and design approach to the application, as the site was located on a section of the Bath Road that was wholly commercial in nature, and the proposed building was of a similar height and size to adjoining office buildings. For these reasons, it was recommended that the application be approved.</p> <p>In light of the recent fire at Grenfell Tower, Members sought clarity over the type of aluminium cladding that was being proposed for use within the application. Officers confirmed that the Council's Building Control Team were responsible for such matters, not Planning. The team were in contact with the Department for Communities and Local Government and was sourcing a great deal of information on how to deal with such matters moving forward.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
25.	<p>BOURNE COURT - 11891/APP/2016/3583 (Agenda Item 8)</p> <p>Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising 69 residential units, 71 car parking spaces and associated works</p> <p>Officers introduced the report, and confirmed that the site layout displayed on the presentation was different to that within the Member Plans Pack. This was due to the addition of 9 parking spaces to allow for 1:1 parking for the one and two bed flats, with 2 spaces each for each of the three-bed units. These additional parking spaces had been added following the realignment of the previously proposed spaces. Members were informed that small street trees had previously been located within the proposed parking space. It was now proposed that these be removed, and replaced by feature</p>

trees at the ends of each parking 'strip'. This would result with a satisfactory landscaping outcome, together with a better parking ratio.

A key difference between the previously approved scheme and this was the proposed increase in units, from 49 to 69. This had been facilitated by the removal of some of the proposed houses and their replacement with a block of flats.

No objections had been raised to the principle of the development, given that it had previously been approved, and it was considered that the development would result in an acceptable appearance within the street scene, and would provide suitable landscaping and appropriate living conditions for future occupiers. It was considered that the application would have no detrimental impact on the amenities of nearby residential occupiers.

The addendum was highlighted, which showed the proposed changes to the site layout inclusive of the new parking spaces, which had resulted in slight amendments to conditions 3 and 10, and an amendment to the Head of Term 5, which related to the provision of a travel plan. This had been changed to specify a requirement of a travel plan statement, rather than a full travel plan, due to Transport for London (TfL) guidance which stipulated that for developments comprising between 50 and 80 units, only a travel plan statement was required. In addition, it was proposed that condition 17 be removed, and replaced with a car parking management strategy.

The officer concluded by recommending that the application be approved.

The Chairman advised that, as the bins and cycle stores were listed on the plans, conditions 10/2A and 2B could be removed. In addition, clarity was sought over whether living roofs were included within the proposal. Officers confirmed that the plans did include some living roofs, but no living walls.

Members sought comment from officers regarding the breach of the 45 degree sightline proposed at Block A, as the previous report appeared to state that there was no breach. With regard to the unit located at first floor level, officers confirmed that 15m was the standard overdominance distance, with 21m as the standard overlooking measurement. The proposed development was therefore sufficiently far away, with several gardens intervening, which meant that officers were not unduly concerned over the potential for overdominance in this instance. With regard to overlooking, it was recommended that the proposal be conditioned to include balcony screens and appropriate window arrangements to ensure sufficient privacy.

Members referenced the balcony of Flat 14, Block B, which overlooked the gardens of the adjacent road, and asked whether a privacy screen was necessary. Officers drew the Committee's attention to condition 16 within the report, and advised that this could be strengthened by way of delegated authority to the Head of Planning, to ensure all issues of overlooking were dealt with appropriately.

Members sought clarity over recommendation A)ii which stated that the scheme was to deliver 35% affordable housing on site, or to demonstrate how equivalent provision could be delivered elsewhere through an in lieu contribution. Members discussed the merits of amending this so that it mandated 35% affordable housing by habitable room, rather than by value. It was agreed that this be reworded by the Head of Planning in consultation with the Chairman and the Labour Lead.

	<p>RESOLVED: That the application be approved, subject to:</p> <ol style="list-style-type: none"> 1. The Head of Planning being given delegated authority to amend condition 16; and 2. The Head of Planning being given delegated authority to amend the wording related to recommendation A)ii), in consultation with the Chairman and Labour Lead.
26.	<p>THE STRAIGHT, SOUTHALL GAS WORKS - 54814/APP/2017/604 (Agenda Item 9)</p> <p>Variation of condition 2: Outline application Demolition of 22 houses; the remediation of the land and the redevelopment of the site to deliver a large mixed use development including residential, non-food retail, food retail, restaurants, bars and cafes, hotel, conference and banqueting, cinema, health care facilities, education facilities, office/studio units, sports pavilion, an energy centre, multi-storey car park and associated car and cycle parking, landscaping public realm, open space and children’s play space. Full application New access roads from the Hayes By-pass and Southall town centre to the application site for vehicle, cycle and pedestrian access, including drainage and a flood relief pond. Widening of South Road across the railway line, widening of South Road over the railway line for the creation of a buys lane and three new access onto Beaconsfield Road. Two bridges over the Grand Union Canal and Yeading Brook to provide pedestrian and cycle access to the Minet Country Park and Springfield Road. 54814/APP/2009/430 dated 29/09/2017; to allow for the widening of the road to facilitate the addition of bicycle lane</p> <p>Officers introduced the report, and confirmed that the application was to vary a condition of the original planning permission to enable the roadway of the western access, from Pump Lane to the main site, to be widened by 5.6m to allow for the addition of cycle ways as requested by Transport for London (TfL).</p> <p>The consented roadway, as approved, ran from Minet Country Park and predominantly sat on an embankment with bridges over both Yeading Brooke and the Grand Union Canal. The base of the structure holding the road would remain the same width as previously approved, and it would only be the roadway on top that would be widened. TfL, who would build and maintain the road, had assessed the proposal and had raised no objections. Similarly, the Council’s Highways team had also not raised any objections, and it was felt that the addition of cycleways would promote the use of sustainable transport and reduce traffic in the future. It was therefore recommended that approval be granted.</p> <p>The officer’s recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
27.	<p>SOUTHALL WATERSIDE - 54814/APP/2017/1643 (Agenda Item 10)</p> <p>Construction of new switchroom to enable operation of Western Access Road to the former Southall Gasworks site</p> <p>Officers introduced the report, and confirmed that the switchroom would be 3.6m by 6.2m in size, located in an area which currently formed part of the Pump Lane highway</p>

verge. The immediate area surrounding the switchroom would feature gravel and would be shielded from view by planted screens, while the wider area would feature various planting including a 46sqm flower meadow.

The facility would not be publicly accessible, with entry limited to authorised personnel only, and a condition relating to anti-graffiti paint was in place to limit antisocial behaviour. No objections had been received, and the application was therefore recommended for approval.

The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.

RESOLVED: That the application be approved.

28. **FORMER ANGLER'S RETREAT PH - 11981/APP/2016/4626** (*Agenda Item 11*)

Demolition of existing former public house building and erection of a two storey building comprising of two residential flats, car and cycle parking and associated works

Officers introduced the report, and confirmed that the site sat within a wider development site that benefited from planning consent for the retention and conversion of the public house, and included existing development of 14 affordable housing units, now completed. Extensions and outbuildings that related to the former public house had been demolished.

The applicant had commissioned a structural and masonry survey, which had concluded that the former public house was structurally unsound and therefore unable to be retained, and thus the current application had been submitted to demolish the existing building and erect a new building that would replicate the appearance of the existing building. This would ensure that the new building would contribute to the character of the West Drayton Green Conservation Area in the same manner as that which would be removed.

The Council's Design and Conservation officer, and the West Drayton Advisory Panel, had raised no objections to the proposals. In addition, the 14 nearby residential units were affordable housing units, and the derelict nature of the former public house was preventing the full occupation of those dwellings.

The addendum was highlighted, which set out the proposal to delete conditions 6 and 9, as the development was of insufficient scale to require those conditions.

The officer concluded by recommending that the application be approved.

Members sought clarity on the size of the development required for conditions 6 and 9 to remain. Officers confirmed that condition 6 related to the construction management plan, usually attached to developments of 10 units or more. Condition 9 was confirmed to relate to the sound insulation scheme, but as the site was located on a quiet road, there was no real noise to mitigate by way of condition, and thus it was proposed that the condition be removed.

Members requested confirmation that, should the applicant wish to increase the size of the development, the Committee was empowered to mandate that the design remain the same, regardless of size. Officers confirmed that any application submitted in the

	<p>future would be assessed on its own merits, but it was likely that the Council would seek to ensure the development was of a similar design to the former public house.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
29.	<p>MINIATURE RAILWAY, RUISLIP LIDO - 1117/APP/2017/2188 (<i>Agenda Item 12</i>)</p> <p>Demolition of existing Ruislip Railway Society workshop and provision of replacement workshop building, landscaping and associated works</p> <p>Officers introduced the report, and confirmed that the current proposal was for a marginally larger building, (an increase of 35sqm), and did not seek to change the existing function of the site. For this reason, it was considered that the proposal met the criteria set out in paragraph 89 of the National Planning Policy Framework, and therefore represented appropriate development within the Green Belt.</p> <p>The addendum was highlighted, which set out a proposed amendment to conditions 6 and 7, and confirmed that the environmental officer had not raised any objections to the phase 1 habitat survey.</p> <p>The officer concluded by recommending that the application be approved. This was moved, seconded, and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
	ADDENDUM
	The meeting, which commenced at 7.00 pm, closed at 7.40 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact Neil Fraser on 01895 250692. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

The public part of this meeting was filmed live on the Council's YouTube Channel to increase transparency in decision-making, however these minutes remain the official and definitive record of proceedings.

Minutes



MAJOR Applications Planning Committee

3 October 2017

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), Ian Edwards (Vice-Chairman), Jem Duducu, Jazz Dhillon, Janet Duncan, Henry Higgins, John Morgan, John Oswell and David Yarrow.</p> <p>LBH Officers Present: Roisin Hogan (Legal Advisor) Edward Oteng (Strategic and Major Applications Manager) James Rodger (Head of Planning and Enforcement) Alan Tilly (Transport & Aviation Manager) Khalid Ahmed (Democratic Services Manager)</p>
57.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>An apology for absence was received from Councillor Brian Stead with Councillor Jem Duducu substituting.</p>
58	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING (<i>Agenda Item 3</i>)</p> <p>The minutes of the meeting on 12 September 2017 were agreed.</p>
59.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART I WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART II WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items were in Part 1 and would be heard in public.</p>
60.	<p>THE FORMER STAR PH, CORNER OF STAR ROAD - 8057/APP/2017/2041 (<i>Agenda Item 6</i>)</p> <p>Officers introduced the report and provided an overview of the application. Planning permission was sought for the erection of a part 2, part 3 and part 4 storey building containing 14 residential units, a commercial unit at ground floor level with associated ground floor parking, access and landscaping.</p> <p>The Committee was provided with an addendum to the report.</p> <p>Officers made a recommendation for refusal.</p> <p>The officer's recommendation, subject to the changes in the addendum, was moved, seconded and unanimously it voted to refuse the application.</p>

	<p>Members asked for it to be noted in the decision that the access arrangements do not comply with technical specifications for m4(2) and m4(3) dwellings - paragraph 7.12</p> <p>RESOLVED: That the application was refused.</p>
61.	<p>SOUTHALL WATERSIDE HAYES BY PASS, HAYES - 54814/APP/2017/2103 (Agenda Item 7)</p> <p>Officers introduced the report and provided an overview of the application. Planning permission was sought for the reconfiguration and excavation of the dredging lagoon; installation of a new bund; the removal of the central spine including associated works.</p> <p>The Committee was provided with an addendum to the report.</p> <p>Discussion took place on the proposed works and whether the proposed works would have a detrimental impact on the Green Belt. Reference was made to the Environment Agency who had no objections to the proposed development subject to bespoke Conditions.</p> <p>Conditions 7 would ensure that the material used to reconfigure the dredging lagoon, met acceptable quality standard and would not pose a risk to controlled water,</p> <p>Condition 8 would stop any further development, should contamination not previously identified at the site, be found.</p> <p>Officers made a recommendation for approval.</p> <p>The officer's recommendation was moved, seconded, and when put to a vote, unanimously agreed.</p> <p>RESOLVED: That the application be approved.</p>
62.	<p>ABROOK ARMS PH, 191 HAREFIELD ROAD - 18505/APP/2016/3534 (Agenda Item 8)</p> <p>Officers introduced the report and provided an overview of the application. Planning permission was sought for the demolition of the existing public house and the erection of new building, comprising of 18 residential units and a basement car park.</p> <p>The Committee was provided with an addendum to the report.</p> <p>The Committee discussed details of the application and the size of the development and the impact this would have on residential amenity.</p> <p>After discussion, it was moved and seconded, and put to the vote, that consideration of the application be deferred to enable Members of the Committee to undertake a site visit.</p> <p>RESOLVED: That the application be deferred to enable Members of the Committee to undertake a site visit before determination of the application.</p>
	<p>The meeting, which commenced at 6.00pm, closed at 6.40pm.</p>

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These are the minutes of the above meeting. For more information on any of the resolutions please contact Khalid Ahmed on 01895 250833. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

The public part of this meeting was filmed live on the Council's YouTube Channel to increase transparency in decision-making, however these minutes remain the official and definitive record of proceedings.

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Report of the Head of Planning, Sport and Green Spaces

Address RUISLIP BOWLS CLUB, MANOR FARM BURY STREET RUISLIP

Development: Single-storey extension to eastern elevation of club pavilion. Removal of 2 No. existing sheds to the east of the pavilion and replacement with new shed adjacent to the west of the pavilion. Enlargement of existing upper terrace. Revisions to existing fenestrations and access arrangements.

LBH Ref Nos: 45220/APP/2017/3028

Drawing Nos:

- 2017/D/225/P/11
- 2017/D/225/P/03
- 2017/D/225/P/05
- 2017/D/225/P/07
- 2017/D/225/P/01
- Heritage Statement
- 2017/D/225/P/04 Rev A
- 2017/D/225/P/06 Rev A
- 2017/D/225/P/08 Rev A
- 2017/D/225/T/14 Rev A

Date Plans Received: 16/08/2017 **Date(s) of Amendment(s):** 16/08/2017
Date Application Valid: 31/08/2017 22/09/2017

1. **SUMMARY**

The application involves development on Council owned land and, for this reason, has been referred to the Planning Committee for determination.

The proposed extension would enhance the existing use of the existing community sporting facility, as encouraged by Local, Regional and National Planning Policies.

The extension would not compromise the setting of nearby Listed Buildings, the status of the nearby Scheduled Monument, and the character and appearance of the surrounding Conservation Area would be preserved.

Given the modest scale of the proposed extension, it is not considered that it would adversely impact upon residential amenities.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 SP01 **Council Application Standard Paragraph**

This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the the land.

2 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.

3 COM4 Accordance with Approved Plans

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

2017/D/225/P/02;
2017/D/225/P/03;
2017/D/225/P/04 Rev A;
2017/D/225/P/05;
2017/D/225/P/06 Rev A;
2017/D/225/P/07;
2017/D/225/P/08 Rev A;
2017/D/225/T/14 Rev A

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

REASON

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

4 COM5 General compliance with supporting documentation

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

Design & Access Statement;
Heritage 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 that the development complies with the objectives of Policies . Specify Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

5 COM7 Materials (Submission)

No development shall take place until details and samples of all materials and external surfaces, to include external elevations/roof; clock design and design details of the windows, doors and shutters, have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE 13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 COM8 Tree Protection

No site clearance or construction work shall take place until the details have been

submitted to, and approved in writing by, the Local Planning Authority with respect to:

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

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

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

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE 38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7 COM9 Landscaping (car parking & refuse/cycle storage)

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Hard Surfacing Materials
 - 2.b External Lighting
 - 2.c CCTV Equipment (including mounting posts)
 - 2.d Other structures (such as play equipment and furniture)
3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs
4. Schedule for Implementation

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

approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE 13 and BE 38 of the Local Plan: Part Two Saved UDP Policies (November 2012).

8 COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE 38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

9 AR3 Sites of Archaeological Interest - scheme of investigation

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and

research objectives, and

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

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

The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This

condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
BE1	Development within archaeological priority areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
BE4	New development within or on the fringes of conservation areas
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 3.19	(2016) Sports Facilities
LPP 6.13	(2016) Parking
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
NPPF	National Planning Policy Framework
NPPF12	NPPF - Conserving & enhancing the historic environment

NPPF7	NPPF - Requiring good design
OE1	Protection of the character and amenities of surrounding properties and the local area
R3	Indoor sports, leisure and entertainment facilities
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities

3

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

4 115 **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.

5 132 **Trees in a Conservation Area**

As the application site is within a conservation area, not less than 6 weeks notice must be given to the Local Planning Authority of any intention to cut down, top, lop or uproot or otherwise damage or destroy any trees on the application site. Please contact the Trees & Landscape Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

6 147 **Damage to Verge - For Council Roads:**

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

Care should be taken during the building works hereby approved to ensure no damage

occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

3. CONSIDERATIONS

3.1 Site and Locality

The site is occupied by a single-storey detached pavilion which has stained waney edge timber cladding and a tiled, hipped roof. A single-storey extension with a low profile crown roof has been added to the rear and there is a collection of small timber sheds and storage containers positioned around the pavilion.

There is a pathway and terrace area to the immediate front of the building which faces on to a level bowling green which has been cut into sloping ground and is therefore at a lower ground level than the pavilion as well other surrounding land.

The site is enclosed by a mix of metal railing and timber fencing which is approximately 1.5 metres in height.

The site is within the Manor Farm Heritage Area which is Council owned land that incorporates the remaining earthworks of a Motte and Bailey castle and the buried remains of a Benedictine Priory, both of which are Scheduled Monuments and a number of Listed Buildings consisting of the former farmhouse as well as barns, one of which now houses Ruislip Library. These features all lie to the north of the site. To the rear is a pond which is surrounded by mature specimen trees.

The site falls within the wider Ruislip Village Conservation Area. The site is located within the core of the original village of Ruislip, an area that has retained the appearance of a semi-rural village owing to the clustered arrangement of historic buildings, including those accommodating public houses and shops, and the amount of mature landscaping which includes specimen trees, landscaped features such as ponds and large areas of green space.

3.2 Proposed Scheme

The proposal involves making a single-storey extension to the eastern (side) elevation of the existing bowls pavilion. The floor space offered by the proposed extension would measure approximately 11.6 metres in length by 6.4 metres in depth. The roof slope would continue to the front to provide a covered walkway beneath an overhang of approximately 1.65 metres in width, as is the case of the roof of the existing building. The ridge and eaves height would match those of the original building, as would the roof slope angles. The hipped end of the roof on the eastern elevation of the building would be replicated.

The paved terrace, which extends across the entire frontage of the existing building, would be extended to the full width of the extended building.

The enlarged floor area would provide an increase in storage space, allowing for the

removal of some of the existing storage sheds that surround the building, as well as provide additional space for bowls club members, including allowing the building to be used for indoor bowls.

Alterations in fenestrations include repositioning of the main entrance so that it remains in the centre of the building frontage, provision of tri-fold double glazed oak doors on the frontage in place of existing windows and the removal of an external door on the western elevation and removal of ground floor windows within the eastern elevation.

3.3 Relevant Planning History

45220/A/96/1267 Manor Farm Bowling Green Bury Street Ruislip
Erection of a single storey rear extension to existing pavilion

Decision: 30-10-1996 Approved

45220/APP/2016/3857 Ruislip Bowls Club, Manor Farm Bury Street Ruislip
Demolition of 2 no. sheds, single storey extension to existing pavilion, erection of detached building for storage/locker room use and associated external works.

Decision: 06-12-2016 Approved

45220/D/98/2012 Manor Farm Bowling Green Bury Street Ruislip
Erection of a single storey storeroom (involving removal of existing temporary wooden sheds)

Decision: 24-02-1999 Refused

Comment on Relevant Planning History

A smaller extension to the building was approved under 45220/APP/2016/3857. The extensions granted under this scheme measured circa 66sq.m. The proposed extensions under the current application measure circa 75sq.m.

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.CI2 (2012) Leisure and Recreation

PT1.EM5 (2012) Sport and Leisure

Part 2 Policies:

AM14 New development and car parking standards.

AM7 Consideration of traffic generated by proposed developments.

BE1 Development within archaeological priority areas

BE10 Proposals detrimental to the setting of a listed building

- BE13 New development must harmonise with the existing street scene.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE3 Investigation of sites of archaeological interest and protection of archaeological remains
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- BE39 Protection of trees and woodland - tree preservation orders
- BE4 New development within or on the fringes of conservation areas
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- LPP 3.16 (2016) Protection and enhancement of social infrastructure
- LPP 3.19 (2016) Sports Facilities
- LPP 6.13 (2016) Parking
- LPP 7.4 (2016) Local character
- LPP 7.5 (2016) Public realm
- LPP 7.6 (2016) Architecture
- LPP 7.8 (2016) Heritage assets and archaeology
- NPPF National Planning Policy Framework
- NPPF12 NPPF - Conserving & enhancing the historic environment
- NPPF7 NPPF - Requiring good design
- OE1 Protection of the character and amenities of surrounding properties and the local area
- R3 Indoor sports, leisure and entertainment facilities
- R5 Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **11th October 2017**

5.2 Site Notice Expiry Date:- Not applicable

29th September 2017

6. Consultations

External Consultees

A site notice was displayed on a lamp post adjacent to the site on Bury Street and also on Eastcote Road, close to the entrance of the Manor Park Site.

Letters were also sent to neighbouring properties, notifying occupants of the proposal and inviting comments.

No comments received from members of the public.

GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE (GLAAS):

The planning application lies in an area of archaeological interest (Archaeological Priority Area) identified for the Local Plan: Ruislip.

The proposed development lies adjacent to Ruislip motte castle scheduled monument and on the site of Manor Farm's brickyard. Archaeological remains of medieval and post-medieval date are therefore likely to survive under the bowls club but previous investigation indicates that minor works are unlikely to cause significant harm. However, groundworks for the proposed extension could reveal archaeological remains so they should be observed by an archaeologist to ensure that a record can be made of any discoveries.

Appraisal of this application using the Greater London Historic Environment Record and information submitted with the application indicates that the development is likely to cause some harm to archaeological interest but not sufficient to justify refusal of planning permission provided that a condition is applied to require an investigation to be undertaken to advance understanding.

Internal Consultees

CONSERVATION & URBAN DESIGN OFFICER:

The site lies within the Ruislip Village Conservation Area and within the Manor Farm Complex, which includes a number of listed buildings and a Scheduled Ancient Monument. The site is therefore extremely sensitive in terms of its archaeology and the setting of the surrounding heritage assets.

The existing single storey club house building is a relatively modern structure, which is simply detailed and clad in timber. The adjacent small outbuildings to be removed are modern and of no historic interest. The proposed extension to the building has been developed with input from the Conservation and Design Team, and no objections are raised in principle to the scheme in terms of its design or impact on the setting of the surrounding heritage assets.

If supported, conditions will need to be included re the agreement of samples of materials and finishes for the external elevations/roof; clock design; design details of the windows, doors and shutters. The design of the forecourt walls; details of hard and soft landscaping; lighting and other security measures; handrails and ramp. Plus conditions as required by GLAAS

We had not previously thought this structure to be considered as curtilage to the Manor Farm House, as it does not appear on maps published in the 1940s and was not used in conjunction with it. However, some doubt has been cast on this view, and given the 2017 update in the HE advice on this matter, it would be prudent to also ask for a LBC application. This does not change the view on

the application.

Officer Comment: A Listed Building Consent application has been submitted.

LANDSCAPES OFFICER:

The club house is on the south-east boundary which is defined by a mature hedge, to the south of which is a pond with a willow tree and other marginal vegetation. The site lies Ruislip Village Conservation Area - a designation which protects trees. It is also one of the Council's Green Flag sites.

A previous application, ref. 2016/3857, was approved, to remove some unwanted buildings adjacent to the club house. If this application is recommended for approval, conditions should ensure that the existing landscape features are safeguarded and the landscape character is enhanced and maintained - in accordance with saved policy BE38.

HIGHWAYS:

This application is for a number of minor changes to the existing bowls club at the Manor Farm site on Bury Street Ruislip.

From the plans and supporting material provided it is unlikely that the proposals will change the traffic generation and car parking demand at the site when compared with the existing arrangements.

On the basis of the scale of changes proposed I do not have significant highway concerns over the current proposals.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The impact of the development on community/sports provision, the Ruislip Village Conservation Area and the setting of nearby Grade II Listed Buildings are key considerations in assessing the principle of the development in this location.

Local Plan: Part 1 policies CI 2 and EM 5 seek to support the provision of new and/or enhanced community, leisure, recreation and sporting facilities across the borough. Furthermore, Local Plan: Part 2 policy R 5 seeks to resist the loss of such facilities. The proposed development is considered to support the retention and ongoing viability of the bowling club in this location in compliance with these policy objectives.

Local Plan: Part 2 policy BE 4 seeks to preserve and enhance features of conservation areas which add to their visual amenity. It confirms that development should avoid the demolition or loss of such features and that there will be a presumption in favour of retaining buildings which make a positive contribution towards the character and appearance of the conservation area.

Local Plan: Part 2 policy BE 10 confirms that planning permission will not normally be granted for proposals which are considered detrimental to the setting of a listed building.

7.02 Density of the proposed development

Not applicable to development of this nature.

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

The site is located within the historic core of Ruislip Village and is adjacent to a number of Listed Buildings as well as a Scheduled Monument.

The Greater London Archaeological Advisory Service (GLAAS) have been consulted and have not raised any objections to the proposed development as the proposed works are unlikely to cause any significant harm to archaeological remains. It would, however, be important that all ground works are observed by an archaeologist in order to ensure that any archaeological discoveries are recorded.

Provided the works are carried out in accordance with an agreed methodology, to be secured by way of planning condition, it is considered that the proposed development would be in accordance with Policy BE 3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.8 of the London Plan (2016).

The proposed extension would increase the size of the building but not to the extent that it would appear overly dominant towards the nearby Listed barns which form part of the same street scene vista as that occupied by the pavilion. Given that the extension would be made to the eastern elevation of the building, this would prevent the built area of the site from advancing materially closer to the Scheduled Monument and Listed Buildings to the north.

The proposed extension would be externally clad in the same timber finish as the existing building. It is considered that this timber finish is considered to be sympathetic towards the surrounding Listed barns which are also timber clad.

It is therefore considered that the proposed extension would not compromise the setting of any of the surrounding Listed Buildings, in accordance with Local Plan Policy BE 10 and London Plan Policy 7.8.

With regards to impact upon the Conservation Area, the proposed extension would be largely screened from view within the street scene by the existing pavilion and, due to its modest height, by existing boundary treatment and landscaping. The landscaping and boundary treatment would also soften any views from the surrounding public space at the Manor Farm Heritage Site. The extension would not encroach upon the existing bowling green and, as such, the valuable green buffer between the pavilion and the library building would be maintained.

The extension would replicate the existing roof form and, as such, the overall building would appear visually cohesive. The extension, fairly large in proportion to the existing building, would not damage the general symmetry of the it, nor would it appear overly dominant as its design and finishing would replicate that of the existing building. It would therefore harmonise with the form, proportion and architectural composition of the building.

The proposed development would therefore preserve the character and appearance of the Conservation Area, in accordance with Local Plan Policies BE 4 and BE 13 and would be visually sympathetic towards the existing building, in accordance with Local Plan Policy BE 15.

7.04 Airport safeguarding

Not applicable to this development.

7.05 Impact on the green belt

Not applicable to this development.

7.07 Impact on the character & appearance of the area

This is assessed in detail within section 7.03 of this report.

7.08 Impact on neighbours

The site is not immediately adjacent to any residential properties and, given this, and the modest scale of the proposed extension, it is not considered that it would not result in any unacceptable overshadowing or overlooking impact.

The use of the site is long established and the site is surrounded by other leisure uses including the Manor Farm site and surrounding public houses and restaurants. Whilst the floor area of the building would be increased, it is not considered that it would result in an over-intensive use of the site that would be incompatible with the surrounding environment. Furthermore, the enlarged building would allow for the removal of external storage sheds and, therefore, the site would be more secure and less attractive to any criminal activity.

The proposal would therefore comply with Local Plan Policies BE 20, BE 21, BE 24 and London Plan Policies 7.3 and 7.6.

7.09 Living conditions for future occupiers

Not applicable to this development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Whilst the size of the pavilion would be increased, the size of the bowls playing area would be maintained and, as such, it is not considered that the proposal would result in any significant intensification in the use of the site. It is therefore not considered that the proposal would result in any material increase in traffic generation or car parking demand.

The proposal would therefore comply with Local Plan Policies AM 7 and AM 13.

7.11 Urban design, access and security

Full height roller shutter would be installed to cover doorways when the site is not in use and it is considered that this would deter any vandalism or break in attempts.

Given the minor nature of the scheme and the fact that the existing premises will already be operating its own security measures a secure by design condition is not considered to be necessary in this case.

7.12 Disabled access

The proposed extension would have step free access from the St. Martins Approach public car park which is nearby to the east. The main entrance door has a 0.9 metre wide clear level access opening to allow for ease of access by wheelchair users.

The submitted Design & Access Statement confirms that the extension would be built to comply with Parts B and M of the Building Regulations, the Disability Discrimination Act 1995 and the Equality Act 2010.

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

There are mature trees to the rear of the site which are located on land which is also within the control of the applicant. The proposed extension would not require the removal or cutting back. Raft construction would be used so as to prevent potential damage to roots. A condition would be attached to any approval requiring all nearby trees to be protected from damage during construction works.

The extension would be built over a grass area and would involve the loss of a section of hedging. This hedging is considered to be a decorative feature and does not possess any demonstrable ecological value. The bulk of the hedging, which extends around the site perimeter, would be retained. The general verdant nature of the site would not be altered as

the building works would not compromise the bowling green and the extended terrace would be bordered by new edged by new planting beds and dwarf walls which would provide a continuation of the existing landscaping to the front of the building.

The proposal would therefore comply with Local Plan Policy BE 38.

7.15 Sustainable waste management

The proposed extension would not result in the need to provide additional waste storage or collection arrangements and would not obstruct the movement of any servicing vehicles.

7.16 Renewable energy / Sustainability

Given the relatively minor nature of the scheme there is no planning requirement for the development to incorporate the use of renewable energy or sustainable building measures beyond those required by Building Regulations.

7.17 Flooding or Drainage Issues

The site is not located within either Flood Zone 2 or 3, nor are there any concerns over surface water drainage within the surrounding area. It is therefore considered that the proposed development would not be vulnerable to flooding.

7.18 Noise or Air Quality Issues

The proposal would maintain the existing use and would not result in any material increase in noise. Given that the proposal would not generate any significant increase in traffic, it is not considered that there would not be any harmful impact upon air quality.

7.19 Comments on Public Consultations

No comments received from members of the public.

7.20 Planning obligations

The extension would have a floor area of less than 100 m² and, as such, would not be liable to a CIL charge. It would not result in the need for any additional works or actions that would need to be secured by a Section 106 agreement,

7.21 Expediency of enforcement action

Not applicable.

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

Not applicable.

10. CONCLUSION

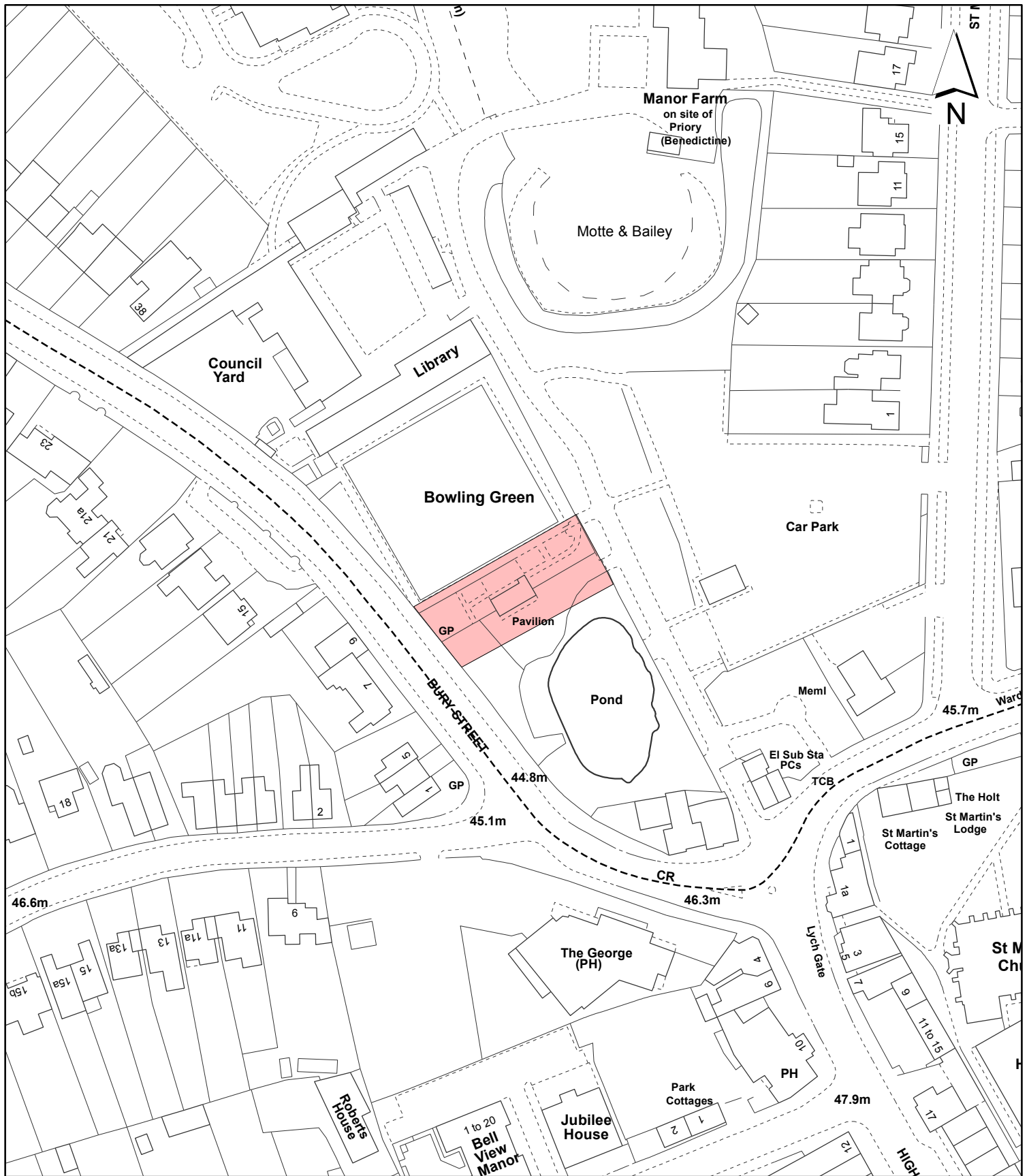
It is recommended that the application is approved, subject to appropriate conditions.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (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
Ruislip Village Conservation Area Appraisal

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

Ruislip Bowls Club

Planning Application Ref:

45220/APP/2017/3028

Planning Committee:

Major Page 31

Scale:

1:1,250

Date:

October 2017

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111



HILLINGDON
 LONDON

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Agenda Item 7

Report of the Head of Planning, Sport and Green Spaces

Address	ABROOK ARMS PH HAREFIELD ROAD UXBRIDGE
Development:	Demolition of the existing public house and erection of a new building comprising 18 residential units and a basement car park.
LBH Ref Nos:	18505/APP/2016/3534
Drawing Nos:	Design and Access Statement Flood Risk Assessment Air Quality Assessment Preliminary Ecological Appraisal & Buildings Assessment for Roosting Bat Species 1 of 1 Rev. F1 1 of 4 Rev. F0 4 of 4 Rev. F0 2 of 4 Rev. F0 3 of 4 Rev. F0 1 of 1 Rev. F1 (Existing Elevations) 16074-02 Rev. P1 16074-15 Rev. P1 16074-01 Rev. P1 Sustainability & Energy Statement Transport Statement Arboricultural Survey Arboricultural Method Statement Report to assess viability (of retaining public house) Barnard & Associates Ltd letter dated 26/1/17 responding to Water and Flood Management Officer's comments Barnard & Associates Ltd letter dated 26/1/17 responding to Thames Water's comments Agent's email dated 3/3/17 4803/3/10 Rev. C Agent's first covering email dated 9.10.17 4803/3/15 Rev. C 4803/3/16 Rev. C 4803/3/11 Rev. F 4803/3/12 Rev. C Affordable Housing, Planning Obligations & Community Infrastructure Levy Report Archaeological Desk-based Assessment, July 2016 (revised 7/2/17) Letter from Thames Valley Archaeological Services dated 6/1/17 Affordable Housing Viability Assessment 16074-TR05 Rev. P1 16074-TR04 Rev. P2 16074-TR03 Rev. P2 16074-TR02 Rev. P2 16074-TR01 Rev. P2 16074/SKRAMP01 Frendcastle's FVA response dated 6/7/17 4803/3/13 Rev. B

4803/3/18 Rev. B
 4803/3/17 Rev. B
 Report to justify demolition of existing building
 Drainage consultant's email dated 1/3/17 (forwarded in agents email dated 2/3/17)
 16074-10 Rev. P2
 16074-11 Rev. P2
 Viability Assessment - Further information from the applicant, June 2017
 Draft Operations and Maintenance Manual for Stormwater Drainage System and Permeable Paving
 Agent's email dated 30/5/17 (forwarding traffic consultant's response)

Date Plans Received:	21/09/2016	Date(s) of Amendment(s):	03/03/2017
Date Application Valid:	13/10/2016		28/06/2017
			06/07/2017
			30/05/2017
			26/01/2017
			14/06/2017
			09/10/2017
			02/03/2017
			09/01/2017
			09/03/2017
			21/09/2016
			19/04/2017
			02/05/2017

DEFERRED ON 25th October 2017 FOR SITE VISIT .

Members will recall that this application was deferred from the Major Planning Committee dated 3/10/17 in order to allow Members the opportunity of visiting the site. This should have taken place by the date of this application being re-presented to the next Major Applications Planning Committee meeting on 25/10/17.

Having regard to comments made at the previous committee meeting, in particular a query raised concerning the standard of outlook of those units which have windows in the northern side elevation of the building, these windows would overlook a predominantly overgrown strip of land at the side of the former pub car park where to the front is a small underground Thames Water pumping station and adjacent to the farm access, is a small electricity sub-station. The sole kitchen/living/dining room windows and adjoining balcony areas of Unit 8 on the ground floor and Unit 11 on the first floor would have looked out onto the small electricity sub-station. The plant at the electricity sub-station stands around 1 metre or so above ground level so that this would not have restricted outlook from these windows and arguably, it is two cypress trees within the sub-station compound which are more detrimental to the outlook as these have severe crown die-back. The other windows within this side elevation are secondary windows so that the rooms they serve have their main outlook to the front and rear.

However, revised ground and first floor plans, together with front and northern side elevations have now been received, which alter the layout on the ground floor and revise the window detail on the front elevation (Drw. Nos. 4803/3/11 Rev. F, 4803/3/12 Rev. C, 4803/3/15 Rev. C and

4803/3/16 Rev, C refer). Unit 8 would now become a three bedroom unit as opposed to a two bedroom and would have its kitchen/living/dining room window in the front elevation with two of the three bedrooms served by a sole window facing north. The unit would accord with minimum floor standards and the alteration would improve the main outlook to this unit. The adjoining Unit 7 has been reduced from a two bedroom, four person unit to a two bedroom, three person unit but again, minimum floor space standards are satisfied. Alterations to the window detail reflects these changes and are considered acceptable.

The agent has also confirmed for clarity that the existing cypresses along the northern boundary of the site would be removed. This will assist in terms of the outlook and light levels to the secondary windows of Units 7 on the ground floor and 10 on the first floor.

The report has been updated to include matters referenced in the committee report addendum for the meeting of the 3rd October 2017.

The application is recommended accordingly.

1. **SUMMARY**

This application seeks planning permission to re-develop the site of the former Abrook Arms Public House to provide a new part two/part three storey building with accommodation in the roof space and basement/lower ground floor to provide 18 flats with associated landscaping and basement and front garden parking.

Retention of the existing public house building and use of the site has significant support from those members of the public that have responded to the consultation on this planning application. However, the building is not statutory listed, and following external and internal inspection by the Council's Conservation/Urban Design Officer, the building is not considered to warrant local listing. Therefore, the building itself is not of sufficient architectural or historic interest that can justify its retention. Furthermore, in terms of the retention of the use, this site is within a comfortable walking distance of Uxbridge town centre with all its licensed facilities and the Gardiners Arms on Park Lane is a 1.13km walking distance away. It would therefore be difficult to object to the proposals on the grounds that the area lacked alternative facilities.

The proposed flatted block would be of a similar height to the existing building, although it would extend across much of the width of the site, mainly on the former car park at the side of the building. The staggered front elevation of the building helps to break up its bulk in the street scene and the Council's Conservation/ Urban Design Officer raises no objection to the modern design of the block which includes a crown roof and balconies on the principal elevations of the building.

The scheme would not result in any significant material loss of residential amenity for neighbouring properties and the scheme would provide a suitable environment for its future occupiers, including accessibility provision. Furthermore TfL and the Council's Highway Officer do not raise objection to the scheme, including the level of off-street parking proposed.

Neighbouring properties have also raised concern about the adequacy of the surface and foul sewers in the area and cite a number of flooding events. However, both the Environment Agency and the Council's Water and Flood Management Officer, following the revision of the proposals, raise no further objections, subject to conditions and Thames Water have also confirmed that there is adequate capacity in the drainage

system following the implementation of this scheme.

The scheme allows for appropriate tree retention on site and would allow for a comprehensive landscaping scheme for the site to be provided, including in-depth tree planting along the frontage. The Council's Trees/ Landscaping Officer raises no concerns with the scheme, subject to recommended conditions.

The scheme allows for a commensurate package of planning benefits to be provided and includes the provision of two affordable units which has been justified by the assessment of the Financial Viability Assessment.

The proposal is considered to comply with relevant Local Plan, London Plan and national planning policies and, accordingly, approval is recommended.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning and Enforcement to grant planning permission, subject to no additional responses being received to the notice in the local paper that raise material planning objections to the scheme that have not already been dealt with in this report and the following:

Heads of Terms

- 1. Highway Works: S278/S38 for required Highways Works, including re-instatement of adjoining public footpath and possible re-siting of bus stop.**
- 2. Affordable Housing comprising 1 x three bedroom and 1 x one bedroom unit**
- 3. Affordable Housing Review Mechanism**
- 4. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs £9,600 per phase or an in kind scheme to be provided.**
- 5. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.**

B) That the applicant meets the Council's reasonable costs in the preparation of the S106/S278/S38 Agreement 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) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 31st October 2017, or any other period deemed appropriate that delegated authority be given to the Head of Planning and Enforcement to refuse the application for the following reason:

'The development has failed to secure obligations relating to highway improvements and transport, further review of the provision of affordable housing if the project is delayed, construction training and project management. Accordingly, the proposal is contrary to policies R17 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policy 3.12 of the London Plan (March 2016) and the NPPF.'

E) That subject to the above, the application be deferred for determination by the Head of Planning and Enforcement under delegated powers, subject to the 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 attached:-

1 RES3 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 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 4803/3/10 Rev. C, 4803/3/11 Rev. D, 4803/3/12 Rev. B, 4803/3/13 Rev. B, 4803/3/15 Rev. B, 4803/3/16 Rev. B, 4803/3/17 Rev. B, 4803/3/18 Rev. B, 16074-10 Rev. P2, 16074-11 Rev. P2, 16074-15 Rev. P1 and 16074/SKRAMP01 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 RES5 General compliance with supporting documentation

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

Reduction in energy use and renewable technology installation [Sustainability and Energy Statement]

Flood Mitigation Measures [Flood Risk Assessment]

Japanese Knotweed removal and wildlife protection and enhancement [Preliminary Ecological Appraisal and Building Assessment for Roosting Bat Species]

Tree Protection Works [Arboricultural Method 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 that the development complies with the objectives of Policies EC5, BE38, OE7 and OE8 of the Hillingdon Local plan: Part Two - Saved UDP Policies (November 2012) and Policies 5.2 and 5.3 of the London Plan (March 2016).

4 RES6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 RES7 Materials (Submission)

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

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

REASON

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

6 NONSC Archaeological Investigation

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

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

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

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

REASON

To ensure that any archaeological interest on the site is investigated and recorded as appropriate, in accordance with the NPPF, Policy 7.8 of the London Plan (March 2016) and Policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 NONSC English Heritage Level 1 Survey

Prior to the commencement of any works on site, the building shall be recorded to English Heritage level 1-2 and discs/ copies of the document shall be submitted to the Council, local library and Uxbridge Local History Library.

REASON

To ensure that a record of the building is provided, in accordance with Policy 7.8 of the London Plan (March 2016) and Policy HE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012).

8 RES8 Tree Protection

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

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

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

REASON

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

9 RES9 Landscaping (car parking & refuse/cycle storage)

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
 - 2.a Notwithstanding the detail shown on Drw. No. 4803/3/11 Rev. D, revised full details of secure and screened provision to be made for refuse storage, to include a 2m wide access,
 - 2.b Means of enclosure/boundary treatments
 - 2.c Car Parking Layouts (including demonstration that 4 parking spaces are served by active electrical charging points and 4 spaces have the potential to be easily converted in the future)
 - 2.d Hard Surfacing Materials
 - 2.e Other structures (such as play equipment and furniture)
3. Living Walls and Roofs

3.a Full details of the living walls and roofs

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (March 2016).

10 RES10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan(s) shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during (or after) construction, or is found to be seriously diseased or dying, another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'.

Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

11 RES13 Obscure Glazing

The side secondary lounge/kitchen area window(s) in Units 4, 5, 13 and 14 facing No. 189

Harefield Road shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12 NONSC Privacy Screens

No development shall take place until details of the side balcony/patio/raised terrace screens have been submitted to and approved by the Local Planning Authority. The approved screening shall be installed before the development is occupied and shall be permanently retained for so long as the development remains in existence.

REASON

To safeguard the privacy of residents in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

13 NONSC Wildlife Protection/Enhancement Scheme

Prior to the commencement of development a scheme for the protection, creation of biodiversity features and enhancement of opportunities for wildlife shall be submitted to and approved in writing by the Local Planning Authority. The plans shall detail measures to promote, encourage and support wildlife through the use of, but not limited to, bat and bird boxes, specific wildlife areas within the landscape schemes and the inclusion of living walls/screens and living roofs. The scheme shall also incorporate plans showing a suitable transition from the development site to the river (incorporating the river bank) that promotes and supports appropriate wildlife. The development must proceed in accordance with the approved plans.

REASON

To ensure the development makes a positive contribution to the protection and enhancement of flora and fauna in an urban setting in accordance with Policy BE1 of the Local Plan.

14 NONSC Revised Cycle/Motorcycle Parking Scheme

Notwithstanding the detail shown on Drw. Nos. 4803/3/10 Rev. C and 4803/3/11 Rev. D, revised full details of the covered and secure provision to be made for cycle storage, including at least 33 long stay space(s) and 2 motorcycle bays, shall be submitted to and approved in writing by the Local Planning Authority.

The approved facilities shall be permanently retained for so long as the development remains in existence.

REASON

To ensure that the cycle and motorcycle space provision complies with London Plan standards and Policy 6.9 of the London Plan (March 2016).

15 NONSC Sound insulation scheme

Development shall not begin until a sound insulation, vibration and ventilation scheme for protecting the proposed development from road, other external noise sources, including the adjoining Thames Water Pumping Station and internally generated noise from adjoining units, basement car park and any pumping equipment has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an

acceptable internal noise design criteria to guard against external noises. It is good practice to have a scheme satisfying or exceeding the standards laid by BS 8233: 2014 - Guidance on sound insulation and noise reduction for buildings.

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 traffic and other noise in accordance with Policy OE5 of the Hillingdon Local Plan - Saved Unitary Development Plan Policies (November 2012).

16 NONSC Control of plant/machinery noise

No plant and/ or machinery shall be used on the premises until a scheme which specifies the provisions to be made for the control of noise emanating from the site or to other parts of the building, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON:

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon of the Hillingdon Local Plan - Saved Unitary Development Plan Policies (November 2012).

17 NONSC Construction dust

Development shall not begin until a scheme for protecting surrounding dwellings from dust emitted from the construction works based on the construction phase dust mitigation measures detailed in Section 8.1 of the Air Quality Assessment, has been submitted to, and approved by the Local Planning Authority. The scheme shall include such combination of dust control measures and other measures as may be approved by the Local Planning Authority.

REASON

In order to minimize dust generation during construction works, in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012).

18 NONSC Construction Environment Management Plan

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

REASON

To safeguard the amenity of surrounding areas in accordance with Policy OE5 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012).

19 NONSC Piling Method Statement

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimize the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

REASON

In order to safeguard existing underground sewerage utility infrastructure, in accordance with Policy 5.14 of the London Plan (March 2016).

20 NONSC Details of rainwater butts and maintenance plan

Prior to the occupation of the units, details of the siting and specification of the rainwater butts and a management and maintenance plan for all the drainage network, which should include the green roofs and rainwater butts, shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with the approved details which shall thereafter be permanently maintained.

REASON

In order to ensure the satisfactory storage of/disposal of surface water from the site and to ensure that compensatory storage of flood water is provided and maintained in order to comply with Policy 5.13 of the London Plan (March 2016) and to ensure the development does not increase the risk of flooding in compliance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012), Policy 5.12 of the London Plan (March 2016), National Planning Policy Framework (March 2012), and the Planning Practice Guidance (March 2014).

21 NONSC Photovoltaic Panels

Prior to the commencement of development, full details including siting, design and specifications of the photovoltaic panels required to deliver the CO2 reductions as set out in the Sustainability and Energy Statement (22 August 2016) shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the type and size of PVs, as well as a roof plan showing their incorporation on the roof space and the method for fixing them to the roof. The details shall also include the methods for monitoring the use of the PVs.

The development must proceed in accordance with the approved plans.

REASON

To ensure the panels are not detrimental to the appearance of the building and street scene and the development achieves CO2 reductions in accordance with Policy BE13 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 5.2 of the London Plan (March 2016).

22 NONSC Accessibility

The development hereby approved shall ensure that no less than one residential unit is constructed to meet the standards for an M4(3) Wheelchair Accessible Dwelling, with all remaining units designed to the standards for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2016. All such provisions shall remain in place for the life of the building.

REASON:

To ensure that an appropriate standard of housing stock is achieved and maintained in accordance with Policies 3.8B (c) and 3.8B (d) of the London Plan (March 2016).

23 NONSC Ramp Traffic Management Control Scheme

Prior to the development being brought into use, details of traffic management arrangements to control vehicle movement on the access ramp shall be submitted to and approved by the Local Planning Authority. Details shall include the siting, design and operation of any system, including maintenance and repair schedules.

The system shall be maintained in good working order for so long as the development remains in existence.

REASON

To ensure efficient and safe use of the parking facilities, in accordance with Policy AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

24 NONSC Visibility Splays

The site accesses shall be provided with those parts of a 2.4m x 23m highway visibility splay and a 2.4m x 2.4m pedestrian visibility splay which can be accommodated within the site in both directions and shall be maintained free of all obstacles to visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interests of highway and pedestrian safety in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

25 NONSC 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 (March 2016).

26 RES24 Secured by Design

The dwelling(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 dwelling 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 excising 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 (March 2016) Policies 7.1 and 7.3.

27 RES25 No floodlighting

No floodlighting or other form of external lighting 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 other than for routine maintenance which does not change its details.

REASON

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

28 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 Document 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; and

(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, along with details of a watching brief to address undiscovered contamination.

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

(iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be 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.

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

the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

INFORMATIVES

1 152 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).

2 153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.4	(2015) Optimising housing potential
LPP 3.5	(2016) Quality and design of housing developments
LPP 3.8	(2016) Housing Choice
LPP 3.12	(2016) Negotiating affordable housing on individual private residential and mixed-use schemes
LPP 3.13	(2016) Affordable housing thresholds
LPP 3.14	(2016) Existing Housing
LPP 3.16	(2016) Protection and enhancement of social infrastructure
LPP 5.2	(2016) Minimising Carbon Dioxide Emissions
LPP 5.3	(2016) Sustainable design and construction
LPP 5.6	(2016) Decentralised Energy in Development Proposals
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
	(2016) Water use and supplies

LPP 5.15	
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.5	(2016) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2016) Cycling
LPP 6.10	(2016) Walking
LPP 6.13	(2016) Parking
LPP 7.1	(2016) Lifetime Neighbourhoods
LPP 7.2	(2016) An inclusive environment
LPP 7.3	(2016) Designing out crime
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands
LPP 7.28	(2016) Restoration of the Blue Ribbon Network
LPP 8.2	(2016) Planning obligations
BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
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
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design

	of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3 I15 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.

4 I13 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

5

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

(Development Management Procedure) (England) Order 2015.

I envisage that the initial stage of investigation would comprise a geoarchaeological investigation. This may take the form of monitoring geotechnical boreholes and test pits, however if these are not proposed, then geoarchaeological boreholes should be carried out. This should aim to fully assess that palaeoenvironmental potential and help to inform the scope for further geoarchaeological/archaeological investigation.

Further information on archaeology and planning in Greater London including Archaeological Priority Areas is available on the Historic England website.

6

The Environment Agency advises the applicant that as the riparian owner, you should be aware of your rights and responsibilities for riverside ownership;
<https://www.gov.uk/government/publications/riverside-ownership-rights-andresponsibilities>

You will be required to assess the stability and condition of the bank, and assess the impact of any proposed structure within 8m prior to commencement of works, including the drainage outfall.

7

Under the terms of the Water Resources Act 1991, and the Thames Water Authority Land Drainage Byelaws 1981, a Permit from the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Fray's River (River Colne), designated a 'main river'. From 6th April 2016, the Flood Defence Consent regime moved into the Environmental Permitting Regulations and became Flood Risk Activity Permits. The charges for the new Permits will be different and some lower risk activities may be Excluded or Exempt from the Permitting Regulations. Please contact the Environment Agency for more details.

8

The proposed development is located within 15m of a Thames Water Sewage Pumping Station and this is contrary to best practice set out in 'Sewers for Adoption (6th edition). Future occupiers of the development should be made aware that they could periodically experience adverse amenity impacts from the pumping station in the form of odour and / or noise.

9

In terms of Condition 19, the applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

3. **CONSIDERATIONS**

3.1 **Site and Locality**

The site is located on the western side of Harefield Road, opposite its junction with Colnedale Road. It extends to 0.17ha in size and comprises the former Abrook Arms Public House, a vacant 2 to 3 storey brick built building including a lower ground floor/basement and accommodation in its gabled roofspace which fronts the road on the southern side of the site. To the front and north side of the building is hardstanding, with the area at the side providing the main car parking area and to the rear of the building and its car park is a

grassed beer garden which slopes down to the Frays River which adjoins the site at the rear. On the opposite side of the river is a public footpath and a wooded nature reserve. Adjoining the site to the south is housing, whereas to the north is a small hardstanding area used as an underground pumping station by Thames Water and a farm access road, beyond which are detached houses. The site boundaries generally benefit from mature landscaping, particularly along the northern side boundary and along the river bank.

The character of the area is primarily residential albeit comprised of buildings of varied age and mixed architectural character. The surrounding area generally slopes from east to west, down towards the Frays River and Harefield Road rises gently towards the north.

The site has a Public Transport Accessibility (PTAL) Level of 1a (on a scale where 6 represents the highest level of accessibility). It is also included within the Colne Valley Archaeology Priority Area. To the rear of the properties on the opposite side of Harefield Road is the western boundary of the North Uxbridge Area of Special Local Character. The Frays River forms the borough boundary at this point and to the west is the Metropolitan Green Belt.

3.2 Proposed Scheme

The proposal involves the demolition of the existing public house building and the erection of a two and three storey flatted block with roof space accommodation and includes a basement/lower ground level which, like the existing building, would be exposed at the rear due to the changing ground levels, together with associated access and landscaping. The proposed block would be of a modern design and would incorporate balconies and a crown roof with projecting front and rear hipped and gable wings, front and rear dormers and a northern side gable.

The block would comprise 2 x three bedroom flats on the basement/lower ground floor towards the rear, with 13 parking spaces provided at the front, including 2 accessibility spaces; 1 x one bedroom, 4 x two bedroom and 1 x 3 bedroom units on the ground floor; 6 x two bedroom units on the first floor and 2 x one bedroom and 2 x two bedroom units within the second floor/roof space.

Access to the basement/ lower ground level would be by means of a vehicular ramp sited along the southern boundary, adjacent to No. 189 Harefield Road, with 6 surface level spaces provided centrally to the front of the block, served from a separate central access onto Harefield Road.

The basement/lower ground floor projects to the rear of the building and its roof would provide patio/raised terraces for the ground floor units and green roofs. The rear elevation of the basement would also have a living wall. Beyond the basement, there would be raised terraces for the basement flats.

Communal amenity space would be provided at the rear of the building, adjoining the river.

The scheme has been revised, making alterations to the building by mainly reducing the size of the dormers and visual impact of the balconies within the roof space and setting the basement and raised terraces further back from the river.

The application is supported by the following documents:-

Design and Access Statement

Transport Statement
 Flood Risk Assessment
 Air Quality Assessment
 Preliminary Ecological Appraisal & Buildings Assessment for Roosting Bat Species
 Sustainability & Energy Statement
 Arboricultural Survey
 Arboricultural Method Statement
 Report to assess viability (of retaining public house)
 Affordable Housing, Planning Obligations & Community Infrastructure Levy Report
 Archaeological Desk-based Assessment, July 2016 (revised 7/2/17)
 Affordable Housing Viability Assessment
 Frentham's FVA response dated 6/7/17
 Report to justify demolition of existing building
 Viability Assessment - Further information from the applicant, June 2017
 Draft Operations and Maintenance Manual for Stormwater Drainage System and Permeable Paving
 Agent's email dated 30/5/17 (forwarding traffic consultant's response)

3.3 Relevant Planning History

Comment on Relevant Planning History

The only recent planning history on this site which relates to its re-development for residential purposes has been the submission of three pre-application enquiries (App. Nos. 18505/PRC/2014/88, 2014/123 and 2015/37 refer).

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.H2 (2012) Affordable Housing
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.CI1 (2012) Community Infrastructure Provision

Part 2 Policies:

- NPPF1 NPPF - Delivering sustainable development
- NPPF6 NPPF - Delivering a wide choice of high quality homes
- NPPF7 NPPF - Requiring good design

NPPF10	NPPF - Meeting challenge of climate change flooding coastal
NPPF11	NPPF - Conserving & enhancing the natural environment
LPP 3.1	(2016) Ensuring equal life chances for all
LPP 3.4	(2015) Optimising housing potential
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LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
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LPP 6.10	(2016) Walking
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LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 7.8	(2016) Heritage assets and archaeology
LPP 7.13	(2016) Safety, security and resilience to emergency
LPP 7.14	(2016) Improving air quality
LPP 7.15	(2016) Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.21	(2016) Trees and woodlands

LPP 7.28	(2016) Restoration of the Blue Ribbon Network
LPP 8.2	(2016) Planning obligations
BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
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
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
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SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **25th November 2016**

5.2 Site Notice Expiry Date:- **25th November 2016**

6. Consultations

External Consultees

33 surrounding properties have been consulted, the application was advertised in the local press on 16/11/16 and a site notice was displayed on site on 2/11/16 with a closing date of 25/11/16. 17 responses have been received, raising various concerns, summarized as follows:-

Loss of Public House/Building

(i) The Abrook Arms has stood on this site for at least 200 years and the present building is a attractive landmark building and its demolition will result in loss of a piece of Uxbridge's history. Present building should be retained and converted into flats with new accommodation provided on the car park, allowing similar number of units to be provided and striking building with many memories for residents to be retained,

(ii) Too many pubs are closing and being turned into housing. Its time for Council's to protect all facilities instead of allowing development for financial gain. North Uxbridge in particular does not have many pubs and closure of this pub has resulted in loss of a unique pub with a river frontage and views of the Chilterns,

(iii) Viability study uses the justification that lots of pubs are closing in attempt to justify closure of another. The most recent attempt to market the pub was with a view to redevelopment, not with a view to continue use as a pub,

Scale/ Design and Character of the Area

(iv) Proposed building is much wider than the existing building and much higher than the surrounding houses and would be overdevelopment of the site. Proposal is out of character with the local area and will blight the conservation area and design of building is overbearing, looking more like a swiss ski chalet than a suburban dwelling. With the footprint of the property being brought forward as compared to existing building, the property should only be two storey as are all the other properties in the immediate area,

(v) Proposed balconies facing the road are unsightly and not in keeping with the rest of Harefield Road, particularly the black railings which will be used for hanging washing, even if lease restricts use,

(vi) Population density will be significantly increased,

(vii) Proposal will reduce the amount of green space,

(viii) There has been wanton, deliberate deterioration of this former family friendly pub (whose former landlady was thwarted in all her attempts to make the pub viable),

(ix) Apartments are generally linked with young people and with an element of shared ownership for starter homes - this is not appropriate in this location which will affect the character of the area,

Residential Amenity

(x) Proposal will result in loss of light, particularly from spring to autumn - breaching civil rights,

(xi) Proposed development will have three floors with large windows, with many having balconies which will overlook properties on the opposite side of the road. Balconies only appropriate at the rear,

(xii) No windows on the south west side elevation or balconies at the back should be allowed to directly overlook back gardens of adjoining properties,

(xiii) Any use of external lighting should not affect adjoining property,

(xiv) There will be a loss of woodland views across the current car park and beer garden to the nature reserve behind, with a marring of the open skyline and feeling of space for properties

opposite,

(xv) There is likely to be increased noise and disturbance from 18 households, particularly from the use of balconies and the vehicle ramp and as occupiers are likely to have children,

(xvi) Construction work and noise could go on for 2 years. Construction hours, especially involving piling and/or heavy work should be limited. Weekends should be for enjoyment of residents,

(xvii) Dirt/dust/pollution from construction work settling on properties/cars - proposals need to be put in place to remedy impacts,

(xviii) Existing party wall with No. 189 Harefield Road is up to 5m tall. Concern about its final height and stability with adjoining ramp leading to underground car park. Precautions need to be taken to prevent damage to my property's foundations,

Highway/Parking Issues

(xix) Harefield Road is a busy road leading up to Swakeleys roundabout which is often blocked during peak hours with parking on both sides of the road. Proposal at both the construction and operational phases with up to 72 residents will increase risk of accidents for residents exiting driveways and for pedestrians, especially as there are no measures in place to limit the speed of cars on road with its numerous junctions and driveways, road has speeding police cars coming from police station to access the M40, the blind corner on Harefield Road near junction with Gravel Hill and the road's narrow pavements. Council's traffic management section needs to thoroughly review this section of road,

(xx) The road has insufficient parking facilities for existing residents and a further 18 dwellings will exacerbate existing situation as 1 space per flat is inadequate when two car couples quite common now. Visitors will take up parking in roads, aggravating problems for all. Sufficient visitor parking would need to be provided to minimise parking disruption on surrounding streets,

(xxi) Site is on a number of bus routes and within walking distance of many other public transport options so the increase in parking and provision of more spaces than flats seems inappropriate,

(xxii) What is proposed for party wall on boundary with No. 189 so that emerging vehicles from the ramp have a clear view of the road?,

(xxiii) U9 and U10 bus route and stops outside site of huge benefit to the elderly and movement of stops would cause great stress and inconvenience. Ideally a shelter and seat should be added,

(xxiv) Amount of vehicles entering and leaving the site may cause huge impact on the road which must be already weak due to recent laying of gas pipes etc,

(xxv) Pedestrian walkways to the town centre are unfit for purpose and need improvement,

Other

(xxvi) There have been incidences of raw sewage entering neighbouring properties which has occurred to properties from the site up to No. 167 during heavy and prolonged rain and are still on-going since Thames Water installed 'storm' flood drain. Outage is still under investigation by Thames Water and this needs to be resolved before new units are allowed to connect to sewers. A new foul sewer and overflow tanks are required as existing sewer is already overloaded whereas proposal just seeks to connect to existing sewer connection at front of the site. More properties may be affected more frequently with this proposal and Council may be liable for any damages and adequate safeguards, including drainage needs to be put in place,

(xxvii) Bin provision is not adequate and not appropriate facing Harefield Road. When full, rubbish will be left at the side which will attract rats and foxes. A large lift up compartment for large wheelie bins to accommodate the amount of apartments is required,

(xxviii) What trees are planned and retained in the rear garden?

(xxix) Development could have environmental impact upon the river and local nature reserve,

(xxx) Proposal will affect foundations of neighbouring properties due to deep piling of basement, including those across the road, which have already been structurally impacted by recent flooding. Structural surveys should be undertaken to assess the risk any damage paid for by the developer,

(xxxi) FRA does not mention recent flooding events,

(xxxii) There is an infestation of Japanese Knotweed which is already spreading to No. 189 and

needs professional treatment to avoid litigation,
(xxxiii) Due to website restrictions, unable to post full response,
(xxxiv) Asbestos survey should be carried out on property before demolition works start,
(xxxv) There have been no notices displayed around the site and neighbour consultation has been inadequate,
(xxxvi) Developer has not held any public meetings to discuss proposals with neighbours.

The neighbouring properties were re-consulted on the revised plans received on 2/3/17, which resulted in further responses being received from 7 of the respondents, which mainly re-iterate many of the original concerns raised, but include the following summarized points:-

(xxxvii) There is no summary document of the changes made, but does not appear to be any significant changes so objections still stand,
(xxxviii) Section 3.9.1 of Road Safety assessment is wrong as there has been an accident within 280m of the development recently. There could be more and this shows research has been flawed and further investigation is required,
(xxxix) The serious congestion problem on Harefield Road at rush hours and the fumes from stationary traffic results in local residences having to shut their windows due to pollution. New development will add to this problem, both during construction and use when completed,
(xxxx) The submitted reports are not independent and therefore flooding issues and traffic flows need to be checked and a full pollution survey should be commissioned by the case officer/Council as these matters are very important,
(xxxxi) We accept that there is a need for more homes to be built and fully support new homes in the area. However, the importance of buildings which once played apart in the life of the community must be considered (and it is not that many years ago that Abrook Arms was a thriving pub). This buildings stands out and is set far enough from the pavement not to be over dominant. The rear view is of an impressive building, a landmark seen by those using the public footpath. To the front, on Harefield Road, it stands at the bottom of the hill and a new block of flats will not have the same impact,
(xxxxii) We have heard of favourable comments on the conversion of the Chiltern View PH on Cowley Road which has successfully provided housing without losing the original building and its local connections and character. This has gone from derelict pub to quality housing and hope the same can happen to the Abrook Arms,
(xxxxiii) Good reason to believe there is a badger sett at the end of the former beer garden and due care should be taken to protect their habitat before any work commences,

North Uxbridge Residents' Association:
No response.

ENVIRONMENT AGENCY:

Revised comments:

Thank you for consulting us on the amended plans. As the seating area has now been removed and there is a clear 8 metre buffer zone to the Frays River (river Colne) we are removing our objections.

Advice to LPA

The submitted flood risk assessment (FRA) adequately estimates the flood depth on site with the correct climate change allowances used. The Finished Floor Levels are greater than 1.5m above the 1 in 100 year 35% (Higher Central) and 1 in 100 70% (Upper End) flood levels according to the submitted stage-discharge rating curve. Flood risk modelling through a stage-discharge rating curve undertaken by a third party has been used in support of this application, and we have applied a risk based approach to the assessment of this model. In this instance a basic review has been carried out. We have not undertaken a full assessment of the fitness for purpose of the

modelling and can accept no liability for any errors or inadequacies in the model.

The submitted FRA does not provide details of safe access/egress or safe refuge, however detailed modelling shows that the proposed building is at very low fluvial flood risk, while a clear access and egress route along Harefield Road is available in case of fluvial flood. You are the competent authority on matters of evacuation or rescue, and therefore should assess the adequacy of the evacuation arrangements, including the safety of the route of access/egress from the site in a flood event or information in relation to signage, underwater hazards or any other particular requirements. You should consult your emergency planners as you make this assessment.

Advice to applicant;

As the riparian owner, please be aware of your rights and responsibilities for riverside ownership; <https://www.gov.uk/government/publications/riverside-ownership-rights-andresponsibilities>

You will be required to assess the stability and condition of the bank, and assess the impact of any proposed structure within 8m prior to commencement of works, including the drainage outfall.

Flood Risk Permit

Under the terms of the Water Resources Act 1991, and the Thames Water Authority Land Drainage Byelaws 1981, a Permit from the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of the Fray's River (River Colne), designated a 'main river'. From 6th April 2016, the Flood Defence Consent regime moved into the Environmental Permitting Regulations and became Flood Risk Activity Permits. The charges for the new Permits will be different and some lower risk activities may be Excluded or Exempt from the Permitting Regulations. Please contact us for more details.

TRANSPORT FOR LONDON:

TfL welcomes the provision of 2 blue badge spaces. However, whilst the blue badge spaces have been clearly allocated they do not meet London Plan specifications. The London Plan states that "Parking designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m provided between designated spaces and at the rear outside the traffic zone, to enable a disabled driver or passenger to get in or out of a vehicle and access the boot safely". The applicant has not provided allocated space to the rear of the blue badge spaces. TfL requests that this is addressed.

TfL welcome the provision of 20% active and 20% passive EVCPs.

Cycle parking should be provided in line with the latest London Plan cycle parking standards. The standards for C3 Residential Dwellings state that 1 long-stay space should be provided per studio and 1-bed unit, and 2 spaces should be provided for all other dwellings. A long stay space should be provided per 40 units. The applicant intends to provide 20 cycle parking spaces, this does not comply with London Plan standards and is therefore unacceptable for TfL. The applicant shall ensure a minimum provision of 33 cycle spaces, where 3 will be for the 1-bed units and the 2- and 3- bed units will have two spaces each.

Please note that the London Plan refers to the need for "easy access" and catering "for cyclists who use adapted cycles". This is an accessibility requirement. The London Cycle Design Standards (LCDS) states that 5% of stands ought to be able to accommodate larger cycles. The easiest way to meet accessibility requirements on types of cycle parking, as well as serve different user needs generally, is to provide a mix of types of cycle stands, preferably including the Sheffield style of stands.

Information regarding servicing and deliveries is requested. This includes the quantity of vehicles typically expected and where they can safely and legally stop.

A Construction Logistics Plan (CLP) should be secured by condition. This should outline how the applicant intends to minimise any disruption caused by the proposed development on the local road and bus network.

Subject to the above issues being resolved, TfL has no objection to this proposal.

Further Comment from TfL:

Following a site visit, the bus stop post is likely to have to be re-sited slightly if the pedestrian access remains in current position. The painted bus cage on the road could be remarked so a 21 metre cage is in place. The cage would start approx. 4 metres further south from its present location and extend 21 metres north, a single yellow line would be painted at the old location of the cage to deter parking across the access for Frays Farm.

Officer Comment: The re-sited and larger bus cage would extend across the proposed access to the surface parking area but TfL raised no objections to this on site, stating that this would be a further deterrent to parking over the access which lies opposite on-street parking bays.

UXBRIDGE BUS STATION:

Following a site visit, the bus stop post is likely to have to be re-sited slightly if the pedestrian access remains in its current position. The painted bus cage on the road could be remarked so a 21 metre cage is in place. The cage would start approx. 4 metres further south from its present location and extend 21 metres north, a single yellow line would be painted at the old location of the cage to deter parking across the access for Frays Farm.

Officer's comment:

The re-sited and larger bus cage would extend across the proposed access to the surface parking area but the bus operator raised no objections to this on site, stating that this would be a further deterrent to parking over the access which lies opposite on-street parking bays.

HISTORIC ENGLAND (ARCHAEOLOGY):

Recommend Archaeological Condition(s)

I am pleased that the applicant has included the additional information with further assessment. The additional assessment indicates that the below deposits on site potentially represent the infilling of a channel and that there was no presence of the gravel terraces which would have formed the ancient land surface.

The updated assessment has also been reviewed by the Historic England Science Adviser, and it has been highlighted that one of the boreholes mentions 'lamination' within the alluvial deposits along with the presence shell which may suggest that there may be some palaeoenvironmental potential, as similar deposits were encountered at Three Ways Wharf Site.

That being said it is acknowledged that the site and the proposed development is not extensive and it is clear that the proposed basement would predominantly impact made ground and the top of the alluvial deposits, however foundation - such as piling - would have a deeper impact. After careful consideration, it is agreed that these impacts could be mitigated through the implementation of a recommended archaeological condition and informative.

CANALS AND RIVERS TRUST:

There is no requirement to consult us as a statutory consultee.

THAMES WATER:

Waste Comments

The proposed development is located within 15m of a Thames Water Sewage Pumping Station. Given the nature of the function of the pumping station and the close proximity of the proposed development to the pumping station we consider that habitable rooms should be at least 15m away from the pumping station assets as highlighted as best practice in Sewers for Adoption (7th edition)'. The amenity of those that will occupy new development must be a consideration as set out in the National planning Policy Framework (NPPF) therefore we object to the application. In the event that the LPA consider that they will grant planning permission for the development, we would suggest the following informative is attached to the planning permission: 'The proposed development is located within 15m of a Thames Water Sewage Pumping Station and this is contrary to best practice set out in Sewers for Adoption (7th edition). Future occupiers of the development should be made aware that they could periodically experience adverse amenity impacts from the pumping station in the form of odour and / or noise.

Surface Water Drainage

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 0093921 to discuss the details of the piling method statement.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority

be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water 's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

Water Comments

Supplementary Comments

Thames Water have investigated the ability for the capacity of the network to accommodate flows from this development. We have established that the flows from this development would not cause detriment to the existing performance of the network when it is fully operational.

SOUTH BUCKS DISTRICT COUNCIL:

No objection.

CAMPAIGN FOR REAL ALE:

No response.

Internal Consultees

URBAN DESIGN/ CONSERVATION OFFICER:

Following the initial design comments by the team and subsequent meeting with the applicant, the original design has been amended in line the discussions (reduction in no/size of frontage balconies; greening of basement elevations; relocation of elements of the building from the west site boundary; reduction in size of rear terraces and screening of bin area). Whilst the team still fundamentally disagrees with the applicant's "Report to justify the demolition of the existing building" dated March 2017, ie that "the building does not contribute to the appearance of the local area", no further objections are raised to these proposals. Conditions should include: Recording of the building to HE level 1-2, Samples of external materials to be agreed Design of boundary enclosures to be agreed Archaeological condition as required by GLAAS, Details of type of PVs and Hard and soft landscaping proposals.

HIGHWAY ENGINEER:

I have reviewed the relevant material in the above application and have the following comments: This application relates to the demolition of an existing public house on Harefield Road Uxbridge and erect 18 flats on the site. A previous pre-app for the site was carried out and a Transport Statement was requested along with a parking ratio of 1.375. The proposals involved a car lift parking facility on site. A Transport Statement by Peter Brett has been supplied in support of the application. Harefield Road (B467) is a classified road on the Council's road network and the site has a PTAL value of 1 (poor) which suggests there will be a strong reliance on private car trips at the site. There is a Bus Stop immediately outside the site along with a long stretch of dropped kerb which provides access to the property. The site is within a Controlled Parking Zone which operates Monday to Saturday. The site was previously occupied by the Abrook Arms PH but this has been closed but when open it did have a car park available for patrons. The proposal is to demolish the PH and erect 18 units on the site (3x1bed+13x2 bed+2x3 bed). The existing access will be used for the ramp down to the basement but it is not clear whether the second access will be intersecting the existing Bus Stop.

Perhaps it would be prudent to refer the application to TfL Buses for comment on the basis that the second access might interfere with the bus stop operations. The access proposals will mean changes to the existing kerb/footpath arrangements so it would seem sensible for the applicant to make the changes and re-instate the remaining section of the footpath and pay for the re-instatement. The traffic generation of the proposed use is likely to be similar when compared with the existing use. Under Council's policy and the poor PTAL a maximum parking provision would be required and that equates to 19 car parking spaces and that is what is proposed for the site in a basement and at ground level. The amount of on-site car parking is less than that set out in the pre-app advice but we are now in a position to know the scale of the proposed development. The plans show 4 active and 4 passive EV charging points in the basement which is supported. Revised plans also show cycle parking for 33 cycles which is sufficient but not very secure however, the final design can be conditioned. There is a refuse/recycling bin store provided at the front of the property which is supported. There are no motorcycle bays provided at the site and 2 such bays should be provided but this can be conditioned. On the basis of the above comments I have no significant concerns over the above application.

TREES/ LANDSCAPE OFFICER:

This site is occupied by a redundant pub, with car park and garden, on the west side of Harefield Road. The surrounding properties are residential. The pub garden to the west slopes down to the wooded corridor of the River Frays. As indicated on the Existing Plan, there are a number of individual trees and groups on, or close to, the site to the rear of the building. There are no TPO's or Conservation Area designations affecting the site.

Comment

A Tree Survey by PJC Consultancy has identified 9 trees on the site. None are category grade 'A' (good condition / highest value). 3 trees/groups are grade 'B' (fair condition and value), including T5 an alder, G7 a small group of cypress and T8 a eucalyptus. 5 trees are 'C' grade and 2 are 'U' grade (T11 and T12) - justifying removal in the interests of good management. An Arboricultural Method Statement has also been submitted, which includes tree protection details and arboricultural supervision on site (see 2.30). Although no tree removal is proposed at this stage. The report recommends an Arboricultural Impact Assessment to confirm the removal / retention strategy. According to the Proposed Ground Floor Plan, by Brookes, there will be some surface level parking and ancillary uses in front of the building - which will contribute to the amenity of the residential street. Similarly much of the rear garden will be terraced or retained as soft landscape. If you are minded to approve the application, landscape conditions will be required to protect trees and enhance the landscape quality of the site frontage and rear garden.

Recommendation

No objection subject to conditions RES6, RES8, RES9 (parts 1, 2, 3, 4, 5 and 6) and RES10.

SUSTAINABILITY OFFICER:

Energy Comments

I have no objection to the proposed development.

The energy strategy shows the development will achieve close to the minimum requirement of a 35% reduction in CO2 from 2013 Building Regulations. The application was considered at pre-application earlier in 2016 and was submitted to the Council prior to 1 October 2016. Accordingly, the higher zero carbon standard of the London Plan is not applied to this proposal.

The following condition is necessary to ensure the development achieves the reductions set out in the energy assessment:

Condition

Prior to the commencement of development full details including specifications of the Photovoltaics required to deliver the CO2 reductions as set out in the Sustainability and Energy Statement (22 August 2016). The details shall include the type and size of PVs, as well as a roof plan showing their incorporation on the roof space and the method for fixing them to the roof. The details shall also include the methods for monitoring the use of the PVs. The development must proceed in accordance with the approved plans.

Reason

To ensure the development achieves CO2 reductions in accordance with London Plan Policy 5.2.

Ecology Comments

I have no objection to the proposed development.

The development needs to make a positive contribution to wildlife creation and enhancement. Accordingly a condition for the protection, creation of biodiversity features and enhancement of opportunities for wildlife is recommended.

FLOOD AND WATER MANAGEMENT OFFICER:

Recommendations: Condition - In Accordance with submitted FRA

The rear of the site is shown partly to be in Flood Zone 3 and at risk of flooding from the River Frays. The remainder of the site lies in Flood Zone 1 according to the Environment Agency Flood Maps.

A Flood Risk Assessment by Barnard & Associates Ltd. dated September 2016 report reference 16074-REPORT 01 FRA has been provided. Additional information from Barnard & Associates dated 26/01/2017 has been provided.

Comments on the Planning Application:

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 (FRA) by Barnard & Associates Ltd. dated September 2016 ref: 16074-REPORT 01 FRA and the following mitigation measures detailed within the FRA:

Fluvial Flood Risk

Proposals which are acceptable:-

- It is noted that the seating area to the rear will be at a level 35.45 mAOD which is above the modelled 1 in 100 year plus climate change flood level of 34.95 mAOD. It is also noted that this seating area will not be raised from current levels and that the development will be wholly outside of Flood Zone 3. These are shown on Drawings 16074-01/P1, 16074-02/P1 & 16074-10/P2.
- A cross section of the full site from river to road showing existing ground levels against those proposed and the 100 year plus appropriate climate change allowance flood level has been provided on Drawing No. 16074-15/P1.
- The proposed new lowest finished floor levels in the basement (36.9mAOD) will be over 300mm above the 1 in 100 year plus climate change river flood level.

Groundwater

Acceptable proposals

- The basement will be constructed to be water tight.
- A land drain will provide a flow path for any ground water around the perimeter of the building. This will drain from the front to the rear of the building to run underneath the basement and discharge to the main river. Detail of this has been provided on Drawing No. 16074-10/P2.
- Basement floor levels will be 2.82m to 3m below ground level. Additional information on two

boreholes logs dated 14-15/10/2013 and 15-16/10/2013 have been submitted. One of these boreholes was dry the other encountered water at 4m below ground. These have both been undertaken at the wrong time of year to reflect likely groundwater levels. It is acknowledged that groundwater could be within 2m of ground level.

Sustainable Drainage

Acceptable proposals

- The groundwater investigation provided confirms that ground conditions are not suitable for infiltration.
- The development proposes to discharge surface water into the Frays River via the existing outfall with 50% attenuation of the site surface water runoff. The existing surface water pipe has a flow capacity of 371 l/s.
- A targeted limited discharge rate of 5l/s is to be provided for all events.
- 40m³ of storage will be provided through a storage tank which will be located to the rear of the building below the rear garden but well above the river level. This is shown in Figure 6 within the FRA.
- The additional information provided by Barnard & Associates Ltd. proposes that a green roof will be included on the ground floor to the rear of the building. This has been included in Drawing No. 4803-3-11-A.
- Permeable paving will be used for the car parking area in the front of the development to clean the runoff prior to discharge to the attenuation tank. The water quality of discharge into the watercourse will be maintained by passing development flows through a minimum of one treatment stage.
- The development proposals include a semi basement car park. Any surface water or snow melt dripping from cars will be collected via gullies and discharged into the basement drainage system. A small sump pump or package pumping station will be required to pump the discharge into the high level foul system at the front of the building. The volume will be minimal.
- It is noted that the applicant will have a private management company maintain the surface water drainage structure.
- A maintenance schedule inferring responsibility will be produced as part of the detailed design works. Maintenance requirements for the permeable paving and storage tank has been provided.
- A full detailed plan including final detailed design including all pipe work has been provided on Drawing No. 16074-11/P2.

Proposals requiring further work.

- Rainwater butts have also been proposed for the collection and reuse of rainwater. These should be included on the drawings.
- A management and maintenance plan for all the above drainage network should be provided i.e. the green roof and rainwater butts should be included.

EPU (NOISE):

The Environmental Protection Unit examined the application for planning consent above. We would like to comment as follows:

Sound insulation scheme

The Environmental Protection Unit did not receive sound insulation scheme or an acoustic report in support of this application.

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from road, rail and air traffic, and other external noise sources has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria to guard against external noises. It is good practice to have a scheme satisfying or exceeding the standards laid by BS 8233: 2014 - Guidance on sound insulation and noise reduction for buildings. 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 traffic) (rail traffic) (air traffic) (other) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Control of plant/machinery noise

Scheme for noise control

All plant and/ or machinery hereby approved shall provide a comprehensive scheme for the control of noise emanating from the site, or from other sites from causing noise nuisance to future occupiers of all habitable areas of the development. An Environmental Noise Survey will need to be carried out by a suitably qualified acoustic consultant and must be carried out to the standards laid out in BS 4142: 1997 (Method for rating industrial noise affecting mixed residential and industrial areas). The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

Reason: To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Unitary Development Plan.

Construction Dust

Development shall not begin until a scheme for protecting [surrounding dwellings] [sensitive] from dust emitted from the construction works, has been submitted to, and approved by the Local Planning Authority. The scheme shall include such combination of dust control measures and other measures as may be approved by the Local Planning Authority.

Reason: It is known that dust from construction works can cause nuisance by soiling surfaces and other articles in and about buildings. Dust can also cause irritation such as irritation to the eyes, nose, and throat. There is growing evidence and concern that dust, especially the very small and fine dust particles, can cause or exacerbate respiratory ill-health.

Construction environmental management plan

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

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Control of environmental nuisance from construction work

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)

EPU (AIR QUALITY) OFFICER:

The application did not assess the impact upon air quality at existing locations which will be impacted by the scheme namely the junctions: Harefield Road/Western Avenue/Swakeleys roundabout and Uxbridge roundabout/Oxford Road /Harefield Road

However, as it is likely that the development would not generate any significant additional traffic to that of the former public house use of the site, no objections are raised to the proposal.

ACCESS OFFICER:

Permission is sought to demolish the Abrook Arms Public House to make way for a new residential scheme comprising 18, one, two and three-bedroom units, each with car parking. In assessing this application, reference has been made to the London Plan 2016, Policies 3.8 (Housing Choice), and Approved Document M to the Building Regulations 2010 (ADM 2016).

The Design & Access Statement refers to one Wheelchair Adaptable Dwelling on the ground floor, with all other units designed to an M4(2) standard. Lift access would be achieved to all storeys. The new residential units proposed should comply with the Optional Technical Standards as set out in ADM 2016.

1. A minimum of one Affordable unit should be designed and fitted as a Wheelchair Accessible Dwelling in accordance with section M4(3) of the Approved Document referred to above.
- Conclusion: acceptable, subject to a suitable planning condition attached to any approval.

Planning condition

The development hereby approved shall ensure that no less than one residential unit is constructed to meet the standards for an M4(3) Wheelchair Accessible Dwelling, with all remaining units designed to the standards for an M4(2) dwelling, as set out in Approved Document M to the Building Regulations (2010) 2016. All such provisions shall remain in place for the life of the building.

Reason:

To ensure an appropriate standard of housing stock in accordance with London Plan Policy 3.8 c, and, 3.8 d, is achieved and maintained.

WASTE SERVICES MANAGER:

Space is allocated for 4 x 1,100 litre eurobins which would be sufficient capacity for the 18 flats. If

the storage area is at a different level from the area where the collection vehicle parks then a dropped kerb is required. One minor concern is the width of the path from where the bins are stored to the area accessible to the collection vehicle. I would usually recommend a minimum of 2 metres wide with a smooth surface. The distance from the bin store to the point where the vehicle can access appears to exceed 10 metres - but not by too significant margin so would be acceptable.

S106 OFFICER:

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.

Meeting and discussion were held between Council officers, the Council appointed independent FVA consultant and the applicant and agent. The Council's appointed FVA consultant considers the development to be unviable were it to provide a policy compliant level of affordable housing. The developer has offered a total of one x 3 bedroom family affordable dwelling and one x 1 bedroom affordable dwelling (11% of the scheme). The Council Housing Officer fully supports the contribution of the 3 bedroom family size affordable housing unit and the one bedroom affordable housing unit.

The independent FVA consultant assessment indicates that this would be the maximum that the developer could offer given the viability of the site. On this basis, the level of affordable housing is considered acceptable, subject to a review mechanism. The legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The key considerations in terms of the principle of the development on this site is the loss of the public house use and whether residential is an acceptable use on this site.

Loss of public house use

As some residents have pointed out, this was a family friendly pub that provided an important social facility in the neighbourhood.

The National Planning Policy Framework (NPPF) at paragraph 14 confirms that there should be a presumption in favour of sustainable development although notes at paragraph 70, that amongst other criteria, Local Planning Authorities should "guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs."

Policy 3.1 of the London Plan (March 2016) states that "development proposals should protect and enhance facilities and services that meet the needs of particular groups and communities. Proposals involving loss of these facilities without adequate justification or provision for replacement should be resisted." Policy 3.16 advises that "Proposals which would result in a loss of social infrastructure in areas of defined need for that type of social infrastructure without realistic proposals for re-provision should be resisted. The suitability of redundant social infrastructure premises for other forms of social infrastructure for which there is a defined need in the locality should be assessed before alternative developments are considered." Policy 4.8 seeks to support a successful and diverse retail sector and related facilities and services, advising that Local Development Frameworks

should "develop policies to prevent the loss of retail and related facilities that provide essential convenience and specialist shopping or valued local community assets, including public houses" without strong evidence based justification. The supporting text to this policy confirms that public houses are important in securing 'lifetime neighbourhoods' going on to state at paragraph 4.48A that:

"The Mayor recognises the important role that London's public houses can play in the social fabric of communities (see also Policy 3.1B) and recent research highlights the rapid rate of closures over the past decade and the factors behind these. To address these concerns, where there is sufficient evidence of need, community asset value and viability in pub use, boroughs are encouraged to bring forward policies to retain, manage and enhance public houses."

The LPA does not have, nor are there any specific emerging policies which deal with public houses. Policy CI1 of the Local Plan: Part 1 - Strategic Policies (November 2012) is a general policy which seeks to support community and social infrastructure provision. Policy R11 of the Local Plan: Part 2 - Saved UDP Policies (November 2012) is also a general policy dealing with proposals which involve the loss of land or buildings used or last used for education, social, community and health services and advises that their assessment will include the criteria of (i) if there is a reasonable possibility that refusal of permission for an alternative use would lead to the retention and continued use of the existing facility, (ii) adequate accessible alternative provision is available to meet the foreseeable needs of the existing and potential users of the facility to be displaced; and the proposed alternative use accords with other policies of the plan. In emerging Policy DMCI1 this seeks to retain existing community, sport and education facilities by requiring amongst other criteria, that when the specific use is no longer required on site, the proposal should not lead to a shortfall in provision for the specific use within the local catchment and there is either no demand for another suitable social infrastructure use on site or that the site/premises is no longer appropriate for social infrastructure uses.

A viability assessment has been submitted with the application. This argues that there are many types of pub and although the Abrook Arms was built as a local community pub in 1938, over time, local clientele has been lost and the pub sought to extend its appeal to visitors from wider afield, ultimately without success. This process resulted in the venue becoming a music and comedy venue for the last couple of years before its closure in 2014.

The report notes that the closure of public houses has a long history and puts forward the reasons for the recent decline such as the changing economy and communities, lifestyle changes, including competition from other leisure pursuits and shift towards drinking at home. It goes on to look at the particular circumstances of the Abrook Arms and notes that the Abrook Arms was purpose built with visitor accommodation on the upper floors when Harefield Road was a main road running north/south between Harefield and Uxbridge. Since the 1960s Harefield Road has become a quieter residential street, with the B483 Park Road coming to prominence as the main north/south link. As a result, the pub became too large for a local pub and too peripheral as a place for staying visitors.

It goes on to advise that the pub did not regularly provide space for community groups to meet and its loss would not be detrimental to the social and economic well-being of the area and would not contribute to a shortfall of provision locally as there are plenty of alternative community spaces locally, of which CAMRA lists 10 community clubs and pubs within an approximate 1km of the Abrook Arms, of which 8 are traditional pubs. Of these,

the Uxbridge & District Conservative Club (0.5km), Uxbridge Cricket and Sports Club (0.6km), Swan and Bottle (0.8km) and Crown & Treaty (0.8km) are the nearest facilities, with all the others apart from the Gardiners Arms on Park Road being town centre pubs.

The report concludes that the pub declined due to the proximity and better facilities and attractions within the town centre and the loss of this peripheral pub would not be harmful to the social and economic life of Uxbridge and there is a good choice of other pubs within walking distance. The Abrook Arms has been marketed recently for continuing use as a pub on several occasions and changed hands but numerous new owners and managers have not been able to make a success of it, despite attempt to diversify its offer and continued use as a pub is unlikely to be financially viable.

Having regard to planning policy, it is considered that the proposal would not conflict with existing or emerging policy. The Abrook Arms is already vacant and has been since 2014 so by refusing permission, it can not be reasonably argued that the site will continue to be used as a public house in terms of Policy R11 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). Furthermore, there is alternative provision within a fairly comfortable walking distance. It is therefore considered that no objections can be raised to the loss of the public house use.

Loss of Building

The existing building was built in 1938. Although the building is not statutory or locally listed, the Council's Conservation/ Urban Design Officer considers that it does have architectural interest, and maintains a strong street presence so that it can be described as a non designated heritage asset. Also, when last viewed, the building was not in bad condition, making it suitable for retention, extension and conversion to flats. Although this preference was relayed to prospective developers during the pre-application process, the proposal has been submitted as comprehensive re-development of the site.

The viability assessment also mentions that the building is imbalanced on its site and does not relate well to surrounding properties and that as it was purpose built as a pub, it would be difficult to accommodate an alternative use without the need for demolition. Although the justification for the loss of the building is not particularly robust, given that it is not a designated asset, the NPPF at paragraph 135 advises:

"The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset."

Although the building is not unattractive, with a well proportioned and symmetrical front elevation and gabled roof with three front dormers, it is not a particularly distinctive 1930s building. Perhaps the rear elevation is more unusual due to the ground levels falling away to present a building with more of a vertical emphasis. The Council's Conservation/ Urban Design Officer has assessed the building, both internally and externally and confirms that it does not warrant local listing and overall, whilst acknowledging that it is not the Council's preferred option, raises no objection to the buildings loss, subject to a condition to ensure the building is appropriately recorded prior to demolition. The requirement for a English Heritage Level 1 survey forms part of the Officer's recommendation.

As regards the proposed residential use, this is an established residential area where there

would normally be no objections to the intensification of that use, subject to normal development control criteria.

As such, there are no objections to the loss of the use or the building and the principle of re-development is acceptable.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (March 2016) seeks to ensure that new residential developments achieve the maximum intensity of use compatible with the local context and character of the site and the capacity of local public transport. This site has a Public Transport Accessibility Level (PTAL) of 1a (where 6 represents the highest level of public transport accessibility and 1 the lowest), and Table 3.2 of the London Plan advises that an appropriate residential density for this suburban site would be in the range of 40 - 65 units per hectare (u/ha), (where units have a typical size of 3.1 - 3.7 habitable rooms per unit (hr/unit)) and 150 - 200 habitable rooms per hectare (hr/ha). The proposal would have a unit density of 106 u/ha and an habitable room density of 341 hr/ha, significantly in excess of the Mayor's recommended range.

Factors which have inflated the density include the use of basement parking and use of the sloping land to increase unit numbers.

Exceeding the Mayor's guidance does not automatically suggest that the scheme is unacceptable, but it will be all the more important on this infill site to ensure that any re-development scheme is of a good quality that harmonises with the surrounding environment and suburban setting, whilst providing an acceptable standard of accommodation for its future occupiers, without adversely affecting the amenities of surrounding residential occupiers. These aspects of the proposal are considered in the sections that follow.

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

The existing building is not statutory or locally listed as being of architectural or historical interest and there are no listed buildings nearby whose setting would be affected by the proposal. The site also does not form part of nor is it sited on the fringes of a conservation area and it is not included within an area of special local character.

The site is located within the Colne Valley Archaeological Priority Zone and the application submission included an archaeological desk-based assessment. This has been reviewed by the Greater London Archaeological Advisory Service and they originally objected to the scheme on grounds that a pre-determination assessment of the site's archaeology was required.

A revised archaeological desk-based assessment has been submitted and further review undertaken by GLAAS. Their revised advice is that additional information has been included and further assessment provided which suggests that the below deposits on site potentially represent the infilling of a channel and that there was no presence of the gravel terraces which would have formed the ancient land surface. GLAAS also sent the updated assessment for review by their Historic England Science Adviser, and their advice is that although borehole evidence suggests that the site may provide some palaeoenvironmental potential, the proposed development is not extensive and it is clear that the proposed basement would predominantly impact made ground and the top of the alluvial deposits. Although the foundation, including piling work, would have a deeper impact, after careful review, GLAAS consider that these impacts could be mitigated through the implementation of an appropriate archaeological condition.

The recommended archaeological condition and an informative form part of the officer's recommendation.

7.04 Airport safeguarding

No airport safeguarding issues are raised by this application.

7.05 Impact on the green belt

The site does adjoin the Green Belt boundary at the rear of the site. However, the proposed development would retain a minimum 9m set back from the river bank, keeping open the river corridor and on the opposite side of the river is dense woodland that would safeguard the openness of the wider Green Belt.

It is therefore considered that the impact upon the adjoining Green Belt is acceptable in terms of Policy OL5 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012).

7.07 Impact on the character & appearance of the area

Policy 7.1 of the London Plan (March 2016) 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 optimizing the housing potential/density of sites (Policy 3.4) and sustainable design and construction (Policy 5.3) are also relevant.

Saved Policies BE13 and BE19 of the Hillingdon Local Plan seek to ensure that new development complements or improves the character and amenity of the area, with the scale, bulk and siting of buildings being key in ensuring that the amenity and character of established residential areas are not compromised by new development. Policy BE22 requires residential development of two or more storeys to be set back a minimum of 1m from the side boundaries. Policy BE34 requires developments adjacent to or visible from rivers to, where possible, (i) secure and enhance their role as a wildlife corridor; (ii) seek environmental improvements to waterside areas, (iii) incorporate a building design that complements the visual qualities of the riverside, (iv) provide public access to the waterside, linked to the surrounding public footpath network, (v) a minimum 6 metres of land reserved and landscaped along rivers, suitable for public access and (vi) to enhance and create views through and from the development.

The re-development of this site has formed the subject of a number of pre-application enquiries and the current scheme has been revised, following officer advice.

The height of the proposed flatted block would be similar to that of the existing building and would appear as a two storey building on the Harefield Road frontage, with accommodation in the roof space. The Council's Conservation/Urban Design Officer advises that the proposed building is fairly low key in terms of design, so no objections are raised to the architectural approach in principal.

There is no defined building line along this side of this section of Harefield Road. The proposed building would have a staggered front elevation, with the forwardmost part of the main elevation being a hipped wing which would be sited approximately 3.25m forward of the front elevation of the existing pub building. However, this would still be set back some 9.6m at its nearest point from the road and the siting of this forwardmost part of the building would be set back some 2.4m from the front elevations of the adjoining properties to the south. To the north, the nearest property, No. 195 is set back a similar distance from the road (some 9.1m) and properties here are on the outside bend in the road so that the proposal would not appear unduly prominent within the street scene.

As regards Policy BE22, the proposed building would be set further back from the side boundary shared with No. 189 by 3.5m as compared to the existing public house building, increasing the separation gap from the side elevation of the proposed building to the side boundary from 2.1m to 5.6m as compared to the siting of public house building. On the other side boundary, the proposed building would be sited within 0.9m of the northern site boundary, but here, the site is adjoined by the area of Thames Water underground works and the farm access road, which would retain an undeveloped gap between the flank elevation of the proposal and No. 195, the nearest residential building, of some 20m.

The proposed building would extend across much of the width of the site and the current car park. However, the staggered front elevation, with recessed elements each side of the projecting hipped roofed wing, which is repeated on the rear elevation helps to break up the main bulk of the building.

At the rear, the proposed main building would have a similar siting to the river than the existing building, with the exception of the basement level, which would extend a further 5.4m, to within 11.6m of the river bank. Due to the extended width of the building and its angled relationship with the river, the block would be sited closer to the river towards its northern end, with the main building being sited within 11.0m and the basement some 9.2m of the river bank. Beyond the basement level, there would be some areas of private patio/terrace space which have been raised due to the sloping ground levels, but these would all maintain a 8m buffer zone to the river.

It is considered that the separation distances to the boundaries of the site are sufficient to enable the building to sit comfortably within the street scene and its riparian environment at the rear. These distances are also adequate to allow good quality landscaping to be provided to help soften the appearance of the new building, including in-depth tree planting to be provided to the front of the building.

As regards the design, the building would incorporate a large crown roof. Although not ideal, and a more traditional roof form, ie. without a crown roof would have been preferred, the building has been staggered on its principle elevations and incorporates hipped and gable elements that would avoid a block like built form. The proposed dormers, some with recessed balconies in the roof, would further break up the bulk. The crown roof would also assist with the concealment of the proposed photovoltaic panels.

Following comments from officers, the scheme has been amended which has included the reduction in the number and size of dormers and balconies on the principle elevations, the greening of the basement elevations at the rear, relocation of elements of the building from the west site boundary, reduction in size of the rear terraces and screening of the bin storage area.

The greening of the basement elevations, including a green roof element above in particular, would help the basement/lower ground floor to be disguised and blend in against the rising ground levels as viewed from the river and its public footpath.

The Council's Conservation and Urban Design Officer raises no further objections to the design of the proposal, subject to conditions requiring details of the materials, design of the boundary enclosures, hard and soft landscaping and details of the PV panels. These all form part of the officer recommendation.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP

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

The nearest residential properties to the application site are the adjoining properties on this side of Harefield Road and those on the eastern side of the road, directly opposite the site.

As regards the nearest residential properties, No. 189 Harefield Road would not be affected by overshadowing, being sited to the south of the application site. As regards dominance, the proposed building would not extend beyond the front elevation of this building and the main bulk of the existing public house building currently extends significantly beyond the rear elevation of No. 189 by approximately 6.0m. The main bulk of the proposed building would extend further to the rear, but importantly for adjoining occupiers, this would be on the central projecting wing of the building, with the adjoining part of the main building (excluding the balconies) having a reduced projection to the rear of some 0.75m as compared to the relationship with the existing building. The main bulk of the building would also be set further back from this side boundary, increasing from approximately 2.15m to 5.65m. As such, there would be no breach of the 45 degree line of sight taken from the front and rear facing habitable room windows of the neighbouring property. This property does also contain two first floor side bedroom windows which face the application site, but given that the building would have a similar size and bulk as viewed from these windows, whereas the building as proposed would be set further back from the boundary, the impact of the building on these two windows would be reduced. The building does incorporate a basement level and raised terrace/patio areas which project further to the rear and are sited closer to the side boundary with No. 189 but given the significant decrease in levels from the front to the rear at this and adjoining sites, it is considered that the impact of these elements of the proposal would not be significant as viewed from the adjoining property with No. 189 being sited on higher ground. In terms of privacy, all the proposed windows in the side elevation are ancillary kitchen/ lounge room windows and can be obscure glazed, which has been conditioned. The potential for overlooking from the adjoining balcony areas/patios/raised terraced areas to the front and rear of the proposed building could also be mitigated by appropriate privacy screens which have been controlled by condition.

The nearest adjoining property on the northern side of the site is No. 195 Harefield Road, but this property does not contain any main habitable room windows which face the application site and is separated from the application site by a distance of some 20m by the farm access and the adjacent area of Thames Water works. The curtilage of this neighbouring property is also enclosed by mature trees and planting and its main amenity area is to the front of the property, separated from the side elevation of the proposed building by over 21m so that there would be little/ negligible impact upon this property in terms of its residential amenities.

The properties on the opposite side of Harefield Road would also not be materially affected by overshadowing during daytime hours. The nearest part of the proposed flatted block would be sited some 24.5m from the front elevations of the properties directly opposite so as to fully comply with HDAS guidance. Furthermore, this separation distance between

properties across the road is fairly typical on this part of Harefield Road and the adjoining property, No. 189 Harefield Road and the terrace at Nos. 175 - 181 have a closer relationship with their neighbours opposite. Although the outlook and view from the properties opposite would be restricted as compared to the current position, as the proposed building would not appear unduly dominant, this is not a valid reason to withhold planning permission.

The proposal is therefore considered to comply with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

A condition has been attached which requires details to be submitted before any external lighting/ floodlighting is installed. This will safeguard the amenities of surrounding residents

7.09 Living conditions for future occupiers

- Internal living space

The proposed flats would have internal floor areas ranging from 50.3sqm to 63.4sqm in the case of the 1 bed, 2 person units; 63.6sqm and 73.3sqm for the 2 bed, 3 person units; 70.7sqm to 112.3sqm in the case of the 2 bed, 4 person units, 86.6sqm for the 3 bedroom, 5 person unit and 96.1sqm to 103.6sqm in the case of the 3 bed, 6 person units. These floor areas are all sufficient to satisfy the London Plan's minimum internal floor areas of 50sqm, 61sqm, 70sqm, 86sqm and 95sqm respectively for each type of flat unit.

All the habitable rooms would have a good outlook from their main habitable room patio doors/windows. Furthermore, the majority of the units would have their main aspect facing either east or west, with only Unit 11 on the first floor having its main aspect facing north, but this unit is dual aspect which also faces east. As such, it is considered that the units would provide a suitable outlook and adequate sunlight to their main habitable rooms to ensure that a good standard of residential amenity would be afforded.

- External amenity space

The proposal includes a communal garden area at the rear of the block, adjacent to the river and all the units would have at least one private balcony/patio/terrace area. The communal garden would provide approximately 360sqm and the private amenity areas range from 51.2sqm in the case of one of the basement flats to 5.0sqm for the smallest balcony. These areas in total provide some 222sqm of private amenity space which combined to the communal garden gives a total area of 582sqm. This compares to the HDAS requirement of 445sqm.

It is therefore considered that the scheme would provide an acceptable quantitative and qualitative standard of amenity space, in accordance with Policy BE23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (September 2012).

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of the NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

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

The application has been supported by the submission of a Transport Statement. The Council's Highway Engineer has assessed the scheme and the submitted information and advises that Harefield Road (B467) is a classified road on the Council's road network and the site has a PTAL value of 1 (poor) which suggests there will be a strong reliance on private car trips at the site.

Traffic Generation

The Highway Engineer advises that the traffic likely to be generated by the proposed use would be similar to that generated by the former public house use.

Parking Requirements

The Highway Engineer advises that having regard to Council policy and the poor PTAL, a maximum parking provision would be required and that equates to 19 car parking spaces which has been proposed for the site in the basement and at ground level. Two accessible spaces are shown in the basement. Originally TfL advised that a rear transit zone should be shown to the rear of the spaces and these have now been included on the revised plans. The plans show 4 active and 4 passive EV charging points in the basement which is supported. Following comments from officers and TfL, revised plans have been submitted which show 33 cycle spaces being provided, mainly within 'Sheffield' stands. The provision should be covered and be more secure. Therefore, revised details need to be submitted, which is covered by condition. A refuse store would be provided at the front of the property which is supported (although see comments from Waste Services). There are no motorcycle bays provided at the site and 2 such bays should be provided but this has also been conditioned.

Access/ Other issues

There is a Bus Stop immediately outside the site along with a long stretch of dropped kerb which provides access to the property and its car park. The site is within a Controlled Parking Zone which operates Monday to Saturday. The existing access will be used for the ramp down to the basement but it is not clear whether the second access will be intersecting the existing Bus Stop. TfL buses consider that the surface parking vehicular access will not conflict with the bus stop, but confirmation of this is being sought. The bus stop sign would obstruct the pedestrian access point and this would need to be re-sited and/ or the pedestrian access point re-sited.

Tracking diagrams have been submitted which show that vehicles would be able to access the ramp and the basement parking. The ramp does narrow to 3.5m width in its central section so that shuttle operation would be needed. Details of the proposed traffic management arrangements are required, details of which have been secured by condition. The gradient of the ramp to the basement car park would have a maximum gradient of 1:6 on its central section which reduces to 1:12 at the top and 1:10 at the bottom. Whilst this

would be steeper than the 1:10 gradient normally considered acceptable, the agents have confirmed that the ramp and this gradient does achieve the standards of the Institute of Structural Engineers: Design recommendations for multi-storey and underground car parks. 4th edition (2011). The Council's Highway Engineer has reviewed these standards and advises that on balance, as the ramp complies with these standards, having shallower gradients at each end no objections are raised.

Details of a parking allocation scheme and visibility splays are also required, which are subject of conditions.

On this basis, the Council's Highway Engineer does not raise any objections to the scheme.

7.11 Urban design, access and security

URBAN DESIGN

This is dealt with in Section 7.12 of the report.

ACCESS

This is dealt with in Section 7.12 of the report.

MIX OF UNITS

The proposal does provide a good mix of units.

SECURITY

A Secure by Design condition is included within the officer's recommendation to ensure the scheme achieves the relevant standards.

7.12 Disabled access

The Council's Access Officer has reviewed the application and advises that the Design & Access Statement refers to one Wheelchair Adaptable Dwelling on the ground floor, with all other units designed to an M4(2) standard. Lift access would be achieved to all storeys.

The new residential units proposed should comply with the Optional Technical Standards as set out in ADM 2016.

1. A minimum of one Affordable unit should be designed and fitted as a Wheelchair Accessible Dwelling in accordance with section M4(3) of the Approved Document referred to above.

The Access Officer concludes that the scheme is acceptable, subject to a recommended condition specifying the appropriate accessibility standards. This forms part of the officer recommendation.

7.13 Provision of affordable & special needs housing

Affordable Housing

The London Plan (March 2016) sets the policy framework for affordable housing delivery in London. Policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets. Policy 3.13 sets the threshold for seeking affordable housing as schemes with 10 or more units.

The development would introduce a total of 18 dwellings, thereby triggering the Mayor's affordable housing requirement threshold. Policy H2 of the Hillingdon Local Plan: Part 1 - Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council's Planning Obligations

Supplementary Planning Document (supplementary planning guidance) adopted in July 2014 notes at paragraph 4.16 that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes.

On this basis, approximately 6 units of the 18 units proposed would have to be provided as affordable housing to comply with the requirements of Policy H2, to be secured by way of a S106 Agreement.

The NPPF states that planning obligations should not be so onerous as to make schemes unviable, and that where appropriate the development economics of proposals should be taken into account.

A full Financial Viability Assessment (FVA) has been carried out in support of this application, which has been reviewed by an appropriately qualified, third party, financial consultant. The Council's appointed FVA consultant considers the development to be unviable were it to provide a policy compliant level of affordable housing. The developer has offered a total of one x 3 bedroom family affordable dwelling and one x 1 bedroom affordable dwelling (11% of the scheme). The Council Housing Officer fully supports the contribution of the 3 bedroom family size affordable housing unit and the one bedroom affordable housing unit.

The independent FVA consultant assessment indicates that this would be the maximum that the developer could offer given the viability of the site. On this basis, the level of affordable housing is considered acceptable, subject to a review mechanism. The legal agreement shall provide for the Council to review the finances of the scheme at a set time in order to ensure that the maximum amount of affordable housing is being sought. This forms part of the S106 Agreement.

7.14 Trees, landscaping and Ecology

Trees and Landscaping

Policy BE38 of the of the Hillingdon Local Plan: Saved UDP Policies (November 2012) states that development proposals will be expected to retain and utilise topographical and landscape features of merit and provide new planting and landscaping wherever it is appropriate.

The Council's Tree/Landscape Officer has reviewed the application and advises that there are no TPOs or Conservation Area designations covering the site.

The officer advises that a Tree Survey has been submitted which identifies 9 trees on the site, of which none are category grade 'A' (good condition / highest value), 3 trees/groups are grade 'B' (fair condition and value), including T5 (an alder), G7 (a small group of cypress) and T8 (a eucalyptus), 5 trees are 'C' grade and 2 are 'U' grade (T11 and T12) - justifying removal in the interests of good management. An Arboricultural Method Statement has also been submitted, which includes tree protection details and arboricultural supervision on site. Although no tree removal is proposed at this stage, the report recommends an Arboricultural Impact Assessment to confirm the removal / retention strategy. Landscaping, including in-depth tree planting is being provided at the front of the site which will contribute to the amenity of the residential street. Similarly much of the rear garden will be terraced or retained as soft landscape.

The Officer concludes that there are no objections to the scheme, subject to conditions to

protect trees and enhance the landscape quality of the site frontage and rear garden.

Ecology

The application has been supported by the submission of a Preliminary Ecological Appraisal & Buildings Assessment for Roosting Bat Species. This reports on the findings of a site survey and notes the presence of Japanese Knotweed on the western boundary of the site and makes recommendations for its removal, including use of a specialist contractor prior to the site's re-development. In terms of protected species, the survey focused upon bats, both within the building and in the trees, badgers, reptiles, Great Crested Newts and Dormice. There was no evidence of any protected species being present on site with only evidence of a mammal trail crossing the site. The river corridor is however, an important corridor for wildlife, particularly for foraging bats. The report makes recommendations for wildlife protection/enhancement.

The report has been reviewed by the Council's Sustainability Officer. The officer advises that no objections are raised to the assessment or the scheme, subject to a condition requiring the submission of a scheme for the protection and enhancement of existing ecological features which has been conditioned as part of the officer's recommendation. A floodlighting condition has also been attached to ensure that before any external lighting/floodlighting is installed, details would need to be submitted and approved by the Local Planning Authority.

7.15 Sustainable waste management

London Plan Policy 5.17 requires adequate provision to be made for refuse and recycling facilities for new development.

The Council's Waste Services Manager advises that space is allocated for 4 x 1,100 litre eurobins which would be sufficient capacity for the 18 flats. The officer further advises that if the storage area is at a different level from the area where the collection vehicle parks then a dropped kerb is required and the width of the path from where the bins are stored to the area accessible to the collection vehicle should ideally be 2 metres wide with a smooth surface. The distance from the bin store to the point where the vehicle can access appears to exceed 10 metres, but this is not by too significant margin so as to be acceptable.

A condition has been added to require revised and full details of the bin storage facilities.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (March 2016) establishes the energy hierarchy for minimizing carbon dioxide emissions, Policy 5.3 states that the highest standards of sustainable design and construction should be employed, Policy 5.6 requires an assessment of the use of Combined Heat and Power systems, Policy 5.7 seeks to increase the use of renewable energy and Policy 5.9 seeks to address impacts of overheating and excessive heat generation.

A Sustainability & Energy Statement has been submitted in support of the application which has been reviewed by the Council's Sustainability Officer. The officer advises that the energy strategy shows the development will achieve close to the minimum requirement of a 35% reduction in CO₂ from 2013 Building Regulations. The application was considered at pre-application earlier in 2016 and was submitted to the Council prior to 1 October 2016. Accordingly, the higher zero carbon standard of the London Plan is not applied to this proposal.

On this basis, the officer raises no objections to the scheme, subject to a condition

requiring full details of the photovoltaic panels that are required. This forms part of the officer recommendation.

7.17 Flooding or Drainage Issues

Policy OE7 of the Saved Policies UDP seeks to prevent development in areas liable to flood unless appropriate flood protection measures are proposed and Policy OE8 seeks to resist developments that would result in an increased risk of flooding elsewhere. Policy 5.13 of the London Plan (March 2016) also requires development proposals to utilize sustainable drainage techniques.

The application is supported by a Flood Risk Assessment.

The Environment Agency and Thames Water have been consulted on the application, together with the Council's Water and Flood Management Officer.

The Environment Agency originally objected to the proposals, due to the lack of an adequate natural buffer zone adjacent to the river, and specifically the presence of a raised platform adjacent to the river. The plans have been revised and the agency advise that the revised scheme is acceptable and has overcome their objections. Their recommended Flood Risk Permit Informative is included in the officer's recommendation.

Thames Water do not raise an objection to the scheme on grounds of flooding and/or inadequate capacity in the sewerage system.

The scheme has formed the subject of protracted discussions with the Council's Water and Flood Management Officer and has resulted in revised plans being submitted, together with additional/revised information. The Council Officer advises that the scheme is now acceptable, with the only omissions being that the rainwater butts have not been shown on the approved plans and the management and maintenance schedule of the drainage network should cover the whole system so as to include the rainwater butts and the green roofs to be installed above the basement floor. This has been covered by condition.

On this basis, it is considered that the scheme complies with Policies OE7 and OE8 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 5.13 of the London Plan (March 2016).

7.18 Noise or Air Quality Issues

Policies 7.14 and 7.15 of the London Plan (March 2016) require development proposals amongst other criteria, to be at least 'air quality neutral' and to manage noise respectively and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012) advise that planning permission will not normally be granted for uses and structures that are likely to be detrimental to the area or amenities of surrounding properties due to various impacts, including noise and vibration or the emission of dust, smell or other pollutants unless sufficient mitigation measures are utilised.

Noise

The Council's Environmental Protection Officer has reviewed the application and advises that the scheme is not supported by a sound insulation scheme or an acoustic report. However, providing that conditions are attached to any permission to require the submission of a sound insulation scheme, noise from plant and machinery is controlled, construction dust is mitigated and a Construction Environmental Management Plan is submitted, together with the Construction Works Informative, the scheme can be supported. These all form part of the officer's recommendation.

Thames Water advise that the proposed development is located within 15m of a Thames Water Sewage Pumping Station and that given the nature of the function of the pumping station and the close proximity of the proposed development to the pumping station, they consider that habitable rooms should be at least 15m away from the pumping station assets as highlighted as best practice in 'Sewers for Adoption (7th edition)'. They advise that the amenity of those that will occupy new development must be a consideration as set out in the National Planning Policy Framework (NPPF) therefore we object to the application. In the event that the LPA consider that they will grant planning permission for the development, we would suggest the following informative is attached to the planning permission: 'The proposed development is located within 15m of a Thames Water Sewage Pumping Station and this is contrary to best practice set out in 'Sewers for Adoption (7th edition)'. Future occupiers of the development should be made aware that they could periodically experience adverse amenity impacts from the pumping station in the form of odour and / or noise.

These comments were sent to the applicant and their consultant has responded thus:-

Sewers for adoption describes 3 different types of pumping station. A type 1 pumping station is recommended to be set at 5 m away from a habitable building, a type 2 at 10 m away and a type 3 at 15 m away.

All 3 types of pumping station will be expected to operate on a daily basis.

The pumping station located adjacent to the development site is designed to operate only at times of extremely heavy rainfall. It is not designed to operate on a daily basis in the same manner as a more traditional pump station.

The risk of periodically experiencing adverse amenity impacts from the pumping station would be extremely low noted that it will not operate on a regular basis, and only at times of heavy rainfall when the background noise will be relatively high.'

Thames Water has been forwarded the applicants response and asked to provide clarification to their comments, given that they are somewhat ambiguous and the recommended informative would have no effect. The only response received was a re-stating of their original comments.

As the Council's EPU Officer has not objected to the scheme on grounds of noise or disturbance, it is therefore intended to deal with this issue by attaching the recommended informative and adding a clause to the recommended sound insulation condition which specifically requires appropriate noise and vibration mitigation from the pumping station.

These form part of the officer recommendation. As such, the scheme complies with Policy 7.15 of the London Plan (March 2016) and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012).

Air Quality

An Air Quality Assessment has been submitted with the application. The application and the submitted assessment has been reviewed by the EPU (Air Quality) Officer and they do not raise any objections to the scheme.

Furthermore, as the proposed development is unlikely to generate significant additional

traffic generation, there is no requirement to mitigate the impact of the development in this instance.

The proposal is therefore considered to comply with Policy 7.14 of the London Plan (March 2016) and Policies OE1 and OE3 of the Hillingdon local Plan: Part Two - Saved UDP Policies (November 2012).

7.19 Comments on Public Consultations

As regards the comments raised to the public consultation undertaken, points (i) - (v), (x) - (xvii), (xix) - (xx), (xxii) - (xxiv), (xxvi) - (xxix), (xxxii), (xxxix), (xxxxi) and (xxxxiii) have been dealt with in the officer's report. As regards point (vi), local population will increase marginally but as this forms part of an established residential area and there is a shortage of housing, this is encouraged, subject to normal development control criteria. As regards point (vii) proposal will mainly extend upon the existing car park and landscaping would be enhanced, including in-depth tree planting being introduced at the front of the building. As regards point (viii), the site has been secured and all previous planning applications concerning the former public house would have been considered on their individual planning merits. As regards point (ix), even if young people are attracted to flatted development, this would not detract from the residential character of the area, particularly when compared to the former use of the site. As regards point (xviii), the final height of the boundary wall has been conditioned as part of the landscape scheme, whereas potential damage to property is not a planning matter. Points (xxi), (xxv), (xxxi), (xxxvi), (xxxvii), (xxxx) and (xxxxii) are noted. Points (xxx) and (xxxiv) do not raise a material planning matter, but in the case of the latter, an informative concerning asbestos has been added. As regards point (xxv), a site notice was displayed outside the public house from 2/11/16 and it is considered that with a total of 33 properties being individually consulted, including the nearest 9 properties on this side of the road on the south side of the pub, the consultation exercise undertaken was commensurate with the scale of development proposed and all these properties were consulted on the revised plans. As regards Point (xxxiii) a full response from this neighbor has been received in a letter. In terms of point (xxxviii) the omission or otherwise of an accident along the road can not be construed as invalidating the traffic assessment

7.20 Planning obligations

Policy R17 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) is concerned with securing planning benefits related to the scale and type of development. The policy is supported by more specific supplementary planning guidance.

The following would be required to mitigate the impact of the development:

Heads of Terms

1. Highway Works: S278/S38 for required Highways Works, including re-instatement of adjoining public footpath and possible re-siting of bus stop
2. Affordable Housing comprising 1 x three bedroom and 1 x one bedroom unit
3. Affordable Housing Review Mechanism
4. Construction Training: A financial contribution to the sum of: Training costs: £2500 per £1m build cost plus Coordinator Costs £9,600 per phase or an in kind scheme to be provided.
5. Project Management & Monitoring Fee: A financial contribution equal to 5% of the total cash contributions.

The applicant has agreed to the above heads of terms. As such, the scheme complies with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies.

The development also represents chargeable development under both the Council's and the Mayor's Community Infrastructure Levies which would equate to £95 per sq. m and £35 per sq.m of floorspace adjusted for inflation.

7.21 Expediency of enforcement action

There are no planning enforcement issues raised by this application or the site.

7.22 Other Issues

Land Contamination

Although this site has not been identified as being at risk from contamination, as the proposed use would be more susceptible, a condition has been attached to ensure that a preliminary investigation is carried out and that any soil imported onto the site is clean and free of contamination.

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 loss of the building and the public house use of the site is acceptable and the proposal would not have any significant adverse impacts upon the environment and surrounding properties that would justify a refusal of planning permission.

The proposal would provide much needed good quality additional housing, including two affordable units.

It is recommended for approval.

11. Reference Documents

NPPF (March 2012)

London Plan (March 2016)

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

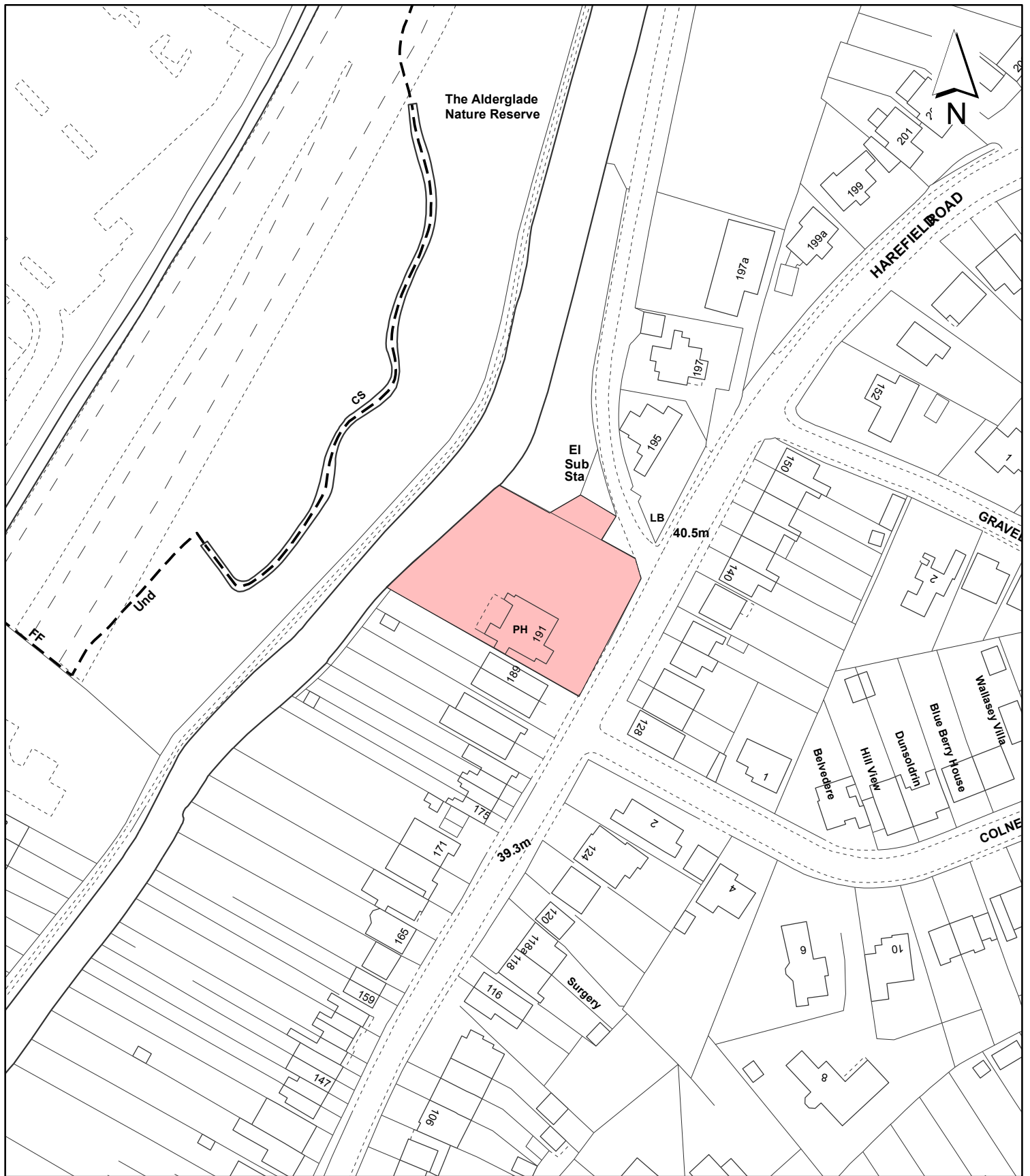
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)

London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)

Planning Obligations Supplementary Planning Document (July 2014)

Contact Officer: Richard Phillips

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Abrook Arms PH
 Harefield Road**

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

Planning Application Ref:
18505/APP/2016/3534

Scale:
1:1,250

Planning Committee:
Major Page 83

Date:
October 2017



HILLINGDON
 LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address LAND OPPOSITE 59/60 HILLINGDON ROAD UXBRIDGE

Development: Advertisement consent for 4 no. freestanding billboards (approximately 6m x 3m) with associated lighting

LBH Ref Nos: 73182/ADV/2017/97

Drawing Nos: 2017/D/219/P/03 Proposed Plan and Elevation
2017/D/219/P/02 Existing Plan and Elevation
2017/D219/P/001 Site Location Plan
2017/D/219/P/04 Illustrative View

Date Plans Received: 14/09/2017 **Date(s) of Amendment(s):**
Date Application Valid: 14/09/2017

1. CONSIDERATIONS

1.1 Site and Locality

The location of the proposed advertising hoarding is adjacent to Hillingdon Road (A4020) which is part of the classified road network. The site is the former highway and pedestrian access to the RAF Uxbridge site that is now being re-developed as St Andrews Park. The site has an area of approximately 180m² and the former access is now closed though the double metal gates and brick pillars have been retained and the pavement reinstalled. The site is located opposite numbers 59 and 60 Hillingdon Road.

The site has a PTAL rating of 3 and falls within the developed area as designated within the Hillingdon Local Plan (November 2012).

1.2 Proposed Scheme

The application seeks advertisement consent for the installation of four free standing billboards, approximately 6m wide and 3m high, they would be positioned on a 1m high base and be externally lit from above with strip lighting. The illumination will be static and have a maximum luminance of 800 cd/m.

1.3 Relevant Planning History

Comment on Planning History

None relevant

2. Advertisement and Site Notice

- 2.1** Advertisement Expiry Date:- 17th October 2017
- 2.2** Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

19 neighbouring properties were consulted by letter dated 22.09.17 and site notices were displayed to the front of the site. The application was also advertised in the local press. One objection to the proposal was received that states:

This is completely out of place in the existing streetscape. This is a residential area and when completed the development behind the proposed buildings will be a residential area of St Andrews Park.

Case Officer's comments

The location of the proposed advertising hoarding is adjacent to Hillingdon Road (A4020) which is part of the classified road network. Whilst the wider area is recognised as residential, the location of the proposed signage adjacent to the highway is deemed acceptable and would not result in a significant detrimental impact on the character of the area. The sign is over 24.5m from the nearest proposed dwelling within St Andrew's Park and so will have no adverse impact on outlook.

Internal Consultees

HIGHWAYS

This application is for an advertising hoarding to be placed on a section of redundant highway on Hillingdon Road which is a classified road (A4020).

This proposal is for the erection of 3 advertising hoardings that are erected on the side of the road. The plan shows an adjacent footpath provided. The hoardings will be externally lit but no luminance levels have been provided so please condition the BS lighting levels for external advertising. The proposals are unlikely to cause any safety issues for pedestrians or other road users on Hillingdon Road. On the basis of the above comments I have no significant highway concerns.

Case Officer's comments:

The signage will have a maximum luminance level of 800 cd/m. This is recommended to be controlled by condition.

ENVIRONMENTAL PROTECTION UNIT

No objection to the planning application; subject to the proposed lighting on the advertisement free standing billboard is not intrusive so as to cause light pollution to the surrounding premises.

Case Officer's comments:

The signage will have a maximum luminance level of 800 cd/m. This is recommended to be controlled by condition.

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE27	Advertisements requiring express consent - size, design and location
BE29	Advertisement displays on business premises
OE1	Protection of the character and amenities of surrounding properties and the local area

5. MAIN PLANNING ISSUES

The display of advertisements is controlled under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. The application seeks consent to display an advertisement and in such cases the Council can only give due regard to the impact of the advertisement on amenity and public safety.

In considering these issues the Council can refer to its planning policies as contained within the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

Policy BE1 of the Hillingdon Local Plan (November 2012) requires all new development to maintain the quality of the built environment by providing high quality urban design. Policies BE27 and BE29 of the Hillingdon Local Plan (November 2012) states that advertisements will only be granted express consent if their size and design complement the scale, form and architectural composition of individual buildings. Furthermore, the Local Planning Authority seek to ensure that the advertisements do not compromise public safety.

Advertising billboards are a characteristic feature of larger town centres (Uxbridge is defined as a Metropolitan Centre). The stretch of highway in question has four lanes, a wide central reservation and various items of street furniture; including signage, street lighting and bus shelters, that also incorporates advertising. Therefore the site is considered a more appropriate location for advertising than a more central location in Uxbridge. The proposed advertising boarding will set against the backdrop of the existing former gated access and will be a continuation of the existing boundary feature. As such they will have a reduced visual impact when compared to a standalone feature. The proposed materials, in terms of the powder coated palisade fencing, will also match those presently in situ. The visual impact of the proposals are therefore considered to be acceptable and the scheme is deemed appropriate to the character of the area adjacent to the four lane highway.

The Highways Officer is satisfied that the proposal would not adversely affect highway safety and it is considered that the proposed sign would not unduly compromise public safety in accordance with point iii of Policy BE27 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). A condition would be imposed regarding levels of illumination and type of illumination.

The nearest residential properties are located 24.5m to the east of the proposed hoardings within the new St Andrew's Park development and to the west of the site on the opposite side of Hillingdon Road. The Council's Environmental Protection Unit have confirmed that the proposed advertising will not be intrusive so as to cause light pollution to the surrounding premises. There will therefore be no adverse impact on residential amenity.

In conclusion, the advertisements are considered to comply with Policies BE27 and BE29 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012). The application for advertisement consent is therefore recommended for approval.

6. **RECOMMENDATION**

APPROVAL subject to the following:

1 ADV1 Standard Advertisement Conditions

- i) No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.
- ii) No advertisement shall be sited or displayed so as to:-
 - (a) Endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
 - (b) Obscure, or hinder the ready interpretation of, any traffic sign, railway signal or aid to navigation by water or air or;
 - (c) Hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle.
- iii) Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a condition that does not impair the visual amenity of the site.
- iv) Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a condition that does not endanger the public.
- v) Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.
- vi) The consent hereby granted shall expire at the end of a period of five years from the date of this consent.

REASON

These requirements are deemed to be attached by Schedule 2 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

2 ADV4 Intensity of Illumination - specified

The intensity of illumination of the advertisement(s) shall not exceed 800 candelas per metre² and will remain static.

REASON

To ensure that the brightness of the proposed advertisement(s) will not have an adverse effect on the amenities of the area and to avoid distraction to passing motorists in accordance with Policy BE27 of the Hillingdon Unitary Development Plan Saved Policies (November 2012).

INFORMATIVES

- 1 The decision to GRANT advertisement consent 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** The decision to GRANT advertisement consent has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

- BE13 New development must harmonise with the existing street scene.
BE27 Advertisements requiring express consent - size, design and location
BE29 Advertisement displays on business premises
OE1 Protection of the character and amenities of surrounding properties and the local area

- 3** On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies (2016). 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.

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

**Land opposite 59/60
 Hillingdon Road**

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

Planning Application Ref:
73182/ADV/2017/97

Scale:
1:1,250

Planning Committee:
Major Page 90

Date:
October 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address WESTCOMBE HOUSE, 36-38 WINDSOR STREET UXBRIDGE

Development: Prior Approval Application for the change of use from office accommodation (Use Class B1(a)) to 33 residential units (Use Class C3).

LBH Ref Nos: 13544/APP/2017/3388

Drawing Nos: AAL-07-210-PO1 - Proposed Floor Plans
AAL-07-207-PO2 - Existing Floor Plans & Location Plan
16631.NIA.01 - Noise Impact Assessment
170950/FRA/JR/KTP/01 - Flood Risk Assessment
170950/TS/TS/KBL/01 - Transport Statement

Date Plans Received: 19/09/2017 **Date(s) of Amendment(s):**

Date Application Valid: 19/09/2017

1. **SUMMARY**

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application is not seeking full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

- (a) transport and highways impacts of the development;
- (b) contamination risks on site;
- (c) flooding risks on site; and
- (d) impacts of noise from commercial premises on the intended occupiers of the development.

In considering an application for prior approval under Class O, Paragraph 10b of Section W states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, the prior approval application must be assessed against transport and highways impact, contamination, noise and flooding risks only. The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

The local planning authority may also grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

The application has been assessed against the above criteria and subject to relevant conditions and the securing of public realm contributions through a Section 106 Legal Agreement, prior approval is not required.

2. **RECOMMENDATION**

1. That delegated powers be given to the Head of Planning and Enforcement to confirm Prior Approval is required and granted 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:

- 1. Public Realm Contribution of £40,000.**
- 2. A legal agreement to prevent future occupants applying for car parking permits.**

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 by 25th 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 the application for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (relating to public realm improvement contribution). The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2016, policies R17, AM2, AM7 and AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016) and the NPPF.'

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 NONSC Parking

Prior to occupation of the development, the following shall be provided on site:

- 1. 8 car parking spaces with markings,**
- 2. 2 parking spaces to be assigned for use by disabled persons and marked as such**
- 3. 2 parking spaces to be supplied with active Electric Vehicle Charging points**
- 4. 2 parking spaces to be supplied with passive Electric Vehicle Charging points**
- 5. Secure and covered cycle parking spaces to be provided for 35 bicycles as a minimum**

Thereafter, they shall be permanently retained and used for no other purpose.

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan (November 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

2 NONSC Contamination

(1) If during development works contamination not addressed in the submitted land contamination report is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation; and

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

(3) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Council. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

3 NONSC Noise Protection

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from noise generated by commercial premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria against external noise as agreed with the Local Planning Authority. Noise emissions from any plant or machinery installed shall be at least 5 dB below the existing background noise level. 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 generated by commercial premises in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

INFORMATIVES

1

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).

2

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

Westcombe House is a Locally Listed Building. It is a former post office, which opened on the 12th of December 1909. The building has three storeys with additional floor space within a mansard roof. The main external finish is red brick with the addition of a banded stone plinth and ornamental stone surrounds to windows at ground and first floors. It has a curved facade incorporating the former main entrance with semi circular fanlight and pediment over. The original building has been extended over time and converted to multiple offices.

The building is located within Uxbridge Town Centre and is positioned on a prominent corner plot at the junction between Windsor Street and Cross Street, marking the entrance into the Old Uxbridge / Windsor Street Conservation Area. Windsor Street extends to the north and is bordered by an arrangement of buildings, many of which are historic, which are used for retail / commercial purposes, with a number having residential flats above ground floor level. To the south is Capital Court which is a large, modern commercial building as well as the war memorial and surrounding green. The majority of the buildings on Cross Street within the immediate vicinity are relatively modern commercial buildings.

Immediately to the south of the site is a roundabout which marks the convergence of three A-roads (A 407, A 408 and A 4020) as well as Windsor Street. The site has a high PTAL score, straddling a PTAL 5 and 6a zone. The site falls within an Air Quality Management Area. The site is not within either Flood Zone 2 or 3 but the eastern edge is subject to some risk from surface water flooding as identified on Environment Agency mapping.

3.2 Proposed Scheme

This application seeks prior approval for the conversion of the existing office building known as Westcombe House to provide 33 individual residential units (31 x 1 Beds, 2 x 2 Beds) which would be distributed over all four floors of the building. An office area of 143.7 m² would be retained at ground floor level. A total of 8 car parking spaces would be provided to serve future occupants. Two of these spaces would be disabled bays, two would be allocated an active vehicle charging point and a further two would have passive installations. The spaces will be located within the existing hard surfaced parking area to the north of the building. Facilities for the secure storage of 35 cycles will also be provided at basement level.

No external extensions or modifications are proposed.

3.3 Relevant Planning History

- 13544/APP/2005/31 Westcombe House, 36-38 Windsor Street Uxbridge
REFURBISHMENT OF EXISTING OFFICES AND CONSTRUCTION OF MANSARD ROOF EXTENSION TO FORM NEW OFFICES, NEW OFFICE RECEPTION AND PARTIAL INFILL OF GROUND FLOOR CAR PARK TO CREATE NEW OFFICE SPACE.
Decision: 24-07-2007 Approved
- 13544/APP/2016/1722 Westcombe House, 36-38 Windsor Street Uxbridge
New brick wall by gate, brick wall at the base of external staircase and housing for storage
Decision: 19-07-2016 Approved
- 13544/B/88/0631 Westcombe House, 36-38 Windsor Street Uxbridge
Demolition of post office sorting depot and erection of an office development and parking facilities
Decision: 17-11-1989 Approved
- 13544/C/88/0632 Westcombe House, 36-38 Windsor Street Uxbridge
Demolition of post office with provision for retention
Decision: 17-11-1989 Approved
- 13544/H/90/1768 Uxbridge H Post Office Windsor Street Uxbridge
Part demolition, part redevelopment, comprising a three storey extension to existing building for office/retail use
Decision: 22-03-1991 Approved
- 13544/Y/95/0255 36-38 Windsor Street Uxbridge
Installation of bronze anodised aluminium shopfronts
Decision: 18-07-1995 Approved

Comment on Relevant Planning History

4. Planning Policies and Standards

Town and Country Planning (General Permitted Development) (England) Order 2016

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

AM7	Consideration of traffic generated by proposed developments.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
NPPF	National Planning Policy Framework
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

No responses received from any members of the public.

Internal Consultees

HIGHWAYS:

The site has an existing vehicular access off Market Square that leads to car parking for 22 cars. Market Square also leads to a large multi-storey public car park.

The site is located at the junction of Windsor Street/ Cross Street and Market Square. The Windsor Street/Cross Street junction is signalised. The site is within a CPZ and the site has a PTAL of 5 (good). The application is supported by a Transport Statement by Lanmor.

The proposals involve the creation of 31x1b units and 2x2b units along with 8 allocated car parking spaces. The proposed trip generation is likely to be less than the existing use. Part of the site will remain as office accommodation and I assume that part of the on-site car parking will be associated with that use (14 spaces).

There will be cycle parking for 33 cycles in the basement along with refuse collection. The applicant has also offered to convert the car parking to 2 active and 2 passive EVCP (conditioned).

I would suggest given the PTAL and the reduced level of on-site car parking that the 2 bed units are allocated car parking spaces and the remainder of spaces are allocated to specific 1b flats as there is ample public car parking adjacent to the site for visitors.

The residents of the proposed development who are not allocated a parking space will not have access to the Residents Parking Scheme which operates in the area and that will be part of a subsequent agreement.

On the basis of the above comments I do not have significant highway concerns over the proposals.

PUBLIC REALM CONTRIBUTION:

Westcombe House is situated on the corner of Cross Street and Windsor Street, to the rear is Graingers Yard car park. Graingers Yard car park is owned and managed by Hillingdon Council, the spaces are provided for season ticket holders only. Negotiations are currently taking place with Transport for London with a view to installing in Graingers Yard car park Hillingdon's first Rapid Electric Vehicle Charging Point. So that the new Rapid Electric Vehicle Charging Point can be provided at no net loss of car parking spaces, it is proposed to resurface and remark the car park. Remarketing the car park will provide an opportunity to review how the space can be used most efficiently.

The Council has been made aware that access in and out of Graingers Yard car park for people with disabilities is poor. For example, there is no useable footway for wheelchair users, what is provided is narrow and discontinuous. As a result wheelchair users have no other option but to use the service road into the car park placing them in a vulnerable situation. Lighting within the car park is also poor.

A developer's contribution of £40,000 is sought to fund a new safe and convenient access for disabled users in and out of the car park at the main entrance with Cross Street. The car park would also be resurfaced and remarked to allow a more efficient use of space and lift the appearance of the car park generally. New lighting would also be provided.

FLOODING & DRAINAGE:

This proposal involves no alteration to the footprint of the building therefore there is no objection.

ENVIRONMENTAL PROTECTION UNIT (EPU):

I would require the applicant to provide robust noise mitigation measures that will ensure that potential noise impact due to the types of activities on Windsor Street, Cross Street, and Market Square are addressed.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016, from 30 May 2013 development consisting of the change of use of a building to a use falling within Class C3 (dwellinghouses) from a use falling within Class B1(a) (offices) constitutes 'permitted development', subject to a number of criteria; namely permitted development rights do not apply if:

- the building is on article 1(6A) land;
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use;
- the site is or forms part of a military hazard area;
- the site is or forms part of a military explosives storage area;

- the building is a listed building (or within its curtilage) or a scheduled monument;
- permitted development rights have been removed.

The site and buildings do not represent any of the exceptions listed above and, as such, qualify for permitted development rights.

7.02 Density of the proposed development

Not applicable as this is not an application for planning permission.

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

Not applicable as this is not an application for planning permission.

7.04 Airport safeguarding

Not applicable as this is not an application for planning permission.

7.05 Impact on the green belt

Not applicable as this is not an application for planning permission.

7.06 Environmental Impact

Not applicable as this is not an application for planning permission.

7.07 Impact on the character & appearance of the area

Not applicable as this is not an application for planning permission.

7.08 Impact on neighbours

Not applicable as this is not an application for planning permission.

7.09 Living conditions for future occupiers

Not applicable as this is not an application for planning permission.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The site is located within a PTAL 5 area and Uxbridge Bus and Train stations are both nearby. There is provision of some off street car parking and it is required that the 2 bedroom flats each have a space allocated to them, with the remaining 6 spaces allocated to specific one bedroom units.

In order to prevent undue pressure on surrounding parking provision, a legal agreement will need to be entered into to prohibit future residents from applying for car parking permits.

Provided these measures are adopted, there will be no adverse impact upon highways and transport.

7.11 Urban design, access and security

Not applicable as this is not an application for planning permission.

7.12 Disabled access

Not applicable as this is not an application for planning permission.

7.13 Provision of affordable & special needs housing

Not applicable as this is not an application for planning permission.

7.14 Trees, landscaping and Ecology

Not applicable as this is not an application for planning permission.

7.15 Sustainable waste management

Not applicable as this is not an application for planning permission.

7.16 Renewable energy / Sustainability

Not applicable as this is not an application for planning permission.

7.17 Flooding or Drainage Issues

The site is within Flood Zone 1. There will be no alteration in the footprint of the building and

the Council's Flooding & Drainage team have not raised any objections.

CONTAMINATED LAND:

The site is within a town centre location where there are no records of land contamination.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit (EPU) have been consulted and have noted that potential sources of noise within the surrounding area, including from road traffic and emitting from nearby public houses. It should be noted that the legislation requires an assessment on the impact of noise from commercial premises only.

It is considered that the building could be adequately sound proofed to prevent future occupants from suffering from unacceptable noise pollution. There is potential that such a scheme could involve having windows fixed shut and, if this is the case, any noise generated from internal ventilation equipment would also need to be taken into account. As such, a further condition will be added to ensure that noise emissions from any plant or machinery that is installed are at least 5 db below background noise levels.

7.19 Comments on Public Consultations

None.

7.20 Planning obligations

In order to mitigate against the impact of the proposals, the following obligations will be sought:

1. Public Realm Contribution of £40,000.
2. Agreement to ensure that on site car parking spaces are allocated to the two bedroom units and specific one bedroom flats and that future occupants will be prohibited from applying for car parking permits.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

The Town and Country Planning (General Permitted Development) (England) (Order 2015/596) ("GPDO 2015") effectively grants planning permission by giving deemed planning permission for certain development without the applicant having to make a formal application for planning permission although the applicant must submit a prior approval application in accordance with the GPDO 2015. Part 3 of Schedule 2 to the GPDO 2015 gives deemed planning permission for certain changes of use. The prior approval application before Members relates to Class O of Part 3 of Schedule 2 of the GPDO 2015.

The GPDO 2015 provides limitations in terms of what matters can be taken into account when determining a prior approval application. In relation to Class O of the GPDO 2015 those relevant matters include:

- (a) Transport and highways impacts of the development;
- (b) Contamination risks on the site;
- (c) Flooding risks on the site; and
- (d) Impacts of noise from commercial premises on the intended occupiers of the development.

Members cannot stray outside these matters when determining a prior approval application. Members must have regard to any representations made and the National Planning Policy Framework, if relevant.

Members can grant prior approval either unconditionally or subject to conditions that are reasonably related to the subject matters of the prior approval application.

Planning obligations can be required if it is necessary to make the details which are the subject of the prior approval application acceptable.

Members should also ensure that their involvement in the determination of the prior approval application adheres to the Members Code of Conduct as adopted by Full Council and also the relevant guidance.

Members can refuse an application for prior approval where the development does not comply with any conditions, limitations or restrictions applicable to the proposed development under the GPDO 2015 or where insufficient information has been provided to enable Members to establish whether the proposed development is permitted under the GPDO 2015.

Equalities & Human Rights:

Section 149 of the Equalities Act 2010 requires Members when making decisions 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 prior approval application. Equalities impacts are not necessarily decisive but the objective of advancing equalities must be taken into account in weighing up the merits of a prior approval application. The weight to be given to any equality issues are a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

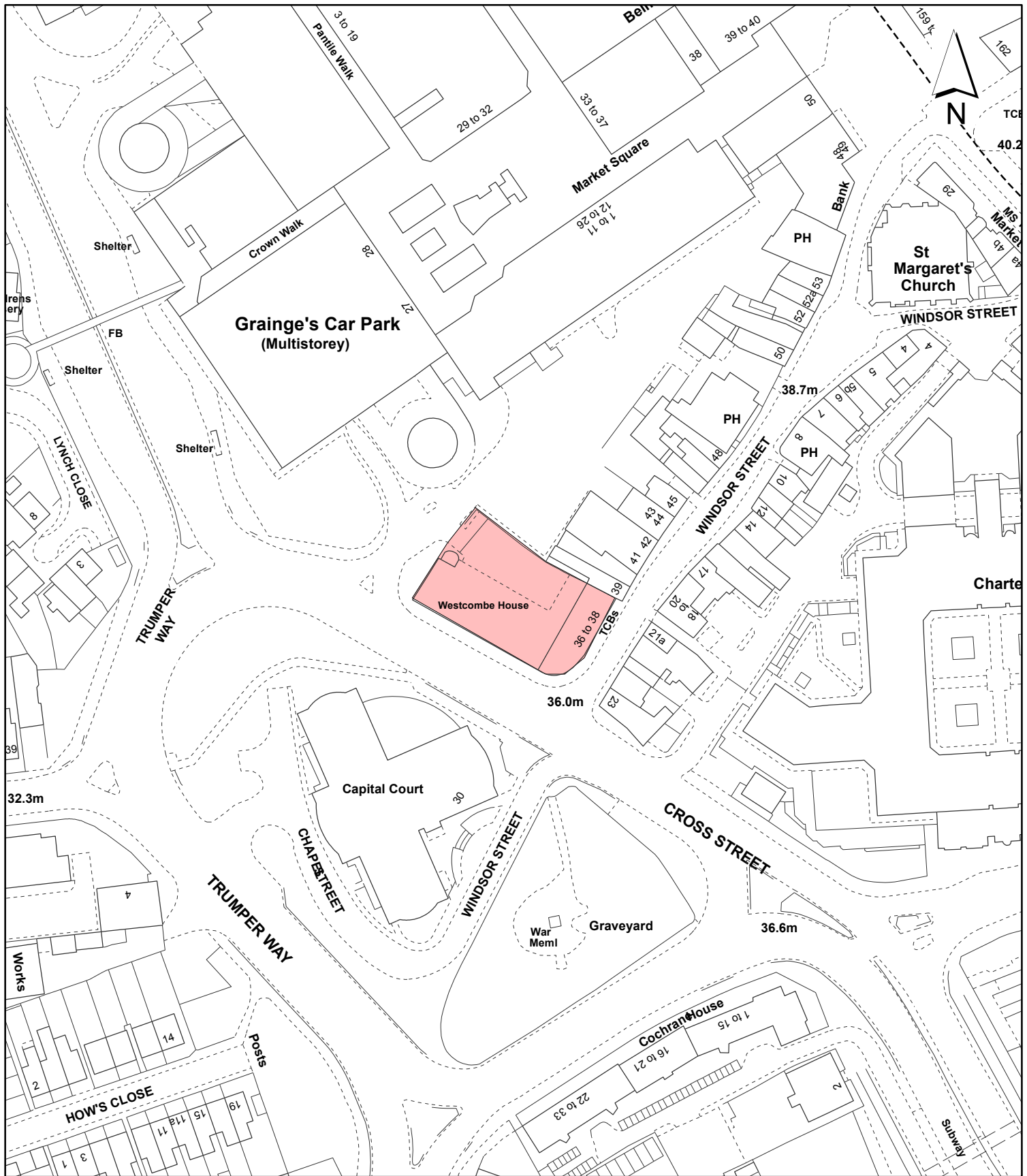
The application has been assessed against the relevant criteria and subject to conditions and the securing of public realm obligations through a Section 106 Legal Agreement, prior approval is required and granted.

11. Reference Documents

Town and Country Planning (General Permitted Development) (England) Order 2016

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Westcombe House
 Windsor Road**

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

Planning Application Ref:
13544/APP/2017/3388

Scale:
1:1,250

Planning Committee:
Major Page 102

Date:
October 2017



HILLINGDON
 LONDON

Item No. Report of the Head of Planning, Building Control, Sport & Green Spaces

Address ARMSTRONG HOUSE MARKET SQUARE UXBRIDGE

Development: Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 132 residential units (Use Class C3)

LBH Ref Nos: 36573/APP/2017/3389

Drawing Nos: P02 - Proposed Fourth and Fifth Floor Plan
P03 - Proposed Sixth Floor Plan
3488_001r_2-0_ps - Planning Noise Assessment
1165496 - Scheme 3 FCA - Flood Consequence Assessment
Transport Statement
P01 - Proposed Second and Third Floor Plans

Date Plans Received: 21/09/2017 **Date(s) of Amendment(s):**

Date Application Valid: 26/09/2017

1. SUMMARY

This application seeks prior approval for the conversion of part of the existing office building known as Armstrong House to provide 132 individual one bedroom residential units.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application is not seeking full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

- (a) transport and highways impacts of the development;
- (b) contamination risks on site;
- (c) flooding risks on site; and
- (d) impacts of noise from commercial premises on the intended occupiers of the development.

In considering an application for prior approval under Class O, Paragraph 10b of Section W states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, the prior approval application must be assessed against transport and highways impact, contamination, noise and flooding risks only. The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

The local planning authority may also grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

The application has been assessed against the above criteria and subject to relevant

conditions and the securing of highway obligations through a Section 106 Legal Agreement, prior approval would be required, and granted..

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to confirm Prior Approval is Not Required 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:

- 1. Public Realm Contribution of £125,906.**
- 2. A legal agreement to prevent future occupants from applying for car parking permits.**

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 by 25th 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 the application for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development to prevent additional highway impacts which could result in undue demand on existing car parking facilities. The applicant has also failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (relating to public realm improvement contribution). The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2016, policies R17, AM2, AM7 and AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016) and the NPPF.'

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 NONSC Parking

Prior to occupation of the development, the following shall be provided on site:

1. Secure and covered parking spaces to be provided for 135 bicycles as a minimum

Thereafter, they shall be permanently retained and used for no other purpose.

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan (November 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

2 NONSC Contamination

(1) If during development works contamination not addressed in the submitted land contamination report is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation; and

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

(3) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Council. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

3 NONSC Noise Protection

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from noise generated by commercial premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria against external noise as agreed with the Local Planning Authority. Noise emissions from any plant or machinery installed shall be at least 5 dB below the existing background noise level. 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 generated by commercial premises in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

INFORMATIVES

1

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).

2

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3

In a car free development, cycle parking is made more attractive to users, if cycle lockers and other forms of cycle storage are provided as not all cyclists wish to leave bikes secured to Sheffield stands for long periods in a shared cycle parking area. You may therefore wish to consider alternative means of cycle storage within the site.

4

The applicant is advised that they can only implement one of the prior approval applications submitted on the 21/09/2017, not a hybrid of different prior approvals, otherwise they may invalidate their prior approval consent and open themselves up to enforcement action.

3. CONSIDERATIONS

3.1 Site and Locality

The site is occupied by a seven-storey flat roof building that forms part of the wider 'Pavilions' shopping centre which is located in the centre of Uxbridge. The ground and first floors are used for retail / commercial purposes and these would be unaffected by the proposal. There is also car parking provided at basement level. These parking spaces serve surrounding offices and shops and are not associated with the proposed development.

The site is located within Uxbridge Town Centre, within close proximity of Uxbridge Bus and Train stations. Surrounding building house predominantly shops, restaurants and takeaways with offices and / or residential units above.

3.2 Proposed Scheme

This application seeks prior approval for the conversion of part of the existing office building known as Armstrong House to provide 132 individual one bedroom residential units which would be distributed across the second to sixth floors of the building. This would be a zero car development, with no car parking spaces being provided. Facilities for the secure storage of 132 cycles (long term) and additional 3 cycles (short term) will also be provided within a secured enclosure in the basement of the building.

No external alterations would be made to the existing building.

3.3 Relevant Planning History

36573/APP/2016/1372 Armstrong House Market Square Uxbridge

Change of use from offices (Use Class B1) to form 16 x four bedroom, 23 x three bedroom, five two bedroom and three x one bedroom residential units (Use Class C3) (Prior Approval)

Decision: 02-06-2016 Refused

36573/APP/2016/2766 Armstrong House Market Square Uxbridge

Change of Use of second to sixth floors of building from office use (Use Class B1) to 3 x 1 bedroom, 5 x 2 bedroom, 23 x 3 bedroom and 16 x 4 bedroom apartments (Notification for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) Order 2015

Decision: 19-09-2016 Approved

Comment on Relevant Planning History

Approval was granted for conversion of the upper floors to residential accommodation under 36573/APP/2016/2766. This approval was subject to a Section 106 Agreement to ensure that no future occupants applied for car parking permits, so as to prevent unacceptable demand on car parking facilities.

An earlier application 36573/APP/2016/1372 was refused in the absence of an agreement relating to car parking permits.

4. Planning Policies and Standards

Town and Country Planning (General Permitted Development) (England) Order 2016

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

No comments received from members of the public.

Internal Consultees

HIGHWAYS:

If this is a car free development then residents would not be eligible for residents parking permits. In a car free development it would be more attractive if the cycle parking was made more attractive with cycle lockers and other forms of cycle storage as not all cyclists wish to leave bikes secured to Sheffield stands for long periods in a shared cycle parking area.

The proposed new residential development at Armstrong House, Market Square, Uxbridge would occupy a location in the very centre of Uxbridge offering its new residents excellent access to all the services and facilities that the town has to offer as well as a full range of public transport opportunities. Residents living in the new development will be able to gain access to the underground station by simply walking a short distance along the High Street - direct access to the bus station is via Bakers Yard. Whilst Bakers Yard is open to vehicular traffic, in practice it operates as pedestrianised area, it is just 60 metres in length.

Using funding from the Greater London Authority, developer contributions and the Council's own resources, a scheme to improve the public realm and transport interchange in Uxbridge is being developed, this scheme is known as a "Change of Heart". An important component of these works is the enhancement of Bakers Yard. Bakers Yard is bordered on both sides by the high sided walls of the adjacent shopping centres which limits natural light and creates an enclosed sense of space. The carriageway surface is block paved but it is now beginning to fail evident by cracked pavers and an uneven surface. Over time utility companies have dug up and re-laid the carriageway creating an unattractive patchwork of different material types and colour. Bakers Yard is also used as a place for storing large brightly coloured plastic refuse bins. These refuse bins often become full resulting in the build up of litter. Over time the place where the refuse bins stand has become blackened by dirt from the fallen waste.

A developer's contribution is sought to implement enhancements to Bakers Yard. This would provide the new resident of Armstrong House with a convenient and pleasant walk between their apartments and the bus station. The Council has already commissioned consultants to consider the options for improving Bakers Yard and propose attractive panels to screen the refuse bins, these would be lit at night becoming a feature in their own right. The carriageway would be resurfaced and attractive feature street lighting provided.

ENVIRONMENTAL PROTECTION UNIT (EPU)

As with the previous application at this site we would not require a contaminated land condition on the basis of the likely past uses and no demolition and soft landscaped areas being constructed. It appears that the previous uses of the site were for residential and commercial buildings rather than industrial uses although there was a garage and laundry marked nearby. (COMMENT FROM PREVIOUS APPROVAL).

I would require the applicant to provide robust noise mitigation measures that will ensure that potential noise impact due to the types of activities on Windsor Street, Cross Street, and Market Square are addressed.

FLOODING & DRAINAGE:

The applicants have submitted a Flood Risk Assessment demonstrating the site is in Flood Zone 1 and is not at risk of flooding from other sources. There are no alterations to the site that could incorporate Sustainable Drainage Systems therefore there are no further comments.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016, from 30 May 2013 development consisting of the change of use of a building to a use falling within Class C3 (dwellinghouses) from a use falling within Class B1(a) (offices) constitutes 'permitted development', subject to a number of criteria; namely permitted development rights do not apply if:

- the building is on article 1(6A) land);
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use;
- the site is or forms part of a military hazard area;
- the site is or forms part of a military explosives storage area;
- the building is a listed building (or within its curtilage) or a scheduled monument;
- permitted development rights have been removed.

The site and buildings do meet any of the criteria listed above. As such the site and building benefit from permitted development rights.

7.02 Density of the proposed development

Not applicable as this is not an application for planning permission.

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

Not applicable as this is not an application for planning permission.

7.04 Airport safeguarding

Not applicable as this is not an application for planning permission.

7.05 Impact on the green belt

Not applicable as this is not an application for planning permission.

7.06 Environmental Impact

Not applicable as this is not an application for planning permission.

7.07 Impact on the character & appearance of the area

Not applicable as this is not an application for planning permission.

7.08 Impact on neighbours

Not applicable as this is not an application for planning permission.

7.09 Living conditions for future occupiers

Not applicable as this is not an application for planning permission.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The development would be car free. This is considered an acceptable arrangement given the high PTAL score (6A) attached to the site, which is within close proximity of Uxbridge bus and train stations.

In order to prevent undue burden on parking within the surrounding area, the applicant will be required to enter into a Section 106 agreement to ensure that future occupants of the development would not apply for car parking permits.

A condition will be attached to any approval that will require all cycle parking facilities to be provided and maintained throughout the lifetime of the development.

7.11 Urban design, access and security

Not applicable as this is not an application for planning permission.

7.12 Disabled access

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7.13 Provision of affordable & special needs housing

- Not applicable as this is not an application for planning permission.
- 7.14 Trees, landscaping and Ecology**
- Not applicable as this is not an application for planning permission.
- 7.15 Sustainable waste management**
- Not applicable as this is not an application for planning permission.
- 7.16 Renewable energy / Sustainability**
- Not applicable as this is not an application for planning permission.
- 7.17 Flooding or Drainage Issues**
- The site lies within Flood Zone 1. All residential units will be on upper floors and the footprint of the building will not be increased. As such, there are no concerns relating to the potential for flooding.
- 7.18 Noise or Air Quality Issues**
- The site is within Uxbridge Town Centre where there are a number of commercial premises, including those within the night time economy. It is considered that future occupants can be protected from undue noise permeation through the application of a condition requiring sound proofing to be provided to an acceptable standard.
- 7.19 Comments on Public Consultations**
- No public responses received.
- 7.20 Planning obligations**
- In order to mitigate against the impact of the proposals, the following obligations will be sought:
1. Agreement that future occupants will not be able to apply for car parking permits.
 2. Public Realm Contribution of £125,906.
- 7.21 Expediency of enforcement action**
- Not applicable.
- 7.22 Other Issues**
- None.
- 8. Observations of the Borough Solicitor**
- The Town and Country Planning (General Permitted Development) (England) (Order 2015/596) ("GPDO 2015") effectively grants planning permission by giving deemed planning permission for certain development without the applicant having to make a formal application for planning permission although the applicant must submit a prior approval application in accordance with the GPDO 2015. Part 3 of Schedule 2 to the GPDO 2015 gives deemed planning permission for certain changes of use. The prior approval application before Members relates to Class O of Part 3 of Schedule 2 of the GPDO 2015.
- The GPDO 2015 provides limitations in terms of what matters can be taken into account when determining a prior approval application. In relation to Class O of the GPDO 2015 those relevant matters include:
- (a) Transport and highways impacts of the development;
 - (b) Contamination risks on the site;
 - (c) Flooding risks on the site; and
 - (d) Impacts of noise from commercial premises on the intended occupiers of the development.
- Members cannot stray outside these matters when determining a prior approval application. Members must have regard to any representations made and the National

Planning Policy Framework, if relevant.

Members can grant prior approval either unconditionally or subject to conditions that are reasonably related to the subject matters of the prior approval application.

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Members should also ensure that their involvement in the determination of the prior approval application adheres to the Members Code of Conduct as adopted by Full Council and also the relevant guidance.

Members can refuse an application for prior approval where the development does not comply with any conditions, limitations or restrictions applicable to the proposed development under the GPDO 2015 or where insufficient information has been provided to enable Members to establish whether the proposed development is permitted under the GPDO 2015.

Equalities & Human Rights:

Section 149 of the Equalities Act 2010 requires Members when making decisions 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 prior approval application. Equalities impacts are not necessarily decisive but the objective of advancing equalities must be taken into account in weighing up the merits of a prior approval application. The weight to be given to any equality issues are a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

This application seeks prior approval for the conversion of part of the existing office building known as Armstrong House to provide 132 individual one bedroom residential units.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016.

It has been demonstrated that the proposed residential units would not be subject to unacceptable risk from flooding / drainage or land contamination issues. The development would also not have an adverse impact on highways and transport subject to the signing of

a Section 106 agreement to prevent future occupants applying for parking permits. No future occupants be subjected to undue levels of noise, provided mitigation measures set out in the attached conditions are adopted.

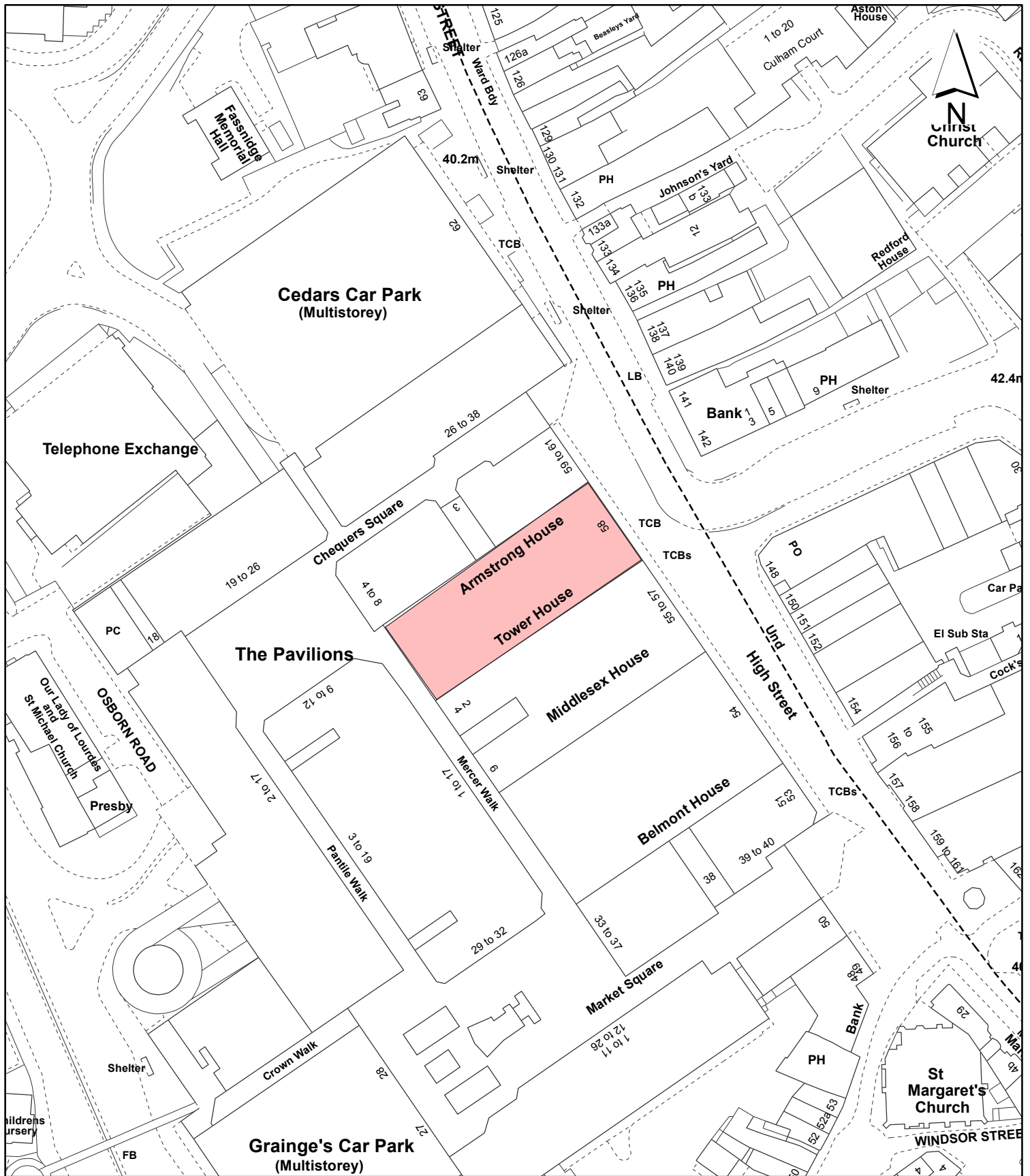
The application has been assessed against the relevant criteria and, subject to conditions and the securing of highway and public realm obligations to be secured through a Section 106 legal agreement, prior approval is required and granted.

11. Reference Documents

Town and Country Planning (General Permitted Development) (England) Order 2016

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

Armstrong House

Planning Application Ref:

36573/APP/2017/3389

Planning Committee:

Major Page 113

Scale:

1:1,250

Date:

October 2017

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111



HILLINGDON
 LONDON

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Item No. Report of the Head of Planning, Building Control, Sport & Green Spaces

Address ARMSTRONG HOUSE MARKET SQUARE UXBRIDGE

Development: Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 90 residential units (Use Class C3)

LBH Ref Nos: 36573/APP/2017/3390

Drawing Nos: AAL-17-229-SK2 Rev B - Proposed Floor Layouts
1709-14 SK03 - Proposed Cycle Parking Arrangement - Option 1
1709-14 SK01 A - Proposed Cycle Parking Arrangement - Option 1
1165496 - Scheme 1 FCA - Flood Consequences Assessment
1165496 - Scheme 1 - Phase 1 Geo-Environmental Assessment
399-PL-SITE-001 - Transport Statement
3488_001r_2-0_ps - Planning Noise Assessment

Date Plans Received: 21/09/2017 **Date(s) of Amendment(s):**

Date Application Valid: 26/09/2017

1. SUMMARY

This application seeks prior approval for the conversion of part of the existing office building known as Armstrong House to provide 90 individual residential units (77 x one bedroom units, 13 x two bedroom units).

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application is not seeking full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

(a) transport and highways impacts of the development;

(b) contamination risks on site;

(c) flooding risks on site; and

(d) impacts of noise from commercial premises on the intended occupiers of the development.

In considering an application for prior approval under Class O, Paragraph 10b of Section W states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, the prior approval application must be assessed against transport and highways impact, contamination, noise and flooding risks only. The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

The local planning authority may also grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

The application has been assessed against the above criteria and subject to relevant conditions and the securing of highway obligations through a Section 106 Legal Agreement, prior approval would be required, and granted..

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to confirm Prior Approval is Not Required 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:

- 1. Public Realm Contribution of £85,846.**
- 2. A legal agreement to prevent future occupants from applying for car parking permits.**

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 by 25th 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 the application for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development to prevent additional highway impacts which could result in undue demand on existing car parking facilities. The applicant has also failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (relating to public realm improvement contribution). The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2016, policies R17, AM2, AM7 and AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016) and the NPPF.'

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 NONSC Parking

Prior to occupation of the development, the following shall be provided on site:

1. Secure and covered parking spaces to be provided for 114 bicycles as a minimum

Thereafter, they shall be permanently retained and used for no other purpose.

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan (November 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

2 NONSC Contamination

(1) If during development works contamination not addressed in the submitted land contamination report is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation; and

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

(3) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Council. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

3 NONSC Noise Protection

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from noise generated by commercial premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria against external noise as agreed with the Local Planning Authority. Noise emissions from any plant or machinery installed shall be at least 5 dB below the existing background noise level. 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 generated by commercial premises in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

INFORMATIVES

1

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).

2

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3

In a car free development, cycle parking is made more attractive to users, if cycle lockers and other forms of cycle storage are provided as not all cyclists wish to leave bikes secured to Sheffield stands for long periods in a shared cycle parking area. You may therefore wish to consider alternative means of cycle storage within the site.

4

The applicant is advised that they can only implement one of the prior approval applications submitted on the 21/09/2017, not a hybrid of different prior approvals, otherwise they may invalidate their prior approval consent and open themselves up to enforcement action.

3. CONSIDERATIONS

3.1 Site and Locality

The site is occupied by a seven-storey flat roof building that forms part of the wider 'Pavilions' shopping centre which is located in the centre of Uxbridge. The ground and first floors are used for retail / commercial purposes and these would be unaffected by the proposal. There is also car parking provided at basement level. These parking spaces serve surrounding offices and shops and are not associated with the proposed development.

The site is located within Uxbridge Town Centre, within close proximity of Uxbridge Bus and Train stations. Surrounding building house predominantly shops, restaurants and takeaways with offices and / or residential units above.

3.2 Proposed Scheme

This application seeks prior approval for the conversion of part of the existing office (B1a use) building known as Armstrong House to provide 90 individual residential (C3 use) units (77 x one bedroom units, 13 x two bedroom units) which would be distributed across the second to sixth floors of the building. This would be a zero car development, with no car parking spaces being provided. Facilities for the secure storage of 110 cycles (long term) and additional 4 cycles (short term) will also be provided within a secured enclosure in the basement of the building.

No external alterations would be made to the existing building.

3.3 Relevant Planning History

36573/APP/2016/1372 Armstrong House Market Square Uxbridge

Change of use from offices (Use Class B1) to form 16 x four bedroom, 23 x three bedroom, five two bedroom and three x one bedroom residential units (Use Class C3) (Prior Approval)

Decision: 02-06-2016 Refused

36573/APP/2016/2766 Armstrong House Market Square Uxbridge

Change of Use of second to sixth floors of building from office use (Use Class B1) to 3 x 1 bedroom, 5 x 2 bedroom, 23 x 3 bedroom and 16 x 4 bedroom apartments (Notification for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) Order 2015)

Decision: 19-09-2016 Approved

Comment on Relevant Planning History

Approval was granted for conversion of the upper floors to residential accommodation under 36573/APP/2016/2766. This approval was subject to a Section 106 Agreement to ensure that no future occupants applied for car parking permits, so as to prevent unacceptable demand on car parking facilities.

An earlier application 36573/APP/2016/1372 was refused in the absence of an agreement relating to car parking permits

4. Planning Policies and Standards

Town and Country Planning (General Permitted Development) (England) Order 2016

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

No comments received from members of the public.

Internal Consultees

HIGHWAYS:

If this is a car free development then residents would not be eligible for residents parking permits. In a car free development it would be more attractive if the cycle parking was made more attractive with cycle lockers and other forms of cycle storage as not all cyclists wish to leave bikes secured to Sheffield stands for long periods in a shared cycle parking area.

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Equalities & Human Rights:

Section 149 of the Equalities Act 2010 requires Members when making decisions 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 prior approval application. Equalities impacts are not necessarily decisive but the objective of advancing equalities must be taken into account in weighing up the merits of a prior approval application. The weight to be given to any equality issues are a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

This application seeks prior approval for the conversion of part of the existing office building known as Armstrong House to provide 90 individual residential units (77 x one bedroom units, 13 x two bedroom units).

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016.

It has been demonstrated that the proposed residential units would not be subject to unacceptable risk from flooding / drainage or land contamination issues. The development

would also not have an adverse impact on highways and transport subject to the signing of a Section 106 agreement to prevent future occupants applying for parking permits. No future occupants be subjected to undue levels of noise, provided mitigation measures set out in the attached conditions are adopted.

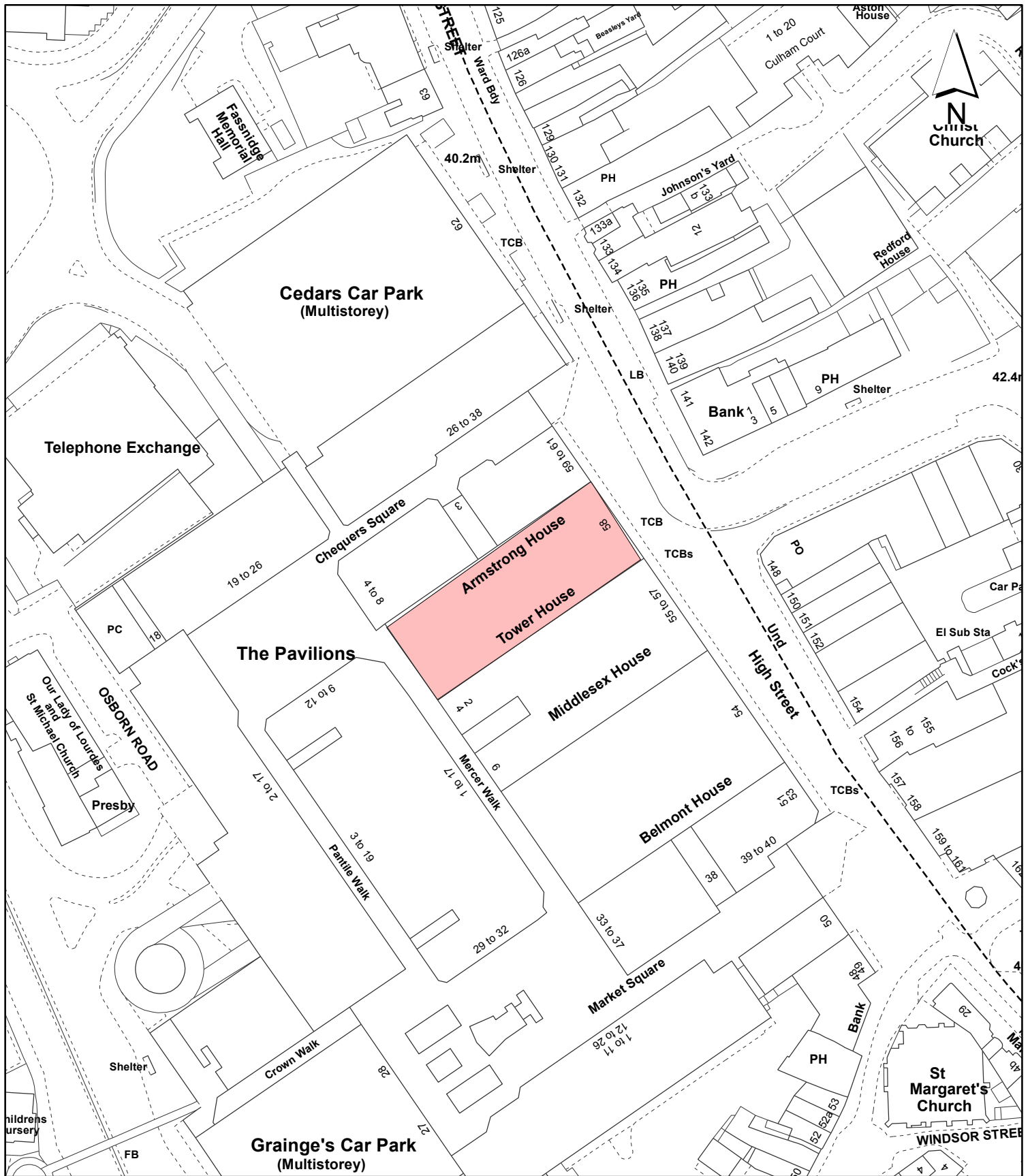
The application has been assessed against the relevant criteria and, subject to conditions and the securing of highway and public realm obligations to be secured through a Section 106 legal agreement, prior approval is required and granted.

11. Reference Documents

Town and Country Planning (General Permitted Development) (England) Order 2016

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

Armstrong House

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

Planning Application Ref:
36573/APP/2017/3390

Scale:
1:1,250

Planning Committee:
Major Page 125

Date:
October 2017



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Item No. Report of the Head of Planning, Building Control, Sport & Green Spaces

Address ARMSTRONG HOUSE MARKET SQUARE UXBRIDGE

Development: Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 103 residential units (Use Class C3)

LBH Ref Nos: 36573/APP/2017/3391

Drawing Nos: 789 - 01 P1 - Proposed Second Floor Plan
789 - 02 P1 - Proposed Third Floor Plan
789 - 03 P1 - Proposed Fourth Floor Plan
789 - 04 P1 - Proposed Fifth Floor Plan
789 - 05 P1 - Proposed Sixth Floor Plan
1709-14 SK01 A - Proposed Cycle Parking Arrangement Option 1
1709-14 SK03 - Proposed Cycle Parking Arrangement Option 1
3488_001r_2-0_ps - Planning Noise Assessment
1165496 - Scheme 2 - Phase 1 Geo_Environmental Report
Transport Statement
1165496 - Scheme 2 FCA - Flood Consequences Assessment

Date Plans Recieved: 21/09/2017

Date(s) of Amendment(s):

Date Application Valid: 26/09/2017

1. SUMMARY

This application seeks prior approval for the conversion of part of the existing office building known as Armstrong House to provide 103 individual one bedroom residential units.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application is not seeking full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

(a) transport and highways impacts of the development;

(b) contamination risks on site;

(c) flooding risks on site; and

(d) impacts of noise from commercial premises on the intended occupiers of the development.

In considering an application for prior approval under Class O, Paragraph 10b of Section W states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, the prior approval application must be assessed against transport and highways impact, contamination, noise and flooding risks only. The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

The local planning authority may also grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

The application has been assessed against the above criteria and subject to relevant conditions and the securing of highway obligations through a Section 106 Legal Agreement, prior approval would be required, and granted..

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to confirm Prior Approval is Not Required 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:

- 1. Public Realm Contribution of £98,246.**
- 2. A legal agreement to prevent future occupants from applying for car parking permits.**

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 by 25th 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 the application for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development to prevent additional highway impacts which could result in undue demand on existing car parking facilities. The applicant has also failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (relating to public realm improvement contribution). The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2016, policies R17, AM2, AM7 and AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016) and the NPPF.'

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 NONSC Parking

Prior to occupation of the development, the following shall be provided on site:

1. Secure and covered parking spaces to be provided for 114 bicycles as a minimum

Thereafter, they shall be permanently retained and used for no other purpose.

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan (November 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

2 NONSC Contamination

(1) If during development works contamination not addressed in the submitted land contamination report is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation; and

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

(3) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Council. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

3 NONSC Noise Protection

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from noise generated by commercial premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria against external noise as agreed with the Local Planning Authority. Noise emissions from any plant or machinery installed shall be at least 5 dB below the existing background noise level. 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 generated by commercial premises in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

INFORMATIVES

1

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).

2

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3

In a car free development, cycle parking is made more attractive to users, if cycle lockers and other forms of cycle storage are provided as not all cyclists wish to leave bikes secured to Sheffield stands for long periods in a shared cycle parking area. You may therefore wish to consider alternative means of cycle storage within the site.

4

The applicant is advised that they can only implement one of the prior approval applications submitted on the 21/09/2017, not a hybrid of different prior approvals, otherwise they may invalidate their prior approval consent and open themselves up to enforcement action.

3. CONSIDERATIONS

3.1 Site and Locality

The site is occupied by a seven-storey flat roof building that forms part of the wider 'Pavilions' shopping centre which is located in the centre of Uxbridge. The ground and first floors are used for retail / commercial purposes and these would be unaffected by the proposal. There is also car parking provided at basement level. These parking spaces serve surrounding offices and shops and are not associated with the proposed development.

The site is located within Uxbridge Town Centre, within close proximity of Uxbridge Bus

and Train stations. Surrounding building house predominantly shops, restaurants and takeaways with offices and / or residential units above.

3.2 Proposed Scheme

This application seeks prior approval for the conversion of part of the existing office building known as Armstrong House to provide 103 individual one bedroom residential units which would be distributed across the second to sixth floors of the building. This would be a zero car development, with no car parking spaces being provided. Facilities for the secure storage of 110 cycles (long term) and additional 4 cycles (short term) will also be provided within a secured enclosure in the basement of the building.

No external alterations would be made to the existing building.

3.3 Relevant Planning History

36573/APP/2016/1372 Armstrong House Market Square Uxbridge

Change of use from offices (Use Class B1) to form 16 x four bedroom, 23 x three bedroom, five two bedroom and three x one bedroom residential units (Use Class C3) (Prior Approval)

Decision: 02-06-2016 Refused

36573/APP/2016/2766 Armstrong House Market Square Uxbridge

Change of Use of second to sixth floors of building from office use (Use Class B1) to 3 x 1 bedroom, 5 x 2 bedroom, 23 x 3 bedroom and 16 x 4 bedroom apartments (Notification for Prior Approval under Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) Order 2015)

Decision: 19-09-2016 Approved

Comment on Relevant Planning History

Approval was granted for conversion of the upper floors to residential accommodation under 36573/APP/2016/2766. This approval was subject to a Section 106 Agreement to ensure that no future occupants applied for car parking permits, so as to prevent unacceptable demand on car parking facilities.

An earlier application 36573/APP/2016/1372 was refused in the absence of an agreement relating to car parking permits.

4. Planning Policies and Standards

Town and Country Planning (General Permitted Development) (England) Order 2016

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

No comments received from members of the public.

Internal Consultees

HIGHWAYS:

If this is a car free development then residents would not be eligible for residents parking permits. In a car free development it would be more attractive if the cycle parking was made more attractive with cycle lockers and other forms of cycle storage as not all cyclists wish to leave bikes secured to Sheffield stands for long periods in a shared cycle parking area.

The proposed new residential development at Armstrong House, Market Square, Uxbridge would occupy a location in the very centre of Uxbridge offering its new residents excellent access to all the services and facilities that the town has to offer as well as a full range of public transport opportunities. Residents living in the new development will be able to gain access to the underground station by simply walking a short distance along the High Street - direct access to the bus station is via Bakers Yard. Whilst Bakers Yard is open to vehicular traffic, in practice it operates as pedestrianised area, it is just 60 metres in length.

Using funding from the Greater London Authority, developer contributions and the Council's own resources, a scheme to improve the public realm and transport interchange in Uxbridge is being developed, this scheme is known as a "Change of Heart". An important component of these works is the enhancement of Bakers Yard. Bakers Yard is bordered on both sides by the high sided walls of the adjacent shopping centres which limits natural light and creates an enclosed sense of space. The carriageway surface is block paved but it is now beginning to fail evident by cracked pavers and an uneven surface. Over time utility companies have dug up and re-laid the carriageway creating an unattractive patchwork of different material types and colour. Bakers Yard is also used as a place for storing large brightly coloured plastic refuse bins. These refuse bins often become full resulting in the build up of litter. Over time the place where the refuse bins stand has become blackened by dirt from the fallen waste.

A developer's contribution is sought to implement enhancements to Bakers Yard. This would provide the new resident of Armstrong House with a convenient and pleasant walk between their apartments and the bus station. The Council has already commissioned consultants to consider the options for improving Bakers Yard and propose attractive panels to screen the refuse bins, these would be lit at night becoming a feature in their own right. The carriageway would be resurfaced and attractive feature street lighting provided.

ENVIRONMENTAL PROTECTION UNIT (EPU)

As with the previous application at this site we would not require a contaminated land condition on the basis of the likely past uses and no demolition and soft landscaped areas being constructed. It appears that the previous uses of the site were for residential and commercial buildings rather than industrial uses although there was a garage and laundry marked nearby. (COMMENT FROM PREVIOUS APPROVAL).

I would require the applicant to provide robust noise mitigation measures that will ensure that potential noise impact due to the types of activities on Windsor Street, Cross Street, and Market Square are addressed.

FLOODING & DRAINAGE:

The applicants have submitted a Flood Risk Assessment demonstrating the site is in Flood Zone 1 and is not at risk of flooding from other sources. There are no alterations to the site that could incorporate Sustainable Drainage Systems therefore there are no further comments.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016, from 30 May 2013 development consisting of the change of use of a building to a use falling within Class C3 (dwellinghouses) from a use falling within Class B1(a) (offices) constitutes 'permitted development', subject to a number of criteria; namely permitted development rights do not apply if:

- the building is on article 1(6A) land;
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use;
- the site is or forms part of a military hazard area;
- the site is or forms part of a military explosives storage area;
- the building is a listed building (or within its curtilage) or a scheduled monument;
- permitted development rights have been removed.

The site and buildings do meet any of the criteria listed above. As such the site and building benefit from permitted development rights.

7.02 Density of the proposed development

Not applicable as this is not an application for planning permission.

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

Not applicable as this is not an application for planning permission.

7.04 Airport safeguarding

Not applicable as this is not an application for planning permission.

7.05 Impact on the green belt

Not applicable as this is not an application for planning permission.

7.06 Environmental Impact

Not applicable as this is not an application for planning permission.

7.07 Impact on the character & appearance of the area

Not applicable as this is not an application for planning permission.

7.08 Impact on neighbours

Not applicable as this is not an application for planning permission.

7.09 Living conditions for future occupiers

Not applicable as this is not an application for planning permission.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The development would be car free. This is considered an acceptable arrangement given the high PTAL score (6A) attached to the site, which is within close proximity of Uxbridge bus and train stations.

In order to prevent undue burden on parking within the surrounding area, the applicant will be required to enter into a Section 106 agreement to ensure that future occupants of the development would not apply for car parking permits.

A condition will be attached to any approval that will require all cycle parking facilities to be provided and maintained throughout the lifetime of the development.

7.11 Urban design, access and security

Not applicable as this is not an application for planning permission.

7.12 Disabled access

Not applicable as this is not an application for planning permission.

7.13 Provision of affordable & special needs housing

Not applicable as this is not an application for planning permission.

7.14 Trees, landscaping and Ecology

Not applicable as this is not an application for planning permission.

7.15 Sustainable waste management

Not applicable as this is not an application for planning permission.

7.16 Renewable energy / Sustainability

Not applicable as this is not an application for planning permission.

7.17 Flooding or Drainage Issues

The site lies within Flood Zone 1. All residential units will be on upper floors and the footprint of the building will not be increased. As such, there are no concerns relating to the potential for flooding.

7.18 Noise or Air Quality Issues

The site is within Uxbridge Town Centre where there are a number of commercial premises, including those within the night time economy. It is considered that future occupants can be protected from undue noise permeation through the application of a condition requiring sound proofing to be provided to an acceptable standard.

7.19 Comments on Public Consultations

No public responses received.

7.20 Planning obligations

In order to mitigate against the impact of the proposals, the following obligations will be sought:

1. Agreement that future occupants will not be able to apply for car parking permits.
2. Public Realm Contribution of £98,246.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

The Town and Country Planning (General Permitted Development) (England) (Order 2015/596) ("GPDO 2015") effectively grants planning permission by giving deemed planning permission for certain development without the applicant having to make a formal application for planning permission although the applicant must submit a prior approval application in accordance with the GPDO 2015. Part 3 of Schedule 2 to the GPDO 2015 gives deemed planning permission for certain changes of use. The prior approval application before Members relates to Class O of Part 3 of Schedule 2 of the GPDO 2015.

The GPDO 2015 provides limitations in terms of what matters can be taken into account when determining a prior approval application. In relation to Class O of the GPDO 2015 those relevant matters include:

- (a) Transport and highways impacts of the development;
- (b) Contamination risks on the site;
- (c) Flooding risks on the site; and
- (d) Impacts of noise from commercial premises on the intended occupiers of the development.

Members cannot stray outside these matters when determining a prior approval

application. Members must have regard to any representations made and the National Planning Policy Framework, if relevant.

Members can grant prior approval either unconditionally or subject to conditions that are reasonably related to the subject matters of the prior approval application.

Planning obligations can be required if it is necessary to make the details which are the subject of the prior approval application acceptable.

Members should also ensure that their involvement in the determination of the prior approval application adheres to the Members Code of Conduct as adopted by Full Council and also the relevant guidance.

Members can refuse an application for prior approval where the development does not comply with any conditions, limitations or restrictions applicable to the proposed development under the GPDO 2015 or where insufficient information has been provided to enable Members to establish whether the proposed development is permitted under the GPDO 2015.

Equalities & Human Rights:

Section 149 of the Equalities Act 2010 requires Members when making decisions 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 prior approval application. Equalities impacts are not necessarily decisive but the objective of advancing equalities must be taken into account in weighing up the merits of a prior approval application. The weight to be given to any equality issues are a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

This application seeks prior approval for the conversion of part of the existing office building known as Armstrong House to provide 103 individual one bedroom residential units.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016.

It has been demonstrated that the proposed residential units would not be subject to unacceptable risk from flooding / drainage or land contamination issues. The development

would also not have an adverse impact on highways and transport subject to the signing of a Section 106 agreement to prevent future occupants applying for parking permits. No future occupants be subjected to undue levels of noise, provided mitigation measures set out in the attached conditions are adopted.

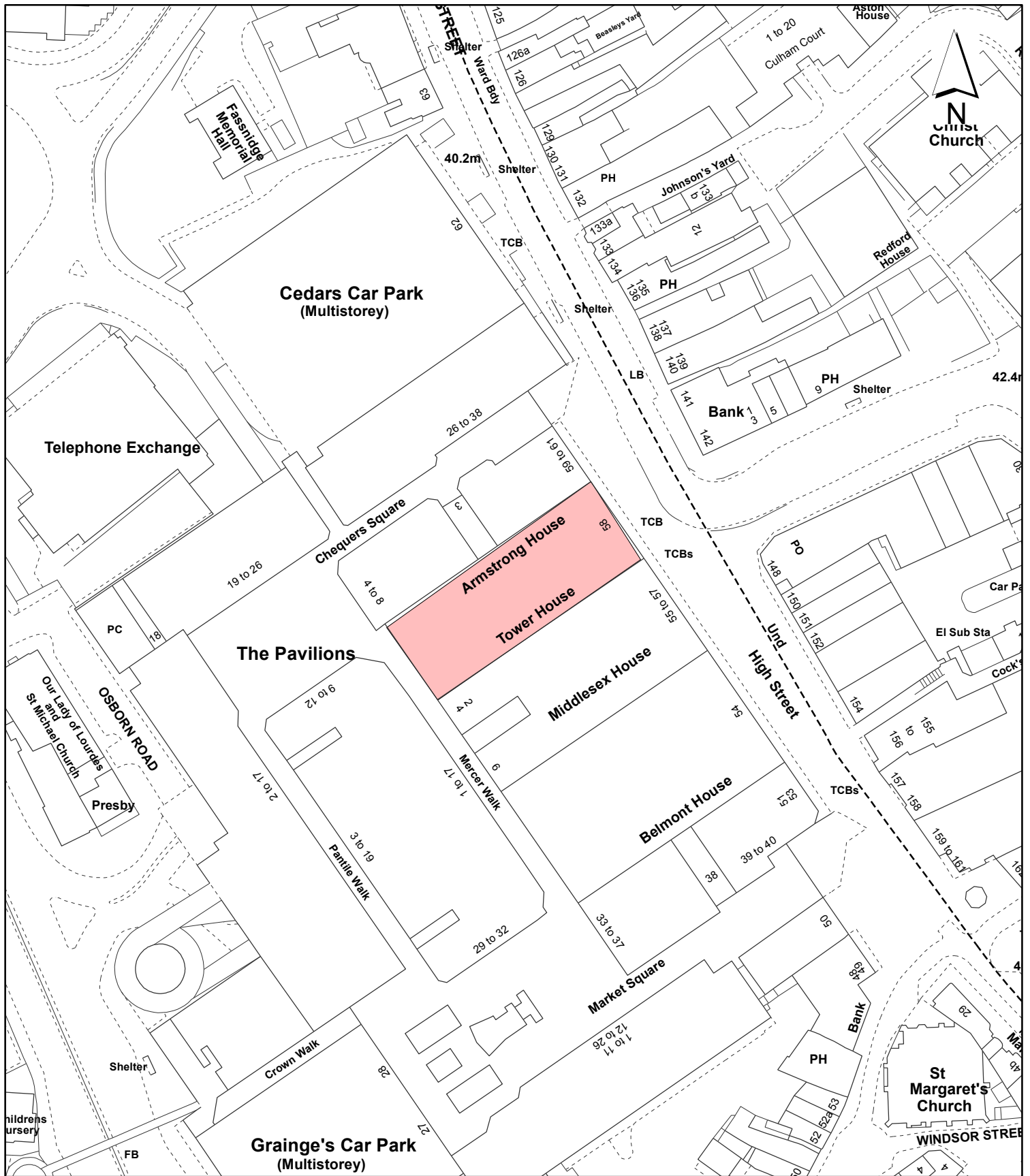
The application has been assessed against the relevant criteria and, subject to conditions and the securing of highway and public realm obligations to be secured through a Section 106 legal agreement, prior approval is required and granted.

11. Reference Documents

Town and Country Planning (General Permitted Development) (England) Order 2016

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

Armstrong House

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

Planning Application Ref:

36573/APP/2017/3391

Scale:

1:1,250

Planning Committee:

Major Page 137

Date:

October 2017



HILLINGDON
 LONDON

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Item No. Report of the Head of Planning, Building Control, Sport & Green Spaces

Address BRIDGE HOUSE OXFORD ROAD UXBRIDGE

Development: Prior Approval Application for the change of use of Bridge House from office accommodation (Class B1) to 76 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage

LBH Ref Nos: 40050/APP/2017/3358

Drawing Nos: (03)-S-BH001 Rev 01
Noise Impact Assessment REP-1006838-5A-KS-20170531-Planning-Rev01
(03)-P-BH-0G0
(03)-P-BH-001
(03)-P-BH-006
17012 Area Schedule Rev C
HIGHWAYS & TRANSPORT SEPTEMBER 2017
Preliminary Environmental Risk Assessment June 2017 WIC15644-101-R-1-2-1-PERA
Flood Risk Assessment June 2017 WIC15644

Date Plans Recieved: 19/09/2017 **Date(s) of Amendment(s):**
Date Application Valid: 21/09/2017

1. SUMMARY

This application seeks prior approval for the conversion of the existing office building Bridge House to provide 76 individual residential units (18 x studios, 14 x 1 bed, 24 x 2 bed and 20 x 3 bed). A total of 184 car parking spaces, would be provided to serve future occupants. The spaces will be located within the existing multi-storey car park and hard surfaced parking areas which serve the existing office use. Facilities for the secure storage of cycles will also be provided within the buildings.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application is not seeking full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

- (a) transport and highways impacts of the development;
- (b) contamination risks on site;
- (c) flooding risks on site; and
- (d) impacts of noise from commercial premises on the intended occupiers of the development.

In considering an application for prior approval under Class O, Paragraph 10b of Section W states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, the prior approval application must be

assessed against transport and highways impact, contamination, noise and flooding risks only. The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

The local planning authority may also grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

The application has been assessed against the above criteria and subject to relevant conditions and the securing of highway obligations through a Section 106 Legal Agreement, prior approval is not required.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to confirm Prior Approval is Not Required 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:

- 1. Contribution towards improvements to the local highway network with an upper limit of £256,303, plus a transport appraisal to include modelling of the local network prior to commencement of the development.**
- 2. Public Realm Contribution of £166,597.**
- 3. Strategy for ceasing usage of all additional car parking on site over and above the 184 proposed off street car parking spaces.**

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 by 25th 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 the application for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development to prevent additional highway impacts over and above the proposed 184 parking spaces, which could result in significant additional vehicular movements and corresponding adverse impact on the surrounding highway network given the existing additional car parking spaces across the site. The applicant has also failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (relating to highway works (including Transport Assessment) and public realm improvement contribution). The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2016, policies R17, AM2, AM7 and AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016)

and the NPPF.'

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 NONSC Parking

Prior to occupation of the development, the following shall be provided on site:

1. 183 car parking spaces with markings, including spaces for visitor parking
2. 19 parking spaces to be assigned for use by disabled persons and marked as such
3. 37 parking spaces to be supplied with active Electric Vehicle Charging points
4. 37 parking spaces to be supplied with passive Electric Vehicle Charging points
5. 10 motorcycle parking spaces
6. Secure and covered parking spaces to be provided for 122 bicycles as a minimum

Thereafter, they shall be permanently retained and used for no other purpose.

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

2 NONSC Contamination

- (1) If during development works contamination not addressed in the submitted land contamination report is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation; and
- (2) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the Council dispenses with any such requirement specifically and in writing.
- (3) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Council. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

3 NONSC Noise Protection

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from noise generated by commercial premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria against external noise as agreed with 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 noise generated by commercial premises in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

INFORMATIVES

1

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).

2

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The site fronts onto Oxford Road (A4020) and is an island site between the River Colne and the Grand Union Canal. The River Colne is the border between Hillingdon and South Buckinghamshire, which also denotes the administrative boundary of the Greater London Area.

The wider island site is currently occupied by 3 buildings: Bridge House, Waterside and Riverview all of which are occupied by Xerox, owned by L&G and have direct access from Oxford Road. The existing Bridge House building to the north of the site is in a prominent

position on Oxford Road, considered to be a 'gateway' site into Uxbridge. The building is 6 storeys in height plus an additional storey of plant and provides office use plus a small existing ancillary cafe on the ground floor. To the south of Bridge House is a multi storey car park providing 246 car parking spaces, plus 30 surface car parking spaces (including 5 disabled spaces), which also sits within the boundary of the current application. Bridge House was constructed in 1967 and was reclad around 1998.

The application site also accommodates a security gatehouse and multi-storey car park together with surface level car parking. This application relates to the residential use of the Bridge House office building. The security gatehouse, will become ancillary to the use of the building for residential purposes. The multi-storey car park is included in the application site boundary only insofar as it will be used for car parking associated with the residential use.

The surrounding area is mixed use and contains a number of existing multi storey office buildings. The closest residential properties are located within Denham Lodge, to the north west of the site on the opposite side of Oxford Road. To the north of the site is the Swan and Bottle Public House, which is locally listed.

The site is within, but on the north western boundary of, Uxbridge Town centre and is within an Archaeological Priority Area. The majority of the site has a PTAL rating of 2, however the north eastern corner has a PTAL rating of 3. The site is within a developed area, as designated by the Hillingdon Local Plan (November 2012).

The land on the western bank of the River Colne is within South Buckinghamshire and is designated as Green Belt and a Biodiversity Opportunity Area. There is also Uxbridge Lock Conservation Area to the north of the site.

3.2 Proposed Scheme

This application seeks prior approval for the conversion of the existing office building Bridge House to provide 76 individual residential units (18 x studios, 14 x 1 bed, 24 x 2 bed and 20 x 3 bed). A total of 184 car parking spaces, would be provided to serve future occupants. The spaces will be located within the existing multi-storey car park and hard surfaced parking areas which serve the existing office use. Facilities for the secure storage of cycles will also be provided within the buildings.

3.3 Relevant Planning History

40050/APP/2016/852 Bridge House, Denbridge Ind. Estate Oxford Road Uxbridge

Demolition of existing office building (Use Class B1(a) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3).

Decision: 05-01-2017 Approved

40050/APP/2017/2438 Bridge House, Riverview House & Waterside House Oxford Road Uxt

Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage.

Decision: 23-08-2017 Approved

40050/APP/2017/3356 Waterside Oxford Road Uxbridge

Prior Approval Application for the change of use of Waterside from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage

Decision:

40050/APP/2017/3357 Riverview Oxford Road Uxbridge

Prior Approval Application for the change of use of Riverview from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage

Decision:

Comment on Relevant Planning History

40050/APP/2016/852 - Demolition of existing office building (Use Class B1(a) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3) - Approved 06-07-17.

40050/APP/2017/2438 - Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 239 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage - Approved 01-09-17.

4. Planning Policies and Standards

Town and Country Planning (General Permitted Development) (England) Order 2016

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- NPPF National Planning Policy Framework
- SPD-PO Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 60 local owner/occupiers and the application was also advertised by way of site notices. No responses have been received.

Internal Consultees

FLOOD AND WATER MANAGEMENT OFFICER

Although surrounded by water the site lies above the indicated flood levels and lies in Flood Zone 1. Therefore there are no objections to the proposed conversion from office to residential. However in order to support such residential dwellings there should be clear and careful management of the river and canal corridor in accordance with the Blue Ribbon Network Policy, in order that flood risk to the site is not increased to the proposed residents or those nearby. There should also be restrictions on any replacement hardsurfacing within the site in the future to increase the permeability of ground to reduce the risk created by this site.

Therefore the following is requested:

Removal of permitted development rights replacing of any hard surfacing must be with a more permeable surface which controls surface water on site. A River corridor landscaping plan should be submitted to and approved by the Local Authority prior to commencement.

Case Officer's comments:

As per the Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 flood risk is one of the factors that the Local Planning Authority can take into consideration when determining an application of this nature. However the requested condition requiring the removal of Permitted Development rights is not required as the proposal would create residential flats, which by their nature do not benefit from such Permitted Development rights.

In addition the requested condition for a River Corridor Landscape Plan would not be appropriate as the application proposes no changes to the landscaping on site and any increased flood risk resulting from landscaping issues (such as falling trees) would not be the result of the proposed development. This issue is not therefore a consideration of the current application and such a condition would not accord with Paragraph 206 of the National Planning Policy Framework.

ENVIRONMENTAL HEALTH (NOISE)

With reference to the above planning application I reviewed the noise impact assessment by Hoare Lea dated 01/06/2017. The report states in page 9, second paragraph that the final facade sound insulation is yet to be determined as further thorough assessment would be required. The assessment looked at road traffic noise, industrial noise and patron noise from the Swan & Bottle Public house. There is the potential for loud amplified music breakout from the pub which has not been assessed. Furthermore, noise from nearby mechanical plants/equipment has not been assessed.

I would recommend the following conditions/informative respectively:

Sound insulation scheme

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from road traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria against external noise as agreed with 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 traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Noise affecting residential property

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

Standard 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

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

Control of environmental nuisance from construction work (Informative)

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

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

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

Case Officer's comments:

As per the Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 the only source of noise that the Local Planning Authority can take into consideration is that produced by commercial premises. Therefore the first condition requested by the Environmental Protection Unit will be amended to cover this source only. The requested condition to limit noise generated from plant within the development is not an issue that the Local Planning Authority is permitted to consider as part of this type of application and therefore cannot be attached to any determination of the application.

ENVIRONMENTAL HEALTH (CONTAMINATION)

No objection to the submitted information as the site has been rated low/medium risk however; given the potential contamination on-site, there is a risk of contaminated land liability hence:

Contaminated Land Condition

- (1) If during development works contamination not addressed in the submitted land contamination report is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation; and
- (2) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the Council dispenses with any such requirement specifically and in writing.
- (3) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Council. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

Case Officer's comments:

As per the Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 contamination is one of the factors that the Local Planning Authority can take into consideration and therefore the condition requested by the Environmental Protection Unit is recommended to be attached to any positive determination of the application.

HIGHWAYS

Highway Works £256,303

Until a transport assessment has been received and agreed by the Council, based on the findings of earlier work the following schedule of highway works are required. These are to be up to a maximum of £256,303 (to be determined in accordance with the Transport Study) to be used by the Council to carry out and complete the Additional Highway Works. These include but are not limited to:-

1. works to lengthen and widen the existing right turn lane at the Site access junction off the A4020 Oxford Road; and
2. improvements to the Site frontage to improve pedestrian access from the footway along the A4020 Oxford Road.

Further works to mitigate the impact of additional development traffic along Oxford Road and at upstream junctions may include but are not limited to:-

1. new facilities, such as bus shelters and bus stops;
2. improvements to a bus service which passes near the site (frequency and capacity);
3. bus priority measures;
4. community transport provision;
5. dedicated bus service;
6. passenger information systems;
7. improvements to transport interchanges;
8. promotion of public transport;
9. provision of bus stands and driver facilities; or
10. provision or improvement of cycle ways and cycle parking facilities;
11. to include the following identified potential highway works :
12. Possible linking of Denham Pedestrian crossing to main signal junctions
13. Oxford Road (Eastbound) between Oakside and Willow Avenue- measures to improve flow of traffic into the town centre
14. Sanderson Road Traffic Light Junction
15. Measures to improve junction capacity at
 - a. Harefield Road/ High Street Junction improvements, including if feasible signalisation.
 - b. Cedars and Mahjacks roundabouts : Measures to improve capacity including review and change of signal timings and CCTV cameras to aid UTC.

In the absence of any new transport assessment to show otherwise, the above list of mitigation works should also apply to the new development. This is particularly the case as in the AM Peak many cars will be leaving the development bunched within a short space of time adding further stress on an already congested local road network.

Public Realm Enhancements £166,597

Bridge House is situated on the edge of Uxbridge town centre within convenient cycling and walking distance of all the transport connections, services and facilities it has to offer.

Access to the town centre is provided by the High Street connecting Oxford Road with Harefield Road. South of Harefield Road is Uxbridge town centre. The High Street has numerous high profile frontages including Fountains Mill listed building and Uxbridge Magistrates Court. The High Street is a lightly trafficked road carrying a high volume of pedestrians visiting New Bucks University and numerous other workplaces in the vicinity of Bridge House.

To improve connectivity between Bridge House and the town centre funding up to a maximum of £166,597 is required to improve the public realm and the safety and convenience of cyclists and pedestrians using this link. Using high quality materials it is proposed to resurface the footways, review how parking is managed, provide new lighting, street trees, landscaping and public art.

The outcome of this investment will enhance connectivity between Bridge House and the town centre in turn making it safer and more convenient for the residents of Bridge House to walk and cycle to the town centre continuing any onward journey by public transport.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016, from 30 May 2013 development consisting of the change of use of a building to a use falling within Class C3 (dwellinghouses) from a use falling within Class B1(a) (offices) constitutes 'permitted development', subject to a number of criteria; namely permitted development rights do not apply if:

- the building is on article 1(6A) land;
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use;
- the site is or forms part of a military hazard area;
- the site is or forms part of a military explosives storage area;
- the building is a listed building (or within its curtilage) or a scheduled monument;
- permitted development rights have been removed.

The site and buildings do not meet any of the criteria listed above. As such the site benefits from permitted development rights.

7.02 Density of the proposed development

Not applicable as this is not an application for planning permission.

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

Not applicable as this is not an application for planning permission.

7.04 Airport safeguarding

Not applicable as this is not an application for planning permission.

7.05 Impact on the green belt

Not applicable as this is not an application for planning permission.

7.06 Environmental Impact

Not applicable as this is not an application for planning permission.

7.07 Impact on the character & appearance of the area

Not applicable as this is not an application for planning permission.

7.08 Impact on neighbours

Not applicable as this is not an application for planning permission.

7.09 Living conditions for future occupiers

Not applicable as this is not an application for planning permission.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highways Engineer has carefully reviewed the proposals and provided

comments on the measures required to mitigate against the detrimental impact of the development. These can be summarised as a Transport Assessment and Highways contribution of £256,303, plus a Public Realm contribution of £166,597. The Applicant has agreed to these obligations which would be secured through a S106 Legal Agreement.

Also proposed to be included within the S106 Legal Agreement is a strategy for ceasing usage of all additional car parking on site over and above the 184 proposed off street car parking spaces. This is because officers believe there to be additional car parking spaces across the red line site at present and the operation of the additional parking spaces in an uncontrolled manner could have a significant adverse impact on the surrounding highway network.

A condition is recommended to be attached to any consent to ensure that the appropriate number of car parking spaces (including disabled spaces and active & passive electric vehicle charging points), motorcycle spaces and cycle parking spaces are provided.

Subject to the completion of the Legal Agreement and proposed condition the Highway's impact of the development is acceptable.

7.11 Urban design, access and security

Not applicable as this is not an application for planning permission.

7.12 Disabled access

Not applicable as this is not an application for planning permission.

7.13 Provision of affordable & special needs housing

Not applicable as this is not an application for planning permission.

7.14 Trees, landscaping and Ecology

Not applicable as this is not an application for planning permission.

7.15 Sustainable waste management

Not applicable as this is not an application for planning permission.

7.16 Renewable energy / Sustainability

Not applicable as this is not an application for planning permission.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer has reviewed the application and subject to conditions has raised no objections to the proposal. For the reasons set out in Section 6 of this report the suggested conditions are not relevant to this application and are not therefore recommended to be attached to any determination of the application.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit have carefully reviewed the submitted documents in terms of the risk of contamination and have have raised no objections to the proposal subject to the attachment of an appropriate condition.

The proposal is therefore acceptable in terms of contamination.

Noise from Commercial Premises

The Council's Environmental Protection Unit have carefully reviewed the proposal in terms of the potential detrimental impact from noise generated externally from the site. As set out in Section 6 of this report, subject to a condition requiring details of how future occupiers will be protected from noise generated by adjacent commercial premises no objections have been raised.

The proposal is therefore acceptable in terms of noise.

7.19 Comments on Public Consultations

None received

7.20 Planning obligations

In order to mitigate against the impact of the proposals, the following obligations will be sought:

1. Contribution towards improvements to the local highway network with an upper limit of £256,303, plus a transport appraisal to include modelling of the local network prior to commencement of the development.
2. Public Realm Contribution of £166,597
3. Strategy for ceasing usage of all additional car parking on site over and above the 183 proposed off street car parking spaces.

7.21 Expediency of enforcement action

Not applicable

7.22 Other Issues

None

8. Observations of the Borough Solicitor

Legal Comments:

The Town and Country Planning (General Permitted Development) (England) (Order 2015/596) ("GPDO 2015") effectively grants planning permission by giving deemed planning permission for certain development without the applicant having to make a formal application for planning permission although the applicant must submit a prior approval application in accordance with the GPDO 2015. Part 3 of Schedule 2 to the GPDO 2015 gives deemed planning permission for certain changes of use. The prior approval application before Members relates to Class O of Part 3 of Schedule 2 of the GPDO 2015. The GPDO 2015 provides limitations in terms of what matters can be taken into account when determining a prior approval application. In relation to Class O of the GPDO 2015 those relevant matters include:

- (a) Transport and highways impacts of the development;
- (b) Contamination risks on the site;
- (c) Flooding risks on the site; and
- (d) Impacts of noise from commercial premises on the intended occupiers of the development.

Members cannot stray outside these matters when determining a prior approval application. Members must have regard to any representations made and the National Planning Policy Framework, if relevant.

Members can grant prior approval either unconditionally or subject to conditions that are reasonably related to the subject matters of the prior approval application.

Planning obligations can be required if it is necessary to make the details which are the subject of the prior approval application acceptable.

Members should also ensure that their involvement in the determination of the prior approval application adheres to the Members Code of Conduct as adopted by Full Council and also the relevant guidance.

Members can refuse an application for prior approval where the development does not comply with any conditions, limitations or restrictions applicable to the proposed development under the GPDO 2015 or where insufficient information has been provided to enable Members to establish whether the proposed development is permitted under the GPDO 2015.

Equalities & Human Rights

Section 149 of the Equalities Act 2010 requires Members when making decisions 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 prior approval application. Equalities impacts are not necessarily decisive but the objective of advancing equalities must be taken into account in weighing up the merits of a prior approval application. The weight to be given to any equality issues are a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

None

10. CONCLUSION

This application seeks prior approval for the conversion of the existing office building Bridge House to provide 76 individual residential units (18 x studios, 14 x 1 bed, 24 x 2 bed and 20 x 3 bed). A total of 184 car parking spaces, would be provided to serve future occupants. The spaces will be located within the existing multi-storey car park and hard surfaced parking areas which serve the existing office use. Facilities for the secure storage of cycles will also be provided within the buildings.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required.

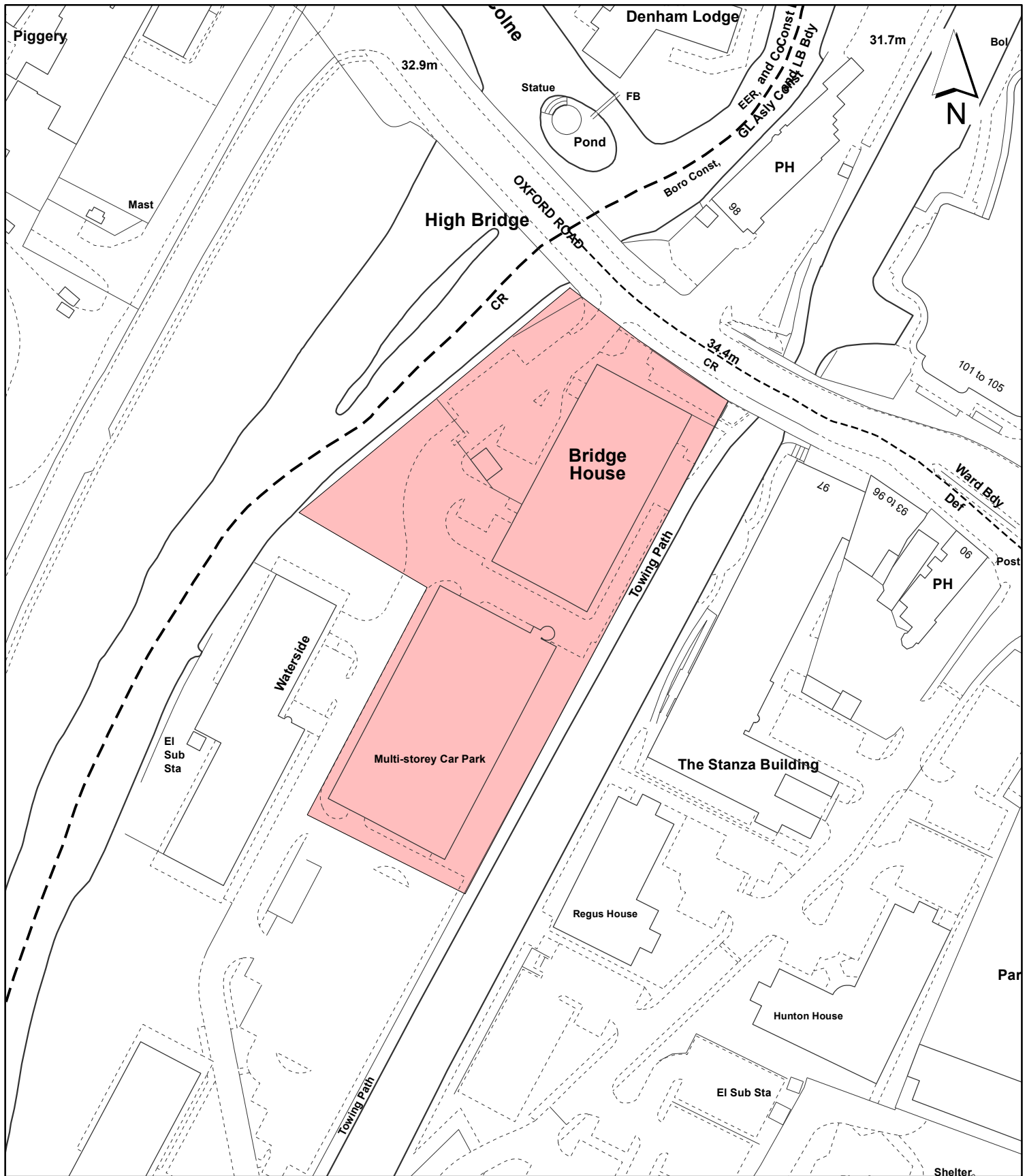
The application has been assessed against the relevant criteria and subject to conditions and the securing of highway and public realm obligations through a Section 106 Legal Agreement, prior approval is required and granted.

11. Reference Documents

Town and Country Planning (General Permitted Development) (England) Order 2016

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

Bridge House

Planning Application Ref:

40050/APP/2017/3358

Planning Committee:

Major Page 152

Scale:

1:1,250

Date:

October 2017

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



HILLINGDON
 LONDON

Item No. Report of the Head of Planning, Building Control, Sport & Green Spaces

Address RIVERVIEW OXFORD ROAD UXBRIDGE

Development: Prior Approval Application for the change of use of Riverview from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage

LBH Ref Nos: 40050/APP/2017/3357

Drawing Nos: (03)-S-RV-001 Rev 2
Noise Impact Assessment 01/06/2017 Revision 01
(03)-P-RV-0G0
(03)-P-RV-001
(03)-P-RV-003
Area Schedule Riverview Rev A 02/06/17
Highways and Transport Statement SEPTEMBER 2017
Preliminary Environmental Risk Assessment June 2017 WIC15644-101-R-1-2-1-PERA
Flood Risk Assessment June 2017 WIC15644

Date Plans Recieved: 19/09/2017 **Date(s) of Amendment(s):**
Date Application Valid: 21/09/2017

1. SUMMARY

This application seeks prior approval for the conversion of the existing office building Riverview to provide 37 individual residential units (5 x studios, 19 x 1 Beds, 6 x 2 beds and 7 x 3 Beds). A total of 90 car parking spaces would be provided to serve future occupants. The spaces will be located within the existing hard surfaced parking areas which serve the existing office use. Facilities for the secure storage of cycles will also be provided.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application is not seeking full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

- (a) transport and highways impacts of the development;
- (b) contamination risks on site;
- (c) flooding risks on site; and
- (d) impacts of noise from commercial premises on the intended occupiers of the development.

In considering an application for prior approval under Class O, Paragraph 10b of Section W states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, the prior approval application must be

assessed against transport and highways impact, contamination, noise and flooding risks only. The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

The local planning authority may also grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

The application has been assessed against the above criteria and subject to relevant conditions and the securing of highway obligations through a Section 106 Legal Agreement, prior approval is not required.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to confirm Prior Approval is Not Required 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:

- 1. Contribution towards improvements to the local highway network with an upper limit of £124,650, plus a transport appraisal to include modelling of the local network prior to commencement of the development.**
- 2. Public Realm Contribution of £81,022.**
- 3. Strategy for ceasing usage of all additional car parking on site over and above the 90 proposed off street car parking spaces.**

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 by 25th 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 the application for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development to prevent additional highway impacts over and above the proposed 89 parking spaces, which could result in significant additional vehicular movements and corresponding adverse impact on the surrounding highway network given the existing additional car parking spaces across the site. The applicant has also failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (relating to highway works (including Transport Assessment) and public realm improvement contribution). The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2016, policies R17, AM2, AM7 and AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016)

and the NPPF.'

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 NONSC Parking

Prior to occupation of the development, the following shall be provided on site:

1. 89 car parking spaces with markings, including spaces for visitor parking
2. 9 parking spaces to be assigned for use by disabled persons and marked as such
3. 18 parking spaces to be supplied with active Electric Vehicle Charging points
4. 18 parking spaces to be supplied with passive Electric Vehicle Charging points
5. 5 motorcycle parking spaces
6. Secure and covered parking spaces to be provided for 60 bicycles as a minimum

Thereafter, they shall be permanently retained and used for no other purpose.

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

2 NONSC Contamination

- (1) If during development works contamination not addressed in the submitted land contamination report is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation; and
- (2) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the Council dispenses with any such requirement specifically and in writing.
- (3) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Council. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

3 NONSC Noise Protection

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from noise generated by commercial premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria against external noise as agreed with 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 noise generated by commercial premises in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

INFORMATIVES

1

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).

2

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The wider site fronts onto Oxford Road (A4020) and is an island site between the River Colne and the Grand Union Canal. The River Colne is the border between Hillingdon and South Buckinghamshire, which also denotes the administrative boundary of the Greater London Area.

The island site is currently occupied by 3 buildings: Bridge House, Waterside and Riverview all of which are occupied by Xerox, owned by L&G and have direct access from Oxford Road. The existing Riverview building is located to the south of both Bridge House

and Waterside and is adjacent to the River Colne.

The surrounding area is mixed use and contains a number of existing multi storey office buildings. The closest residential properties are located within Denham Lodge, to the north west of the site on the opposite side of Oxford Road. To the north of the site is the Swan and Bottle Public House, which is locally listed.

The site is within, but on the north western boundary of, Uxbridge Town centre and is within an Archaeological Priority Area. The site has a PTAL rating of 2 and within a developed area, as designated by the Hillingdon Local Plan (November 2012).

The land on the western bank of the River Colne is within South Buckinghamshire and is designated as Green Belt and a Biodiversity Opportunity Area. There is also Uxbridge Lock Conservation Area to the north of the site.

3.2 Proposed Scheme

This application seeks prior approval for the conversion of the existing office building Riverview to provide 37 individual residential units (5 x studios, 19 x 1 Beds, 6 x 2 beds and 7 x 3 Beds). A total of 90 car parking spaces would be provided to serve future occupants. The spaces will be located within the existing hard surfaced parking areas which serve the existing office use. Facilities for the secure storage of cycles will also be provided.

3.3 Relevant Planning History

40050/APP/2016/852 Bridge House, Denbridge Ind. Estate Oxford Road Uxbridge

Demolition of existing office building (Use Class B1(a) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3).

Decision: 05-01-2017 Approved

40050/APP/2017/2438 Bridge House, Riverview House & Waterside House Oxford Road Uxt

Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage.

Decision: 23-08-2017 Approved

40050/APP/2017/3356 Waterside Oxford Road Uxbridge

Prior Approval Application for the change of use of Waterside from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage

Decision:

40050/APP/2017/3358 Bridge House Oxford Road Uxbridge

Prior Approval Application for the change of use of Bridge House from office accommodation (Class B1) to 76 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage

Decision:

Comment on Relevant Planning History

40050/APP/2016/852 - Demolition of existing office building (Use Class B1(a) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3) -

Approved 06-07-17.

40050/APP/2017/2438 - Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 239 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage - Approved 01-09-17.

4. Planning Policies and Standards

Town and Country Planning (General Permitted Development) (England) Order 2016

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

AM7	Consideration of traffic generated by proposed developments.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
NPPF	National Planning Policy Framework
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

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

6. Consultations

External Consultees

Consultation letters were sent to 60 local owner/occupiers and the application was also advertised by way of site notices. No responses have been received.

Internal Consultees

FLOOD AND WATER MANAGEMENT OFFICER

Although surrounded by water the site lies above the indicated flood levels and lies in Flood Zone 1. Therefore there are no objections to the proposed conversion from office to residential. However in order to support such residential dwellings there should be clear and careful management of the river and canal corridor in accordance with the Blue Ribbon Network Policy, in order that flood risk to the site is not increased to the proposed residents or those nearby. There should also be restrictions on any replacement hardsurfacing within the site in the future to increase the permeability of ground to reduce the risk created by this site.

Therefore the following is requested:

Removal of permitted development rights replacing of any hard surfacing must be with a more permeable surface which controls surface water on site. A River corridor landscaping plan should be submitted to and approved by the Local Authority prior to commencement.

Case Officer's comments:

As per the Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted

Development) (England) Order 2016 flood risk is one of the factors that the Local Planning Authority can take into consideration when determining an application of this nature. However the requested condition requiring the removal of Permitted Development rights is not required as the proposal would create residential flats, which by their nature do not benefit from such Permitted Development rights.

In addition the requested condition for a River Corridor Landscape Plan would not be appropriate as the application proposes no changes to the landscaping on site and any increased flood risk resulting from landscaping issues (such as falling trees) would not be the result of the proposed development. This issue is not therefore a consideration of the current application and such a condition would not accord with Paragraph 206 of the National Planning Policy Framework.

ENVIRONMENTAL PROTECTION UNIT (NOISE)

I would recommend the following conditions/informative respectively:

Sound insulation scheme

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from road traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria against external noise as agreed with 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 traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Noise affecting residential property

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

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

Noise Mitigation Measures

I would also require the applicant to provide robust noise mitigation measures that will ensure that potential noise impact due to the types of activity on the High bridge Industrial Estate which could potentially generate high maximum noise levels i.e.

- Lorry reversing beacons
- Wheeled metal cages (being moved about)
- Loading and unloading of vehicles

All of the above should be suitably mitigated to ensure that it would not pose an obstacle to the proposed change of use from offices to residential.

Case Officer's comments:

As per the Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 the only source of noise that the Local Planning Authority can take into consideration is that produced by commercial premises. Therefore the first condition requested by the Environmental Protection Unit will be amended to cover this source only. The requested condition to limit noise generated from plant within the development is not an issue that

the Local Planning Authority is permitted to consider as part of this type of application and therefore cannot be attached to any determination of the application.

ENVIRONMENTAL PROTECTION UNIT (CONTAMINATION)

No objection to the submitted information as the site has been rated low/medium risk however; given the potential contamination on-site, there is a risk of contaminated land liability hence:

Contaminated Land Condition

(1) If during development works contamination not addressed in the submitted land contamination report is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation; and

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

(3) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Council. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

Control of environmental nuisance from construction work (Informative)

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

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

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

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

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

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

Case Officer's comments:

As per the Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 contamination is one of the factors that the Local Planning Authority can take into consideration and therefore the condition requested by the Environmental

Protection Unit is recommended to be attached to any positive determination of the application.

HIGHWAYS

Highway Works £124,650

Until a transport assessment has been received and agreed by the Council, based on the findings of earlier work the following schedule of highway works are required. These are to be up to a maximum of £124,650 (to be determined in accordance with the Transport Study) to be used by the Council to carry out and complete the Additional Highway Works. These include but are not limited to:-

1. works to lengthen and widen the existing right turn lane at the Site access junction off the A4020 Oxford Road; and
2. improvements to the Site frontage to improve pedestrian access from the footway along the A4020 Oxford Road.

Further works to mitigate the impact of additional development traffic along Oxford Road and at upstream junctions may include but are not limited to:-

1. new facilities, such as bus shelters and bus stops;
2. improvements to a bus service which passes near the site (frequency and capacity);
3. bus priority measures;
4. community transport provision;
5. dedicated bus service;
6. passenger information systems;
7. improvements to transport interchanges;
8. promotion of public transport;
9. provision of bus stands and driver facilities; or
10. provision or improvement of cycle ways and cycle parking facilities;
11. to include the following identified potential highway works :
12. Possible linking of Denham Pedestrian crossing to main signal junctions
13. Oxford Road (Eastbound) between Oakside and Willow Avenue- measures to improve flow of traffic into the town centre
14. Sanderson Road Traffic Light Junction
15. Measures to improve junction capacity at
 - a. Harefield Road/ High Street Junction improvements, including if feasible signalisation.
 - b. Cedars and Mahjacks roundabouts : Measures to improve capacity including review and change of signal timings and CCTV cameras to aid UTC.

In the absence of any new transport assessment to show otherwise, the above list of mitigation works should also apply to the new development. This is particularly the case as in the AM Peak many cars will be leaving the development bunched within a short space of time adding further stress on an already congested local road network.

Public Realm Enhancements £81,022

Waterside is situated on the edge of Uxbridge town centre within convenient cycling and walking distance of all the transport connections, services and facilities it has to offer.

Access to the town centre is provided by the High Street connecting Oxford Road with Harefield Road. South of Harefield Road is Uxbridge town centre. The High Street has numerous high profile frontages including Fountains Mill listed building and Uxbridge Magistrates Court. The High Street is a lightly trafficked road carrying a high volume of pedestrians visiting New Bucks University and numerous other workplaces in the vicinity of Waterside.

To improve connectivity between Waterside and the town centre funding up to a maximum of £81,022 is required to improve the public realm and the safety and convenience of cyclists and pedestrians using this link. Using high quality materials it is proposed to resurface the footways, review how parking is managed, provide new lighting, street trees, landscaping and public art.

The outcome of this investment will enhance connectivity between Waterside and the town centre in turn making it safer and more convenient for the residents of Waterside to walk and cycle to the town centre continuing any onward journey by public transport.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016, from 30 May 2013 development consisting of the change of use of a building to a use falling within Class C3 (dwellinghouses) from a use falling within Class B1(a) (offices) constitutes 'permitted development', subject to a number of criteria; namely permitted development rights do not apply if:

- the building is on article 1(6A land);
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use;
- the site is or forms part of a military hazard area;
- the site is or forms part of a military explosives storage area;
- the building is a listed building (or within its curtilage) or a scheduled monument;
- permitted development rights have been removed.

The site and buildings do not meet any of the criteria listed above. As such the site benefits from permitted development rights.

7.02 Density of the proposed development

Not applicable as this is not an application for planning permission.

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

Not applicable as this is not an application for planning permission.

7.04 Airport safeguarding

Not applicable as this is not an application for planning permission.

7.05 Impact on the green belt

Not applicable as this is not an application for planning permission.

7.06 Environmental Impact

Not applicable as this is not an application for planning permission.

7.07 Impact on the character & appearance of the area

Not applicable as this is not an application for planning permission.

7.08 Impact on neighbours

Not applicable as this is not an application for planning permission.

7.09 Living conditions for future occupiers

Not applicable as this is not an application for planning permission.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highways Engineer has carefully reviewed the proposals and provided comments on the measures required to mitigate against the detrimental impact of the development. These can be summarised as a Transport Assessment and Highways contribution of £124,650, plus a Public Realm contribution of £81,022. The Applicant has agreed to these obligations which would be secured through a S106 Legal Agreement.

Also proposed to be included within the S106 Legal Agreement is a strategy for ceasing usage of all additional car parking on site over and above the 90 proposed off street car parking spaces. This is because officers believe there to be additional car parking spaces across the red line site at present and the operation of the additional parking spaces in an uncontrolled manner could have a significant adverse impact on the surrounding highway network.

A condition is recommended to be attached to any consent to ensure that the appropriate number of car parking spaces (including disabled spaces and active & passive electric vehicle charging points), motorcycle spaces and cycle parking spaces are provided.

Subject to the completion of the Legal Agreement and proposed condition the Highway's impact of the development is acceptable.

7.11 Urban design, access and security

Not applicable as this is not an application for planning permission.

7.12 Disabled access

Not applicable as this is not an application for planning permission.

7.13 Provision of affordable & special needs housing

Not applicable as this is not an application for planning permission.

7.14 Trees, landscaping and Ecology

Not applicable as this is not an application for planning permission.

7.15 Sustainable waste management

Not applicable as this is not an application for planning permission.

7.16 Renewable energy / Sustainability

Not applicable as this is not an application for planning permission.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer has reviewed the application and subject to conditions has raised no objections to the proposal. For the reasons set out in Section 6 of this report the suggested conditions are not relevant to this application and are not therefore recommended to be attached to any determination of the application.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit have carefully reviewed the submitted documents in terms of the risk of contamination and have have raised no objections to the proposal subject to the attachment of an appropriate condition.

The proposal is therefore acceptable in terms of contamination.

Noise from Commercial Premises

The Council's Environmental Protection Unit have carefully reviewed the proposal in terms of the potential detrimental impact from noise generated externally from the site. As set out in Section 6 of this report, subject to a condition requiring details of how future occupiers will be protected from noise generated by adjacent commercial premises no objections have been raised.

The proposal is therefore acceptable in terms of noise.

7.19 Comments on Public Consultations

None received

7.20 Planning obligations

In order to mitigate against the impact of the proposals, the following obligations will be sought:

1. Contribution towards improvements to the local highway network with an upper limit of £124,650, plus a transport appraisal to include modelling of the local network prior to commencement of the development.
2. Public Realm Contribution of £81,022.
3. Strategy for ceasing usage of all additional car parking on site over and above the 89 proposed off street car parking spaces.

7.21 Expediency of enforcement action

Not applicable

7.22 Other Issues

None

8. Observations of the Borough Solicitor

Legal Comments:

The Town and Country Planning (General Permitted Development) (England) (Order) 2015/596 ("GPDO 2015") effectively grants planning permission by giving deemed planning permission for certain development without the applicant having to make a formal application for planning permission although the applicant must submit a prior approval application in accordance with the GPDO 2015. Part 3 of Schedule 2 to the GPDO 2015 gives deemed planning permission for certain changes of use. The prior approval application before Members relates to Class O of Part 3 of Schedule 2 of the GPDO 2015. The GPDO 2015 provides limitations in terms of what matters can be taken into account when determining a prior approval application. In relation to Class O of the GPDO 2015 those relevant matters include:

- (a) Transport and highways impacts of the development;
- (b) Contamination risks on the site;
- (c) Flooding risks on the site; and
- (d) Impacts of noise from commercial premises on the intended occupiers of the development.

Members cannot stray outside these matters when determining a prior approval application. Members must have regard to any representations made and the National Planning Policy Framework, if relevant.

Members can grant prior approval either unconditionally or subject to conditions that are reasonably related to the subject matters of the prior approval application.

Planning obligations can be required if it is necessary to make the details which are the subject of the prior approval application acceptable.

Members should also ensure that their involvement in the determination of the prior approval application adheres to the Members Code of Conduct as adopted by Full Council and also the relevant guidance.

Members can refuse an application for prior approval where the development does not comply with any conditions, limitations or restrictions applicable to the proposed development under the GPDO 2015 or where insufficient information has been provided to enable Members to establish whether the proposed development is permitted under the GPDO 2015.

Equalities & Human Rights

Section 149 of the Equalities Act 2010 requires Members when making decisions 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 prior approval application. Equalities impacts are not necessarily decisive but the objective of advancing equalities must be taken into account in weighing up the merits of a prior approval application. The weight to be given to any equality issues are a matter for the decision maker to determine in all of the circumstances.

Members should also consider whether their decision would affect human rights in

particular the right to a fair hearing, the right to respect of private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

None

10. CONCLUSION

This application seeks prior approval for the conversion of the existing office building Riverview to provide 37 individual residential units (5 x studios, 19 x 1 Beds, 6 x 2 beds and 7 x 3 Beds). A total of 90 car parking spaces would be provided to serve future occupants. The spaces will be located within the existing hard surfaced parking areas which serve the existing office use. Facilities for the secure storage of cycles will also be provided.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required.

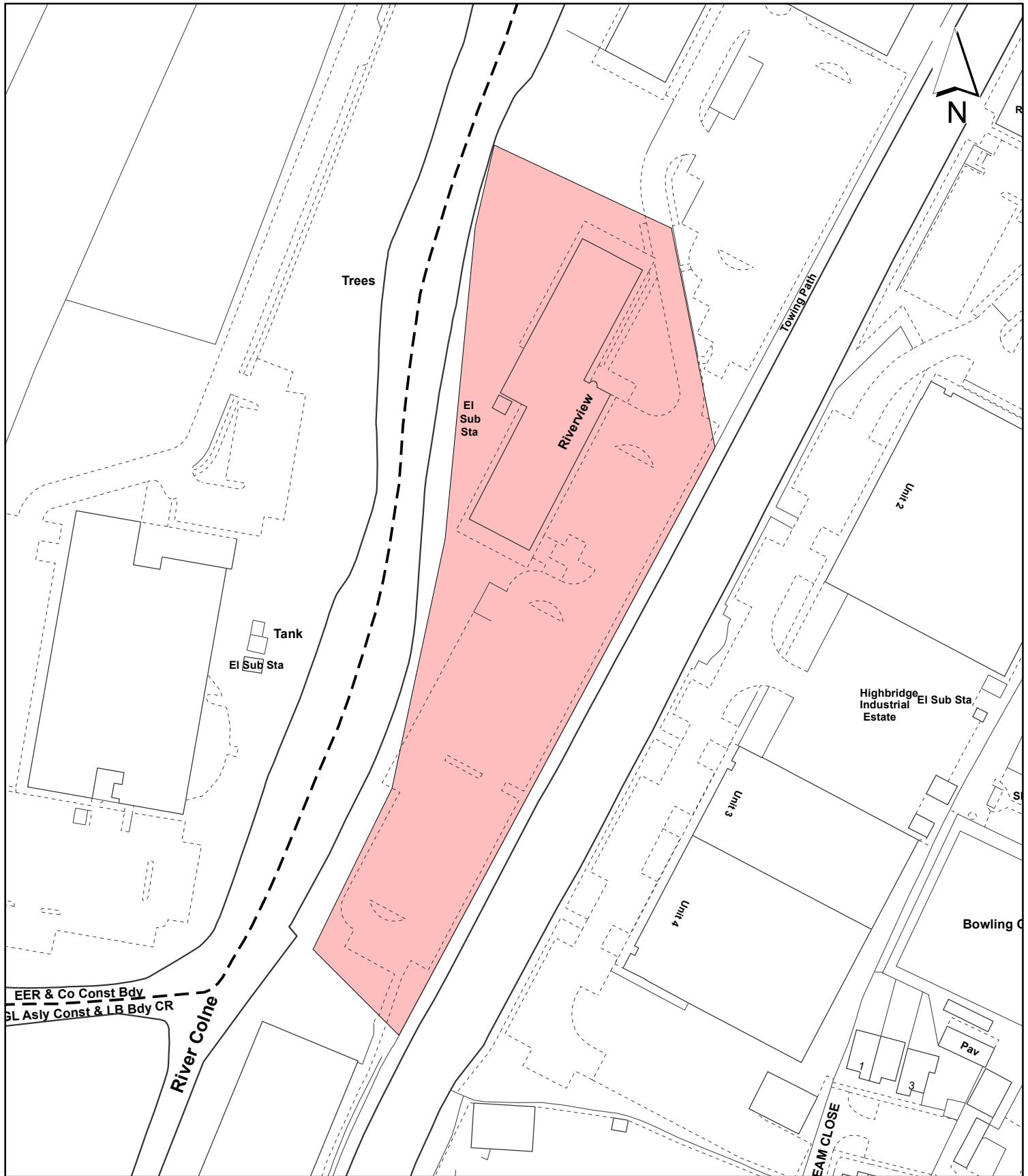
The application has been assessed against the relevant criteria and subject to conditions and the securing of highway and public realm obligations through a Section 106 Legal Agreement, prior approval is required and granted.

11. Reference Documents

Town and Country Planning (General Permitted Development) (England) Order 2016

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

Riverview

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

Planning Application Ref:

40050/APP/2017/3357

Scale:

1:1,250

Planning Committee:

Major Page 166

Date:

October 2017



HILLINGDON
 LONDON

Item No. Report of the Head of Planning, Building Control, Sport & Green Spaces

Address WATERSIDE OXFORD ROAD UXBRIDGE

Development: Prior Approval Application for the change of use of Waterside from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage

LBH Ref Nos: 40050/APP/2017/3356

Drawing Nos: (03)-S-WS-001 Rev 02
Noise Impact Assessment 01/06/2017 Revision 01
(03)-P-WS-0G0
(03)-P-WS-001
(03)-P-WS-003 Rev 01
Area Schedule Waterside Rev A 02/06/17
Highways and Transport Statement SEPTEMBER 2017
Preliminary Environmental Risk Assessment June 2017 WIC15644-101-R-1-2-1-PERA
Flood Risk Assessment June 2017 WIC15644

Date Plans Recieved: 19/09/2017 **Date(s) of Amendment(s):**
Date Application Valid: 21/09/2017

1. SUMMARY

This application seeks prior approval for the conversion of the existing office building Waterside to provide 35 individual residential units (3 x studios, 17 x 1 Beds, 6 x 2 beds and 9 x 3 Beds). A total of 85 car parking spaces would be provided to serve future occupants. The spaces will be located within the existing hard surfaced parking areas which serve the existing office use. Facilities for the secure storage of cycles will also be provided.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application is not seeking full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

- (a) transport and highways impacts of the development;
- (b) contamination risks on site;
- (c) flooding risks on site; and
- (d) impacts of noise from commercial premises on the intended occupiers of the development.

In considering an application for prior approval under Class O, Paragraph 10b of Section W states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, the prior approval application must be

assessed against transport and highways impact, contamination, noise and flooding risks only. The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

The local planning authority may also grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

The application has been assessed against the above criteria and subject to relevant conditions and the securing of highway obligations through a Section 106 Legal Agreement, prior approval is not required.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to confirm Prior Approval is Not Required 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:

- 1. Contribution towards improvements to the local highway network with an upper limit of £119,047, plus a transport appraisal to include modelling of the local network prior to commencement of the development.**
- 2. Public Realm Contribution of £77,381.**
- 3. Strategy for ceasing usage of all additional car parking on site over and above the 85 proposed off street car parking spaces.**

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 by 25th 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 the application for the following reason:

'The applicant has failed to provide measures to mitigate the impacts of the development to prevent additional highway impacts over and above the proposed 85 parking spaces, which could result in significant additional vehicular movements and corresponding adverse impact on the surrounding highway network given the existing additional car parking spaces across the site. The applicant has also failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (relating to highway works (including Transport Assessment) and public realm improvement contribution). The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2016, policies R17, AM2, AM7 and AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016)

and the NPPF.'

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 NONSC Parking

Prior to occupation of the development, the following shall be provided on site:

1. 85 car parking spaces with markings, including spaces for visitor parking
2. 9 parking spaces to be assigned for use by disabled persons and marked as such
3. 17 parking spaces to be supplied with active Electric Vehicle Charging points
4. 17 parking spaces to be supplied with passive Electric Vehicle Charging points
5. 5 motorcycle parking spaces
6. Secure and covered parking spaces to be provided for 51 bicycles as a minimum

Thereafter, they shall be permanently retained and used for no other purpose.

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan (November 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

2 NONSC Contamination

- (1) If during development works contamination not addressed in the submitted land contamination report is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation; and
- (2) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the Council dispenses with any such requirement specifically and in writing.
- (3) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Council. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

3 NONSC Noise Protection

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from noise generated by commercial premises has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria against external noise as agreed with 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 noise generated by commercial premises in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

INFORMATIVES

1

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).

2

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The wider site fronts onto Oxford Road (A4020) and is an island site between the River Colne and the Grand Union Canal. The River Colne is the border between Hillingdon and South Buckinghamshire, which also denotes the administrative boundary of the Greater London Area.

The island site is currently occupied by 3 buildings: Bridge House, Waterside and Riverview all of which are occupied by Xerox, owned by L&G and have direct access from Oxford Road. The existing Waterside building is located to the south of Bridge House and

is adjacent to the River Colne.

The surrounding area is mixed use and contains a number of existing multi storey office buildings. The closest residential properties are located within Denham Lodge, to the north west of the site on the opposite side of Oxford Road. To the north of the site is the Swan and Bottle Public House, which is locally listed.

The site is within, but on the north western boundary of, Uxbridge Town centre and is within an Archaeological Priority Area. The majority of the site has a PTAL rating of 2, however the north eastern corner has a PTAL rating of 3. The site is within a developed area, as designated by the Hillingdon Local Plan (November 2012).

The land on the western bank of the River Colne is within South Buckinghamshire and is designated as Green Belt and a Biodiversity Opportunity Area. There is also Uxbridge Lock Conservation Area to the north of the site.

3.2 Proposed Scheme

The application seeks prior approval for the conversion of the existing office building Waterside to provide 35 individual residential units (3 x studios, 17 x 1 Beds, 6 x 2 beds and 9 x 3 Beds). A total of 85 car parking spaces would be provided to serve future occupants. The spaces will be located within the existing hard surfaced parking areas which serve the existing office use. Facilities for the secure storage of cycles will also be provided.

3.3 Relevant Planning History

40050/APP/2016/852 Bridge House, Denbridge Ind. Estate Oxford Road Uxbridge

Demolition of existing office building (Use Class B1(a) and multi-storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3).

Decision: 05-01-2017 Approved

40050/APP/2017/2438 Bridge House, Riverview House & Waterside House Oxford Road Uxt

Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 237 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage.

Decision: 23-08-2017 Approved

40050/APP/2017/3357 Riverview Oxford Road Uxbridge

Prior Approval Application for the change of use of Riverview from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage

Decision:

40050/APP/2017/3358 Bridge House Oxford Road Uxbridge

Prior Approval Application for the change of use of Bridge House from office accommodation (Class B1) to 76 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage

Decision:

Comment on Relevant Planning History

40050/APP/2016/852 - Demolition of existing office building (Use Class B1(a) and multi-

storey car park and redevelopment of the site to provide a new office (Use Class B1(a) building, associated multi-storey car park and ancillary cafe unit (Use Class A1/A3) - Approved 06-07-17.

40050/APP/2017/2438 - Prior Approval Application for the change of use of Bridge House, Riverview House and Waterside House from office accommodation (Class B1) to 239 residential units (15 x Studio and 224 x 1-Bed) together with ancillary car parking, cycle storage and waste and recycling storage - Approved 01-09-17.

4. Planning Policies and Standards

Town and Country Planning (General Permitted Development) (England) Order 2016

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

AM7	Consideration of traffic generated by proposed developments.
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
NPPF	National Planning Policy Framework
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 60 local owner/occupiers and the application was also advertised by way of site notices. No responses have been received.

Internal Consultees

FLOOD AND WATER MANAGEMENT OFFICER

Although surrounded by water the site lies above the indicated flood levels and lies in Flood Zone 1. Therefore there are no objections to the proposed conversion from office to residential. However in order to support such residential dwellings there should be clear and careful management of the river and canal corridor in accordance with the Blue Ribbon Network Policy, in order that flood risk to the site is not increased to the proposed residents or those nearby. There should also be restrictions on any replacement hardsurfacing within the site in the future to increase the permeability of ground to reduce the risk created by this site.

Therefore the following is requested:

Removal of permitted development rights replacing of any hard surfacing must be with a more permeable surface which controls surface water on site. A River corridor landscaping plan should be submitted to and approved by the Local Authority prior to commencement.

Case Officer's comments:

As per the Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 flood risk is one of the factors that the Local Planning Authority can take into consideration when determining an application of this nature. However the requested condition requiring the removal of Permitted Development rights is not required as the proposal would create residential flats, which by their nature do not benefit from such Permitted Development rights.

In addition the requested condition for a River Corridor Landscape Plan would not be appropriate as the application proposes no changes to the landscaping on site and any increased flood risk resulting from landscaping issues (such as falling trees) would not be the result of the proposed development. This issue is not therefore a consideration of the current application and such a condition would not accord with Paragraph 206 of the National Planning Policy Framework.

ENVIRONMENTAL PROTECTION UNIT (NOISE)

I would recommend the following conditions/informative respectively:

Sound insulation scheme

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed development from road traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall meet an acceptable internal noise design criteria against external noise as agreed with 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 traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Noise affecting residential property

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

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

Noise Mitigation Measures

I would also require the applicant to provide robust noise mitigation measures that will ensure that potential noise impact due to the types of activity on the High bridge Industrial Estate which could potentially generate high maximum noise levels i.e.

- Lorry reversing beacons
- Wheeled metal cages (being moved about)
- Loading and unloading of vehicles

All of the above should be suitably mitigated to ensure that it would not pose an obstacle to the proposed change of use from offices to residential.

Case Officer's comments:

As per the Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 the only source of noise that the Local Planning Authority can take into consideration is that produced by commercial premises. Therefore the first condition

requested by the Environmental Protection Unit will be amended to cover this source only. The requested condition to limit noise generated from plant within the development is not an issue that the Local Planning Authority is permitted to consider as part of this type of application and therefore cannot be attached to any determination of the application.

ENVIRONMENTAL PROTECTION UNIT (CONTAMINATION)

No objection to the submitted information as the site has been rated low/medium risk however; given the potential contamination on-site, there is a risk of contaminated land liability hence:

Contaminated Land Condition

(1) If during development works contamination not addressed in the submitted land contamination report is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation; and

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

(3) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Council. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

Control of environmental nuisance from construction work (Informative)

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

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

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

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

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

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

Case Officer's comments:

As per the Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted

Development) (England) Order 2016 contamination is one of the factors that the Local Planning Authority can take into consideration and therefore the condition requested by the Environmental Protection Unit is recommended to be attached to any positive determination of the application.

HIGHWAYS

Highway Works £119,047

Until a transport assessment has been received and agreed by the Council, based on the findings of earlier work the following schedule of highway works are required. These are to be up to a maximum of £119,047 (to be determined in accordance with the Transport Study) to be used by the Council to carry out and complete the Additional Highway Works. These include but are not limited to:-

1. works to lengthen and widen the existing right turn lane at the Site access junction off the A4020 Oxford Road; and
2. improvements to the Site frontage to improve pedestrian access from the footway along the A4020 Oxford Road.

Further works to mitigate the impact of additional development traffic along Oxford Road and at upstream junctions may include but are not limited to:-

1. new facilities, such as bus shelters and bus stops;
2. improvements to a bus service which passes near the site (frequency and capacity);
3. bus priority measures;
4. community transport provision;
5. dedicated bus service;
6. passenger information systems;
7. improvements to transport interchanges;
8. promotion of public transport;
9. provision of bus stands and driver facilities; or
10. provision or improvement of cycle ways and cycle parking facilities;
11. to include the following identified potential highway works :
12. Possible linking of Denham Pedestrian crossing to main signal junctions
13. Oxford Road (Eastbound) between Oakside and Willow Avenue- measures to improve flow of traffic into the town centre
14. Sanderson Road Traffic Light Junction
15. Measures to improve junction capacity at
 - a. Harefield Road/ High Street Junction improvements, including if feasible signalisation.
 - b. Cedars and Mahjacks roundabouts : Measures to improve capacity including review and change of signal timings and CCTV cameras to aid UTC.

In the absence of any new transport assessment to show otherwise, the above list of mitigation works should also apply to the new development. This is particularly the case as in the AM Peak many cars will be leaving the development bunched within a short space of time adding further stress on an already congested local road network.

Public Realm Enhancements £77,381

Waterside is situated on the edge of Uxbridge town centre within convenient cycling and walking distance of all the transport connections, services and facilities it has to offer.

Access to the town centre is provided by the High Street connecting Oxford Road with Harefield Road. South of Harefield Road is Uxbridge town centre. The High Street has numerous high profile frontages including Fountains Mill listed building and Uxbridge Magistrates Court. The High Street is a lightly trafficked road carrying a high volume of pedestrians visiting New Bucks University and numerous other workplaces in the vicinity of Waterside.

To improve connectivity between Waterside and the town centre funding up to a maximum of £77,381 is required to improve the public realm and the safety and convenience of cyclists and

pedestrians using this link. Using high quality materials it is proposed to resurface the footways, review how parking is managed, provide new lighting, street trees, landscaping and public art.

The outcome of this investment will enhance connectivity between Waterside and the town centre in turn making it safer and more convenient for the residents of Waterside to walk and cycle to the town centre continuing any onward journey by public transport.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016, from 30 May 2013 development consisting of the change of use of a building to a use falling within Class C3 (dwellinghouses) from a use falling within Class B1(a) (offices) constitutes 'permitted development', subject to a number of criteria; namely permitted development rights do not apply if:

- the building is on article 1(6A) land;
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use;
- the site is or forms part of a military hazard area;
- the site is or forms part of a military explosives storage area;
- the building is a listed building (or within its curtilage) or a scheduled monument;
- permitted development rights have been removed.

The site and buildings do not meet any of the criteria listed above. As such the site benefits from permitted development rights.

7.02 Density of the proposed development

Not applicable as this is not an application for planning permission.

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

Not applicable as this is not an application for planning permission.

7.04 Airport safeguarding

Not applicable as this is not an application for planning permission.

7.05 Impact on the green belt

Not applicable as this is not an application for planning permission.

7.06 Environmental Impact

Not applicable as this is not an application for planning permission.

7.07 Impact on the character & appearance of the area

Not applicable as this is not an application for planning permission.

7.08 Impact on neighbours

Not applicable as this is not an application for planning permission.

7.09 Living conditions for future occupiers

Not applicable as this is not an application for planning permission.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highways Engineer has carefully reviewed the proposals and provided comments on the measures required to mitigate against the detrimental impact of the development. These can be summarised as a Transport Assessment and Highways contribution of £119,047, plus a Public Realm contribution of £77,381. The Applicant has agreed to these obligations which would be secured through a S106 Legal Agreement.

Also proposed to be included within the S106 Legal Agreement is a strategy for ceasing usage of all additional car parking on site over and above the 85 proposed off street car parking spaces. This is because officers believe there to be additional car parking spaces

across the red line site at present and the operation of the additional parking spaces in an uncontrolled manner could have a significant adverse impact on the surrounding highway network.

A condition is recommended to be attached to any consent to ensure that the appropriate number of car parking spaces (including disabled spaces and active & passive electric vehicle charging points), motorcycle spaces and cycle parking spaces are provided.

Subject to the completion of the Legal Agreement and proposed condition the Highway's impact of the development is acceptable.

7.11 Urban design, access and security

Not applicable as this is not an application for planning permission.

7.12 Disabled access

Not applicable as this is not an application for planning permission.

7.13 Provision of affordable & special needs housing

Not applicable as this is not an application for planning permission.

7.14 Trees, landscaping and Ecology

Not applicable as this is not an application for planning permission.

7.15 Sustainable waste management

Not applicable as this is not an application for planning permission.

7.16 Renewable energy / Sustainability

Not applicable as this is not an application for planning permission.

7.17 Flooding or Drainage Issues

The Council's Flood and Water Management Officer has reviewed the application and subject to conditions has raised no objections to the proposal. For the reasons set out in Section 6 of this report the suggested conditions are not relevant to this application and are not therefore recommended to be attached to any determination of the application.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit have carefully reviewed the submitted documents in terms of the risk of contamination and have have raised no objections to the proposal subject to the attachment of an appropriate condition.

The proposal is therefore acceptable in terms of contamination.

Noise from Commercial Premises

The Council's Environmental Protection Unit have carefully reviewed the proposal in terms of the potential detrimental impact from noise generated externally from the site. As set out in Section 6 of this report, subject to a condition requiring details of how future occupiers will be protected from noise generated by adjacent commercial premises no objections have been raised.

The proposal is therefore acceptable in terms of noise.

7.19 Comments on Public Consultations

None received

7.20 Planning obligations

In order to mitigate against the impact of the proposals, the following obligations will be sought:

1. Contribution towards improvements to the local highway network with an upper limit of £119,047, plus a transport appraisal to include modelling of the local network prior to

commencement of the development.

2. Public Realm Contribution of £77,381

3. Strategy for ceasing usage of all additional car parking on site over and above the 85 proposed off street car parking spaces.

7.21 Expediency of enforcement action

Not applicable

7.22 Other Issues

None

8. Observations of the Borough Solicitor

Legal Comments:

The Town and Country Planning (General Permitted Development) (England) (Order 2015/596) ("GPDO 2015") effectively grants planning permission by giving deemed planning permission for certain development without the applicant having to make a formal application for planning permission although the applicant must submit a prior approval application in accordance with the GPDO 2015. Part 3 of Schedule 2 to the GPDO 2015 gives deemed planning permission for certain changes of use. The prior approval application before Members relates to Class O of Part 3 of Schedule 2 of the GPDO 2015.

The GPDO 2015 provides limitations in terms of what matters can be taken into account when determining a prior approval application. In relation to Class O of the GPDO 2015 those relevant matters include:

(a) Transport and highways impacts of the development;

(b) Contamination risks on the site;

(c) Flooding risks on the site; and

(d) Impacts of noise from commercial premises on the intended occupiers of the development.

Members cannot stray outside these matters when determining a prior approval application. Members must have regard to any representations made and the National Planning Policy Framework, if relevant.

Members can grant prior approval either unconditionally or subject to conditions that are reasonably related to the subject matters of the prior approval application.

Planning obligations can be required if it is necessary to make the details which are the subject of the prior approval application acceptable.

Members should also ensure that their involvement in the determination of the prior approval application adheres to the Members Code of Conduct as adopted by Full Council and also the relevant guidance.

Members can refuse an application for prior approval where the development does not comply with any conditions, limitations or restrictions applicable to the proposed development under the GPDO 2015 or where insufficient information has been provided to enable Members to establish whether the proposed development is permitted under the GPDO 2015.

Equalities & Human Rights

Section 149 of the Equalities Act 2010 requires Members when making decisions 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 prior approval application. Equalities impacts are not necessarily decisive but the objective of advancing

equalities must be taken into account in weighing up the merits of a prior approval application. The weight to be given to any equality issues are a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

None

10. CONCLUSION

This application seeks prior approval for the conversion of the existing office building Waterside to provide 35 individual residential units (3 x studios, 17 x 1 Beds, 6 x 2 beds and 9 x 3 Beds). A total of 85 car parking spaces would be provided to serve future occupants. The spaces will be located within the existing hard surfaced parking areas which serve the existing office use. Facilities for the secure storage of cycles will also be provided.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required.

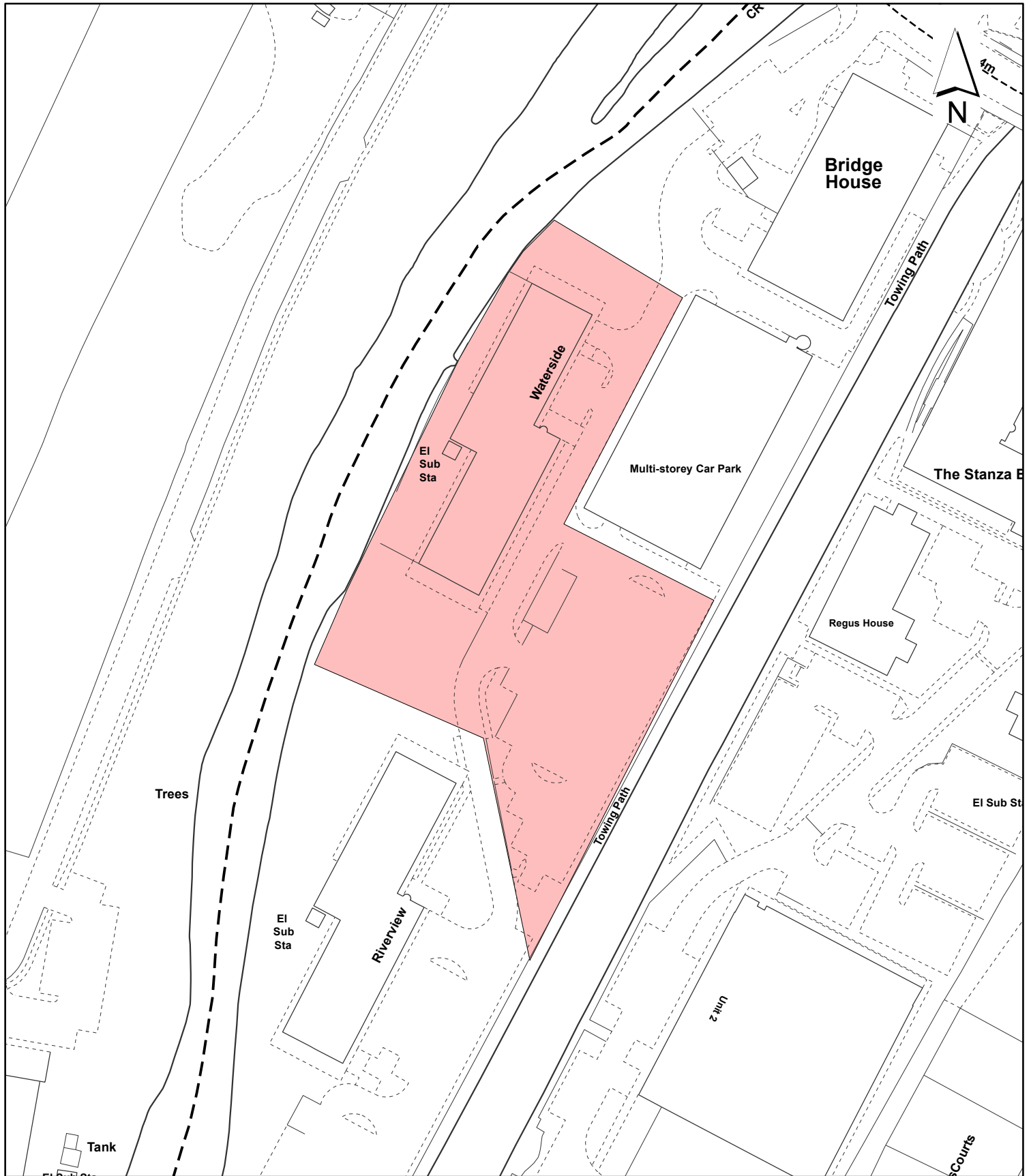
The application has been assessed against the relevant criteria and subject to conditions and the securing of highway and public realm obligations through a Section 106 Legal Agreement, prior approval is required and granted.

11. Reference Documents

Town and Country Planning (General Permitted Development) (England) Order 2016

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

Waterside

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

Planning Application Ref:

40050/APP/2017/3356

Scale:

1:1,250

Planning Committee:

Major Page 180

Date:

October 2017



HILLINGDON
 LONDON

Item No. Report of the Head of Planning, Building Control, Sport & Green Spaces

Address DOLPHIN BRIDGE HOUSE ROCKINGHAM ROAD UXBRIDGE

Development: Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 41 residential units (Use Class C3)

LBH Ref Nos: 35248/APP/2017/3013

Drawing Nos: PM1 PL-01
PM1 PL-02
PM1 PL-03
LMS-1006 Survey Control Stations
Environment Agency Flood Maps
10122-R01-1 ISVR Noise Report
1CO104046P1R0 PHASE I GEO-ENVIRONMENTAL SITE ASSESSMENT
Transport Statement August 2017
FLOOD RISK ASSESSMENT 17 August 2017 Version 2.0 RAB: 1755B
Agent email confirmation of BS 4142 compliance
PM1 PL-04 Rev A
PM1 PL-05 Rev A
Flood Warning Response Document

Date Plans Recieved: 16/08/2017 **Date(s) of Amendment(s):** 06/10/2017
Date Application Valid: 16/08/2017 24/08/2017
03/10/2017

1. SUMMARY

The application seeks prior approval for the change of Use from Use Class B1 (Offices) to Use Class C3 (Dwelling Houses) to provide 41 self contained flats, 52 car parking space and provision of cycle parking.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required. The application is not seeking full planning permission and Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 only permits the Local Planning Authority to take the following factors into consideration in the determination of such an application:

- (a) transport and highways impacts of the development;
- (b) contamination risks on site;
- (c) flooding risks on site; and
- (d) impacts of noise from commercial premises on the intended occupiers of the development.

In considering an application for prior approval under Class O, Paragraph 10b of Section W states that the local planning authority shall "have regard to the National Planning Policy Framework... so far as relevant to the subject matter of the prior approval, as if the application were a planning application". As such, the prior approval application must be

assessed against transport and highways impact, contamination, noise and flooding risks only. The local planning authority is not directed, as a matter of law, to determine applications for prior approval under Class O with reference to the Development Plan.

The local planning authority may also grant prior approval unconditionally or subject to conditions reasonably related to the subject matter of the prior approval.

The application has been assessed against the above criteria and subject to relevant conditions and the securing of highway obligations through a Section 106 Legal Agreement, prior approval is not required.

2. RECOMMENDATION

1. That delegated powers be given to the Head of Planning and Enforcement to confirm Prior Approval is Not Required 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:

1. Contribution towards improvements to the local highway network/public realm contribution of £55,734.

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 by 25th 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 the application for the following reason:

'The applicant has also failed to provide measures to mitigate the impacts of the development through enhancements to the environment necessary as a consequence of demands created by the proposed development (relating to highway works/public realm improvement contribution). The proposal therefore conflicts with the Town and Country Planning (General Permitted Development) (England) Order 2016, policies R17, AM2, AM7 and AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012), the London Plan (March 2016) and the NPPF.'

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 NONSC Parking

Prior to occupation of the development, the following shall be provided on site:

1. 52 car parking spaces with markings, including spaces for visitor parking
2. 6 parking spaces to be assigned for use by disabled persons and marked as such
3. 11 parking spaces to be supplied with active Electric Vehicle Charging points
4. 11 parking spaces to be supplied with passive Electric Vehicle Charging points
5. 3 motorcycle parking spaces
6. Secure and covered parking spaces to be provided for 44 bicycles as a minimum

Thereafter, they shall be permanently retained and used for no other purpose.

REASON

To ensure adequate parking is provided and to promote sustainable modes of transport, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3, 6.9, and 6.13 of the London Plan (2016).

2 NONSC Parking Allocation Plan

Prior to occupation of the development, a Parking Allocation Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking shall be for residential use of the flats hereby approved and as agreed within the Parking Allocation Plan unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure availability and management of parking, in accordance with policies AM2, AM7 and AM14 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (Nov 2012) and policies 6.3 and 6.13 of the London Plan (2016).

3 NONSC Contamination

- (i) If during development works contamination not addressed in the submitted land contamination report is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation; and
- (ii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the Council dispenses with any such requirement specifically and in writing.
- (iii) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Council. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

INFORMATIVES

1

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).

2

In dealing with the application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies from the 'Saved' UDP 2007, Local Plan Part 1, Supplementary Planning Documents, Planning Briefs and other informal written guidance, as well as offering a full pre-application advice service, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located in an industrial park to the west of Uxbridge town centre. The site is adjacent to the River Colne, which is to the west of the site and the Grand Union Canal located to the east. Within the northern section of the site is a surface car park with 60 parking spaces whilst to the south is the existing Dolphin Bridge House office building. The site is accessed via Rockingham Road.

The site is located partially in Flood Zone 2, partially in Flood Zone 3a and partially in Flood Zone 3b the functional floodplain of the River Colne according to the Environment Agency Flood Maps. The site has a PTAL rating of 3 and is within a developed area, as designated by the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

The application seeks prior approval for the change of Use from Use Class B1 (Offices) to Use Class C3 (Dwelling Houses) to provide 41 self contained flats, 52 car parking space and provision of cycle parking.

3.3 Relevant Planning History

35248/ADV/2005/70 Dolphin Bridge House Rockingham Road Uxbridge
INSTALLATION OF NON-ILLUMINATED HIGH-LEVEL COMPANY NAME BOARDS

Decision: 04-08-2005 Approved

35248/APP/2008/2536 Dolphin Bridge House Rockingham Road Uxbridge

The erection of a single storey front glazed extension, erection of a 2.4m high palisade fence and elevational alterations involving replacement of doors and windows.

Decision: 14-10-2008 Approved

Comment on Relevant Planning History

None relevant to the current application

4. Planning Policies and Standards

Town and Country Planning (General Permitted Development) (England) Order 2016

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.EM6 (2012) Flood Risk Management

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- LPP 5.12 (2016) Flood risk management
- LPP 5.13 (2016) Sustainable drainage
- LPP 5.21 (2016) Contaminated land
- LPP 6.13 (2016) Parking
- NPPF1 NPPF - Delivering sustainable development
- NPPF10 NPPF - Meeting challenge of climate change flooding coastal
- NPPF6 NPPF - Delivering a wide choice of high quality homes
- NPPF7 NPPF - Requiring good design

5. Advertisement and Site Notice

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

6. Consultations

External Consultees

Consultation letters were sent to 22 local owner/occupiers and the application was also advertised by way of site notices.

One objection to the proposal has been received from an adjacent occupier stating:

'We are the freehold owners of Waterside House, Uxbridge which is the neighbouring property to Dolphin Bridge House. In a Transfer dated 20 January 1981 a restrictive covenant was imposed on Dolphin Bridge House in the following terms:

'No buildings other than factories or light industrial buildings or warehouses or workshops or office with or without garages and ancillary buildings or Do-It-Yourself Centres or garden centres or wholesale or retail Cash and Carry Warehouses or any other buildings usual or acceptable on an Industrial Estate shall at any time be erected on any part of the Land- '

The proposed change of use to residential units will be breach the said covenant, from which our property Waterside House benefits. We intend to enforce the relevant covenant, and accordingly object to the application for prior approval.'

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT (NOISE)

I am satisfied with the submitted report on internal noise assessment, sound insulation, triple glazing, air vents etc. However, we require written confirmation from the applicant's noise expert that the proposed mechanical ventilation that will be fitted in the proposed residential flats will be in line with BS 4142 is at least 5dB below the background noise level. Ideally, the assessment of noise should give a positive indication that complaints from future occupiers are unlikely.

Case Officer's comments:

The agent has provided confirmation (via email on 03/10/17) that the proposed mechanical ventilation that will be fitted in the proposed residential flats will be in line with BS 4142 and is at least 5dB below the background noise level, therefore no objections to the development are raised with regards to the noise from commercial properties.

ENVIRONMENTAL PROTECTION UNIT (CONTAMINATION)

Requested the following condition:

- (i) If during development works contamination not addressed in the submitted land contamination report is identified, an updated brief shall be submitted and an addendum to the remediation scheme shall be agreed with the Council prior to implementation; and
- (ii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the Council dispenses with any such requirement specifically and in writing.
- (iii) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Council. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

Case Officer's comments:

Subject to the condition requested, no objections to the development are raised with regards to the

contamination risks on the site.

HIGHWAYS (PARKING)

This prior approval application is for the conversion of an existing office block on Rockingham Road to 41 units. Rockingham Road is a classified road (A4007) on the Council road network. The site has a vehicular access from a private access road that has a junction with Rockingham Road immediately adjacent to the bridge over the Grand Union Canal.

The site has a PTAL value of 3 (moderate) which suggests there will be a reliance on private cars for trip making to and from the site. There are approximately 60 car parking spaces associated with the current use on the site. The applicant has supplied a Transport Statement by Crosby dated August 2017 in support of the application.

The application is to convert the existing offices to 41 flats (4xstudio+31x1b+6x2b) with 52 car parking spaces along with cycle storage and refuse/recycling bin stores. The TS suggests that traffic generation from the change of use would result in a small reduction in trip making to and from the site.

The provision of 52 car spaces for the mix of units would appear adequate given the PTAL score of the site. The on-site car parking spaces should be allocated to the proposed flats and not for separate sale or rent (conditioned). 20% of the on-site car parking should be active EVCP and 20% passive (conditioned). The provision of at least 44 secure covered cycle storage should also be conditioned. The existing office bin store is to be converted to residential use. On the basis of the above comments I do not have significant highway concerns over the proposed change of use.

HIGHWAYS (INFRASTRUCTURE)

Dolphin House is situated approximately 1km west of Uxbridge town centre immediately adjacent to the Grand Union Canal, the Dolphin House is on the western side of the canal as is the towpath. The towpath is unmade and at times becomes muddy, the vegetation alongside the canal in some places is overgrown reducing the towpath width.

The Grand Union Canal offers cyclists and walkers a direct and pleasant off-road route to many key destinations. To the south the canal passes through Yiewsley, Stockley Park and Hayes and onwards to central London. Heading north the canal passes Denham Country Park, Harefield and onwards to Rickmansworth and Watford.

The London Borough of Hillingdon recognises the Grand Union Canal is a great asset where people can spend leisure time or use as a route for walking or cycling. This view is shared by Transport for London who is investing in the canal to transform the canal towpath into a "Quietway". A "Quietway" is a direct and safe off-road cycle route for cyclists of all abilities and levels of confidence to use. However, the Grand Union Canal "Quietway" finishes in Yiewsley to the south. A developer's contribution of £55,734 is sought to improve the Grand Union Canal towpath immediately outside the new development to "Quietway" standard. This will afford the new residents of Dolphin House with the opportunity to walk or cycle along the canal whether for leisure or commuting in a safe, convenient and pleasant environment. The Council has a strategy for improving the Grand Union Canal towpath north of Yiewsley to "Quietway" standard. This contribution would be used to improve the towpath between the Rockingham Road and Oxford Road.

FLOOD AND WATER MANAGEMENT OFFICER

Recommendation: Objection

The site is located partially in Flood Zone 2, partially in Flood Zone 3a and partially in Flood Zone 3b the functional floodplain of the River Colne. A Flood Risk Assessment by rab consultants ref: 1755B dated 17/08/2017 has been submitted. This has demonstrated that the proposal can be protected from the risk of flooding and makes some flood resistant installation recommendations.

Comments:

The 1 in 100 year plus 20% modelled flood level of the River Colne has been identified at 30.13mAOD. The finished floor level will be 31.87mAOD which is more than the 300mm threshold above the modelled flood level. However the modelled flood level of the Grand Union Canal has been identified as being 31.81mAOD. The FRA identifies some flood resistant measures that would be suitable for the development in Section 4.1.2 however the FRA needs to specifically state which of these measures will be installed and include these on the drawings. The FRA recommends the residents sign up to the EA Flood Warning Service. The Council supports this idea.

A safe egress route has been identified which is outside of the flood zones. A Flood Action and Evacuation Plan also needs to be submitted which should include detail of exactly what should be done and when.

Surface Water

The FRA has suggested rainwater harvesting could be implemented into the development. The Council supports this idea as a method of managing surface water on site in a sustainable manner.

The application should be refused as the applicant does not demonstrate that the site is safe and flood risk is suitably mitigated as required by:

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

Policy DMEI 9 Management of Flood Risk in emerging Hillingdon Local Plan Part 2 - Development Management Policies.

Policy 5.12 Flood Risk Management of the London Plan (March 2016) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014).

Case Officer's comments:

Following the comments received from the Council's Flood and Water Management Officer, the applicant has submitted amended plans (references PL-04 Rev A and PL-05 Rev A) and a Flood Warning Response Document. The Council's Flood and Water Management Officer has reviewed these documents and confirmed they are acceptable and therefore no longer objects to the proposal.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Under Part 3 Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016, from 30 May 2013 development consisting of the change of use of a building to a use falling within Class C3 (dwellinghouses) from a use falling within Class B1(a) (offices) constitutes 'permitted development', subject to a number of criteria; namely permitted development rights do not apply if:

- the building is on article 1(6A land);
- the building was not used for a use falling within Class B1(a) immediately before 30th May 2013, or, if the building was not in use immediately before that date, when it was last in use;
- the site is or forms part of a military hazard area;
- the site is or forms part of a military explosives storage area;
- the building is a listed building (or within its curtilage) or a scheduled monument;
- permitted development rights have been removed.

The site and buildings do not meet any of the criteria listed above. As such the site benefits from permitted development rights.

7.02 Density of the proposed development

Not applicable as this is not an application for planning permission.

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

- Not applicable as this is not an application for planning permission.
- 7.04 Airport safeguarding**
- Not applicable as this is not an application for planning permission.
- 7.05 Impact on the green belt**
- Not applicable as this is not an application for planning permission.
- 7.06 Environmental Impact**
- Not applicable as this is not an application for planning permission.
- 7.07 Impact on the character & appearance of the area**
- Not applicable as this is not an application for planning permission.
- 7.08 Impact on neighbours**
- Not applicable as this is not an application for planning permission.
- 7.09 Living conditions for future occupiers**
- Not applicable as this is not an application for planning permission.
- 7.10 Traffic impact, Car/cycle parking, pedestrian safety**
- The Council's Highways Engineers have reviewed the proposals and provided comments on the measures required to mitigate against the detrimental impact of the development. These can be summarised as a Highways/Public Realm contribution of £55,734. The Applicant has agreed to the obligation which would be secured through a S106 Legal Agreement.
- A condition is recommended to be attached to any consent to ensure that the appropriate number of car parking spaces (including disabled spaces and active & passive electric vehicle charging points), motorcycle spaces and cycle parking spaces are provided. A parking allocation plan condition is also recommended to ensure that on site car parking spaces be allocated to the proposed flats and not for separate sale or rent.
- Subject to the completion of the Legal Agreement and proposed conditions the Highway's impact of the development is acceptable.
- 7.11 Urban design, access and security**
- Not applicable as this is not an application for planning permission.
- 7.12 Disabled access**
- Not applicable as this is not an application for planning permission.
- 7.13 Provision of affordable & special needs housing**
- Not applicable as this is not an application for planning permission.
- 7.14 Trees, landscaping and Ecology**
- Not applicable as this is not an application for planning permission.
- 7.15 Sustainable waste management**
- Not applicable as this is not an application for planning permission.
- 7.16 Renewable energy / Sustainability**
- Not applicable as this is not an application for planning permission.
- 7.17 Flooding or Drainage Issues**
- The Council's Flood and Water Management Officer has reviewed the application and following the submission of amended details has confirmed they have no objections to the application.
- 7.18 Noise or Air Quality Issues**
- Noise from Commercial Premises
The Council's Environmental Protection Unit have reviewed the proposal in terms of the potential detrimental impact from noise generated externally from the site. Following

confirmation from the applicant (via email on 03/10/17) that the proposed mechanical ventilation that will be fitted in the proposed residential flats will be in line with BS 4142 and is at least 5dB below the background noise level, no objections to the development are raised with regards to the noise from commercial properties.

Contamination

The Council's Environmental Protection Unit have reviewed the submitted documents in terms of the risk of contamination and have raised no objections to the proposal subject to the attachment of an appropriate condition.

The proposal is therefore acceptable in terms of contamination.

7.19 Comments on Public Consultations

One objection to the proposal has been received from an adjacent occupier stating:

'We are the freehold owners of Waterside House, Uxbridge which is the neighbouring property to Dolphin Bridge House. In a Transfer dated 20 January 1981 a restrictive covenant was imposed on Dolphin Bridge House in the following terms:

'No buildings other than factories or light industrial buildings or warehouses or workshops or office with or without garages and ancillary buildings or Do-It-Yourself Centres or garden centres or wholesale or retail Cash and Carry Warehouses or any other buildings usual or acceptable on an Industrial Estate shall at any time be erected on any part of the Land- '

The proposed change of use to residential units will be breach the said covenant, from which our property Waterside House benefits. We intend to enforce the relevant covenant, and accordingly object to the application for prior approval.'

Case Officer's comments:

The objection is noted, however the issue raised is a civil legal matter and is not a material planning consideration.

7.20 Planning obligations

In order to mitigate against the impact of the proposals, the following obligations will be sought:

1. Contribution towards improvements to the local highway network/public realm with an upper limit of £55,734.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

Legal Comments:

The Town and Country Planning (General Permitted Development) (England) (Order 2015/596) ("GPDO 2015") effectively grants planning permission by giving deemed planning permission for certain development without the applicant having to make a formal application for planning permission although the applicant must submit a prior approval application in accordance with the GPDO 2015. Part 3 of Schedule 2 to the GPDO 2015 gives deemed planning permission for certain changes of use. The prior approval application before Members relates to Class O of Part 3 of Schedule 2 of the GPDO 2015. The GPDO 2015 provides limitations in terms of what matters can be taken into account when determining a prior approval application. In relation to Class O of the GPDO 2015 those relevant matters include:

- (a) Transport and highways impacts of the development;
- (b) Contamination risks on the site;
- (c) Flooding risks on the site; and
- (d) Impacts of noise from commercial premises on the intended occupiers of the development.

Members cannot stray outside these matters when determining a prior approval application. Members must have regard to any representations made and the National Planning Policy Framework, if relevant.

Members can grant prior approval either unconditionally or subject to conditions that are reasonably related to the subject matters of the prior approval application.

Planning obligations can be required if it is necessary to make the details which are the subject of the prior approval application acceptable.

Members should also ensure that their involvement in the determination of the prior approval application adheres to the Members Code of Conduct as adopted by Full Council and also the relevant guidance.

Members can refuse an application for prior approval where the development does not comply with any conditions, limitations or restrictions applicable to the proposed development under the GPDO 2015 or where insufficient information has been provided to enable Members to establish whether the proposed development is permitted under the GPDO 2015.

Equalities & Human Rights

Section 149 of the Equalities Act 2010 requires Members when making decisions 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 prior approval application. Equalities impacts are not necessarily decisive but the objective of advancing equalities must be taken into account in weighing up the merits of a prior approval application. The weight to be given to any equality issues are a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

None

10. CONCLUSION

The application seeks prior approval for the change of Use from Use Class B1 (Offices) to Use Class C3 (Dwelling Houses) to provide 41 self contained flats, 52 car parking space and provision of cycle parking.

The proposal falls to be considered within Schedule 2, Part 3, Class O of the Town and Country Planning (General Permitted Development) (England) Order 2016 which allows for such development subject to a determination by the Local Planning Authority as to whether Prior Approval will be required.

The application has been assessed against the relevant criteria and subject to conditions

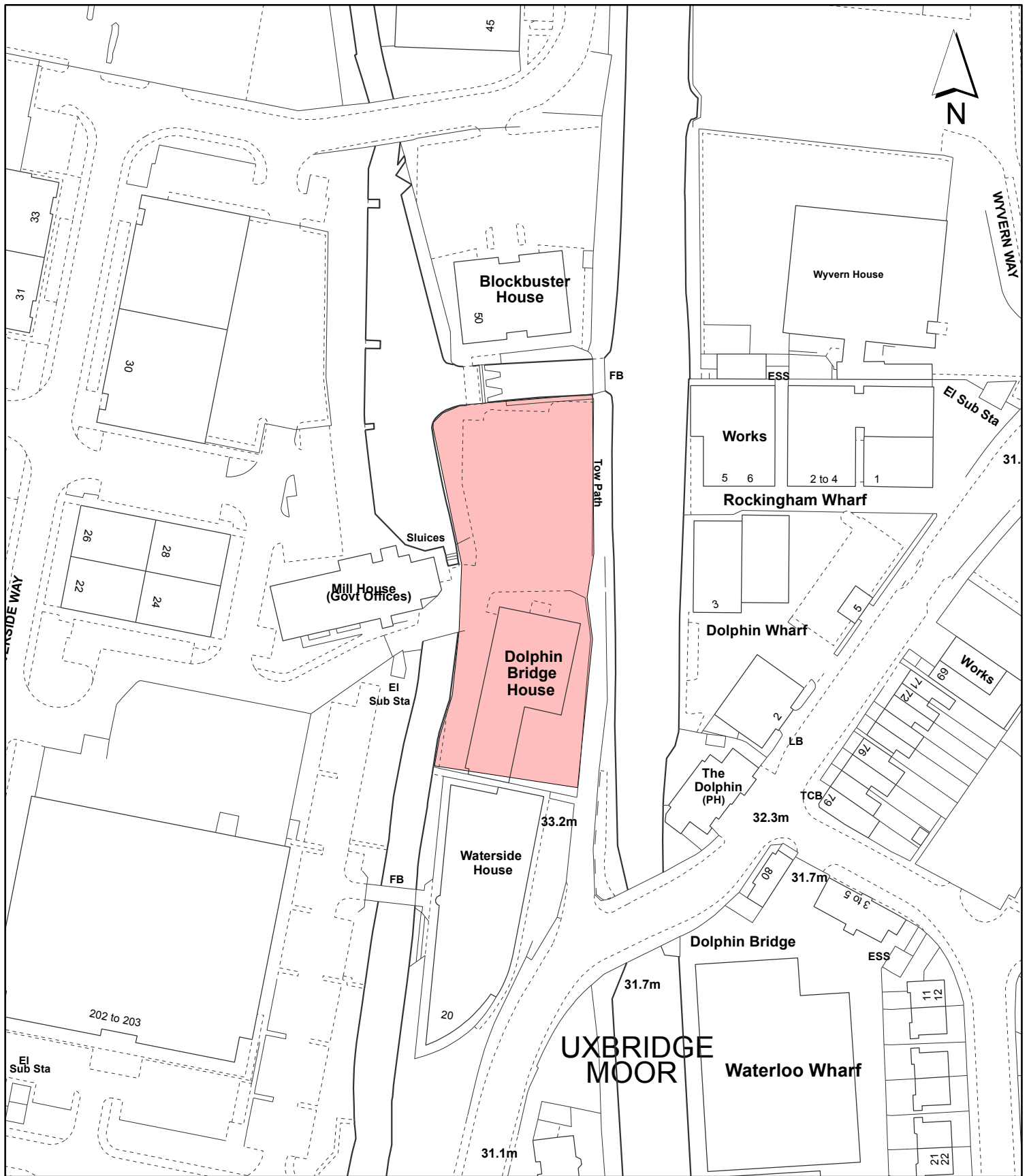
and the securing of highway/public realm obligations through a Section 106 Legal Agreement, prior approval is required and recommended to be granted.

11. Reference Documents

Town and Country Planning (General Permitted Development) (England) Order 2016

Contact Officer: Ed Laughton

Telephone No: 01895 250230



Notes:

 Site boundary

For identification purposes only.
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Site Address:

**Dolphin Bridge House
 Rockingham Road**

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

Planning Application Ref:
35248/APP/2017/3013

Scale:
1:1,250

Planning Committee:
Major Page 193

Date:
October 2017



HILLINGDON
 LONDON

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Item No. Report of the Head of Planning, Building Control, Sport & Green Spaces

Address PROLOGIS PARK WEST LONDON HORTON ROAD YIEWSLEY

Development: Reserved matters pursuant to condition 1 of planning permission ref. 37977/APP/2017/1634 dated 14-08-2017 for layout, scale, appearance and landscaping for Phase 2 of the development at Prologis Park West London (formerly Stockley Park Phase 3) (Section 73 application for variation of Conditions 5 (approved drawings), 6 (approved documents), 25 (insertion of mezzanine floors) and 27 (use as data centre) as attached to planning permission ref. 37977/APP/2015/1004 dated 14-12-2015: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space.

LBH Ref Nos: 37977/APP/2017/3046

Drawing Nos: Planning Statement
Design and Access Statement
1690-16-02C
1690-16-03C
1690-16-RP01
30952-PL-202D Si
30952-PL-203A
30952-PL-206A
30952-PL-210
Covering Letter
30952-PL-204B
30952-PL-207B
30952-PL-209B

Date Plans Recieved: 18/08/2017 **Date(s) of Amendment(s):** 25/09/2017

Date Application Valid: 21/08/2017 18/08/2017

1. SUMMARY

The application seeks reserved matters approval for phase 2 of Prologis Park West (formerly Stockley Park Phase 3). The submitted details satisfy all reserved matters relating to the application.

The design and layout are sympathetic towards the surrounding area and are consistent with the approach taken in Phase 1 of the development, ensuring coherence throughout the overall development.

The access and parking arrangements are satisfactory and would not result in any concerns over car parking provision or conflict between different types of vehicles and pedestrians.

The proposed landscaping would enhance the existing landscaping present around the site and would be consistent with the verdant character of the wider Stockley Park development.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

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

30952-PL-202D;
30952-PL-203A;
30952-PL-204B;
30952-PL-206A;
30952-PL-207B;
30952-PL-209B;
30952-PL-210.

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

REASON

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

2 COM5 General compliance with supporting documentation

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

Design and Access Statement;
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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2016).

3 COM11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), the buildings shall be used only for B1c, B2 and B8 purposes as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

In order to prevent the loss of a valuable source of employment and to prevent noise sensitive development adjacent to surrounding industry in accordance with Policies OE 5, LE 2 and LE 4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 H13 Installation of gates onto a highway

No gates shall be installed which open outwards over the highway/footway.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM 3 and AM 8 of the Hillingdon Local Plan: Part Two Saved UDP Policies

(November 2012) and Chapter 6 of the London Plan (2016).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to APPROVE these Reserved Matters 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 APPROVE these Reserved Matters has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including The London Plan - The Spatial Development Strategy for London consolidated with alterations since 2011 (2016) and national guidance.

- AM10 Incorporation in new developments of additions to the proposed cycle network
- AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
- BE1 Development within archaeological priority areas
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE25 Modernisation and improvement of industrial and business areas
- BE31 Facilities for the recreational use of the canal
- BE32 Development proposals adjacent to or affecting the Grand Union Canal
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

BE39	Protection of trees and woodland - tree preservation orders
EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
EM6	(2012) Flood Risk Management
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LPP 1.1	(2016) Delivering the strategic vision and objectives for London
LPP 2.1	(2016) London in its global, European and United Kingdom context
LPP 2.13	(2016) Opportunity Areas and Intensification Areas
LPP 2.17	(2016) Strategic Industrial Locations
LPP 2.18	(2016) Green Infrastructure: the multi functional network of open and green spaces
LPP 2.2	(2016) London and the wider metropolitan region
LPP 2.3	(2016) Growth Areas and Co-ordination Corridors
LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
LPP 2.8	(2016) Outer London: Transport
LPP 4.1	(2016) Developing London's economy
LPP 4.12	(2016) Improving opportunities for all
LPP 4.4	(2016) Managing Industrial Land and Premises
LPP 5.1	(2016) Climate Change Mitigation
LPP 5.10	(2016) Urban Greening
LPP 5.11	(2016) Green roofs and development site environs
LPP 5.12	(2016) Flood risk management
LPP 5.13	(2016) Sustainable drainage
LPP 5.14	(2016) Water quality and wastewater infrastructure
LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
LPP 6.12	(2016) Road Network Capacity
LPP 6.13	(2016) Parking
LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.4	(2016) Enhancing London's Transport Connectivity
LPP 6.9	(2016) Cycling
LPP 7.14	(2016) Improving air quality
LPP 7.16	(2016) Green Belt
LPP 7.18	(2016) Protecting open space and addressing deficiency
LPP 7.19	(2016) Biodiversity and access to nature
LPP 7.2	(2016) An inclusive environment
LPP 7.24	(2016) Blue Ribbon Network
LPP 7.28	(2016) Restoration of the Blue Ribbon Network
LPP 7.3	(2016) Designing out crime
LPP 7.30	(2016) London's canals and other rivers and waterspaces
LPP 7.4	(2016) Local character
LPP 7.5	(2016) Public realm
LPP 7.6	(2016) Architecture

LPP 8.2	(2016) Planning obligations
LPP 8.3	(2016) Community infrastructure levy
LPP 8.4	(2016) Monitoring and review
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF11	NPPF - Conserving & enhancing the natural environment
NPPF4	NPPF - Promoting sustainable transport
NPPF9	NPPF - Protecting Green Belt land
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
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

3. CONSIDERATIONS

3.1 Site and Locality

The site is currently undeveloped. Some earthworks appear to have taken place and previous areas of hardstanding and landscaping have been removed.

The east of the site is bordered by a spine road that serves Phase 1 of the overall development. This phase, which involved the construction of two large industrial units along with associated service yard space and car parking has been completed recently. A comprehensive landscaping scheme has been implemented and includes a regular arrangement of street trees creating an avenue like appearance. Permission has recently been granted to vary conditions attached to the original application to allow these buildings to be used as a data centre under application 37977/APP/2017/1634 - dated 14th of August 2017.

The site lies within the green belt, in a narrow section that opens up to the north, where there is a golf course. Directly to the east and west of the site are commercial buildings of various sizes, including large structures. These included the recently completed Phase 1 buildings to the west. All of these buildings are located within a designated Industrial and Business Area (IBA) although the site itself is not.

To the south is the Grand Union Canal, to which access has been opened up and improved as part of the development, allowing for new pathways and landscaping. On the opposite side of the canal are further commercial buildings as well as a main railway line.

3.2 Proposed Scheme

The proposal involves the submission of all reserved matters, namely layout, scale, appearance and landscaping, following the grant of outline permission for development of the site under planning application 37977/APP/2015/1004 on the 14th of December 2015. The outline permission confirmed approval for the provision of up B1c/B2/B8 use

structures with the following perimeters imposed:-

- A maximum cumulative floorspace of 26,100 m²;
- Maximum height of all structures (including plant and equipment) of 18.7 metres;
- No more than 250 parking spaces to be provided and no more than 430 spaces across the development as a whole (Phases 1 and 2);

The proposal involves the erection of two buildings, providing 2 separate units (adaptable to 3).

UNITS 3A & 3B:

The northernmost building would be the larger of the two and can be adapted to provide 2 units or remain as a single unit. The main component of the building is a metal clad warehouse structure with a shallow pitched triple arch roof. The main building would measure approximately 129 metres in length by 99 metres in width. Height to roof eaves would be approximately 15.8 metres, with the ridge height at approximately 18 metres.

Attached to the main industrial building would be an approximately 13.2 metre high three-storey metal and glazing clad element that would provide ancillary office space. The office annex would have a hipped roof that would be surrounded by a parapet. The office space would be open plan with multiple aspect glazing. Should the building be subdivided, the southern unit can be modified to include a mezzanine office space.

The overall floorspace (GIA) provided would be 14,150 m².

The building would be fronted by a hard surfaced service yard space which would include HGV parking areas. A total of 16 dock levellers would be installed within the building frontage to allow for HGV's to be unloaded directly into the building. Three loading doors, capable of accommodating an HGV, would also be incorporated. The yard would have separate dropped kerb access and exit points that would be taken from the spine road which also serves the existing Phase 1 units. The service yard would be enclosed by security fencing.

A total of 96 allocated car parking spaces, with their own separate access, would be provided to the north of the building.

UNIT 4:

A second building, housing a single unit, would be positioned to the south. It would be identical in width and height to the larger unit to the north and the two buildings would be aligned with each other. The triple arched roof form would also be replicated. The length of the building would be approximately 89 metres, making it smaller than the building to the north. The building would also include a similar three-storey office arrangement to that of the larger building.

The overall floorspace (GIA) provided would be 9,838 m².

The building would be fronted by a hard surfaced service yard which would include HGV parking. The building frontage would include two HGV capable loading doors as well as 11 dock levellers. The service yard would have its own designated dropped kerb access from the spine road and would be enclosed by security fencing.

A total of 93 car parking spaces would be provided to the south of the building, with a separate access formed to serve them.

ADDITIONAL PARKING:

Other than the car parking spaces already mentioned, there would be a separate shared car parking area, providing a total of 58 spaces, that would be positioned between the two buildings.

CUMULATIVE FLOORSPACE:

The total amount of floorspace (in GIA) provided by the two proposed buildings would be 23,988 m².

CUMULATIVE PARKING:

A total amount of 247 car parking spaces would be provided for Phase 2. The total amount of spaces, in combination with those provided at Phase 1, would be 388.

LANDSCAPING:

The proposal includes additional landscaping that would be positioned, predominantly, around the site perimeters but also within the car parking areas and on street verges.

3.3 Relevant Planning History

37977/APP/2015/1004 Phase 3 Stockley Park Stockley Road West Drayton Middlesex

Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination

Decision: 09-09-2015 Approved

37977/APP/2017/1634 Prologis Park West London Horton Road Yiewsley

Section 73 application for variation of Conditions 5 (approved drawings), 6 (approved document 25 (insertion of mezzanine floors) and 27 (use as data centre) as attached to planning permission ref. 37977/APP/2015/1004 dated 14-12-2015: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination.

Decision: 02-08-2017 Approved

37977/C/89/0397 Former Trident Site, Stockley Park Stockley Road West Drayton
Redevelopment for industrial and/or office and/or research and development and/or training together with other uses ancillary to any of these uses, excluding industrial development within Classes B3 #NAME? Order 1987. Construction of new access to highway (outline application)

Decision: 02-05-1990 Approved

37977/E/90/2048 Stockley Park-Phase 3 Stockley Road West Drayton
Reserved matters (details of land uses, roads and paths and landscaping) in compliance with condition 2(i)-(vii) of outline planning permission ref. 37977C/89/397 dated 2.5.90; Redevelopment for industrial and/or office and/or research and development and/or training uses

Decision: 10-11-1992 NFA

37977/G/90/2119 Stockley Park-Phase 3 Stockley Road West Drayton
Details of entrance causeway, roadworks, services and lakes including lake contours and planting in compliance with condition 3 of outline planning permission ref. 37977C/89/397 dated 2.5.90; Redevelopment for industrial and/or offices and/or research and development and/or training together with other uses ancillary to any of these uses, excluding industrial development within Classes B3-B7 of the Town and Country Planning (Use Classes) Order 1987. Construction of new access to highway

Decision: 01-08-1991 Approved

37977/P/94/0335 Former Trident Site Phase 3 Stockley Pk. Stockley Road West Drayton
Outline planning permission to provide 18,000 sq. metres of floorspace for industrial and/or office and/or research and development and/or training together with other uses ancillary to any of the uses, excluding industrial development within Classes B3-B7 of the Town and Country Planning (Use Classes) Order 1987. The provision of public and private open space

Decision: 07-02-1996 Approved

37977/W/96/1447 Stockley Park-Phase 3 Stockley Road West Drayton
COMPREHENSIVE REDEVELOPMENT TO PROVIDE A MAXIMUM GROSS FLOORSPACE OF 50,000M2 FOR INDUSTRIAL AND/OR OFFICES AND/OR RESEARCH AND DEVELOPMENT AND/OR TRAINING TOGETHER WITH OTHER USES ANCILLARY TO ANY OF THESE USES WITH A MAXIMUM PARKING PROVISION FOR 1143 CARS TOGETHER WITH SERVICING AND ACCESS ROADS. THE PROVISION OF PUBLIC AND PRIVATE OPEN SPACE (OUTLINE APPLICATION)

Decision: 25-08-2000 Approved

Comment on Relevant Planning History

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E3	(2012) Strategy for Heathrow Opportunity Area
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM3	(2012) Blue Ribbon Network
PT1.EM4	(2012) Open Space and Informal Recreation

Part 2 Policies:

AM10	Incorporation in new developments of additions to the proposed cycle network
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
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AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
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BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE31	Facilities for the recreational use of the canal

BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39	Protection of trees and woodland - tree preservation orders
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LPP 2.6	(2016) Outer London: vision and strategy
LPP 2.7	(2016) Outer London: Economy
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LPP 5.13	(2016) Sustainable drainage
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LPP 5.15	(2016) Water use and supplies
LPP 5.21	(2016) Contaminated land
LPP 5.3	(2016) Sustainable design and construction
LPP 5.7	(2016) Renewable energy
LPP 5.9	(2016) Overheating and cooling
LPP 6.1	(2016) Strategic Approach
LPP 6.10	(2016) Walking
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LPP 6.3	(2016) Assessing effects of development on transport capacity
LPP 6.4	(2016) Enhancing London's Transport Connectivity

LPP 6.9	(2016) Cycling
LPP 7.14	(2016) Improving air quality
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OE1	Protection of the character and amenities of surrounding properties and the local area
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OL5	Development proposals adjacent to the Green Belt
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
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SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- **21st September 2017**
- 5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was advertised by way of site notices displayed adjacent to the site on Horton Road and Horton Close and also through an advertisement published in the West London Gazette on the 13th of September 2017.

In addition, letters were sent to the occupants of neighbouring buildings to notify them of the application and to invite comments.

No comments have been received from members of the public.

Internal Consultees

LANDSCAPE OFFICER:

The boundary structure planting for the Reserved Matters (west phase) site has already been planted in accordance with the site masterplan / consented units 1 & 2 (application ref. 37977/APP/2015/1004). The current proposal indicates the retention of all existing planting with the exception of the loss of approximately 10 tree along the east boundary of units 3A, 3B and 4. This is necessary to accommodate access points to the proposed units - and the required sight lines. While the tree removal is regrettable, some loss was known to be inevitable, once the units and their access arrangement were known. Nevertheless, the integrity of the avenue along this north-south axis will be retained and its effectiveness should become more pronounced as the trees establish and grow. The Design Statement confirms that the remaining trees will be protected throughout the development process.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development of the site to provide industrial use buildings has already been established following the granting of outline permission (originally under planning application 37977/APP/2015/1004 dated 14th of December 2015 and subsequently varied under 37977/APP/2017/1634 dated 14th of August 2017).

In summary, the development of the site, which is within the green belt, has been deemed to be acceptable as very special circumstances were provided to justify the development on green belt land, these being as follows:-

- (i) the employment benefits from bringing new commercial development to an identified regeneration area;
- (ii) the environmental benefits associated with the rehabilitation of large areas of contaminated land; and
- (iii) the amenity benefits of transforming and landscaping large tracts of land as publicly accessible open space for the benefit of the community.

The current application seeks only to provide details of an acceptable site layout, building design and scale and landscaping scheme. The merits of the plans submitted will be assessed within the main body of this report.

7.02 Density of the proposed development

Not applicable to this development.

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

The site is not located within, or adjacent to, any areas with designated heritage status.

7.04 Airport safeguarding

The height of the buildings was established by the parameters plan submitted with the original application, to which no objections were raised by any airport safeguarding authority. The current application does not increase the height of any of the buildings.

The approved hybrid application (as varied under 37977/APP/2017/1634) requires the submission of a Bird Hazard Management Plan for this phase of the development (condition 12). This condition would need to be discharged prior to the commencement of development.

An informative relating to the use of cranes during construction would also be attached to any approval granted.

7.05 Impact on the green belt

Whilst the site is within the green belt, it has a planning history stretching back to the early 1990's where the site was allocated as Phase 3 of the wider Stockley Park development. As set out within Section 7.01 of this report, the proposed development represents very special circumstances that justify development within the green belt.

It should also be noted that the London Borough Of Hillingdon Green Belt Assessment Update (2013) evaluated the site, referred to as the former Trident site, and concluded that the site did not meet the tests for including land in the Green Belt contained in the National Planning Policy Framework (NPPF) and does not merit Green Belt designation.

The green belt extends to the north, across the golf course situated on the opposite side of Horton Road. It is not considered that the proposed development would detract unacceptably from views towards the green belt from the Grand Union Canal due to the presence of a wide tree lined avenue between the buildings forming phase 1 and 2 of the development. Furthermore, the general landscaping of the site provides a more sympathetic outlook towards the green belt than is currently present and the overall development has also opened up additional green space for public use, particularly alongside the canal.

It is therefore considered that the proposal is in accordance with Policies BE 32 and OL 5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policy 7.16 of the London Plan (2016) and the National Planning Policy Framework (NPPF).

7.07 Impact on the character & appearance of the area

The proposed buildings are set back from the tree lined road, in a similar arrangement to the completed buildings that formed Phase 1 of the development. This set back allows landscaping to be retained and enhanced, preserving the sense of verdant that is a defining characteristic of the wider Stockley Park development, and also ensuring there is a wide visual gap between the buildings on opposing sides of the road, allowing for views from the canal towards the green belt to the north. The buildings are also stepped in from all other site boundaries and, as such, would ensure the overall site maintains a sense of openness when viewed from all aspects.

The design of the proposed buildings reflects that of the Phase 1 buildings in terms of both form and external materials and palette of colours. The use of a mix of materials prevents the sizeable structures from appearing monotonous or overly imposing whilst the use of a triple arched roof helps break up the bulk of the buildings whilst also preventing them from appearing overly utilitarian. The shallow pitch of the arched roofing also restricts the height of the buildings.

It is therefore considered that the proposal is in accordance with Local Plan Policies BE 13 and BE 25 of the Local Plan and Policies 7.4 and 7.6 of the London Plan.

7.08 Impact on neighbours

The nearest residential properties are located over 100 metres away from the closest part of the site. These Residences are separated from the site by the canal, existing industrial buildings, and the railway line. The degree of separation maintained between the site and residential dwellings is well in excess of the minimum standards set out in the Supplementary Planning Document Hillingdon Design and Accessibility Statement: Residential Layouts.

It is therefore considered that the proposed buildings would not result in any undue

overshadowing or overlooking impact towards neighbouring properties nor would they appear overbearing.

It is also considered that the degree of separation between the site and residential properties would prevent unacceptable noise pollution towards nearby residents, subject to compliance with relevant conditions as established during the assessment of the approval of the hybrid application.

It is therefore considered that the proposal is in accordance with Policies BE 20, BE 21 and BE 24 and OE 1 of the Local Plan.

7.09 Living conditions for future occupiers

The proposed buildings do not provide any residential accommodation. The ancillary office space provided benefits from multiple aspect windows and an outlook towards the canal, thereby providing a good quality working environment.

A restrictive condition to prevent the buildings being converted to any other use (including residential) under current or future Permitted Development rights will be attached to any approval granted in order to protect employment and prevent noise sensitive development within an industrial area.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The level of parking provided almost reaches the maximum threshold as set by TFL in assessing the original hybrid application. The car parking spaces are distributed across the development and are well laid out, with designated access and adequate space for turning and manoeuvring of vehicles. The car parking areas are positioned adjacent to the sides of each unit, allowing ease of access but not interfering with the service yard areas that would be used by HGV's. Disabled bays are located close to building entrances at a ratio of 1 in 25 spaces (4%). Cycle parking facilities would also be provided.

All site access would be obtained from the spine road, as is the arrangement with the Phase 1 units. Separate access to each car parking area is provided and each service yard would also benefit from separate gated access. It would need to be demonstrated that these gates do not open outward so as to prevent obstruction to traffic and pedestrians and this can be secured by way of a planning condition attached to any approval granted. Small amounts of existing landscaping would be removed to allow for the necessary sight lines to be maintained at access points.

The overall development is the subject of a signed Section 106 agreement which includes the requirement for any new occupier of a unit within the development to submit an acceptable Occupier Travel Plan within three months of the occupation of the unit.

It is therefore considered that the proposal is in accordance with Policies AM 7, AM 8, AM 14, AM 15 and BE 18 of the Local Plan.

7.11 Urban design, access and security

The buildings have been designed so as to appear visually stimulating, through the use of a wide palette of materials and finishes. Although large, the mix of materials and finishes breaks up the bulk of the buildings, as does the use of shallow pitched triple arch roofing.

The proposed development would not hinder access to the Grand Union Canal by either staff or members of the public and the enhanced landscaping scheme would ensure that the area around the canal appears more attractive.

The service yards of the buildings would be enclosed by security fencing and gates that will serve their purpose in providing adequate site security but would also be visually

appropriate owing to the use of landscape 'panel' planting that would augment with the fencing and soften its impact. The amount of access points serving each building would also be kept to a minimum and these will be clearly visible and open to surveillance. Vehicular access to the spine road would also be controlled by the existing manned barrier in place at the entrance to the road from Horton Road.

7.12 Disabled access

The overall development is subject to a condition requiring the following:-

(i) External areas, including landscaped areas are designed to be inclusive with any gravel surface to be smooth and resin bonded, and should otherwise meet the specifications prescribed in BS 8300:2009;

(ii) All areas to which the public have access are designed to achieve a gradient no steeper than 1:18 with handrails and a level landing provided at every 8 metres of ramp flight;

(iii) Level access is provided to all buildings;

(iv) Building entrances (including level approaches, signposting, types and dimensions of door width and lobby openings) meet the needs of disabled persons;

(v) All buildings, including their approach, are designed in accordance with BS 8300:2009.

It is considered that this condition adequately ensures that the proposed buildings would be accessible to people with disabilities.

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

The proposal would result in the loss of a small number of street trees in order to allow for access to the car parking and service yard areas but would not impact upon any of the other street trees or surrounding landscaping and the overall character of the spine road as a tree lined avenue would be preserved.

The proposal includes additional landscape planting that would enhance the existing landscaping and fulfil the objective of maintaining a verdant and open appearance to the site that provides an effective visual segue between the canal side environment to the south and the green belt land that opens up to the north of the site. The landscaping would also help screen the buildings and utilitarian features such as the security fencing and parking areas. The submitted details have been assessed by the Council's Landscape Officer who has found them to be acceptable.

It is therefore considered that the proposal is in accordance with Local Plan Policies BE 25, BE 32 and BE 38.

7.15 Sustainable waste management

As the application is for commercial development, the building occupiers ultimately have discretion over which waste management methods are used. The site is fully accessible to service vehicles.

7.16 Renewable energy / Sustainability

These matters were assessed in full within the original planning application and a condition, which applies to both phases of the development, was attached requiring a detailed energy assessment to be submitted to and approved in writing by the Local Planning prior to the commencement of each phase of the development.

The Accompanying Design & Access Statement includes some details on sustainability and renewable energy measures that will be taken and incorporated into the buildings, including:-

- The potential for natural ventilation, by incorporation of opening windows.
- Optimisation of use of natural lighting and minimise use of artificial lighting in daylight hours. Including rooflights covering 15% of the floor area within the warehouse, reducing reliance on artificial lighting.
- Achieving higher level of thermal insulation than the maxima set in the Building Regulations, with levels set at 0.22 W/m².K for walls and 0.15 W/m².K for roofs
- Achieving high levels of air tightness (less than 3 cu m/hour/sq m) in the building in excess of Building Regulations.
- Reduction of solar gain by specification of solar shading and tinted glass on other elevations.

7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1 and no objections were raised by flooding and drainage officers during determination of the original application, subject to details of a sustainable surface water management scheme being submitted to, and approved by the Local Planning Authority prior to the commencement of each phase of the development.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit raised no objection towards the overall development on air quality grounds, subject to a contribution of £50,000 towards an air quality monitoring regime in this area of the borough. This has been secured through the signed Section 106 Agreement that was attached to the original approval.

7.19 Comments on Public Consultations

No comments received from members of the public.

7.20 Planning obligations

The development is the subject of a signed Section 106 agreement. The application has not increased the scale of the development, nor has it affected its location and, as such, there is no requirement for any Deed of Variation.

A CIL payment has been made for Phase 1 of the development. The floor area of Phase 2 has now been confirmed. The proposal represents chargeable development and, as such, a CIL notice will be issued setting out the additional contribution required.

7.21 Expediency of enforcement action

Not applicable.

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

Not applicable.

10. CONCLUSION

It is recommended that the application is approved, subject to conditions.

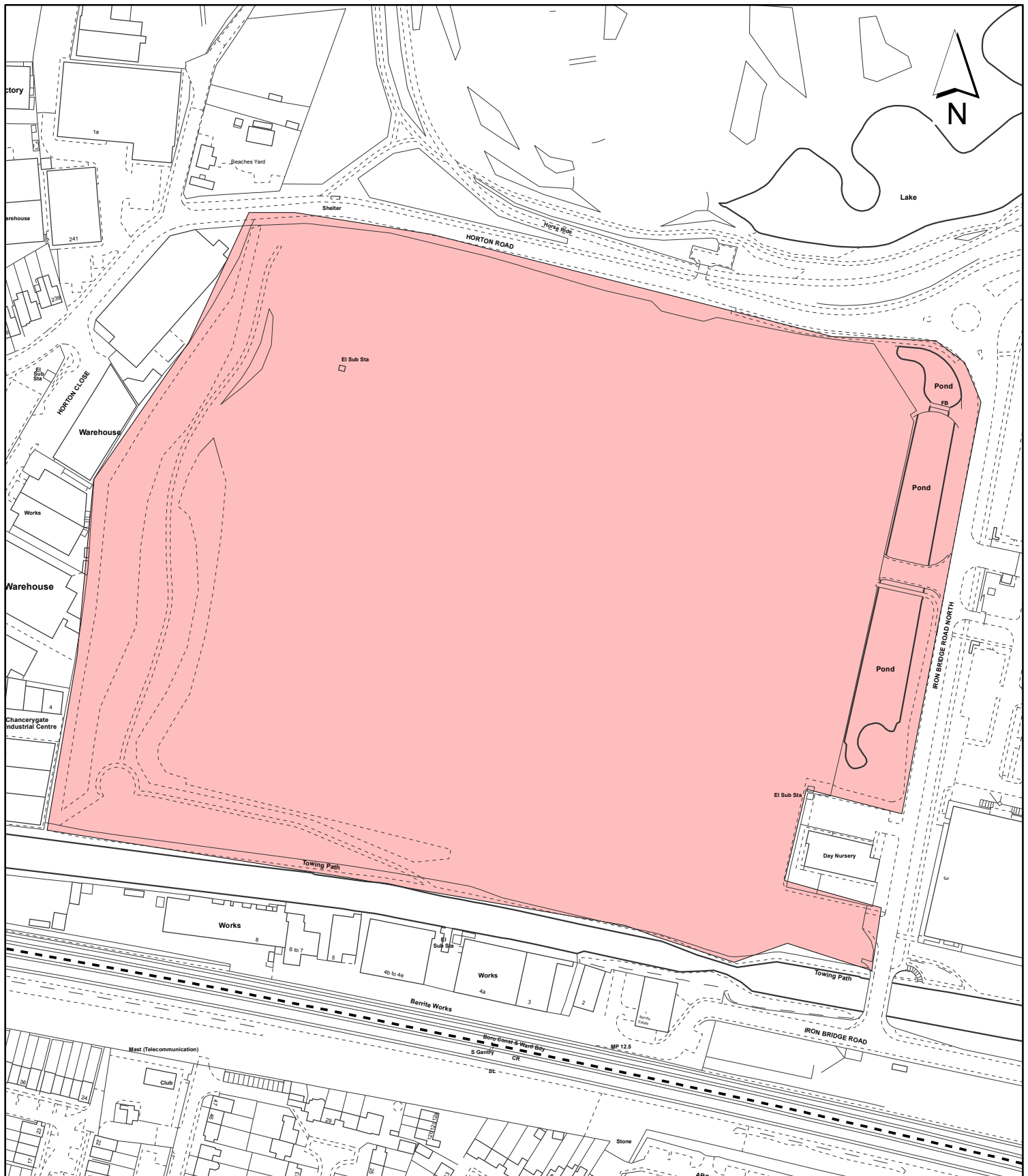
11. Reference Documents

Hillingdon Local Plan: Part One - Strategic Policies (November 2012)

Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
The London Plan (2016)
Mayor of London's adopted Supplementary Planning Guidance - Sustainable Design &
Construction
Hillingdon Planning Obligations SPD
National Planning Policy Framework (NPPF)

Contact Officer: James McLean Smith

Telephone No: 01895 250230



Notes:

 Site boundary

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Site Address:

Prologis Park

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

Planning Application Ref:
37977/APP/2017/3046

Scale:
1:2,500

Planning Committee:
Major Page 213

Date:
October 2017



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Plans for Major Applications Planning Committee

Wednesday 25th October
2017



HILLINGDON
LONDON



INVESTOR IN PEOPLE

www.hillingdon.gov.uk

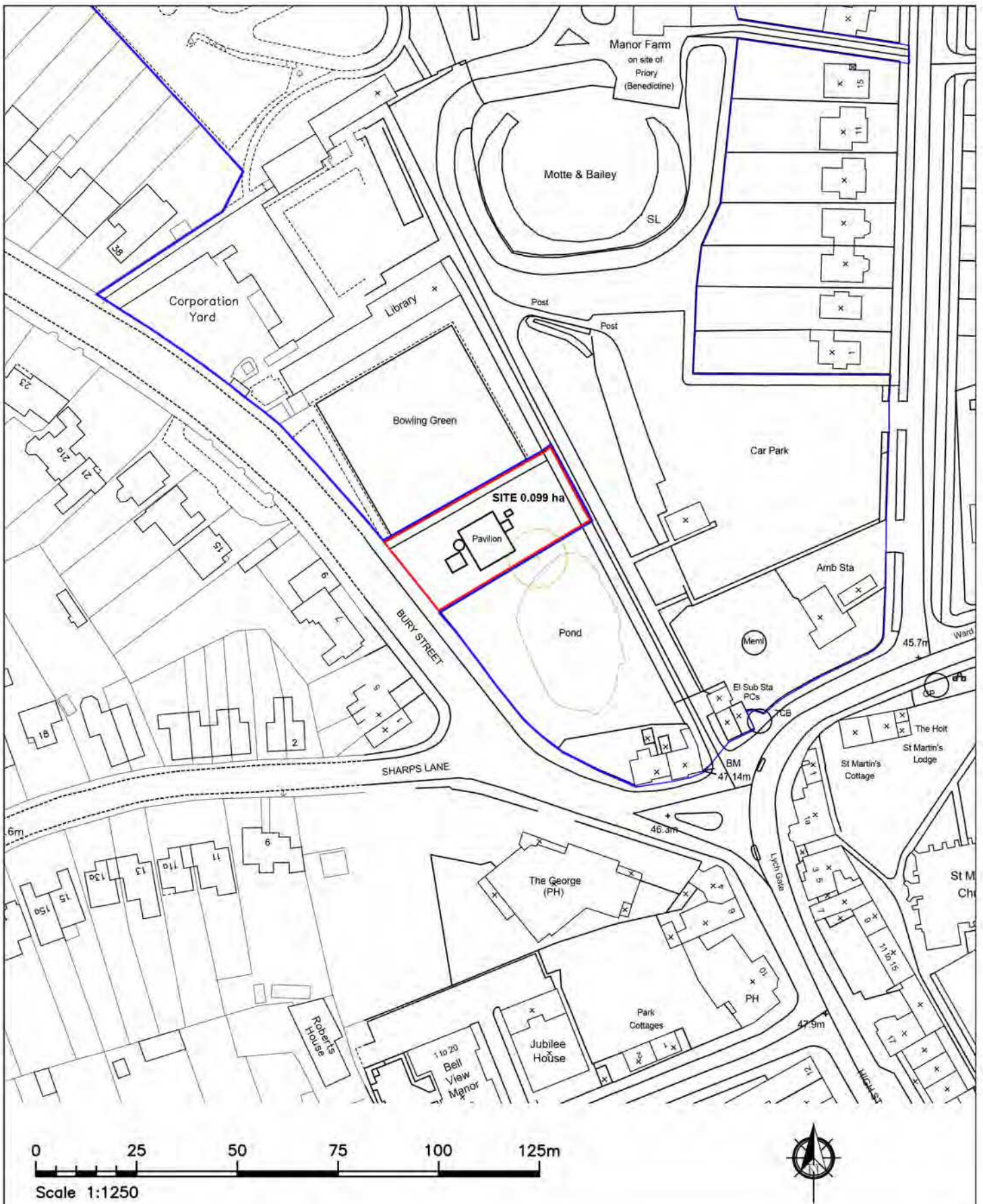
Report of the Head of Planning, Sport and Green Spaces


Address RUISLIP BOWLS CLUB, MANOR FARM BURY STREET RUISLIP

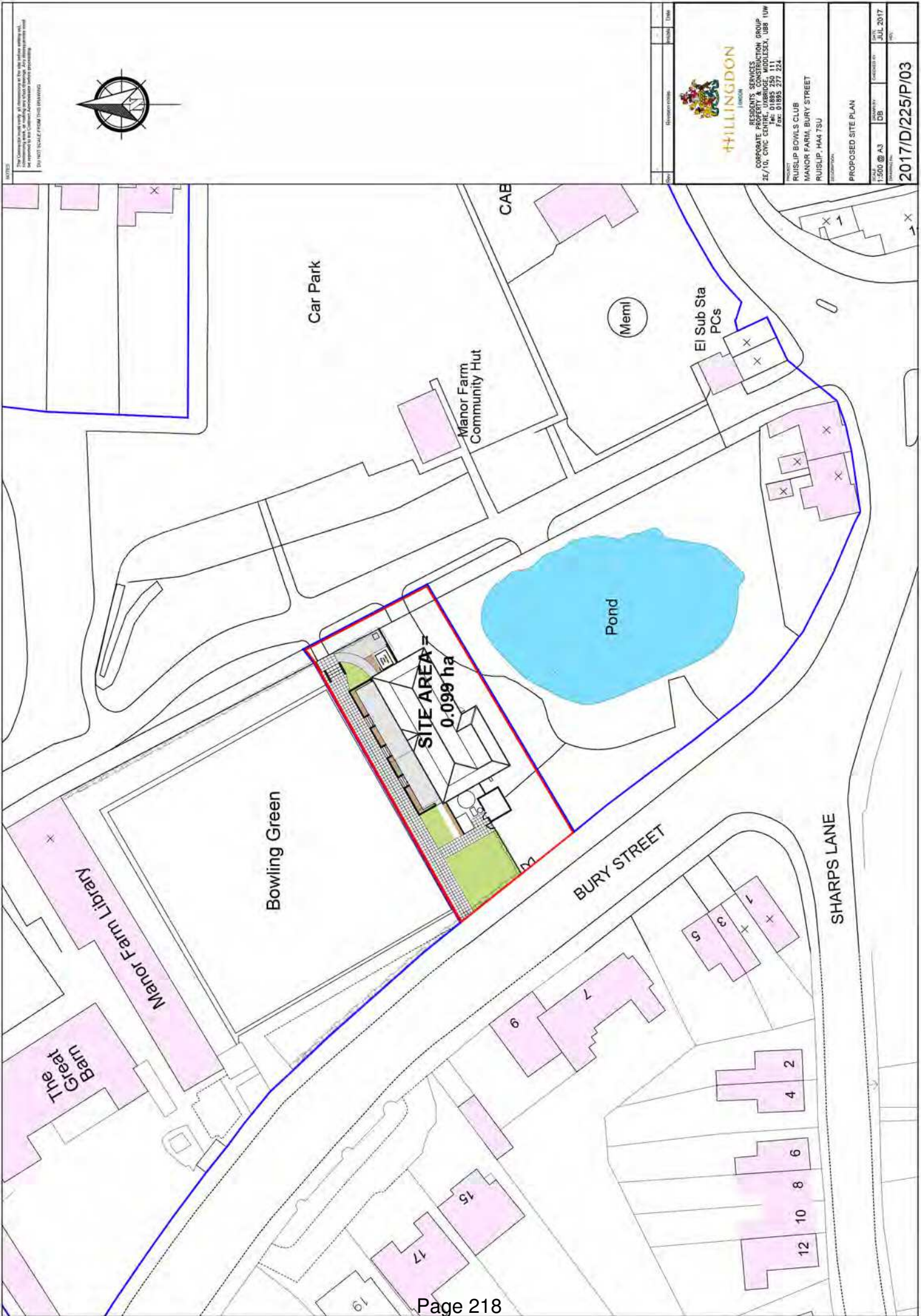
Development: Single-storey extension to eastern elevation of club pavilion. Removal of 2 No existing sheds to the east of the pavilion and replacement with new shed adjacent to the west of the pavilion. Enlargement of existing upper terrace. Revisions to existing fenestrations and access arrangements.

LBH Ref Nos: 45220/APP/2017/3028

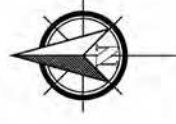
Date Plans Received:	16/08/2017	Date(s) of Amendment(s):	16/08/2017
Date Application Valid:	31/08/2017		22/09/2017



CORPORATE PROPERTY & CONSTRUCTION GROUP 2E/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW Tel: 01895 250111 Fax: 01895 277224		Rev Revision notes 	Initials Date
		Project RUISLIP BOWLS CLUB, MANOR FARM BURY STREET, RUISLIP, HA4 7SU	Scale 1:1250 @ A4 Date JUL 2017
Description SITE LOCATION PLAN		Drawing No. 2017/D/225/P/01	Rev.



NOTES
 This Commission is valid. All other work on this plan is subject to the approval of the Council's Planning and Safety Department.
 Do NOT SCALE FROM THIS DRAWING



HILLINGDON
 RESIDENTS SERVICES
 CORPORATE SERVICES
 2E/10, CIVIC CENTRE, LUXBURGH, MIDDLESEX, UB8 1UW
 Tel: 01895 250 111
 Fax: 01895 277 224

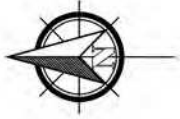
MANOR FARM, BURY STREET
 RUISLIP, HA4 7SU

PROPOSED SITE PLAN

SCALE: 1:500 @ A3
 DRAWN BY: DB
 CHECKED BY: DB
 DATE: JUL 2017

2017/D/225/P/03

Bowling Green



NOTES:
 The Contractor must verify all dimensions of the site before starting and
 immediately report to the architect any discrepancies. Any discrepancies must
 be reported immediately to the architect. The architect is not responsible for
 any errors or omissions in this drawing.
 CONTRACT SCALE: 1:200 (SEE DRAWING)



BURY STREET

Pond

Rev	Description	Issue	Date

SHILLINGTON
LONDON

RESIDENTS SERVICES
 CORPORATE PROPERTY & CONSTRUCTION GROUP
 2E/10, CIVIC CENTRE, 100 BROADWAY, WINDLESEX, M20 1UM
 TEL: 01895 277 224
 FAX: 01895 277 224

PROJECT:
 RUISLIP BOWLS CLUB
 MANOR FARM, BURY STREET
 RUISLIP, HA4 7SU

DESCRIPTION:
 EXISTING PLAN

SCALE:
 1:200 @ A3

DESIGNED BY:
 SV

CHECKED BY:
 SV

DATE:
 JUL 2017

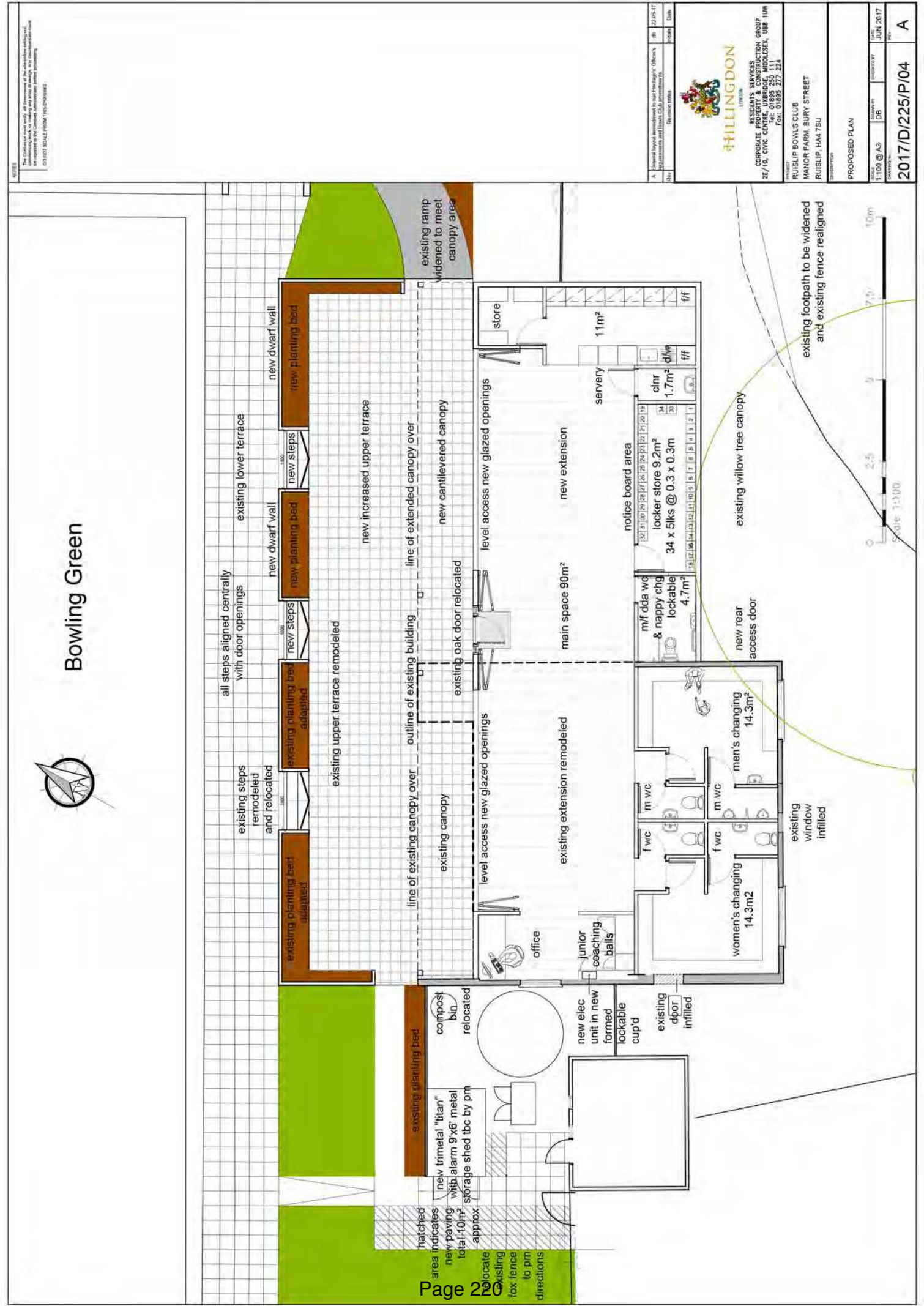
REF:
 2017/D/225/P/11



Bowling Green

NOTES

1. All construction work shall be in accordance with the Building Regulations and any other applicable legislation. The contractor shall be responsible for obtaining all necessary planning permissions and for ensuring that the proposed works are in accordance with the approved plans.



Rev	Description	Issue	Date
A	Ground layout amended to suit Henbury's Officers' Club	18	22/06/17

SHILLINGTON
LONDON

RESIDENTS SERVICES
CORPORATE PROPERTY & CONSTRUCTION GROUP
150, GIVIC CENTRE, 150, BRIDGE, WIDDESEX, UB8 1UM
TEL: 01895 277 224
FAX: 01895 277 224

PROJECT:	RUISLIP BOWLS CLUB MANOR FARM, BURY STREET RUISLIP, HA4 7SU
DATE:	11/06/17
DESIGNED BY:	DB
CHECKED BY:	A3
DATE:	JUN 2017
SCALE:	1:100
PROJECT NO:	2017/D/225/P/04
REV:	A

PROPOSED PLAN

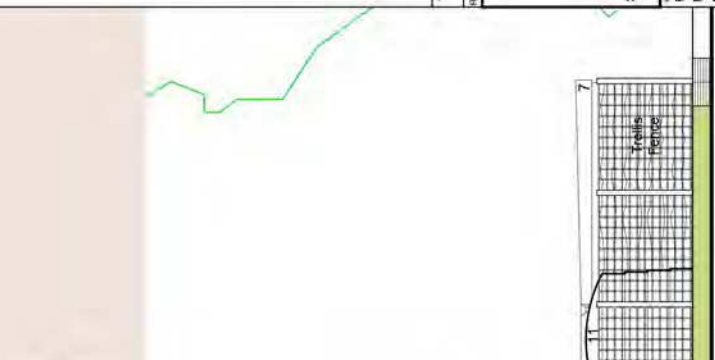
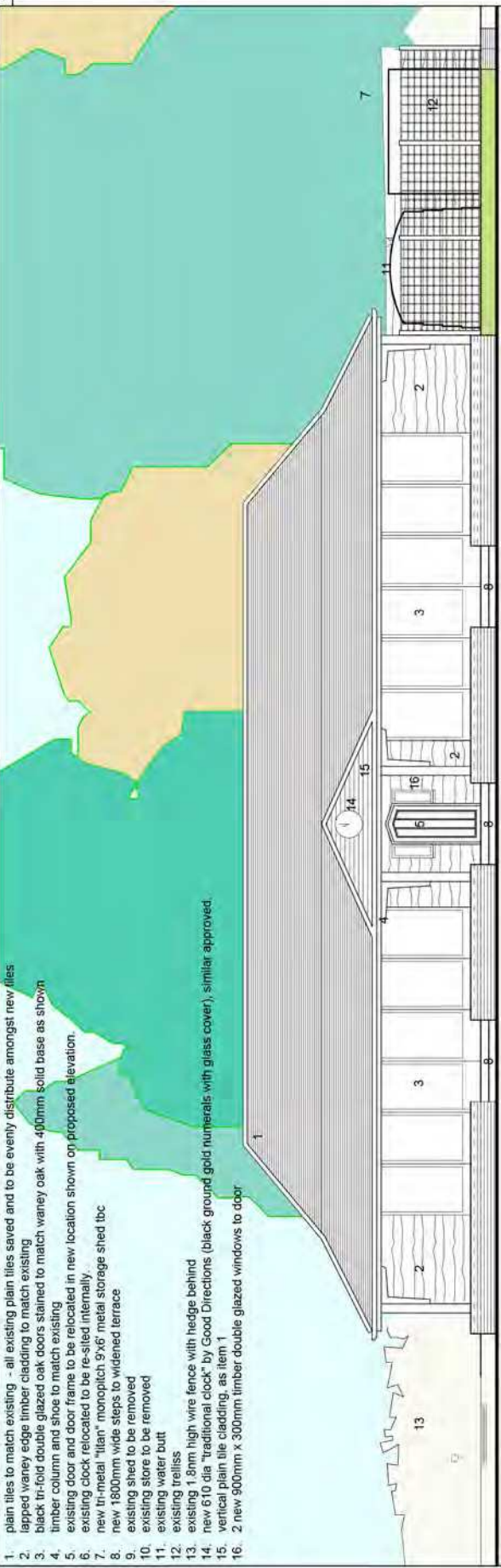
existing footpath to be widened and existing fence realigned

existing willow tree canopy

Scale 1:100

10m
7.5
2.5

1. plain tiles to match existing - all existing plain tiles saved and to be evenly distributed amongst new tiles
2. lapped waney edge timber cladding to match existing
3. black tri-fold double glazed oak doors stained to match waney oak with 400mm solid base as shown
4. timber column and shoe to match existing
5. existing door and door frame to be relocated in new location shown on proposed elevation.
6. existing clock relocated to be re-sited internally.
7. new tri-metal "tilan" monopitch 9'x6' metal storage shed tbc
8. new 1800mm wide steps to widened terrace
9. existing shed to be removed
10. existing store to be removed
11. existing water butt
12. existing trellis
13. existing 1.8mm high wire fence with hedge behind
14. new 610 dia "traditional clock" by Good Directions (black ground gold numerals with glass cover), similar approved.
15. vertical plain tile cladding, as item 1
16. 2 new 900mm x 300mm timber double glazed windows to door



new extension

existing extension remodelled

PROPOSED NORTH ELEVATION

EXISTING NORTH ELEVATION



NOTES

The Contractor must verify all dimensions of the elevation, including cladding, window and door, and any other elements. Any discrepancies must be reported immediately to the architect. The architect is not responsible for any errors or omissions in the drawings.

Rev	Description	Issue	Date
1	Change elevations to match facade. Minor's request. Items 3, 14, and 16 revised. Day to match & fix and general alterations as stated on sheets.	13/08/17	

SHILLINGTON
LONDON

RESIDENTS SERVICES
CORPORATE PROPERTY & CONSTRUCTION GROUP
150, BURGESS ROAD, WINDLESEX, URB 10W
TEL: 01895 277 224
FAX: 01895 277 224

PROJECT:
RUISLIP BOWLS CLUB
MANOR FARM, BURY STREET
RUISLIP, HA4 7SU

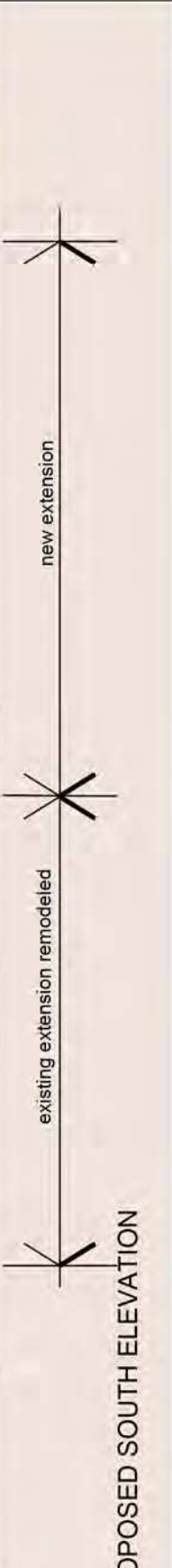
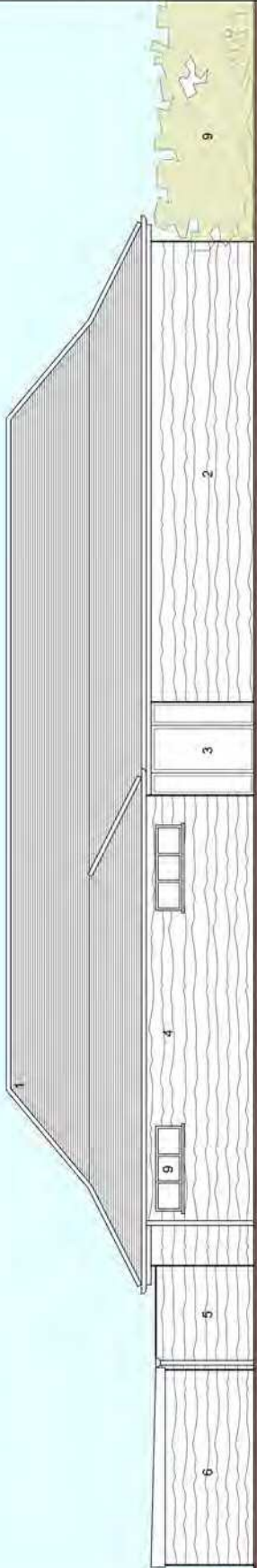
EXISTING & PROPOSED
BOWLS CLUB ELEVATIONS 1 OF 3

DATE	11/06/17	BY	JB	CHECKED BY	JB
SCALE	1:100 @ A3	DATE	JUL 2017	REV	A

1. plain tiles to match existing - existing plain tiles reused and to be evenly distribute amongst new tiles
2. lapped waney edge timber cladding to match existing
3. black aluminium or black stained oak door and glazed side lights
4. existing window blocked up and over clad evenly across elevation
5. existing waney edge fence
6. existing shed to be retained
7. existing store to be removed
8. existing shed removed
9. existing timber windows
10. existing 1.8m high wire fence with hedge



NOTES
 The Contractor is to verify all dimensions on site for the finished ground level and report to the Client's Representative before proceeding.
 (DO NOT SCALE FROM THIS DRAWING)



PROPOSED SOUTH ELEVATION

EXISTING SOUTH ELEVATION

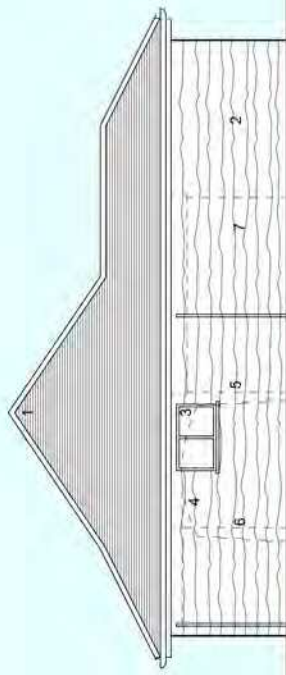
new extension

existing extension remodeled

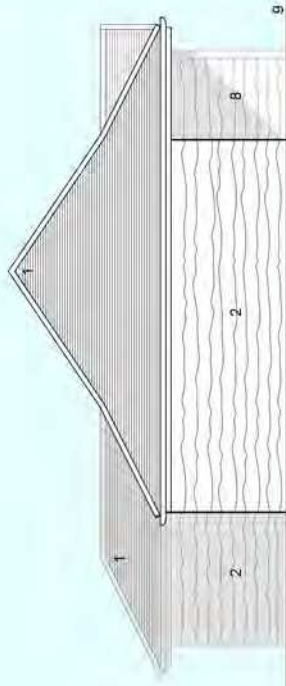


Client	Resident's Service	Project	Club
			
HILLINGDON LONDON RESIDENT'S SERVICES CORPORATE CENTRE, UXBROKE, MIDDLESEX, UB8 1UW Tel: 01895 250 111 Fax: 01895 271 224			
Project Name	RUISLIP BOWLS CLUB		
Address	MANOR FARM, BURY STREET RUISLIP, HA4 7SU		
Project No.	EXISTING & PROPOSED BOWLS CLUB ELEVATIONS 2 OF 3		
Scale	1:100 @ A3	Drawn by	db
Checked by		Issue	JUL 2017
Drawn by		Project No.	2017/D/225/P/07

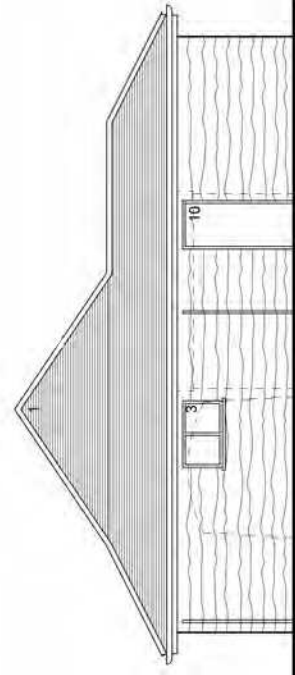
1. plain tiles to match existing - all existing plain tiles saved and to be evenly distribute amongst new tiles.
2. lapped waney edge timber cladding to match existing
3. existing timber frame window
4. outline of water butt in front
5. outline of shed in front
6. outline of new tri-metal "titan" monopitch 9x6' metal storage shed tbc
7. existing door filled in and over clad evenly across full width of elevation (ie not just the door)
8. covered walkway
9. terrace
10. existing timber door



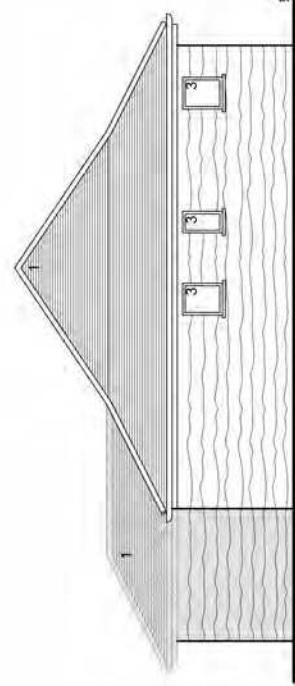
PROPOSED EAST ELEVATION



PROPOSED WEST ELEVATION



EXISTING EAST ELEVATION



EXISTING WEST ELEVATION



NOTES:
The Contractor must verify all dimensions of the site before starting work, or making any other drawings. The Contractor must ensure that all dimensions are correct before proceeding.

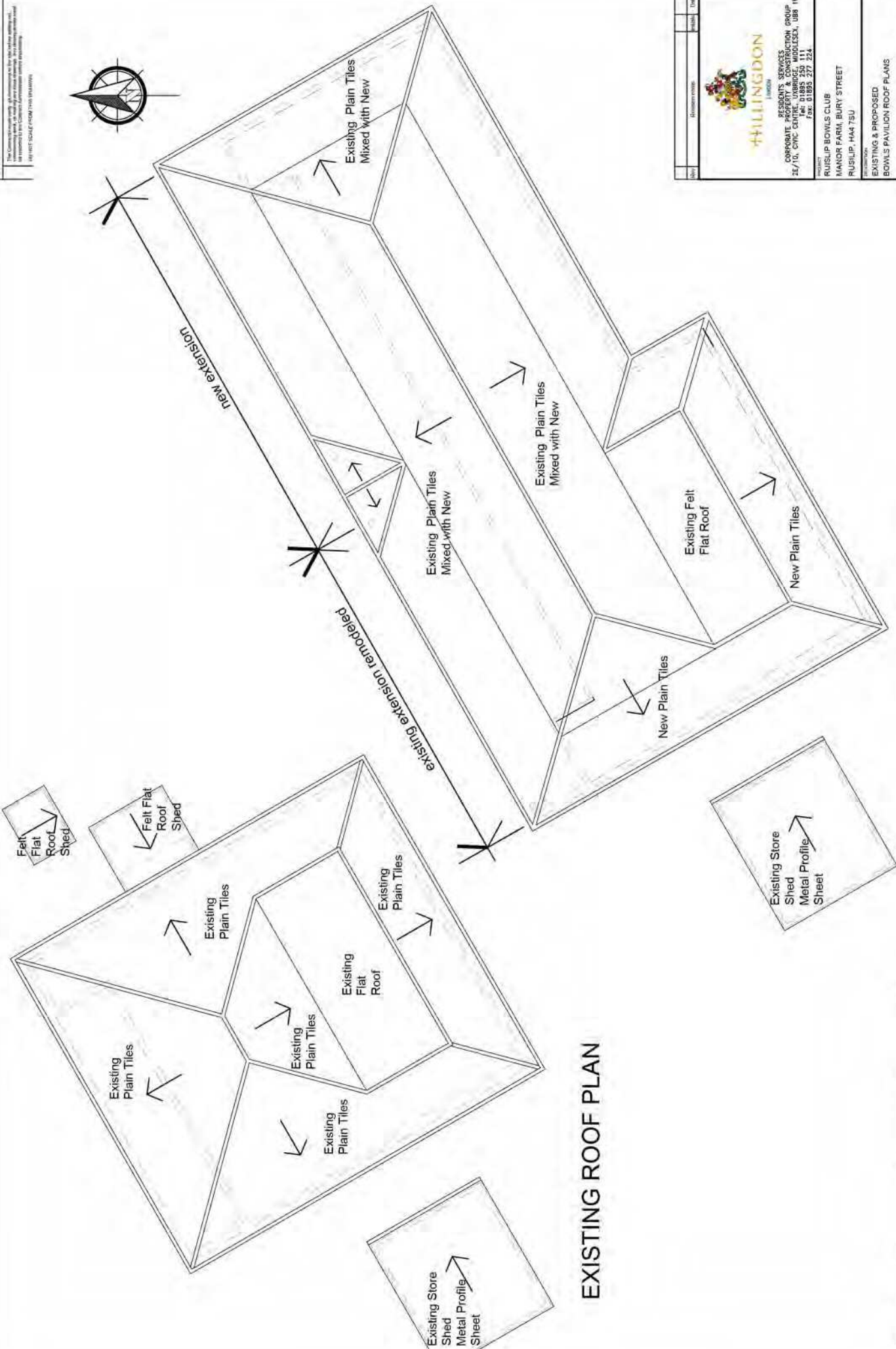
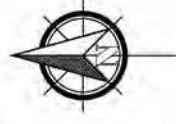
Rev	Description	Date
A	Grids and lines turned on west elevations	23.09.17

SHILLINGTON
LONDON

RESIDENTS SERVICES
CORPORATE PROPERTY & CONSTRUCTION GROUP
22/10, CIVIC CENTRE, 100 BROAD WINDLESEX, 086 10M
TEL: 01895 277 224
FAX: 01895 277 224

PROJECT:	RUISLIP BOWLS CLUB
ADDRESS:	MANOR FARM, BURY STREET RUISLIP, HA4 7SU
DESCRIPTION:	EXISTING & PROPOSED BOWLS CLUB ELEVATIONS 3 OF 3
DATE:	11.06.17
BY:	AS
CHECKED BY:	AS
DATE:	JUL 2017
REV:	A

NOTES
 The Contractor shall verify all dimensions and levels on site before commencing work.
 All work shall be carried out in accordance with the Building Regulations and all relevant standards.
 ALL DIMENSIONS TO FACE UNLESS OTHERWISE SPECIFIED.



EXISTING ROOF PLAN

PROPOSED ROOF PLAN



Client	Resident's Services	Scale	1:100	Date	JUL 2017
Project Name	RESIDENT'S SERVICES CENTRE, LUXBRIDGE, MIDDLESEX, UB8 1UW	Drawn By	DB	Checked By	DB
Project Address	MANOR FARM, BURY STREET, RUSLIP, HA4 7SU	Project No.	17002/A3	Revision No.	001
Project Description	EXISTING & PROPOSED BOWLS PAVILION ROOF PLANS	Project Manager	DB	Project Engineer	DB
Project Status	2017/D/225/P/05	Project Location	RESIDENT'S SERVICES CENTRE, LUXBRIDGE, MIDDLESEX, UB8 1UW	Project Contact	TEL: 01895 250 111, FAX: 01895 277 224



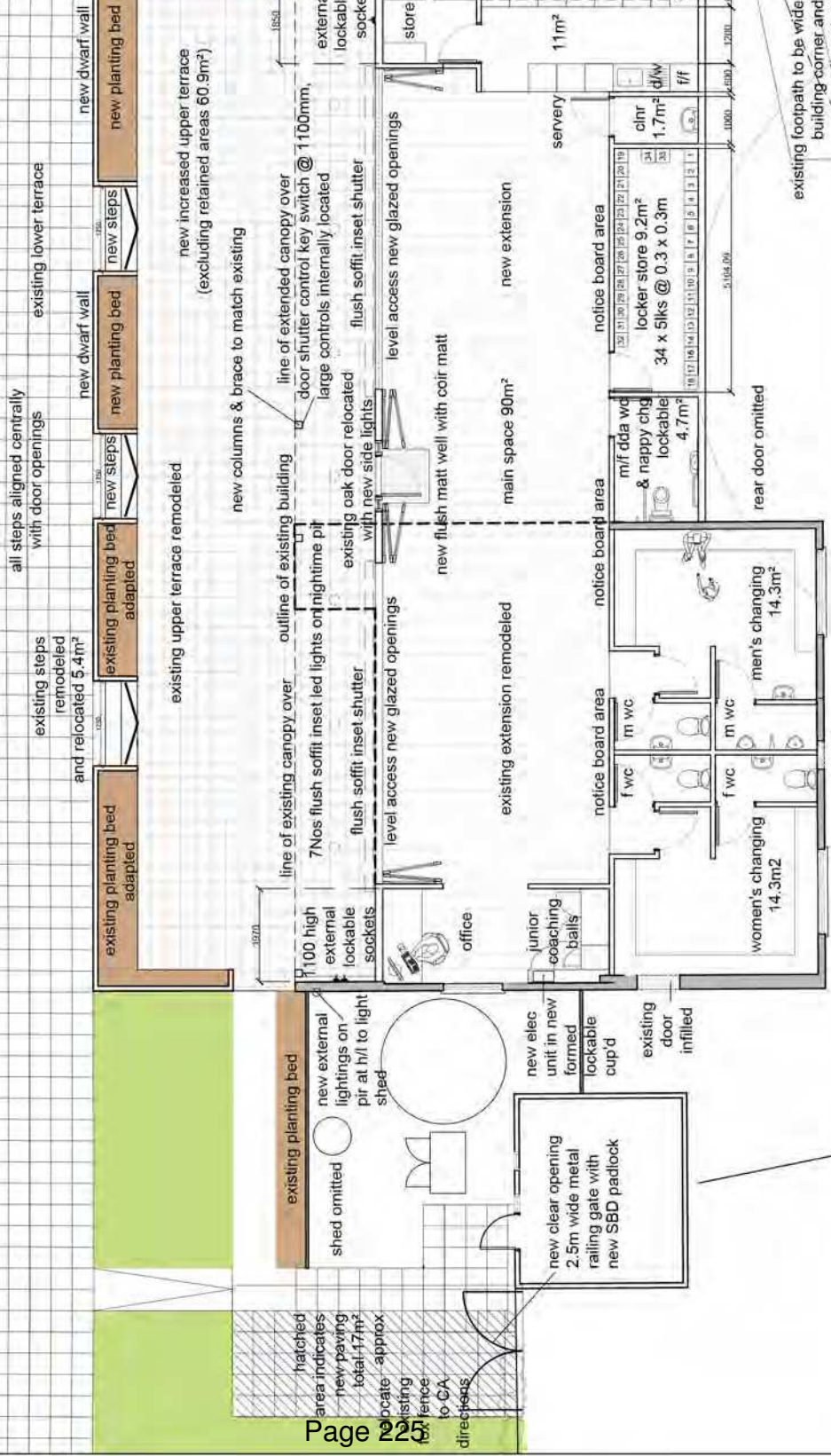
HILLINGDON
 LONDON
 RESIDENTS SERVICES
 CENTRE, LUXBRIDGE, MIDDLESEX, UB8 1UW
 TEL: 01895 250 111
 FAX: 01895 277 224



Bowling Green

7

new CCTV camera on post linked to existing council system



existing footpath to be widened 2.1m from building-corner and existing fence realigned approx 16m² m/g

existing willow tree canopy



NOTES:
New glazing to be in accordance with the relevant building code.
All new glazing to be in accordance with the relevant building code.
All new glazing to be in accordance with the relevant building code.

NOTES TO READ IN CONJUNCTION WITH THE ERS Section A, A5:

- New walls to be dry lined with new concrete block, strength of block to meet current U value requirements dot and dab plasterboard & skim
- Internal stud walls to have ply back with plastered face & skim for fixings purposes.
- Main space to be carpeted. All other spaces to be vinyl. Spec and colours to CA approvals.
- Main space to ceiling to be plasterboard and skimmed.
- All other spaces ceiling to be grid suspended ceiling system.
- Dulux Matt Diamond White paint finish with 2 coats undercoat to call areas except kitchen, office junior bowls area, here wall to have colour. All colours to be confirmed by CA.
- All lighting to be energy efficient and to be on PIRs, timings to be confirmed.
- New double glazed aluminum tri-fold doors to be anthracite gray ppc finish.
- All new glazing to be laminate safety glass with 2, two row of dots for manifestation.
- The pavilion is required to meet all Building Control Requirements including U values.

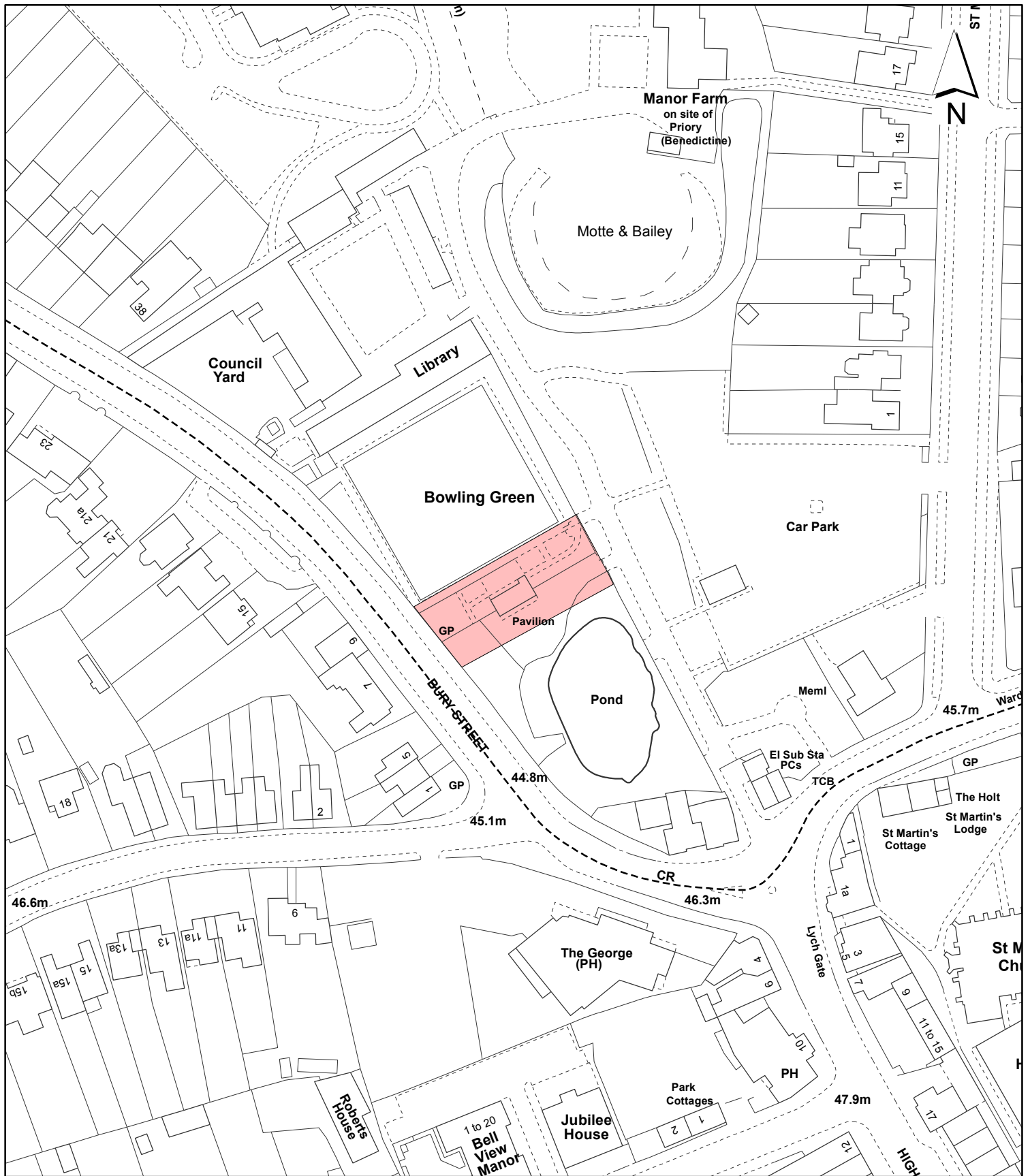


RESIDENTS SERVICES
CORPORATE PROPERTY & CONSTRUCTION GROUP
32/10, CIVIC CENTRE, BOWLING GREEN, WIDLESEY, W9B 1UM
TEL: 01895 251 100
FAX: 01895 271 224

RUISLIP BOWLS CLUB
MANOR FARM, BURY STREET
RUISLIP, HA4 7SU

PROPOSED PLAN - TENDER

PROJECT NO	1100 @ A3	DATE	SEP 2017
CLIENT	RESIDENTS SERVICES	DESIGNER	RESIDENTS SERVICES
DATE	2017/D/225/T/14	SCALE	A



Notes:

 Site boundary

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Site Address:

Ruislip Bowls Club

Planning Application Ref:

45220/APP/2017/3028

Planning Committee:

Major Page 226

Scale:

1:1,250

Date:

October 2017

LONDON BOROUGH OF HILLINGDON
Residents Services
Planning Section

Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address ABROOK ARMS PH HAREFIELD ROAD UXBRIDGE

Development: Demolition of the existing public house and erection of a new building comprising 18 residential units and a basement car park.

LBH Ref Nos: 18505/APP/2016/3534

GENERAL NOTES
 Drawing to be read in conjunction with engineers and other specialist drawings.
 All dimensions are structural and must be checked on site.
 For structural, civil and sub-surface drainage information see engineer's drawings.
 For building services see mechanical and electrical drawings.
 All areas are approximate.



PLANNING

Code	Description	Area (sqm)	Volume (cu m)
1	Ground Floor	11,250	11,250
2	First Floor	11,250	11,250
3	Second Floor	11,250	11,250
4	Third Floor	11,250	11,250
5	Fourth Floor	11,250	11,250
6	Fifth Floor	11,250	11,250
7	Sixth Floor	11,250	11,250
8	Seventh Floor	11,250	11,250
9	Eighth Floor	11,250	11,250
10	Ninth Floor	11,250	11,250
11	Tenth Floor	11,250	11,250
12	Eleventh Floor	11,250	11,250
13	Twelfth Floor	11,250	11,250
14	Thirteenth Floor	11,250	11,250
15	Fourteenth Floor	11,250	11,250
16	Fifteenth Floor	11,250	11,250
17	Sixteenth Floor	11,250	11,250
18	Seventeenth Floor	11,250	11,250
19	Eighteenth Floor	11,250	11,250
20	Nineteenth Floor	11,250	11,250
21	Twentieth Floor	11,250	11,250
22	Twenty-first Floor	11,250	11,250
23	Twenty-second Floor	11,250	11,250
24	Twenty-third Floor	11,250	11,250
25	Twenty-fourth Floor	11,250	11,250
26	Twenty-fifth Floor	11,250	11,250
27	Twenty-sixth Floor	11,250	11,250
28	Twenty-seventh Floor	11,250	11,250
29	Twenty-eighth Floor	11,250	11,250
30	Twenty-ninth Floor	11,250	11,250
31	Thirtieth Floor	11,250	11,250
32	Thirty-first Floor	11,250	11,250
33	Thirty-second Floor	11,250	11,250
34	Thirty-third Floor	11,250	11,250
35	Thirty-fourth Floor	11,250	11,250
36	Thirty-fifth Floor	11,250	11,250
37	Thirty-sixth Floor	11,250	11,250
38	Thirty-seventh Floor	11,250	11,250
39	Thirty-eighth Floor	11,250	11,250
40	Thirty-ninth Floor	11,250	11,250
41	Fortieth Floor	11,250	11,250
42	Forty-first Floor	11,250	11,250
43	Forty-second Floor	11,250	11,250
44	Forty-third Floor	11,250	11,250
45	Forty-fourth Floor	11,250	11,250
46	Forty-fifth Floor	11,250	11,250
47	Forty-sixth Floor	11,250	11,250
48	Forty-seventh Floor	11,250	11,250
49	Forty-eighth Floor	11,250	11,250
50	Forty-ninth Floor	11,250	11,250
51	Fiftieth Floor	11,250	11,250

Froncastle Homes LLP
 Project
 Redevelopment of Abrook Arms
 191 Harfield Road
 Uxbridge
 UB8 1PW
 Drawing
 Proposed Ground Floor Plan

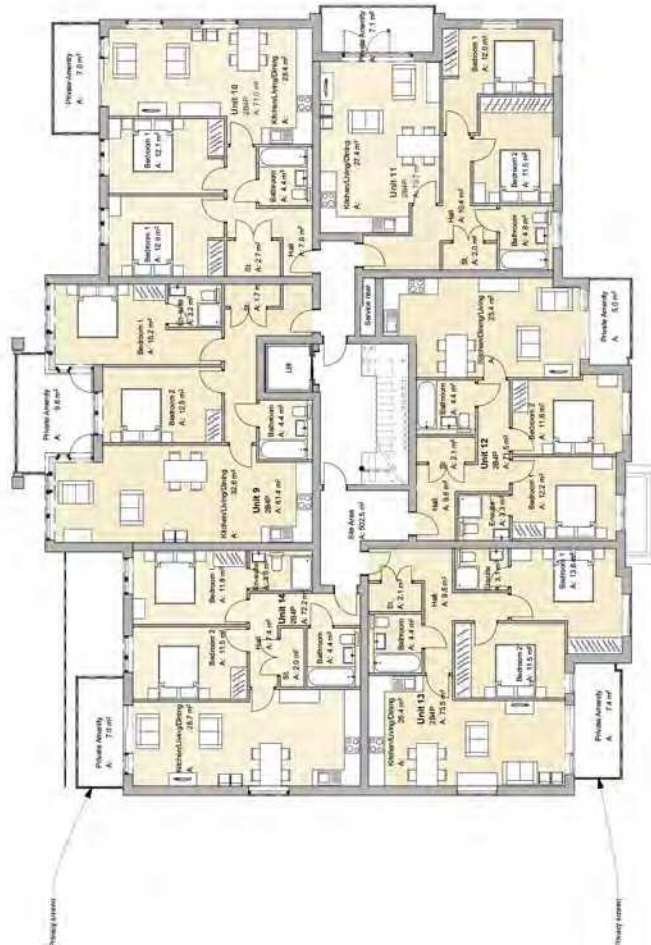
Drawn By: T1100 @ A1
 Date: July 16
 Drawn: JI
 Checked: JMB
 Scale: 1:100 @ A1
 Project No: 4803 | 3 | 11 | F
 Drawing No: 4803 | 3 | 11 | F

Brookes Architects
 Limited
 17 Old Street, London EC1M 6PU
 T: 020 7463 1232
 F: 020 7463 4173
 www.brookesarchitects.co.uk



GENERAL NOTES

Drawings to be read in conjunction with requirements and other special conditions.
 All dimensions are structural and shall be checked for size.
 For structural, civil and sub-structure drawings information see engineer's drawings.
 For building services, see mechanical and electrical drawings.
 All areas are approximate.



PLANNING

Code	Description	Area (sq. ft.)	Count
1	Common Area	1,100	1
2	Private Amenity	7.7	1
3	Bedroom	12.2	1
4	Bathroom	4.4	1
5	Kitchen/Living/Dining	27.8	1
6	Living Area	11.1	1
7	Bedroom	12.2	1
8	Bathroom	4.4	1
9	Kitchen/Living/Dining	27.8	1
10	Living Area	11.1	1
11	Bedroom	12.2	1
12	Bathroom	4.4	1
13	Kitchen/Living/Dining	27.8	1
14	Living Area	11.1	1
15	Bedroom	12.2	1
16	Bathroom	4.4	1

Frendcastle Homes LLP
 Project
 Redevelopment of Abrook Arms
 191 Herefield Road
 Uxbridge
 UB8 1PW
 Drawing
 Proposed First Floor Plan

Scale	1:100 @ A1	Date	July '16	Drawn	JL	Checked	JMB
-------	------------	------	----------	-------	----	---------	-----

BrookesArchitects
 Limited & The Architects' Firm Limited
 Limited by Guarantee
 1000 Park Road
 London W13 3JF
 T 020 8487 1222
 F 020 8487 4722
 E info@brookes.co.uk
 www.brookesarchitects.co.uk

Drawing No. **4803** | 3 | 12 | C
 Rev No.

GENERAL NOTES

Drawings to be read in conjunction with engineers and other specialist drawings.
 All dimensions are structural and must be checked on site.
 For structural, civil and sub-surface drainage information see engineer's drawings.
 For building services see mechanical and electrical drawings.
 All areas are approximate.



PLANNING

No.	Description	Author	Date
1	Preparation of plans	J. B. [unclear]	15/07/16
2	Check	J. B. [unclear]	15/07/16
3	Issue for approval	J. B. [unclear]	15/07/16
4	Check	J. B. [unclear]	15/07/16
5	Issue for construction	J. B. [unclear]	15/07/16

Froncastle Homes LLP
 Project
 Redevelopment of Abrook Arms
 191 Harefield Road
 Uxbridge
 UB8 1PW
 Drawing
 Proposed Front Elevation

Scale	Date	Drawn	Checked
1:100 @ A1	July '16	JL	JAB

BrookesArchitects
 Limited, 6 The Arcade, York, York, UK
 London SW15 2JF
 T 020 8462 1252
 F 020 896 4172
 E info@brookes.co.uk
 www.brookesarchitects.co.uk

Drawing No.	Sheet No.	Total No.
4803	3	15

GENERAL NOTES

Drawings to be read in conjunction with engineers and other specialist drawings.
 All dimensions are structural and must be checked on site.
 For structural, civil and services changes information see engineer's drawings.
 For building services see mechanical and electrical drawings.
 All areas are approximate.



SCALE 1:100

PLANNING

Code	Description	Author	Date
C	Checklist to work	MBROOKS	16/07/16
A	For approval	MBROOKS	16/07/16
P1	Planning notes	MBROOKS	16/07/16
C	Checklist	MBROOKS	16/07/16
A	For approval	MBROOKS	16/07/16
P1	Planning notes	MBROOKS	16/07/16

Froncastle Homes LLP

Project
 Redevelopment of Abrook Arms
 191 Harefield Road
 Uxbridge
 UB8 1PW

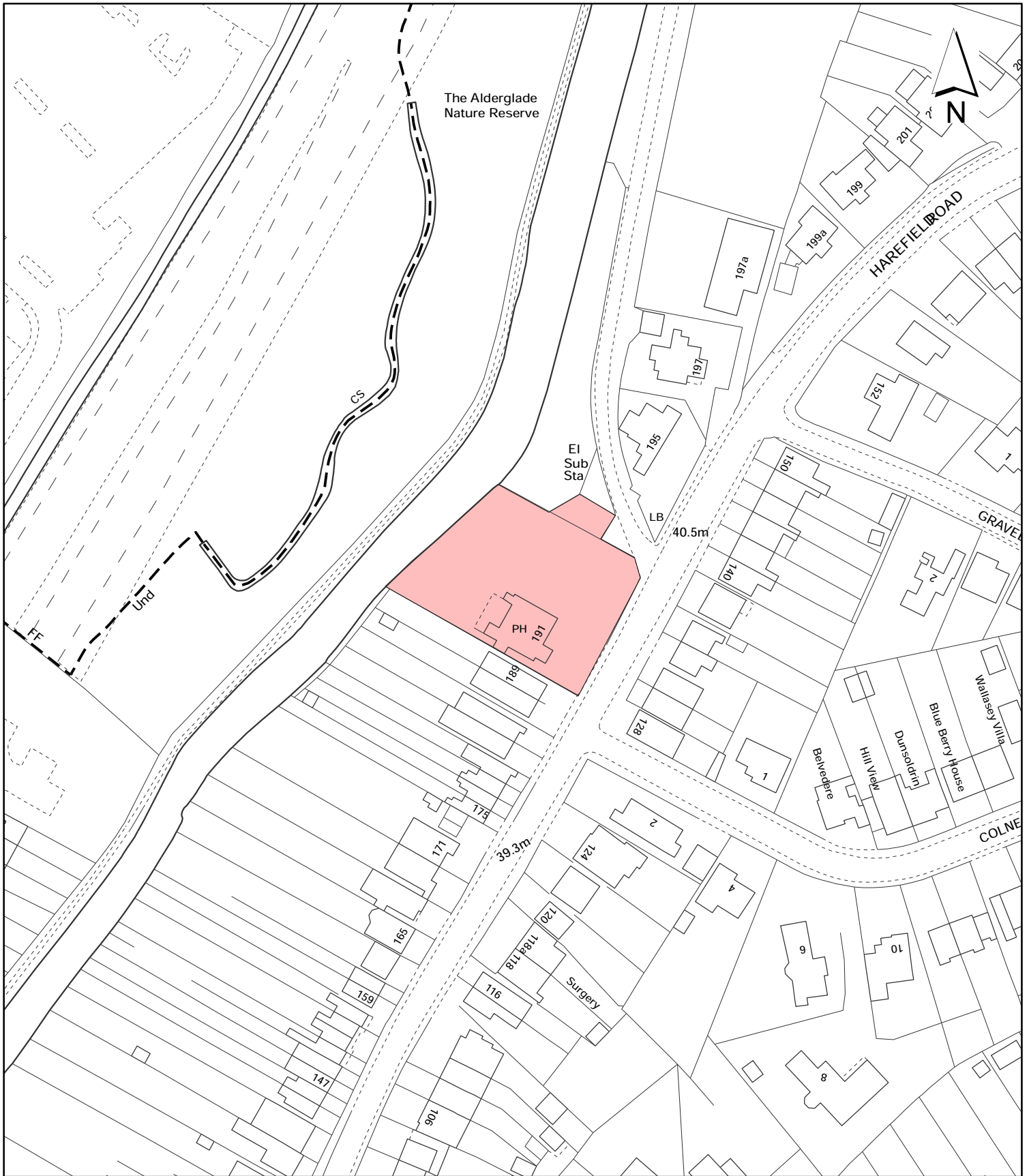
Drawing
 Proposed Rear and Flank Elevation

Scale	Date	Drawn	Checked
1:100 @ A1	July '16	JL	JAB

BrookesArchitects

Unit 6, The Archway, Harefield, Leicestershire
 Leicestershire LE19 1JF
 T: 01530 446112
 F: 01530 446113
 E: info@brookesarchitects.co.uk
 www.brookesarchitects.co.uk

Drawing No.	Sheet No.	Total Sheets
4803	3	16



Notes:

 Site boundary

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Site Address:

**Abrook Arms PH
 Harefield Road**

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

Planning Application Ref:
18505/APP/2016/3534

Scale:
1:1,250

Planning Committee:
Major Page 232

Date:
October 2017

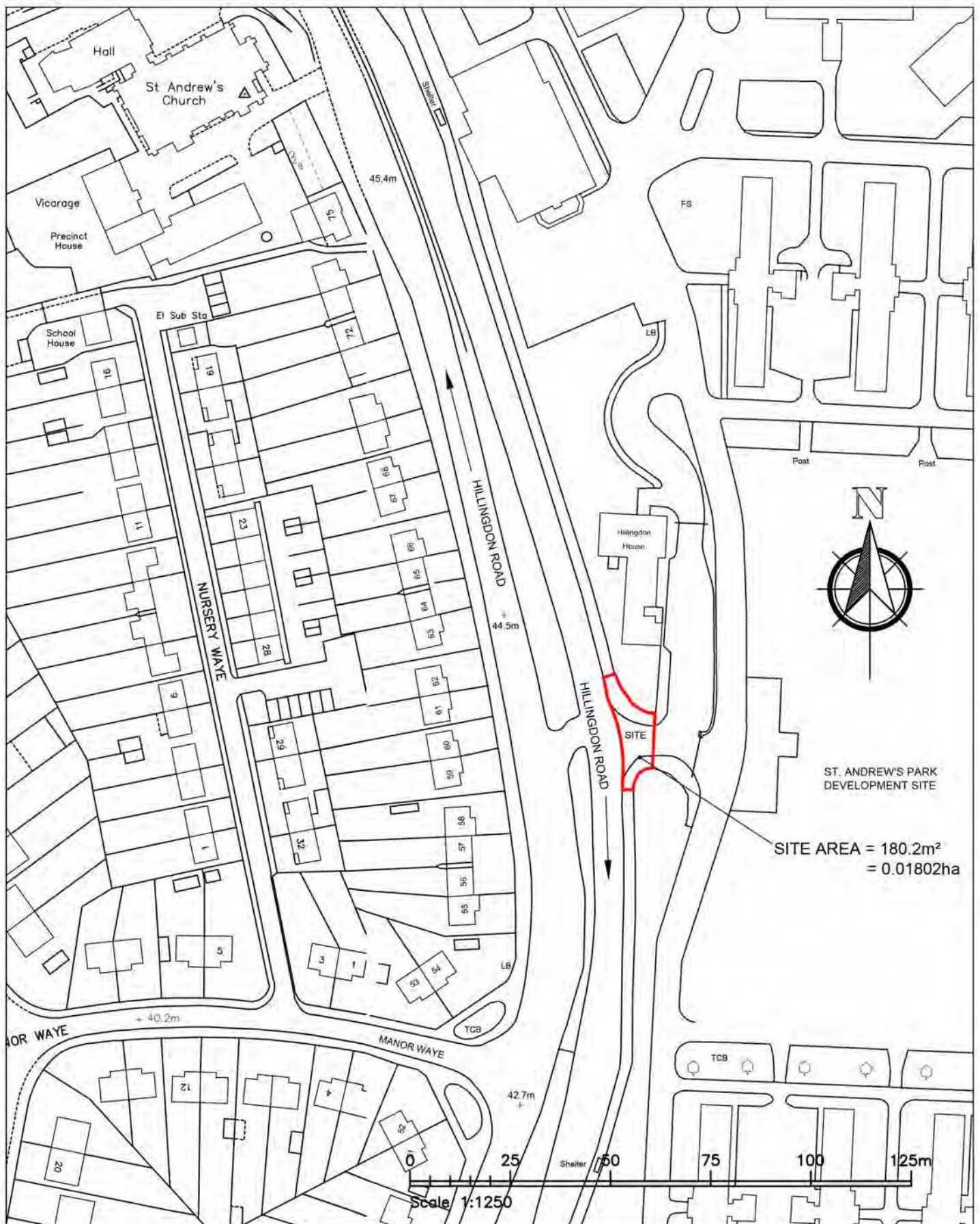


HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address LAND OPPOSITE 59/60 HILLINGDON ROAD UXBRIDGE
Development: Advertisement consent for 4 no. freestanding billboards (approximately 6m x 3m) with associated lighting
LBH Ref Nos: 73182/ADV/2017/97

Date Plans Received: 14/09/2017 **Date(s) of Amendment(s):**
Date Application Valid: 14/09/2017



NOTES: - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

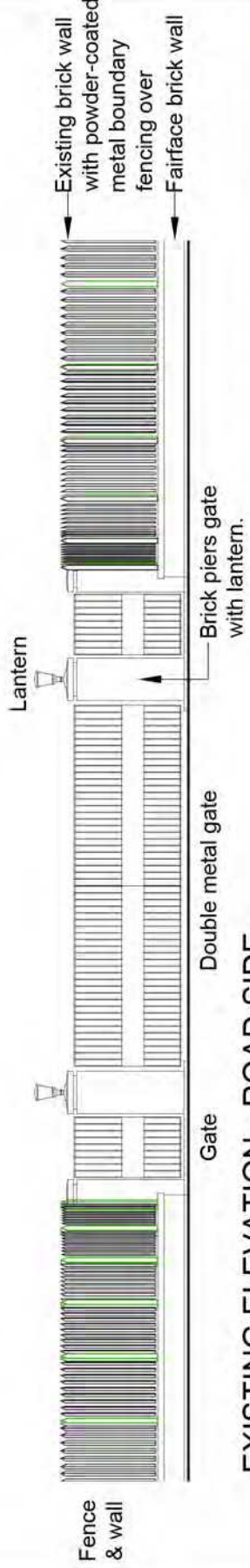
Rev	Revision notes	Initials	Date
-	-	-	-
Project BILLBOARDS SITE, OPPOSITE 59/60 HILLINGDON ROAD, UXBRIDGE		Scale 1:1250@A4	
Description LOCATION PLAN		Date SEPT 2017	
		Drawing No. 2017/D219/P/001	
		Rev.	



RESIDENTS SERVICES, CAPITAL PROGRAMME
 2E/10, CIVIC CENTRE, UXBRIDGE, UBB 1UW
 Tel: 01895 250 111
 Fax: 01895 277 224

NOTES

This drawing is a plan view. All dimensions are for the finished work unless otherwise stated. It is the responsibility of the Client to ensure that the work is carried out in accordance with the relevant Building Regulations and other applicable legislation. DO NOT SCALE FROM THIS DRAWING.

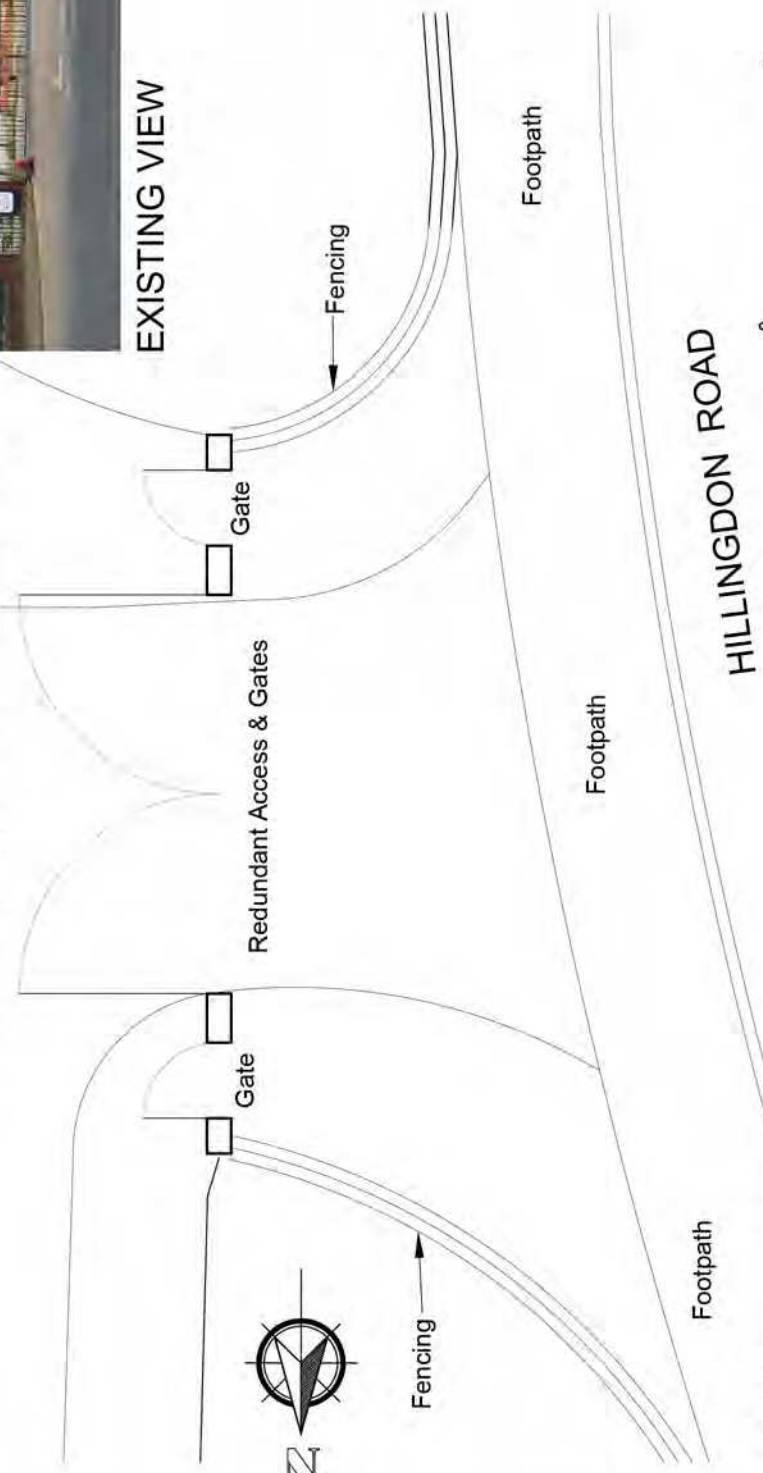


EXISTING ELEVATION - ROAD SIDE

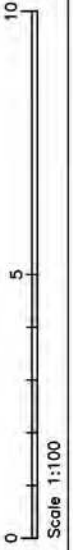


EXISTING VIEW

ST. ANDREW DEVELOPMENT SITE



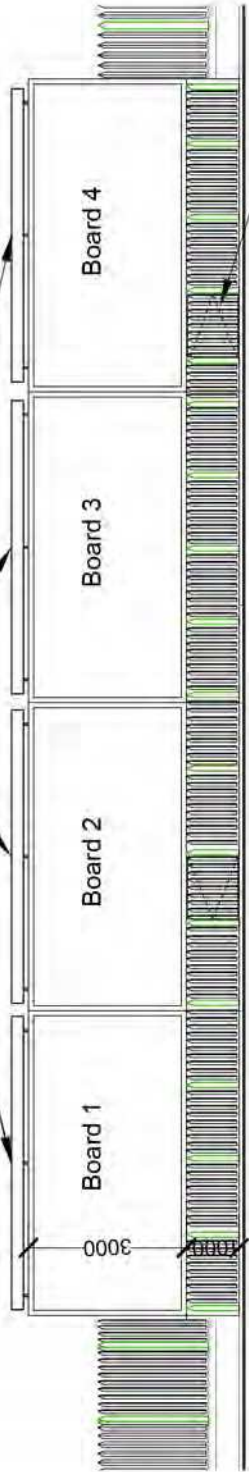
EXISTING PLAN



RESIDENTS SERVICES, CAPITAL PROGRAMME 2E/10, CIVIC CENTRE, UXBRIDGE, UBB 10W Tel: 01895 250 111 Fax: 01895 277 224		
PROJECT: BILLBOARDS SITE OPPOSITE 596D HILLINGDON ROAD, UXBRIDGE		
DESCRIPTION: EXISTING PLAN AND ELEVATION		
SCALE: 1:100@A3	DRAWN BY: db	CHECKED BY: DATE: SEPT 2017
DRAWING NO: 2017/D/219/P/02		REV:

NOTES
 The Contractor shall be responsible for the installation and maintenance of the Lighting Advertising Boards.
 IN FIRST SCALE FROM THIS DRAWING.

Lighting strip to illuminate boards



ELEVATION OF NEW ADVERTISING BOARDS

ST. ANDREWS DEVELOPMENT SITE

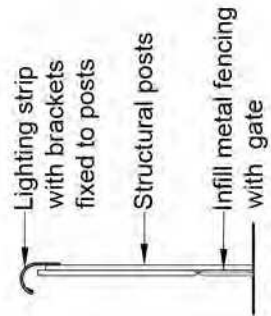
Infill powder coated palisade fencing with gates.

Existing brick wall with 2.0m ht. metal fencing above

Main gates kept permanently locked. (Redundant access).

Existing brick wall with 2.0m ht. metal fencing above

Proposed 4no. x 6m x 3m advertising boards on 1m high plinth



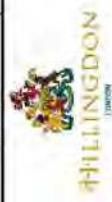
SECTION A-A



Footpath

HILLINGDON ROAD



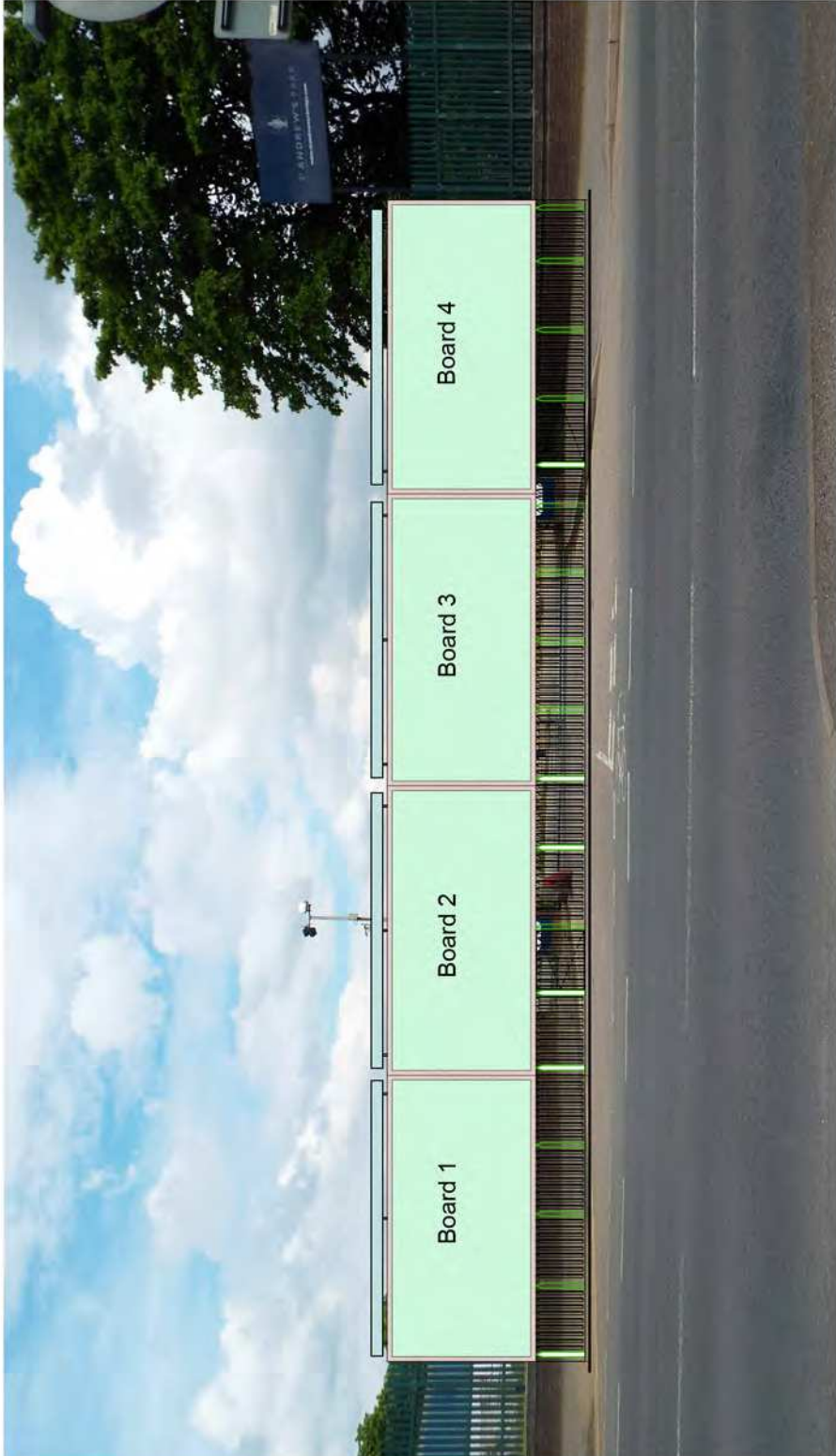
	
RESIDENTS SERVICES, CAPITAL PROGRAMME 2E/10, CIVIC CENTRE, UXBIDGE, UBB 1UW Tel: 01895 250 111 Fax: 01895 277 224	
PROJECT: BILLBOARDS SITE OPPOSITE 596D HILLINGDON ROAD, UXBIDGE	
DESCRIPTION:	
PROPOSED PLAN AND ELEVATION	
SCALE	DATE
1:100@A3	SEPT '07
DRAWING NO	REV
2017/D/219/P/03	

PLAN OF PROPOSED ADVERTISING BOARDS

NOTES


The Contractor shall, at all times, be responsible for the safety of all persons working on the site. The Contractor shall be responsible for the safety of all persons working on the site. The Contractor shall be responsible for the safety of all persons working on the site.

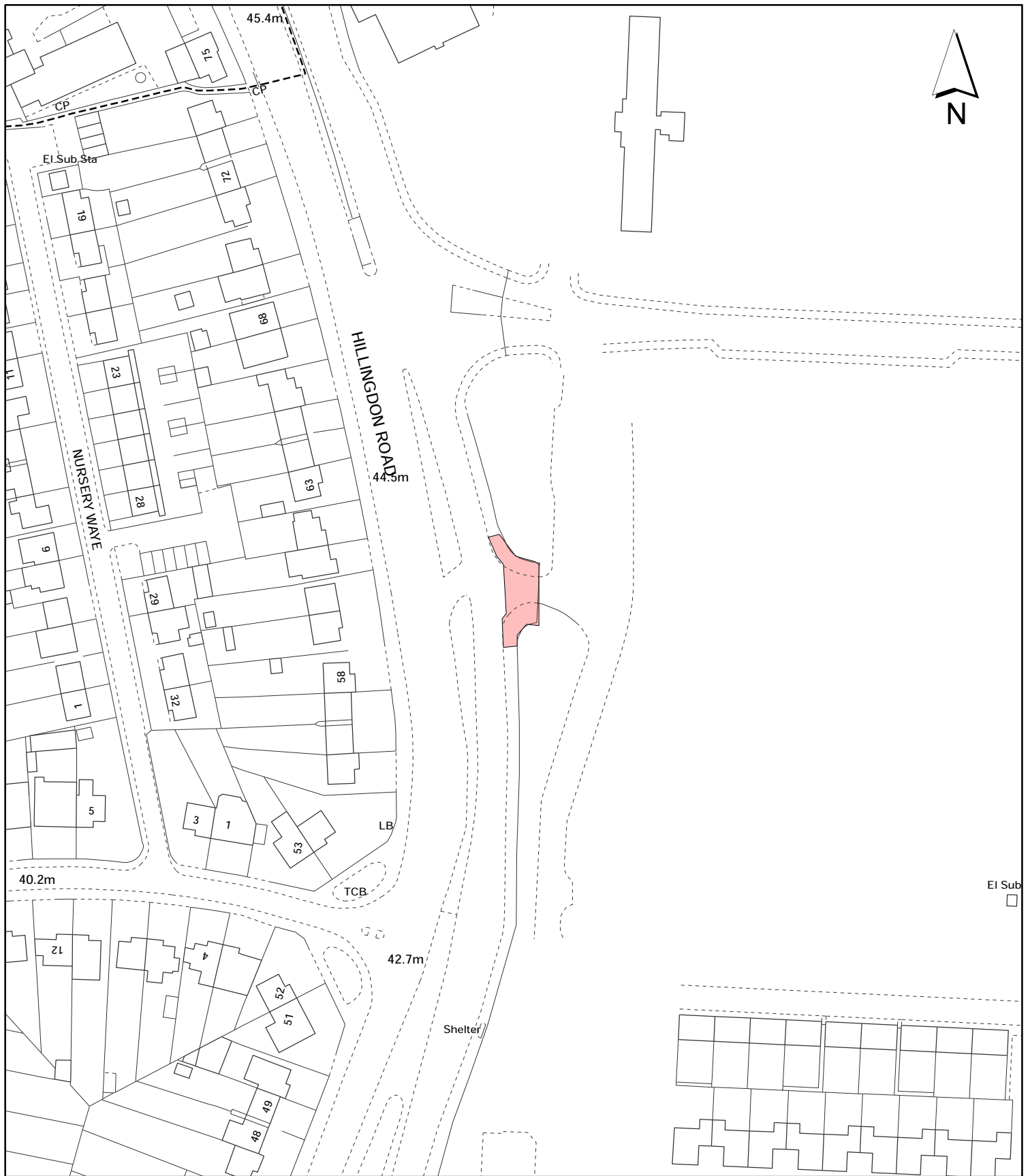
DO NOT SCALE FROM THIS DRAWING



ILLUSTRATIVE VIEW OF BILLBOARDS

Rev	Revision notes	Issued	Date

			
RESIDENTS SERVICES, CAPITAL PROGRAMME 2E/10, CIVIC CENTRE, UXBRIDGE, UB8 1UW Tel: 01895 250 111 Fax: 01895 277 224			
PROJECT BILLBOARDS SITE OPPOSITE 5960 HILLINGDON ROAD, UXBRIDGE			
DESCRIPTION ILLUSTRATIVE VIEW OF BILLBOARDS			
SCALE	DRAWN BY	CHECKED BY	DATE
1:100@A3	db		SEPT 2017
DRAWING No		REV	
2017/D/219/P/04			



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Site Address:

Land opposite
 59/60 Hill Road

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

Planning Application Ref:
 73182/ADV/2017/97

Scale:
 1:1,250

Planning Committee:
 Major Page 238

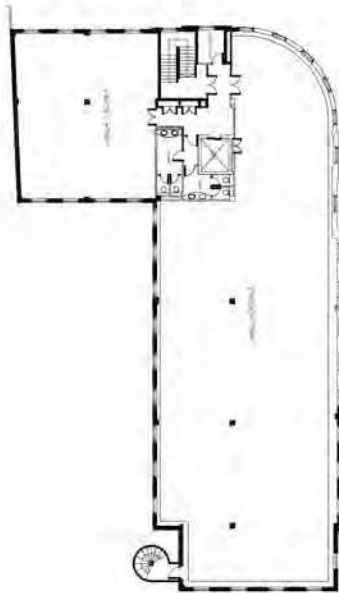
Date:
 October 2017



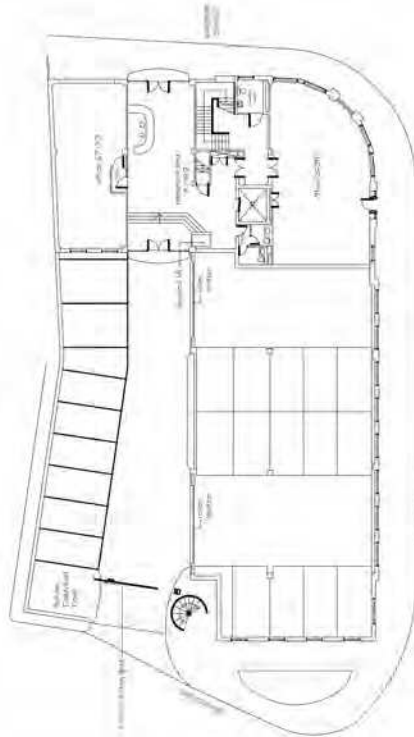
Report of the Head of Planning, Sport and Green Spaces

Address WESTCOMBE HOUSE, 36-38 WINDSOR STREET UXBRIDGE
Development: Prior Approval Application for the change of use from office accommodation (Use Class B1(a)) to 33 residential units (Use Class C3).
LBH Ref Nos: 13544/APP/2017/3388

Date Plans Received: 19/09/2017 **Date(s) of Amendment(s):**
Date Application Valid: 19/09/2017



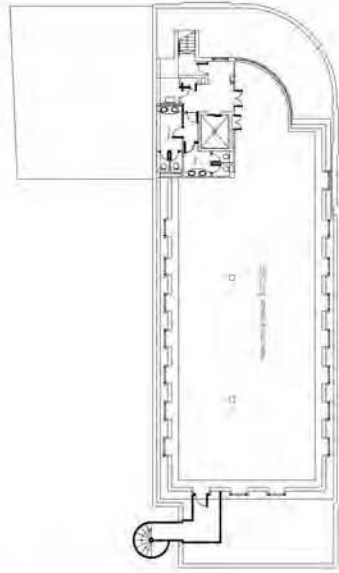
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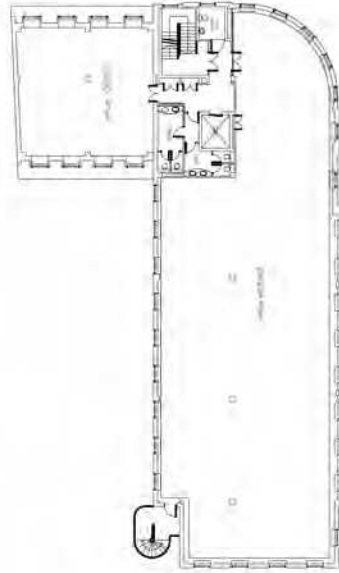
GROUND



BASEMENT



THIRD



SECOND

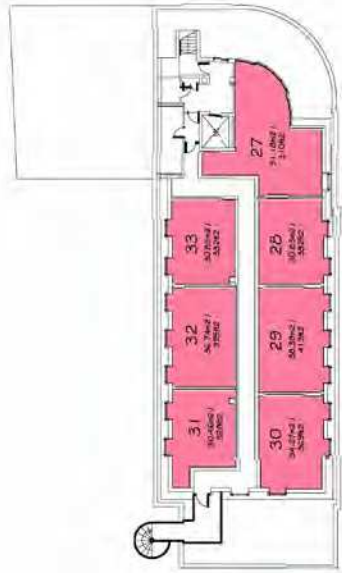


LOCATION PLAN SCALE 1:250

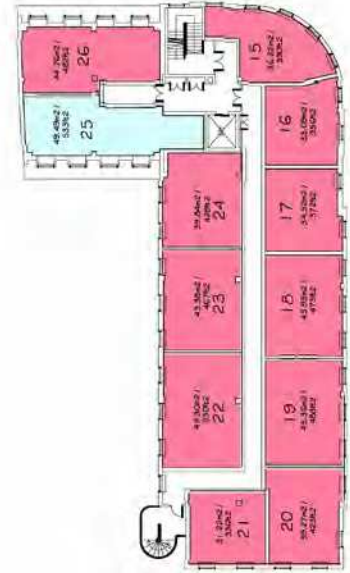
SCALE 1:250



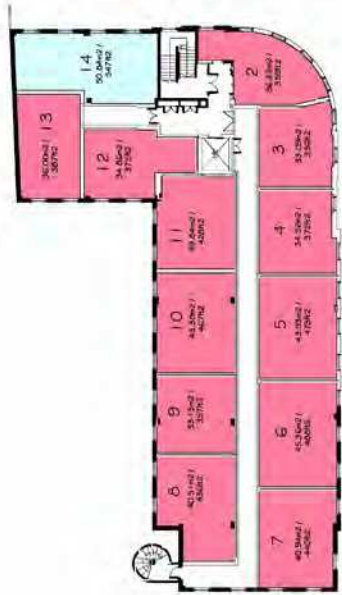
NO.		REVISIONS	DATE
1		PROPOSALS	
2		36 WINDSOR STREET	
3		LUNBRIDGE	
DATE	BY	CHKD	
1-200	A1	PL	03-08-17
DRAWING TITLE			
EXISTING FLOOR PLANS			
LOCATION PLAN			
PROJECT NUMBER			
AAL-07-2-10-P02			



THIRD



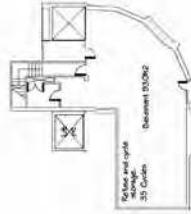
SECOND



FIRST



GROUND

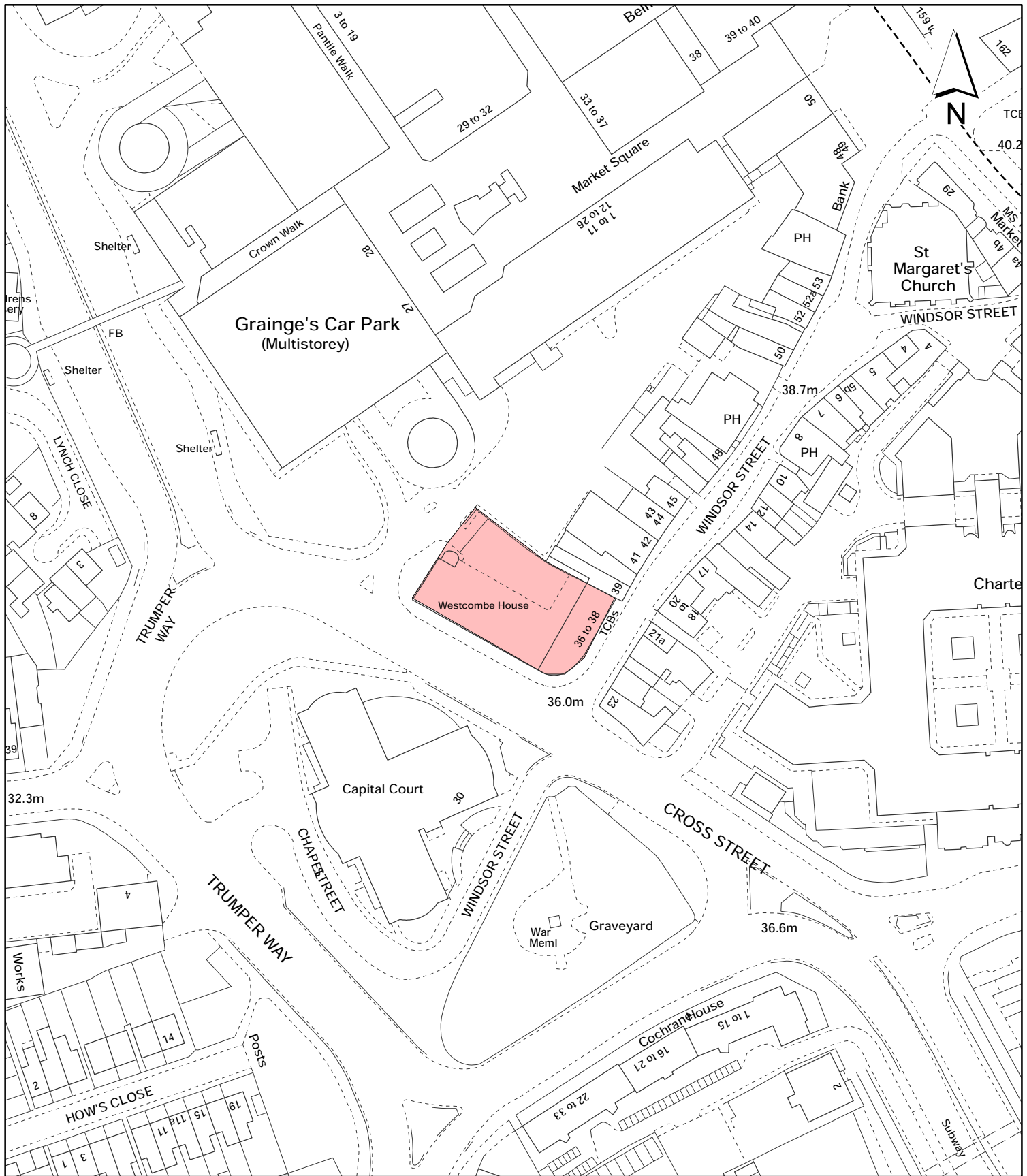


BASEMENT

- ONE BEDROOM APARTMENT
- TWO BEDROOM APARTMENT
- OFFICE / COMMERCIAL



NO.	DESCRIPTION	DATE	BY
PROPOSALS			
36 WINDSOR STREET LAWBRIDGE			
DRAWN			
NO.	DATE	BY	DATE
1-200	A	PM	03-08-17
PROPOSED FLOOR PLANS			REVISIONS
DRAWING NUMBER			AAAL-07-210-P01



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Site Address:

**Westcombe House
 Windsor Road**

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

Planning Application Ref:
13544/APP/2017/3388

Scale:
1:1,250

Planning Committee:
Major Page 242

Date:
October 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address ARMSTRONG HOUSE MARKET SQUARE UXBRIDGE
Development: Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 132 residential units (Use Class C3)
LBH Ref Nos: 36573/APP/2017/3389

Date Plans Received: 21/09/2017
Date Application Valid: 26/09/2017

Date(s) of Amendment(s):

Notes

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Amendment	Drawn/Chkd	Date	Rev

wia willmore iles architects
 237 Howell Road - Haverhill - Bristol - BS8 6P - Tel: 0117 945092
 www.willmoreiles.com

Drawing Status: **PLANNING**

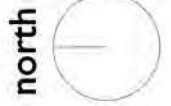
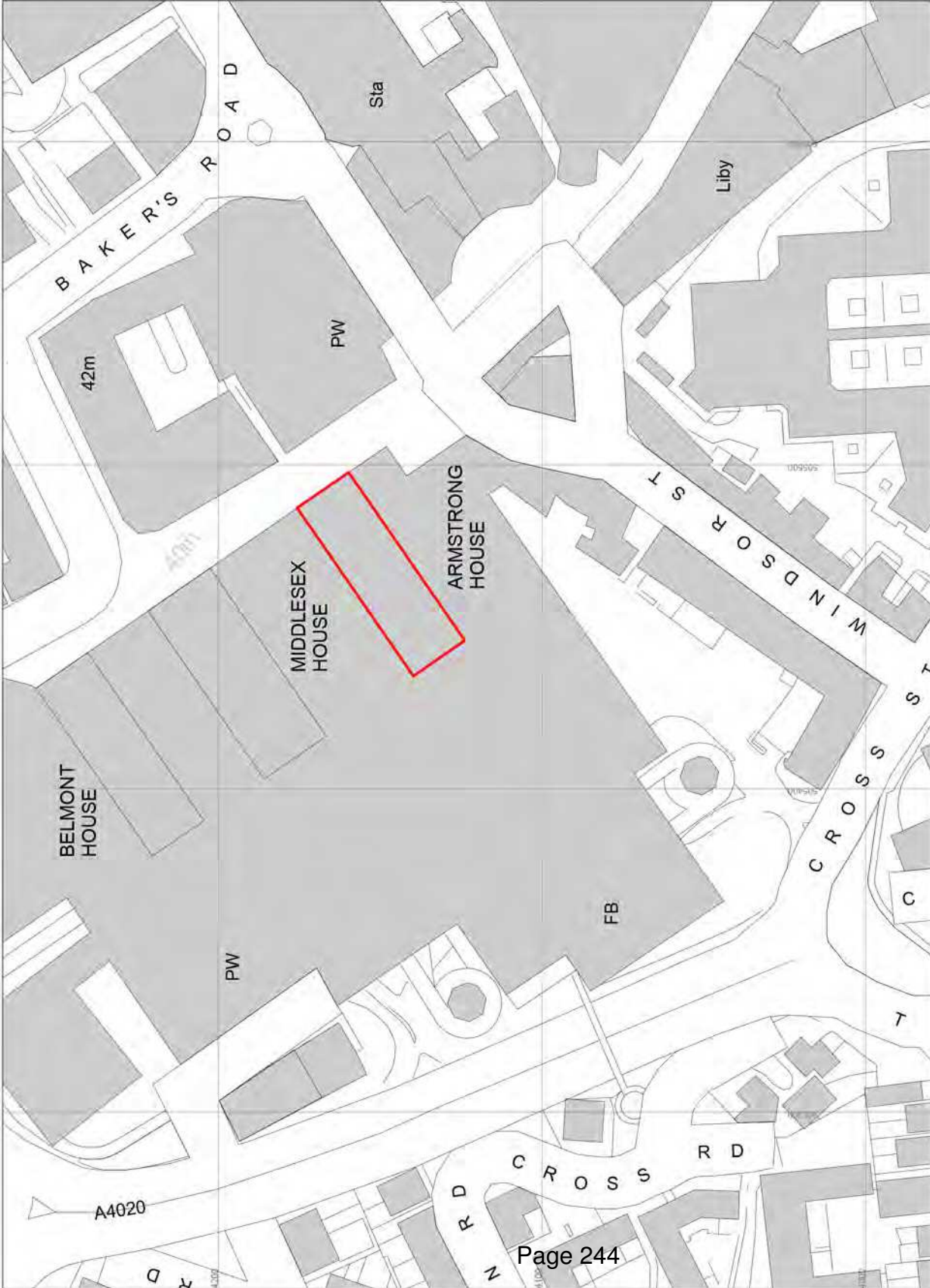
Client: **CAMPBELL PROPERTY**

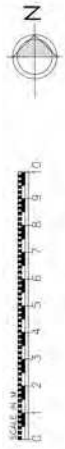
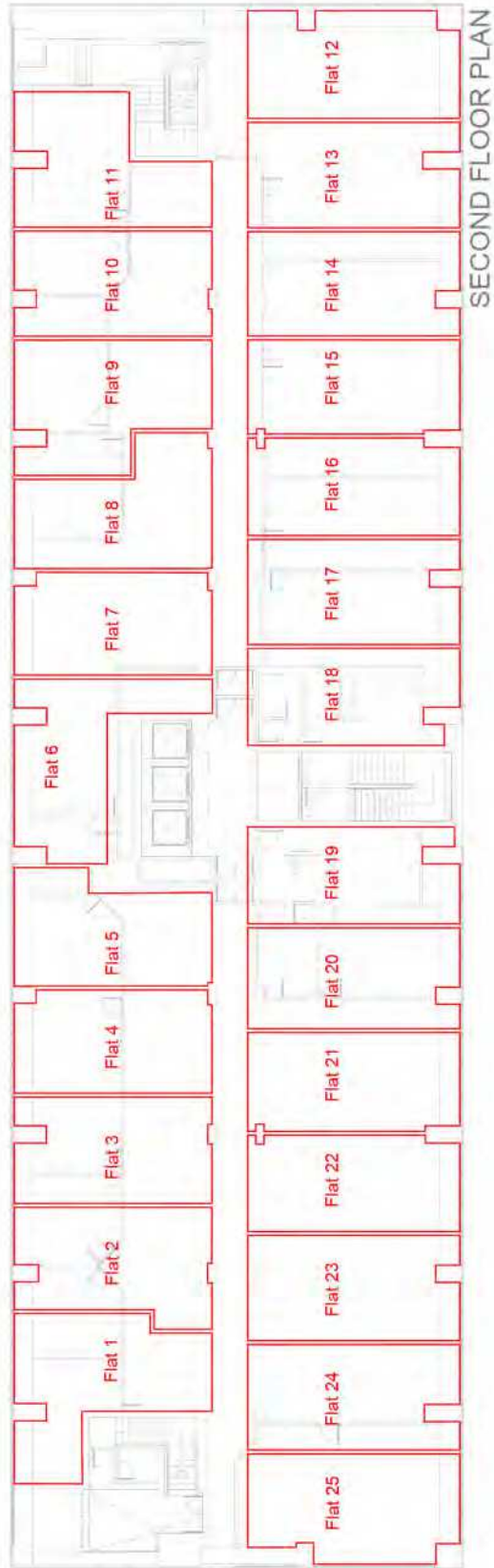
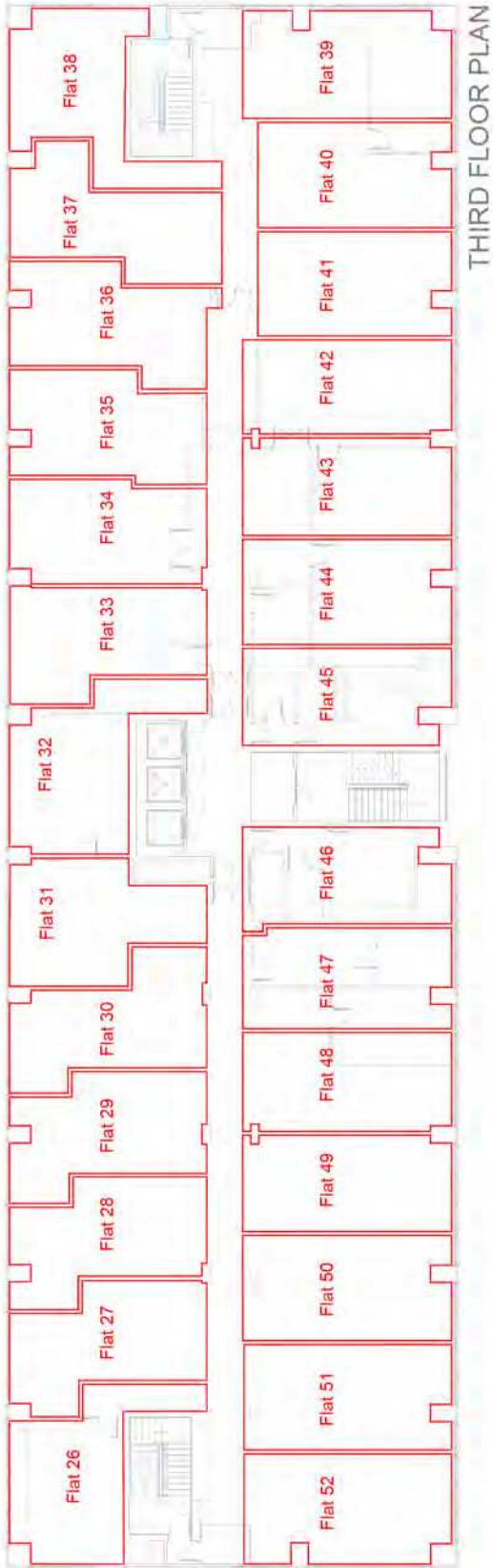
Job Title: **ARMSTRONG HOUSE
LUXBRIDGE**

Drawing Title: **SITE LOCATION PLAN**

Scale	Size	Drawn	Checked	Date
1: 1250	A3	JW	PW	MAR 16
Job No	Drawing No	Rev		
399	399-PL-SITE-001			

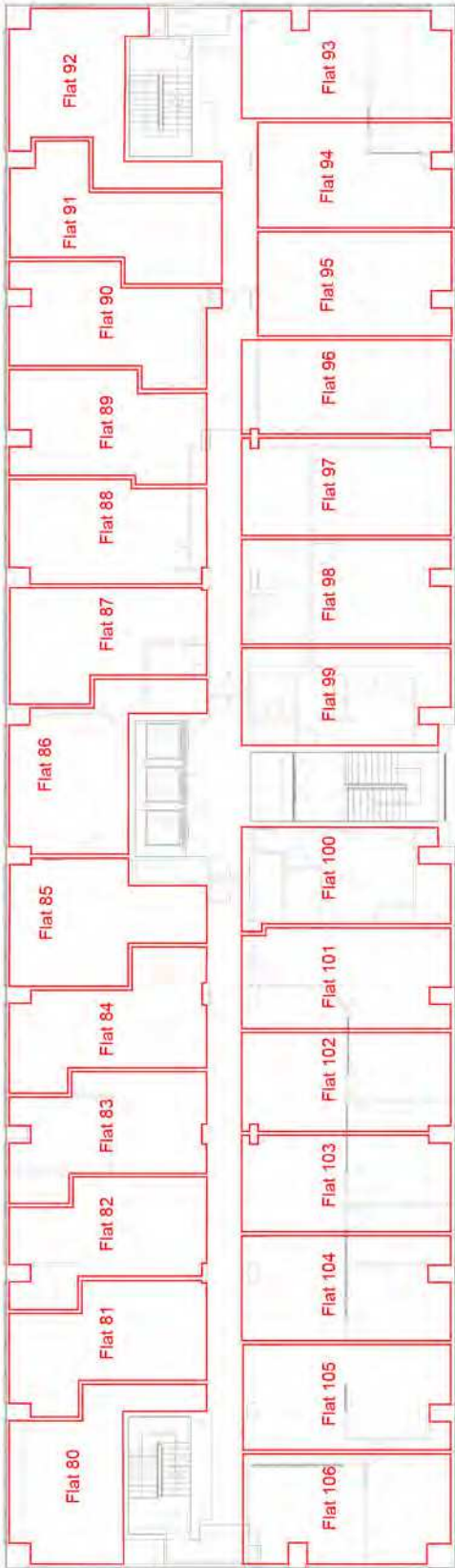
QMP26 Issue 02.05.03.14



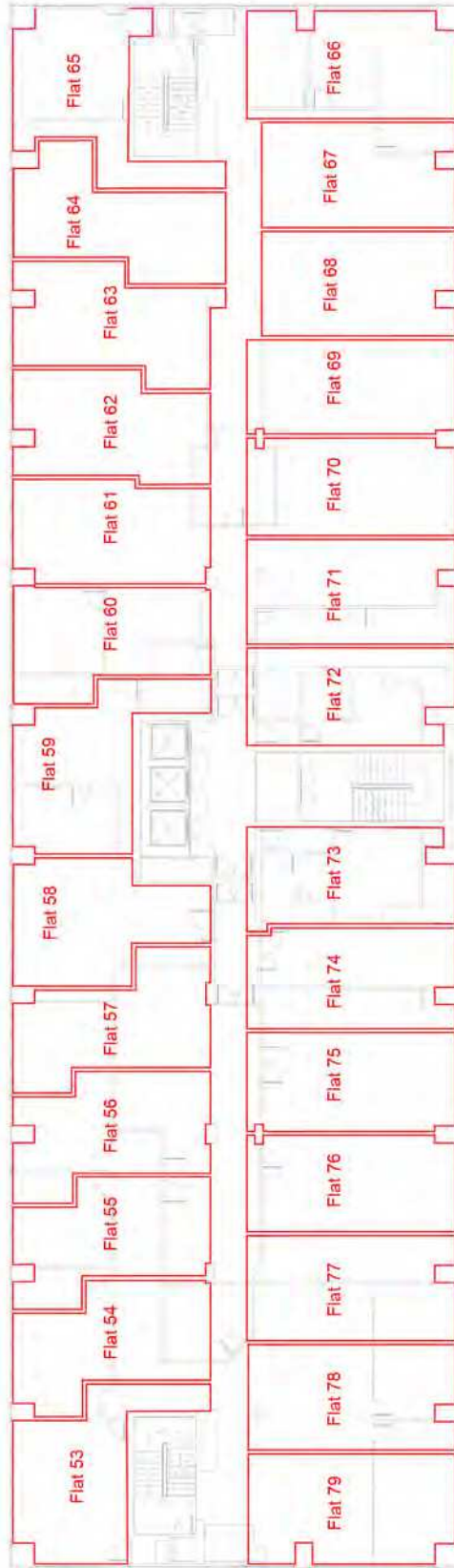


ARMSTRONG HOUSE
 UXBRIDGE
 P01

SILVERLINE ARCHITECTS



FIFTH FLOOR PLAN

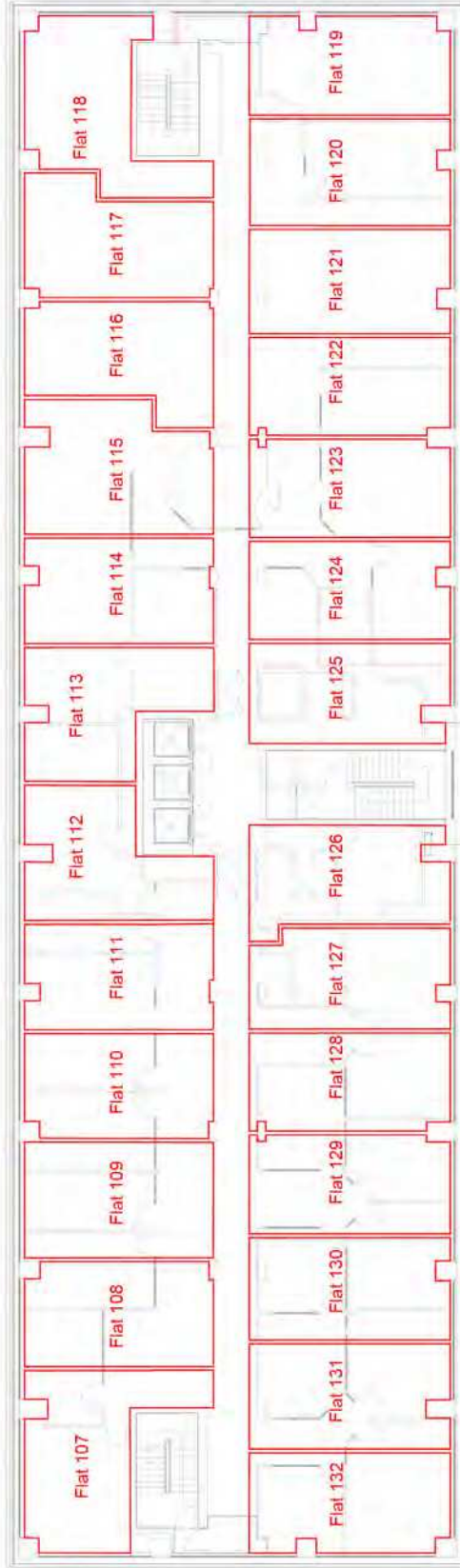


FOURTH FLOOR PLAN



ARMSTRONG HOUSE
 UXBRIDGE
 P02

SILVERLINE ARCHITECTS

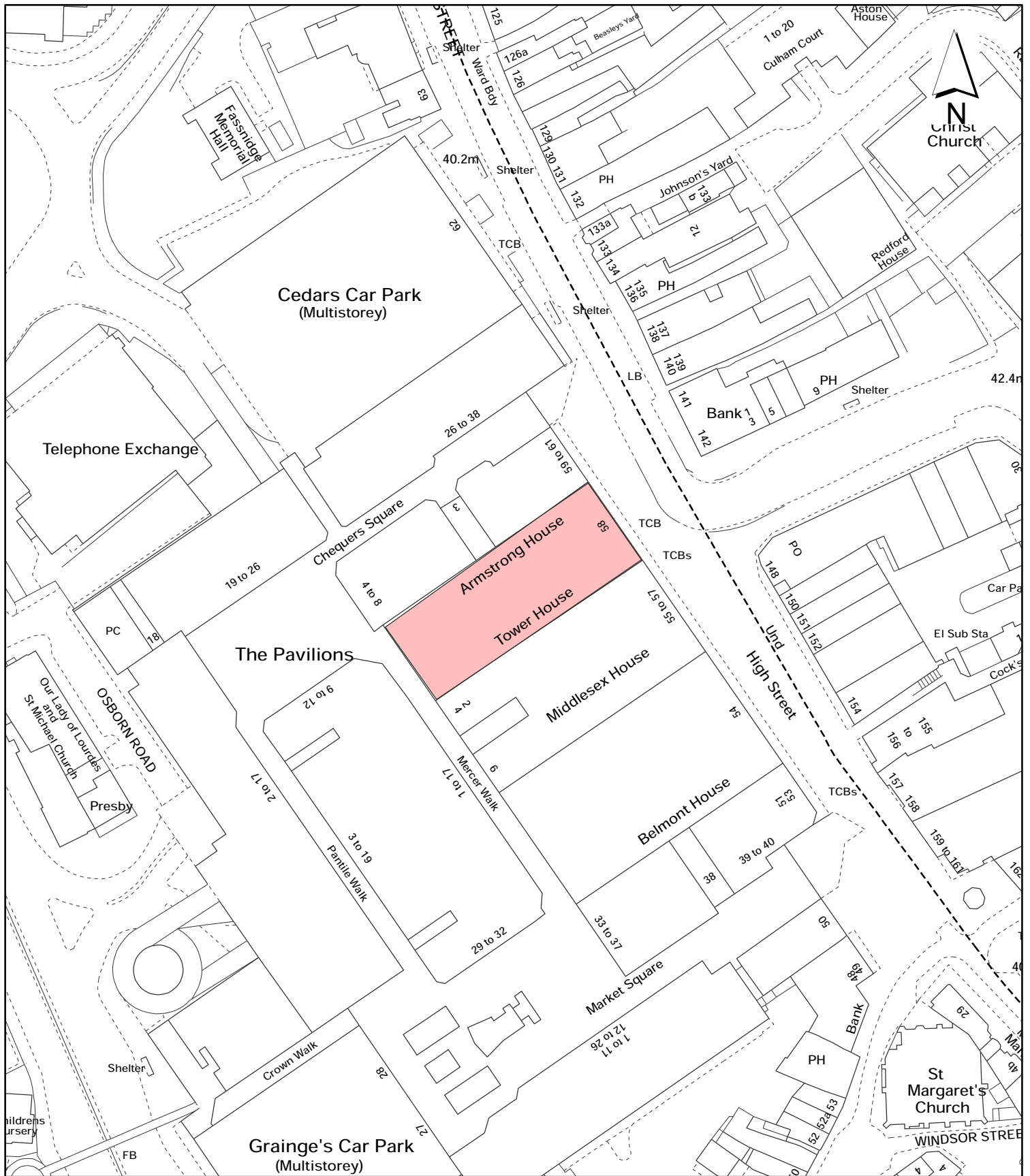


SIXTH FLOOR PLAN



ARMSTRONG HOUSE
 UXBRIDGE
 P03

SILVERLINE ARCHITECTS



Notes:

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Site Address:

Armstrong House

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

Planning Application Ref:
36573/APP/2017/3389

Scale:
1:1,250

Planning Committee:
Major Page 248

Date:
October 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address ARMSTRONG HOUSE MARKET SQUARE UXBRIDGE
Development: Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 90 residential units (Use Class C3)
LBH Ref Nos: 36573/APP/2017/3390

Date Plans Received: 21/09/2017

Date(s) of Amendment(s):

Date Application Valid: 26/09/2017

1 BEDROOM
2 BEDROOM



SIXTH FLOOR PLAN



FIFTH FLOOR PLAN



FOURTH FLOOR PLAN



THIRD FLOOR PLAN



SECOND FLOOR PLAN



NO.	DESCRIPTION	ISSUED	DATE
REVISIONS			
PROPOSALS			
875-15000 ARMSTRONG HOUSE 58A HIGHT STREET UXBRIDGE UB8 1GJ CLARENCE			
NO.	DATE	BY	SCALE
1-230	A1	MJ	1:100-1:7
DRAWING TITLE: PROPOSED FLOOR LAYOUTS			DRAWING NUMBER: AAAL-17-229-SK2
REVISION NUMBER: B			SCALE: B

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- NOTES:
1. Pedestrian Walkway = [Blue line]
 2. Cycle Walkway = [Green line]
 3. Long Stay Cycle Parking (110 spaces) = [Red bicycle icon]
 4. Short Stay (Visitor) Cycle Parking (4 spaces) = [Green bicycle icon]

Based on Wilmore Isles Architects drawing number 399-SK-02 C.

No.	Date	Drawn	Checked	Approved



Bristol
Cambridge
London
Oxford
Wolverhampton

25 Southampton Buildings
London
WC2A 1AL
020 3709 9405
www.tpa.uk.com

CLIENT:
LASALLE INVESTMENT MANAGEMENT

PROJECT:
**ARMSTRONG HOUSE,
UXBRIDGE**

TITLE:
**PROPOSED CYCLE
PARKING ARRANGEMENT
OPTION 1**

STATUS:
FOR INFORMATION

SCALE: 1:200	DATE: 15/09/17	DRAWN: SMK	CHECKED: TD	APPROVED: TD
JOB NO: 1709-14	DRAWING NO: SK03	REVISION:		







A3
ORIGINAL
PLOT SIZE

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NOTES:

- 1. Pedestrian Walkway = 
- 2. Cycle Walkway = 
- 3. Long Stay Cycle Parking (110 spaces) = 
- 4. Short Stay (Visitor) Cycle Parking (4 spaces) = 

A		Revised Client Details		SMK	TD	TD
Rev	Date	Description	Drawn By	Checked By	Approved By	TD

tpa
Transport Planning Associates

Bristol
Cambridge
London
Oxford
Wolverhampton

25 Southampton Buildings
London
WC2A 1AL
020 3709 9405
www.tpa.uk.com

CLIENT:
LASALLE INVESTMENT MANAGEMENT

PROJECT:
**ARMSTRONG HOUSE,
UXBRIDGE**

TITLE:
**PROPOSED CYCLE
PARKING ARRANGEMENT
OPTION 1**

STATUS:
FOR INFORMATION

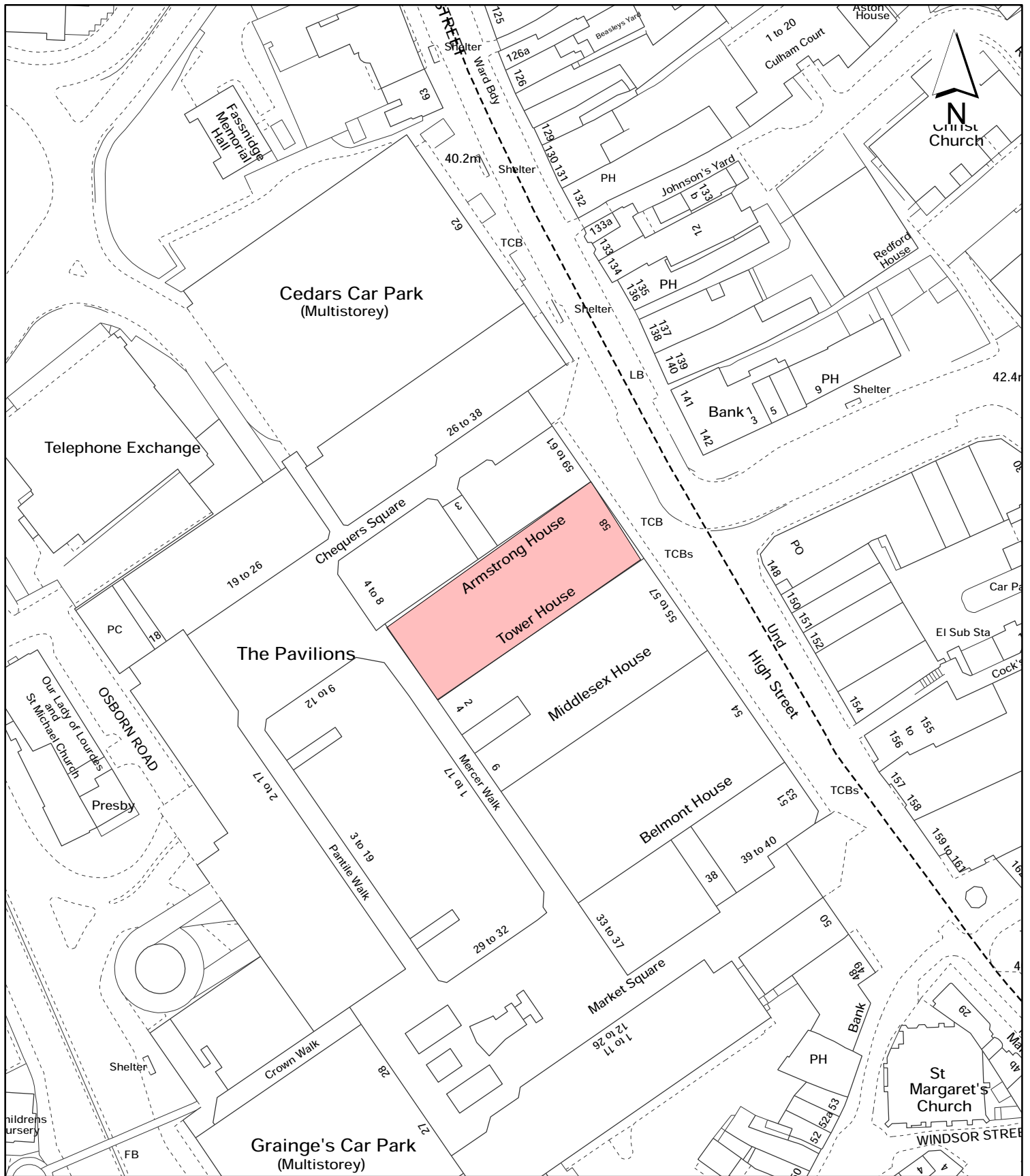
SCALE: 1:100	DATE: 15/09/17	DRAWN: SMK	CHECKED: TD	APPROVED: TD
JOB NO: 1709-14	DRAWING NO: SK01	REVISION: A		



A3
ORIGINAL
PLOT SIZE



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Site Address:

Armstrong House

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

Planning Application Ref:
36573/APP/2017/3390

Scale:
1:1,250

Planning Committee:
Major Page 253

Date:
October 2017



HILLINGDON
 LONDON

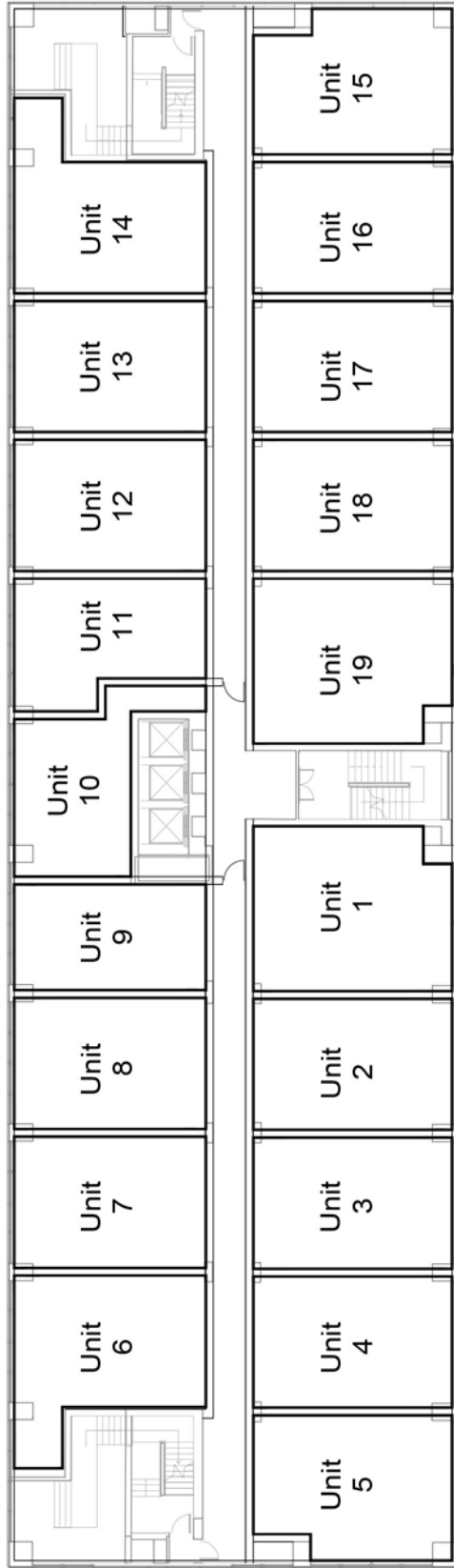
Report of the Head of Planning, Sport and Green Spaces

Address ARMSTRONG HOUSE MARKET SQUARE UXBRIDGE
Development: Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 103 residential units (Use Class C3)
LBH Ref Nos: 36573/APP/2017/3391

Date Plans Received: 21/09/2017

Date(s) of Amendment(s):

Date Application Valid: 26/09/2017



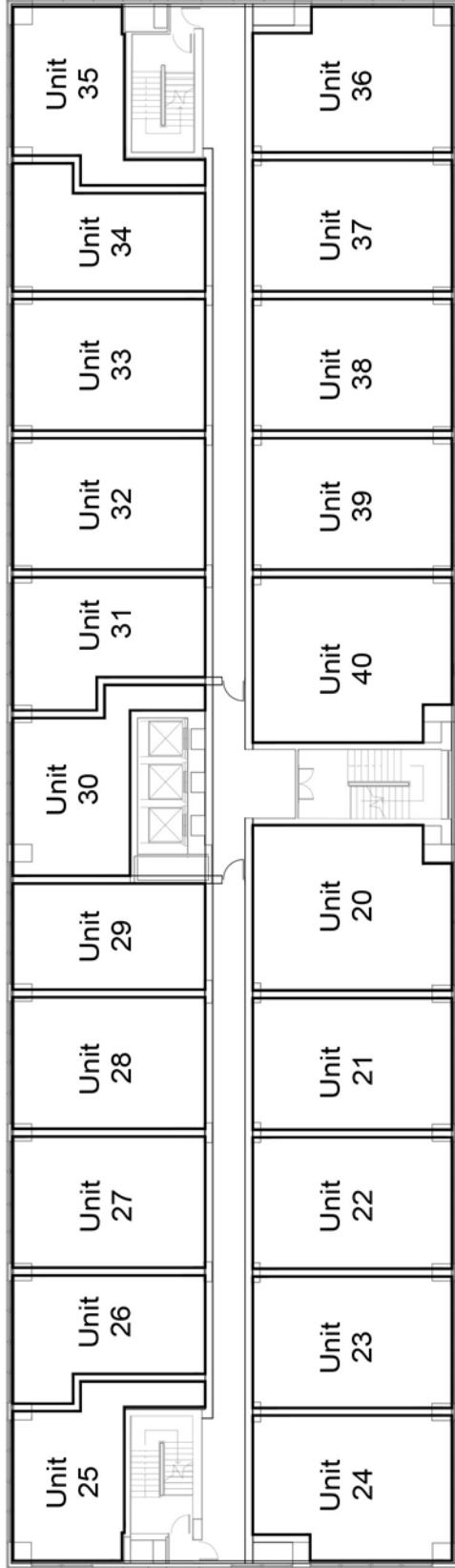
SECOND FLOOR

Notes:
 All dimensions are to be checked on site.
 This drawing is to be read in conjunction with all relevant consultants and/or specialists drawings/documents and any discrepancies or variations are to be notified to the architects in writing before the affected work commences.
 The workmanship and materials of all trades and building operators shall comply with the recommendations of British Standard (BS)8000 and with Approved Document to support Regulation 7 (current edition). All design and construction is to be in accordance with the Construction (Design and Management) Regulations 2015.

PRELIMINARY
 TENDER
 CONSTRUCTION

**ARMSTRONG HOUSE
 UXBRIDGE**
PROPOSED SECOND FLOOR PLAN

scale **1:200 @ A3**
 date/drawn **Sept '17
 KW**
 drawing no. **789 - 01**
 rev. **P1**



THIRD FLOOR

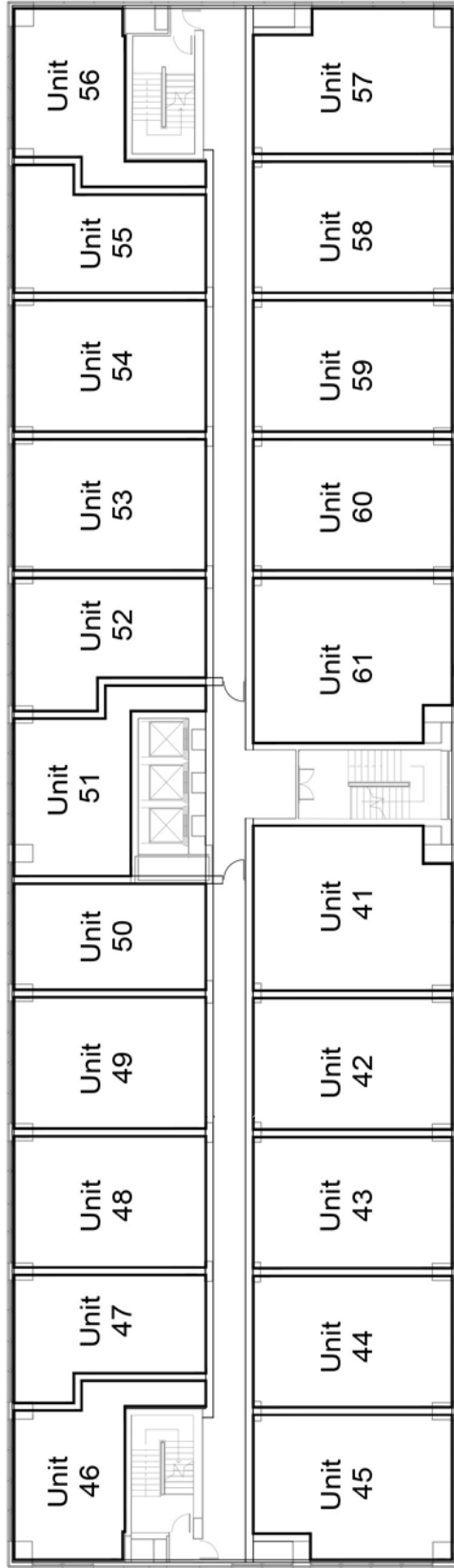


Notes:
 All dimensions are to be checked on site.
 This drawing is to be read in conjunction with all relevant consultants and/or specialists drawings/documents and any discrepancies or variations are to be notified to the architects in writing before the affected work commences.
 The workmanship and materials of all trades and building operators shall comply with the recommendations of British Standard (BS)8000 and with Approved Document to support Regulation 7 (current edition). All design and construction is to be in accordance with the Construction (Design and Management) Regulations 2015.

PRELIMINARY
TENDER
CONSTRUCTION

ARMSTRONG HOUSE
UXBRIDGE
PROPOSED THIRD FLOOR PLAN

scale **1:200 @ A3**
 drawing no. **789 - 02**
 date/drawn **Sept '17**
KW
 rev. **P1**



FOURTH FLOOR

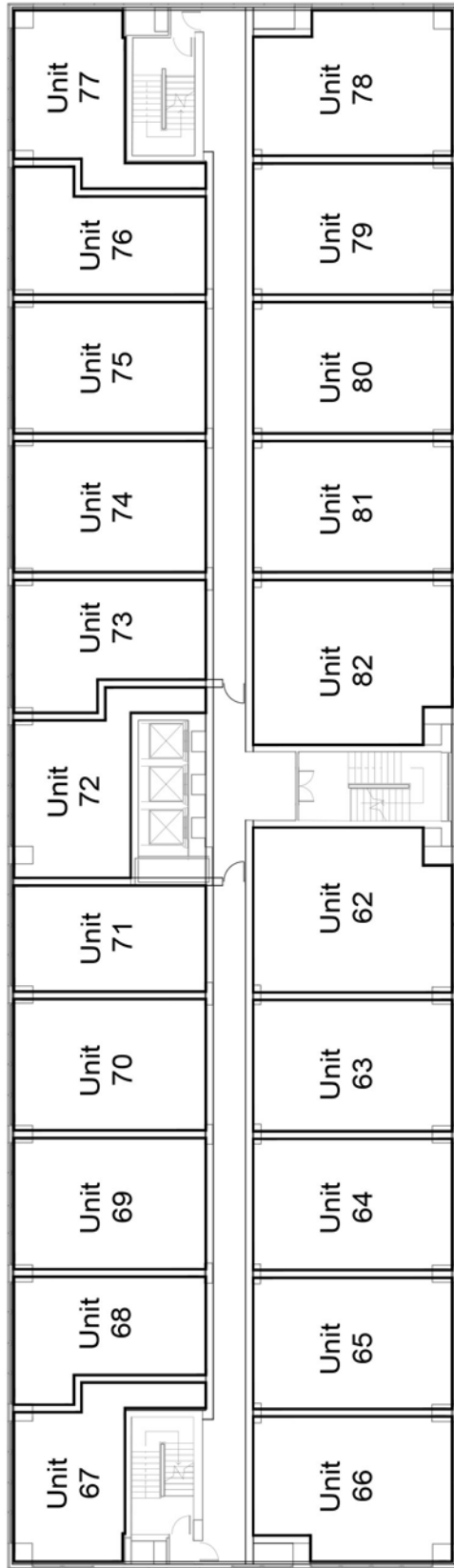


Notes:
 All dimensions are to be checked on site.
 This drawing is to be read in conjunction with all relevant consultants and/or specialists drawings/documents and any discrepancies or variations are to be notified to the architects in writing before the affected work commences.
 The workmanship and materials of all trades and building operators shall comply with the recommendations of British Standard (BS)8000 and with Approved Document to support Regulation 7 (current edition). All design and construction is to be in accordance with the Construction (Design and Management) Regulations 2015.

PRELIMINARY
 TENDER
 CONSTRUCTION

**ARMSTRONG HOUSE
 UXBRIDGE**
PROPOSED FOURTH FLOOR PLAN

scale **1:200 @ A3**
 drawing no. **789 - 03**
 date/drawn **Sept '17 KW**
 rev. **P1**



FIFTH FLOOR

Notes:
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 This drawing is to be read in conjunction with all relevant consultants and/or specialists drawings/documents and any discrepancies or variations are to be notified to the architects in writing before the affected work commences.
 The workmanship and materials of all trades and building operators shall comply with the recommendations of British Standard (BS)8000 and with Approved Document to support Regulation 7 (current edition). All design and construction is to be in accordance with the Construction (Design and Management) Regulations 2015.

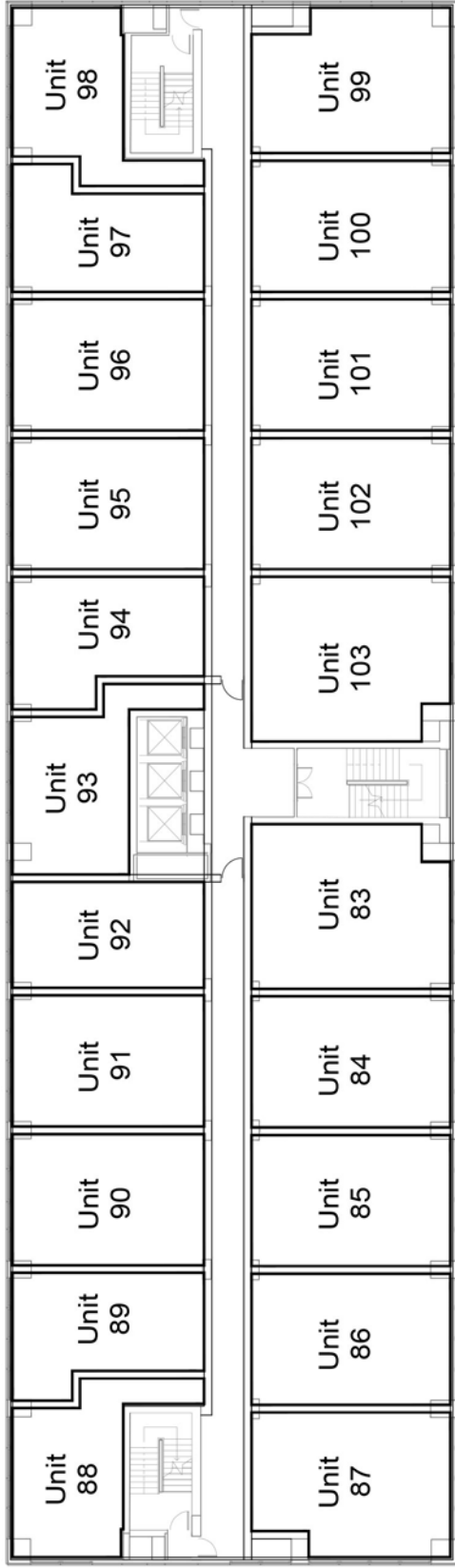
ARMSTRONG HOUSE
 UXBRIDGE
 CONSTRUCTION
 TENDER
 PRELIMINARY

scale
 1:200 @ A3

drawing no.
 789 - 04

date/drawn
 Sept '17
 KW

rev.
 P1



SIXTH FLOOR







Notes:
 All dimensions are to be checked on site.
 This drawing is to be read in conjunction with all relevant consultants and/or specialists drawings/documents and any discrepancies or variations are to be notified to the architects in writing before the affected work commences.
 The workmanship and materials of all trades and building operators shall comply with the recommendations of British Standard (BS)8000 and with Approved Document to support Regulation 7 (current edition). All design and construction is to be in accordance with the Construction (Design and Management) Regulations 2015.

PRELIMINARY
TENDER
CONSTRUCTION

ARMSTRONG HOUSE
UXBRIDGE
PROPOSED SIXTH FLOOR PLAN

scale **1:200 @ A3**
 drawing no. **789 - 05**
 date/drawn **Sept '17**
KW
 rev. **P1**

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- NOTES:
- 1. Pedestrian Walkway = 
 - 2. Cycle Walkway = 
 - 3. Long Stay Cycle Parking (110 spaces) = 
 - 4. Short Stay (Visitor) Cycle Parking (4 spaces) = 

Based on Wilmore Isles Architects drawing number 399-SK-02 C.

No.	Date	Drawn	Checked	Approved



Bristol
Cambridge
London
Oxford
Wolverhampton

25 Southampton Buildings
London
WC2A 1AL
020 3709 9405
www.tpa.uk.com

CLIENT:
LASALLE INVESTMENT MANAGEMENT

PROJECT:
**ARMSTRONG HOUSE,
UXBRIDGE**

TITLE:
**PROPOSED CYCLE
PARKING ARRANGEMENT
OPTION 1**

STATUS:
FOR INFORMATION

SCALE: 1:200	DATE: 15/09/17	DRAWN: SMK	CHECKED: TD	APPROVED: TD
JOB NO: 1709-14	DRAWING NO: SK03	REVISION:		







A3
ORIGINAL
PLOT SIZE



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NOTES:

- 1. Pedestrian Walkway = 
- 2. Cycle Walkway = 
- 3. Long Stay Cycle Parking (110 spaces) = 
- 4. Short Stay (Visitor) Cycle Parking (4 spaces) = 

A		Revised Client Details		SMK	TD	TD
Rev	Date	Description	Drawn By	Checked By	Approved By	TD

tpa
Transport Planning Associates

Bristol
Cambridge
London
Oxford
Wolverhampton

25 Southampton Buildings
London
WC2A 1AL
020 3709 9405
www.tpa.uk.com

CLIENT:
LASALLE INVESTMENT MANAGEMENT

PROJECT:
**ARMSTRONG HOUSE,
UXBRIDGE**

TITLE:
**PROPOSED CYCLE
PARKING ARRANGEMENT
OPTION 1**

STATUS:
FOR INFORMATION

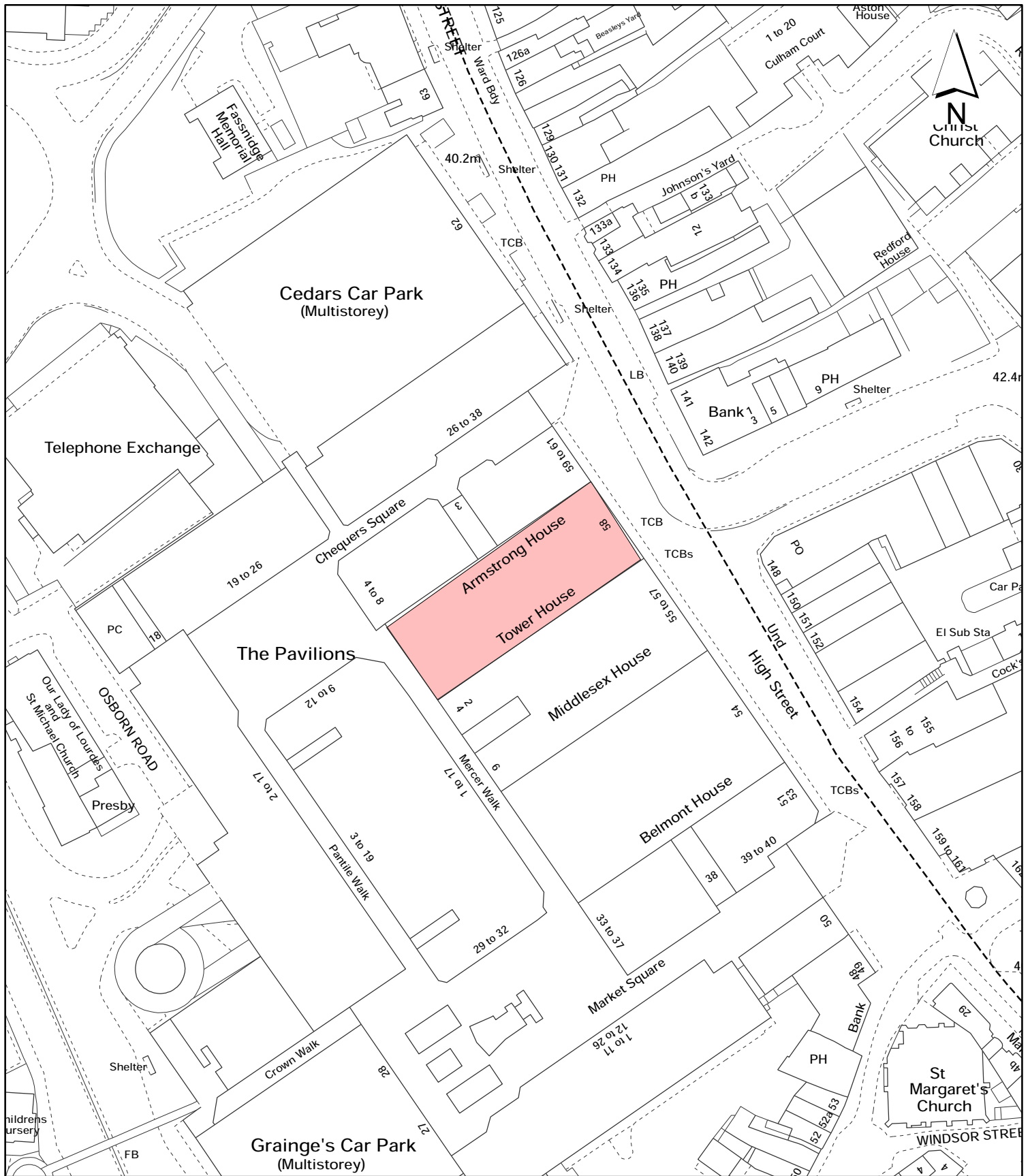
SCALE: 1:100	DATE: 15/09/17	DRAWN: SMK	CHECKED: TD	APPROVED: TD
JOB NO: 1709-14	DRAWING NO: SK01		REVISION: A	



A3
ORIGINAL
PLOT SIZE



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Site Address:

Armstrong House

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

Planning Application Ref:
36573/APP/2017/3391

Scale:
1:1,250

Planning Committee:
Major Page 262

Date:
October 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address BRIDGE HOUSE OXFORD ROAD UXBRIDGE

Development: Prior Approval Application for the change of use of Bridge House from office accommodation (Class B1) to 76 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage

LBH Ref Nos: 40050/APP/2017/3358

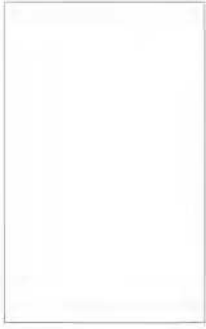
Date Plans Received: 19/09/2017 **Date(s) of Amendment(s):**

Date Application Valid: 21/09/2017

General Notes

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Key Plan



Notes

Site Area: 0.7 Hectares

REV	NOTES	DATE	BY	AUTH

DARLING ASSOCIATES
ARCHITECTS

1 Greenock Row
London SW16 1PQ
UK
Tel: +44 (0)20 7650 0500
www.darlingassociates.net

DRAWING STATUS
Preliminary

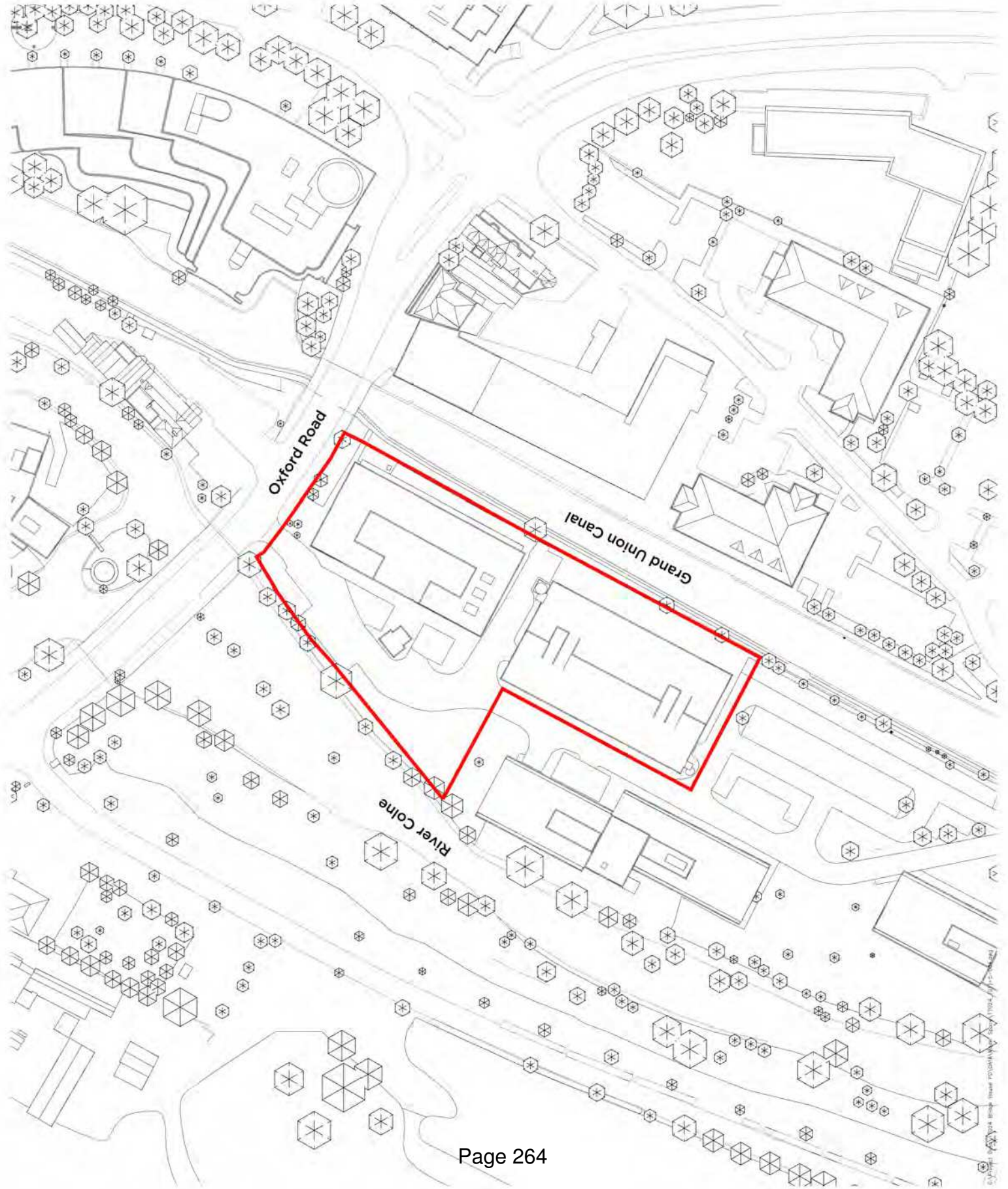
Project
Bridge House Site Boundary

Scale
1:1000

Rev
17024

Proj
(03)-S-BH-001

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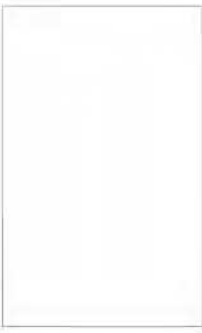


General Notes

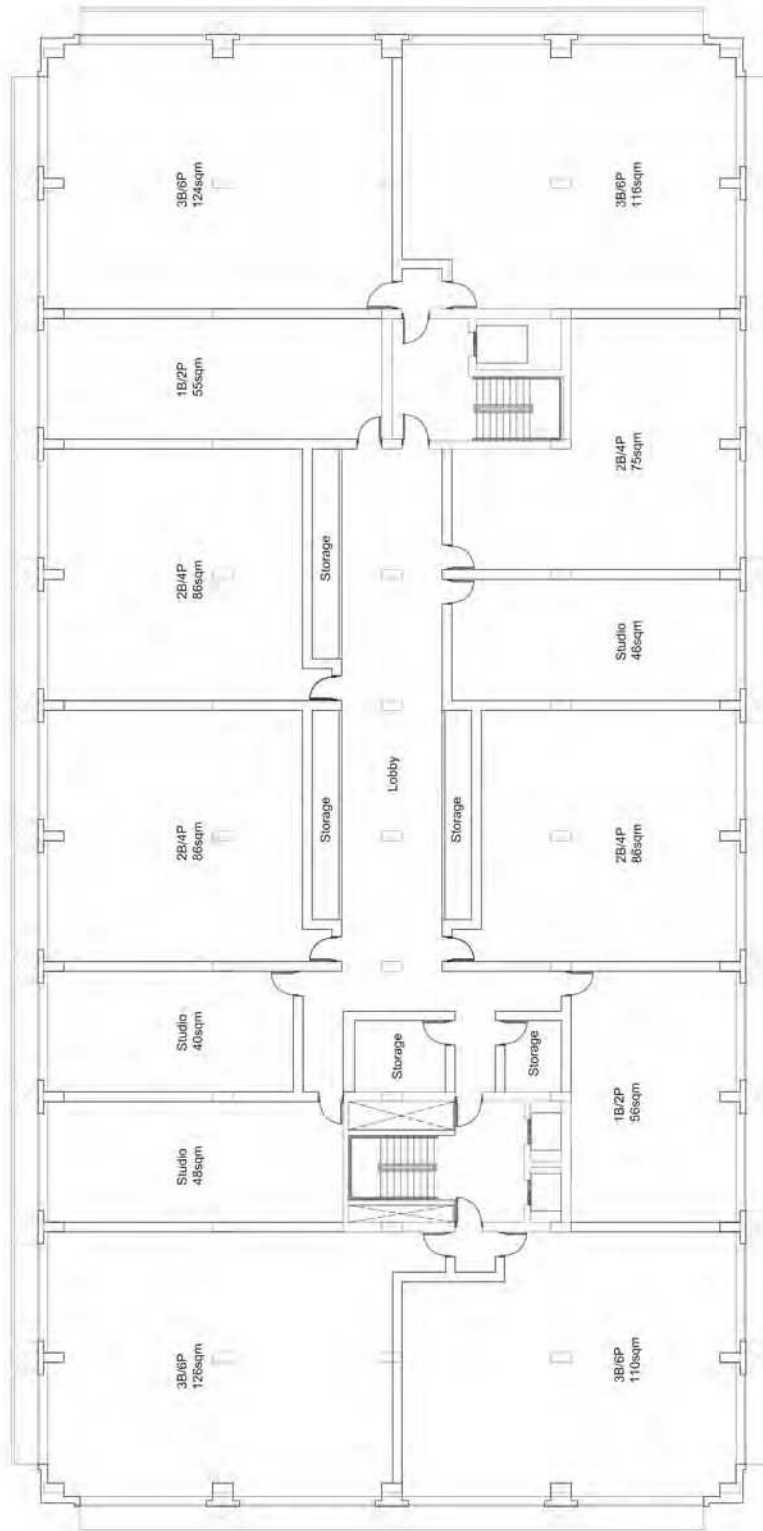
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Key Plan



Notes



REV	DATE	BY	AUTH

DARLING ASSOCIATES
ARCHITECTS

115 West Coast Drive
London SW1P 1EQ
www.darlingassociates.net
+44 20 7650 8500

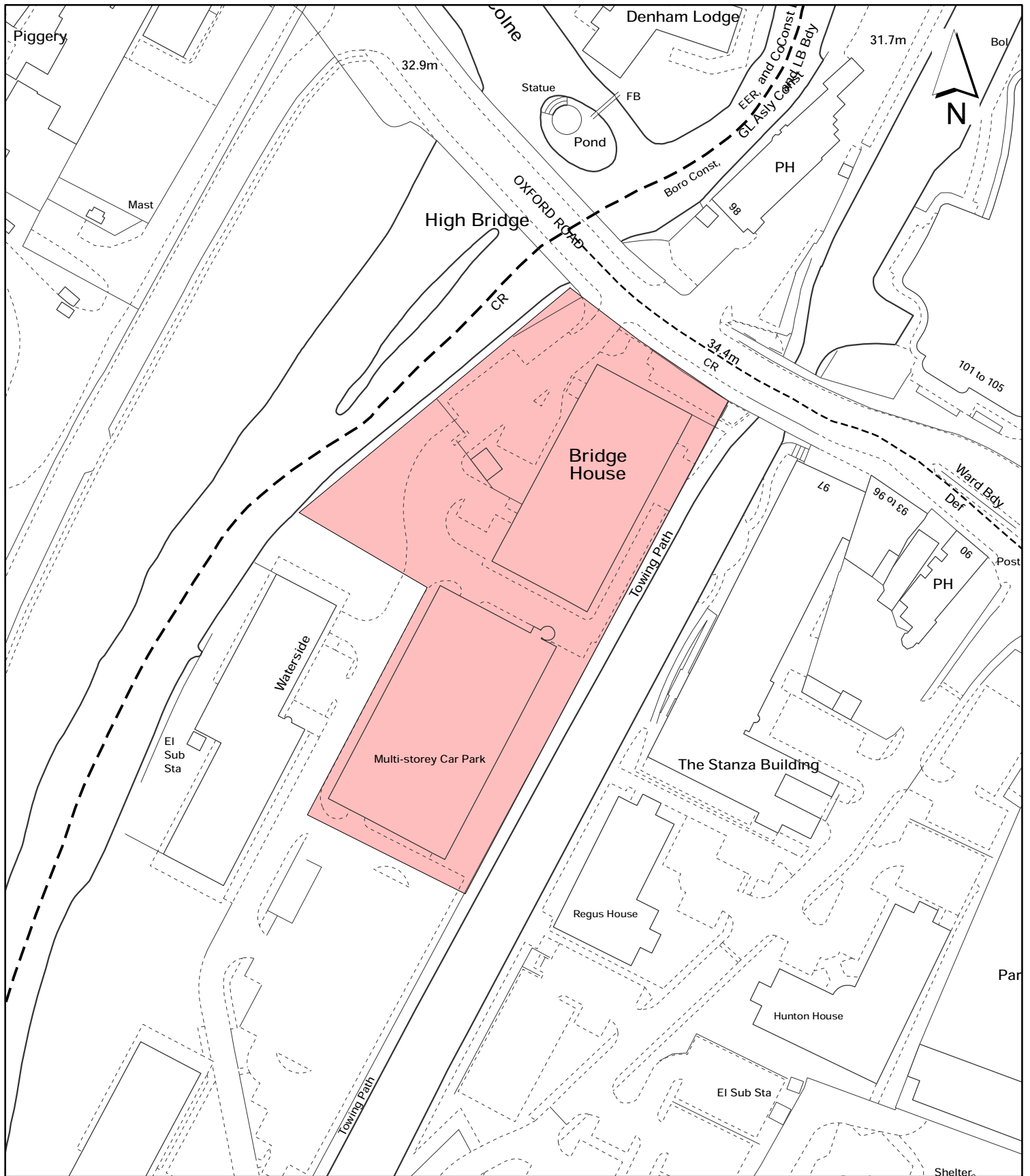
Preliminary

Proposed First to Fifth Floor Plans

Project: Bridge House

Scale: 1:200

17024 (03)-P-BH-001 00



Notes:

 Site boundary

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Site Address:

Bridge House

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

Planning Application Ref:
40050/APP/2017/3358

Scale:
1:1,250

Planning Committee:
Major Page 268

Date:
October 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address RIVERVIEW OXFORD ROAD UXBRIDGE

Development: Prior Approval Application for the change of use of Riverview from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage

LBH Ref Nos: 40050/APP/2017/3357

Date Plans Received: 19/09/2017

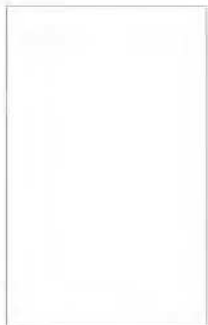
Date(s) of Amendment(s):

Date Application Valid: 21/09/2017

General Notes

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Key Plan



Notes

Site Area: 0.9 Hectares

REV	DATE	BY	AUTH
1	10/11/17	JLB	DA

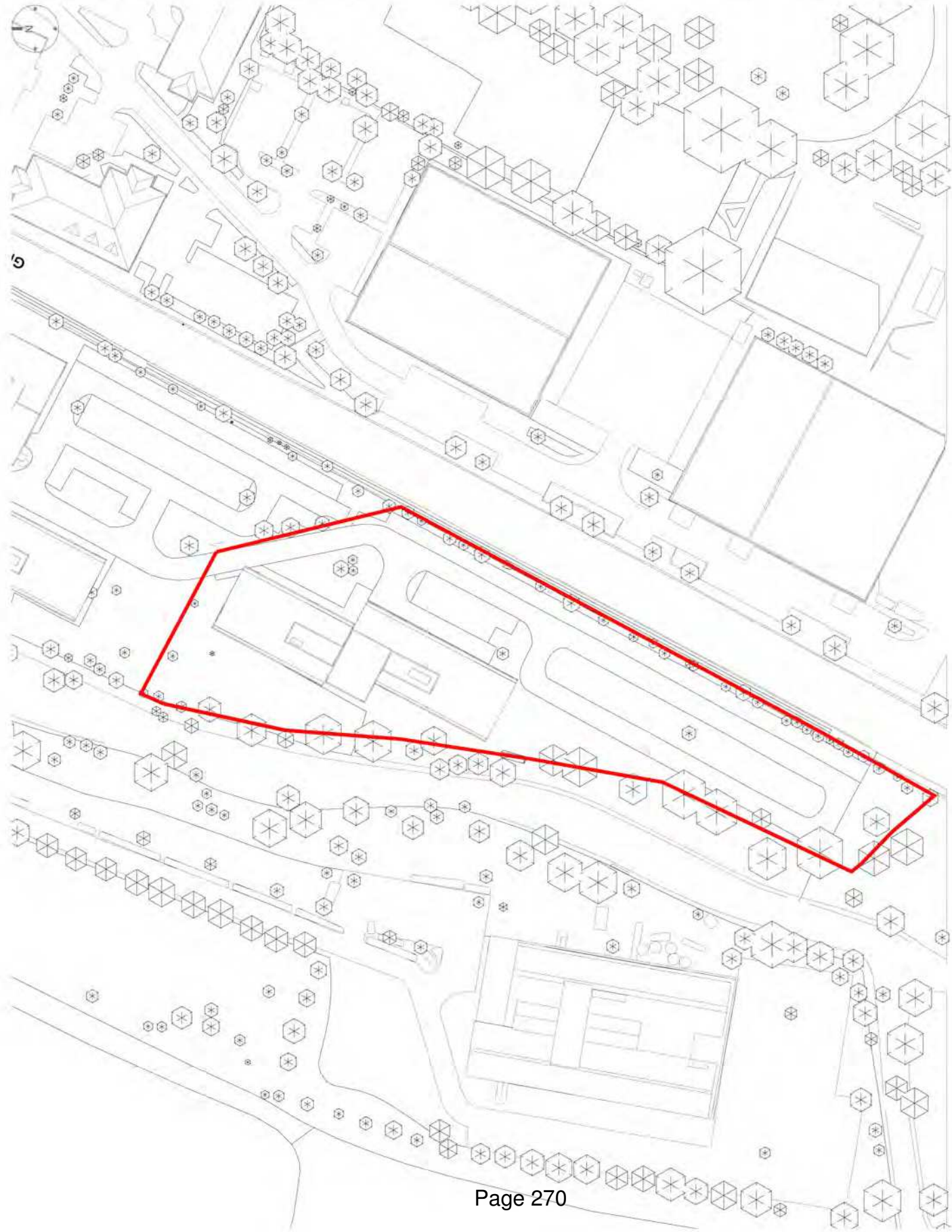
DARLING ASSOCIATES
ARCHITECTS

1 Greencoat Row
London SW1P 1PP
UK
mail@darlingassociates.net
www.darlingassociates.net
+44 20 7630 0500

Preliminary

Project
Riverview Site Boundary
Riverview Development

SCALE PLAN	SCALE 1:1000
JOB NO.	17024
DRAWING	(03)-SRV-001
REV.	02

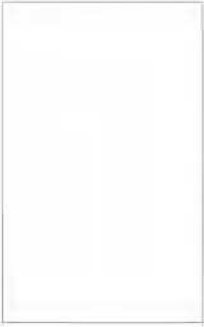


General Notes

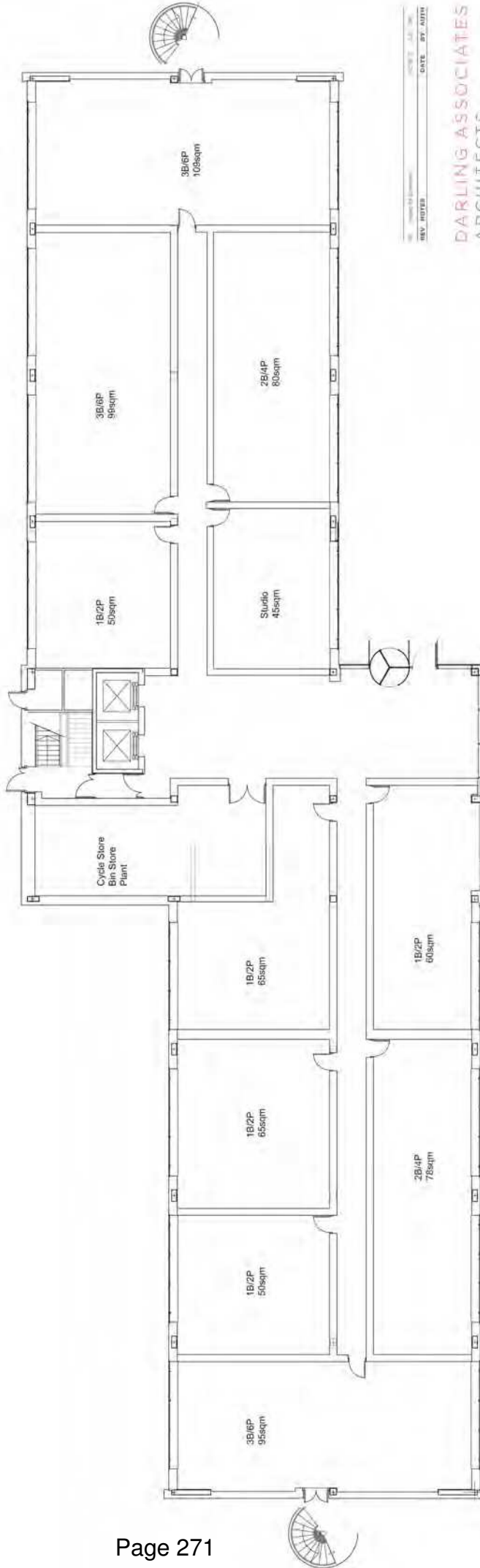


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Key: F100



Notes:

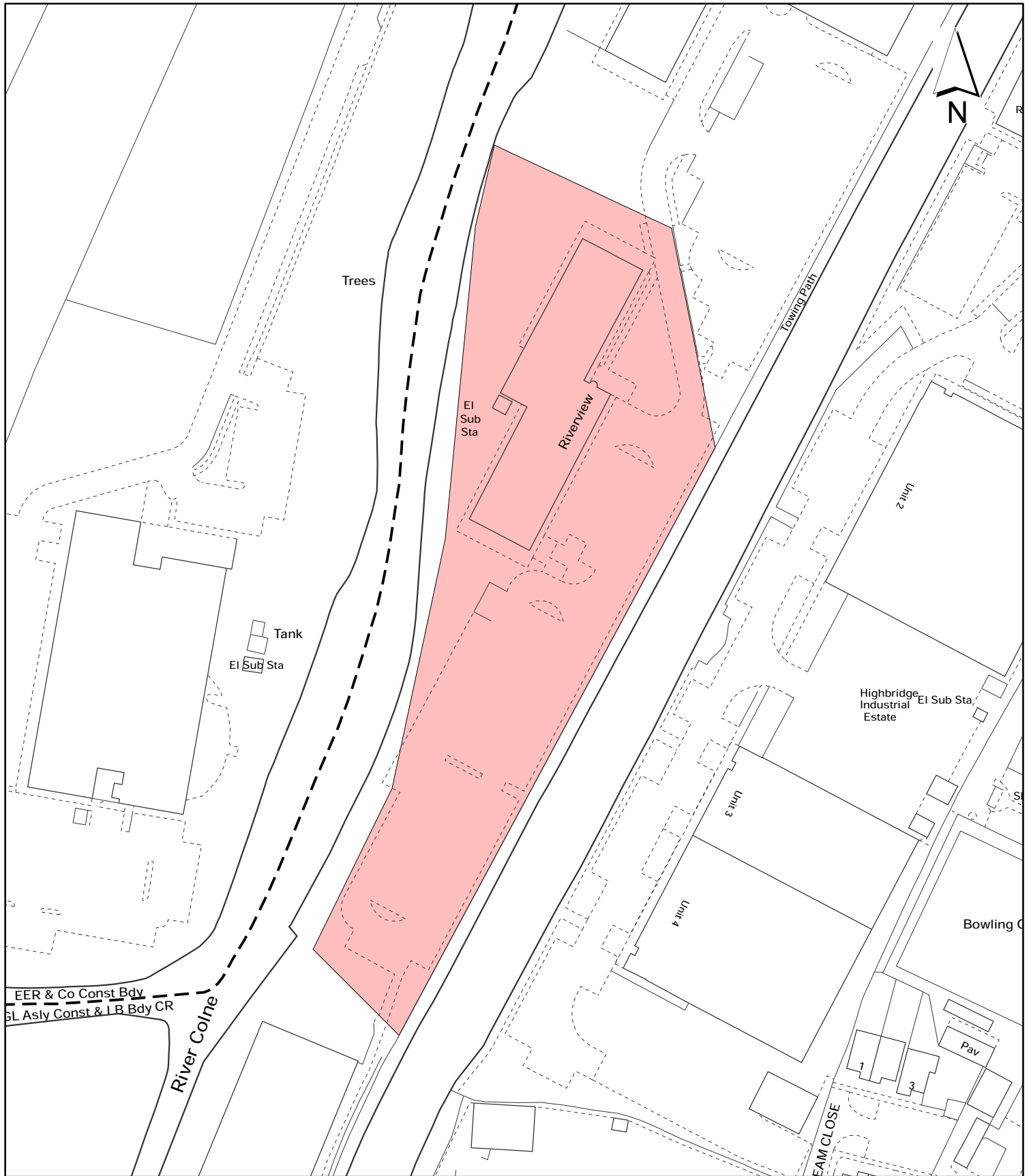


REV	DATE	BY	AUTH

DARLING ASSOCIATES ARCHITECTS

11 LAMBTON Quay, Darling Harbour
 Location: SW1P 1EQ www.darlingassociates.com.au
 Ph: +61 2 9765 8500

Preliminary	
FILE	Proposed Ground Floor Plan
PROJECT	Riverview
SCALE (A1)	SCALE (A4)
1:100	1:200
DATE	ISSUED
17/02/21	(00)-P-RV-000
REV	00



Notes:

 Site boundary

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Site Address:

Riverview

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

Planning Application Ref:
40050/APP/2017/3357

Scale:
1:1,250

Planning Committee:
Major Page 274

Date:
October 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address WATERSIDE OXFORD ROAD UXBRIDGE

Development: Prior Approval Application for the change of use of Waterside from office accommodation (Class B1) to 35 residential units (Class C3) together with ancillary car parking, cycle storage and recycling storage

LBH Ref Nos: 40050/APP/2017/3356

Date Plans Received: 19/09/2017

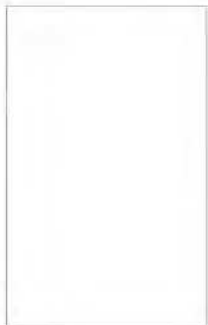
Date(s) of Amendment(s):

Date Application Valid: 21/09/2017

General Notes

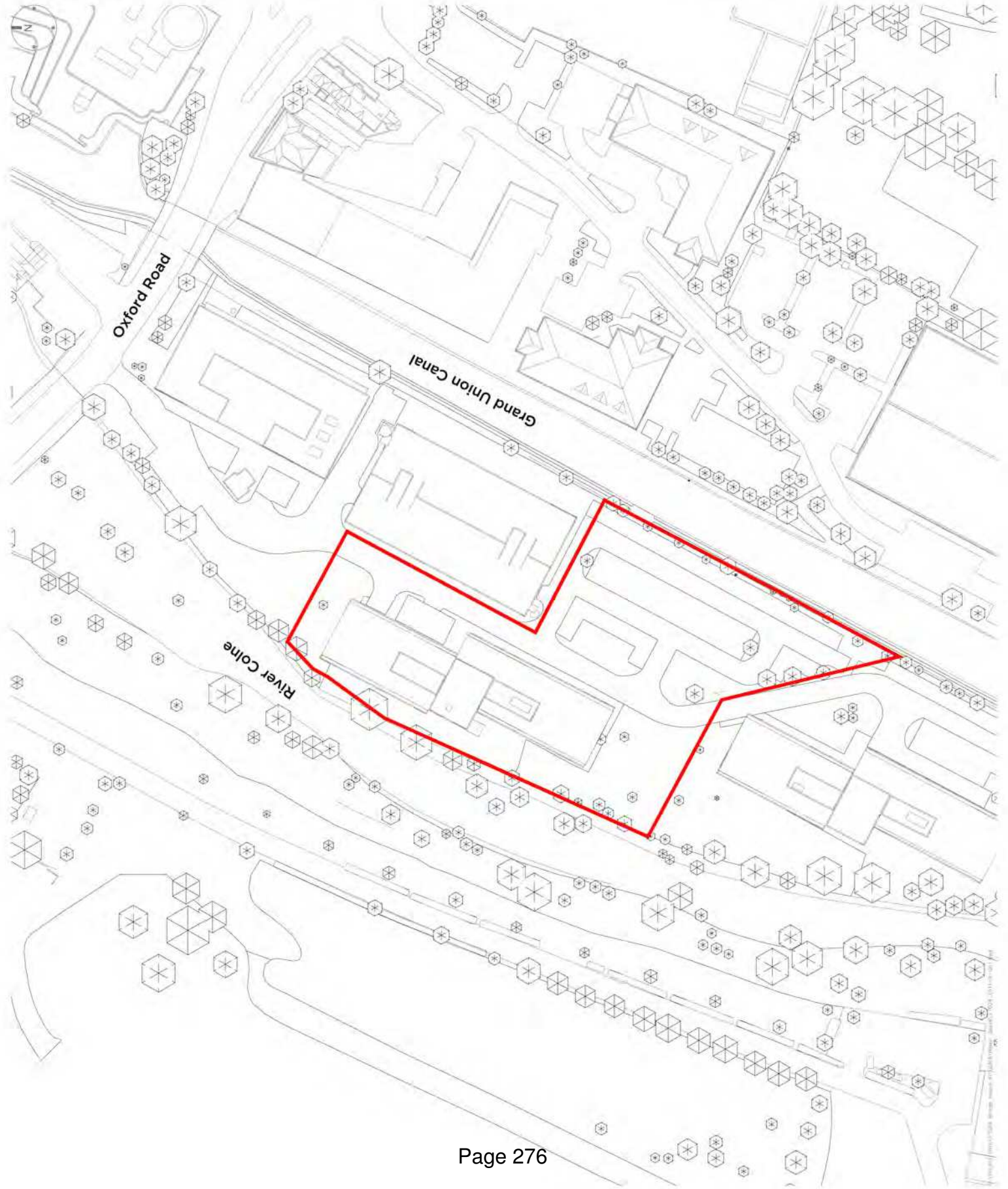
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Key Plan



Notes

Site Area: 0.9 Hectares



REV	NOTES	DATE	BY	AUTH
01	Issued for approval	16/04/17	JLB	DAW
02	Issued for construction	16/04/17	JLB	DAW

DARLING ASSOCIATES
ARCHITECTS
 1 Greencoat Row
 London SW1P 1PP
 UK
 Tel: +44 (0)20 7630 0500
 Email: info@darlingassociates.net
 www.darlingassociates.net

PRELIMINARY	
TITLE	Waterside Site Boundary
PROJECT	Waterside Development
SCALE PLAN	1:1000
DATE	16/04/17
REV	02
BY	JLB
AUTH	DAW

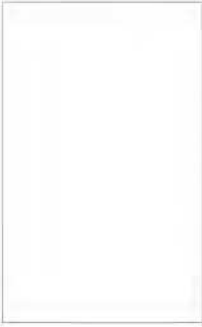
General Notes



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Contractor, specifications and schedules are to be read in conjunction with the following drawings: Structural, Services, and other drawings. The drawings are prepared by Darling Associates. This drawing shall not be used for any other purpose without the written consent of Darling Associates.

Key Plan



Notes



REV. NUMBER DATE BY AUTHOR

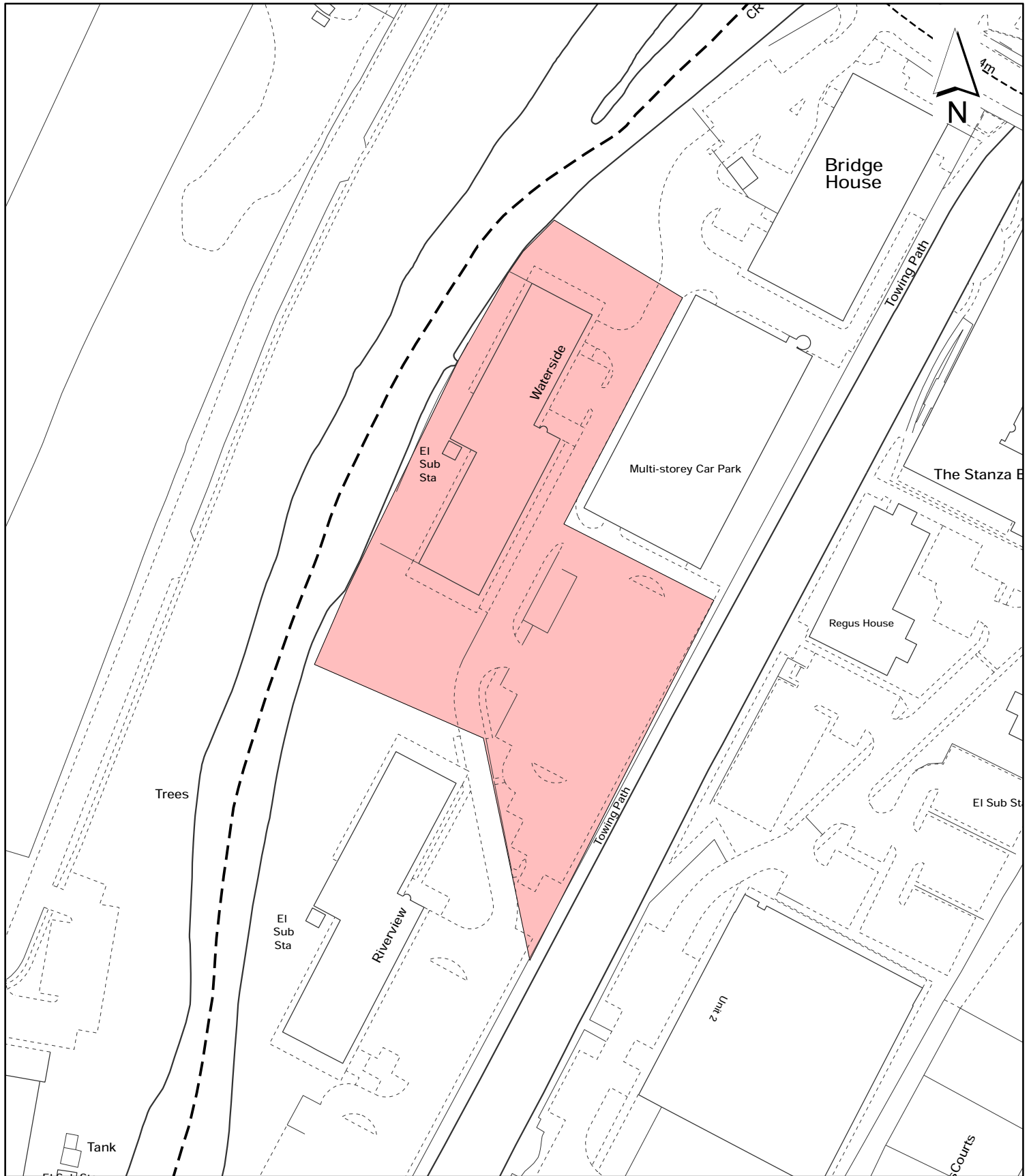
DARLING ASSOCIATES ARCHITECTS

1 Greenoak Row
London SW1P 1PQ
www.darlingassociates.net
+44 20 7650 0500

Preliminary

Proposed Third Floor Plan

PROJECT	Waterside
SCALE 1:1	SCALE 1:1
SCALE 1:100	SCALE 1:100
DATE	17/02/14
DRAWING	(03)-P-WIS-003
FILE	01



Notes:

 Site boundary

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Site Address:

Waterside

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

Planning Application Ref:
40050/APP/2017/3356

Scale:
1:1,250

Planning Committee:
Major Page 280

Date:
October 2017



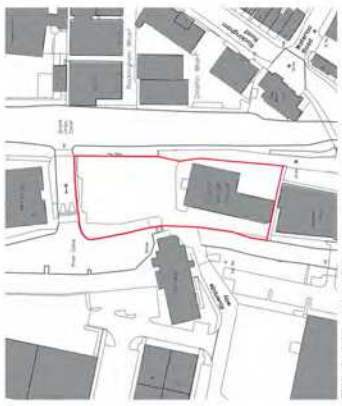
HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address DOLPHIN BRIDGE HOUSE ROCKINGHAM ROAD UXBRIDGE
Development: Prior Approval Application for the change of use from office accommodation (Use Class B1a) to 41 residential units (Use Class C3)
LBH Ref Nos: 35248/APP/2017/3013

Date Plans Received:	16/08/2017	Date(s) of Amendment(s):	06/10/2017
Date Application Valid:	16/08/2017		24/08/2017
			03/10/2017

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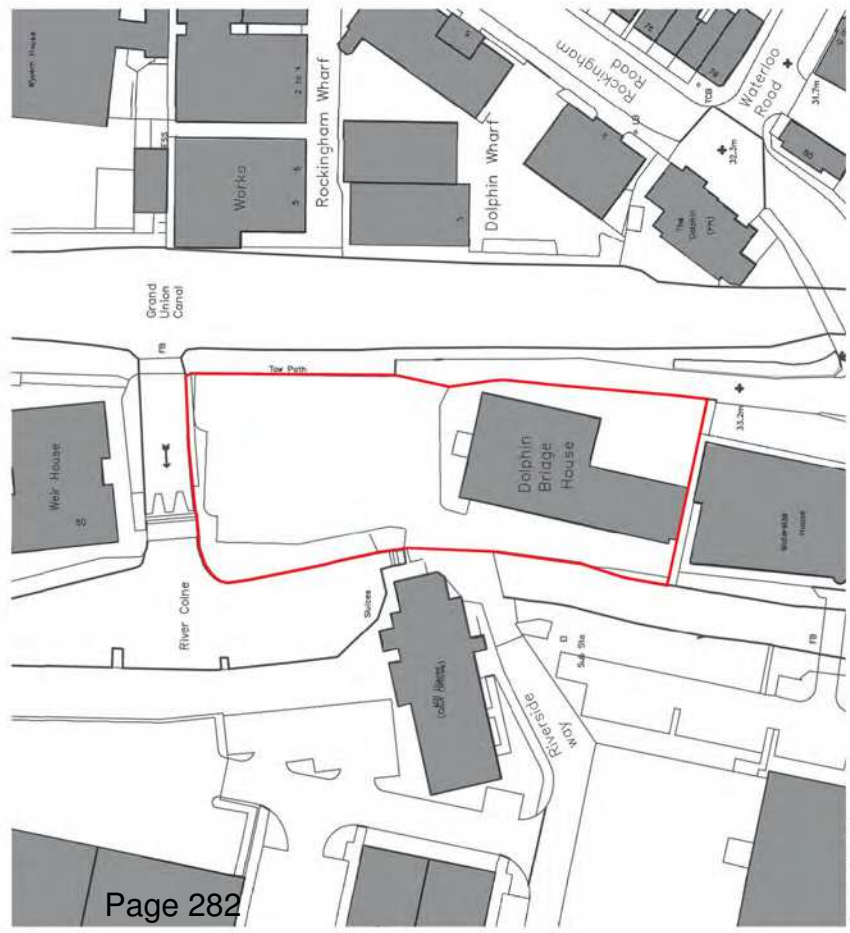
Existing location plan
1:1250@A1



Existing car park



Existing Office Building



Existing block plan
1:500@A1

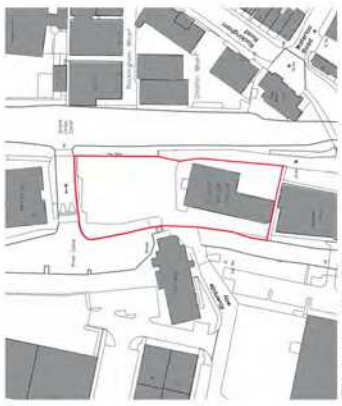


Existing Office Building Location

Project Name: Dolphin Bridge House
 Drawing No: PM1
 Date: 11.07.17
 Scale: 1:1250/1:500 @A1
 Checked: []
 Drawn: DPB
 Project: Planning
 TITAN: Existing location plan and block plan
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Project Name: Dolphin Bridge House
 Drawing No: PM1
 Date: 11.07.17
 Scale: 1:1250 / 1:500 @A1
 Checked: []
 Drawn: DPB
 Project: Planning
 Title: Existing location plan and block plan
 Revision: []



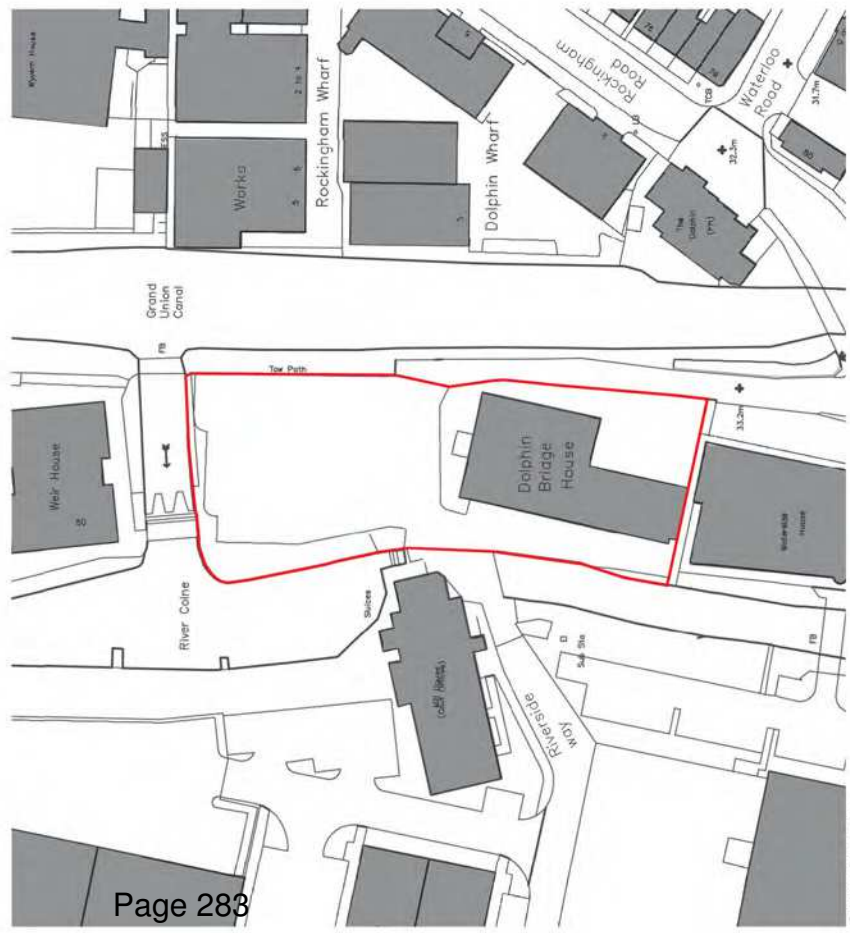
Existing location plan
1:1250@A1



Existing car park



Existing Office Building



Existing block plan
1:500@A1



Existing Office Building Location

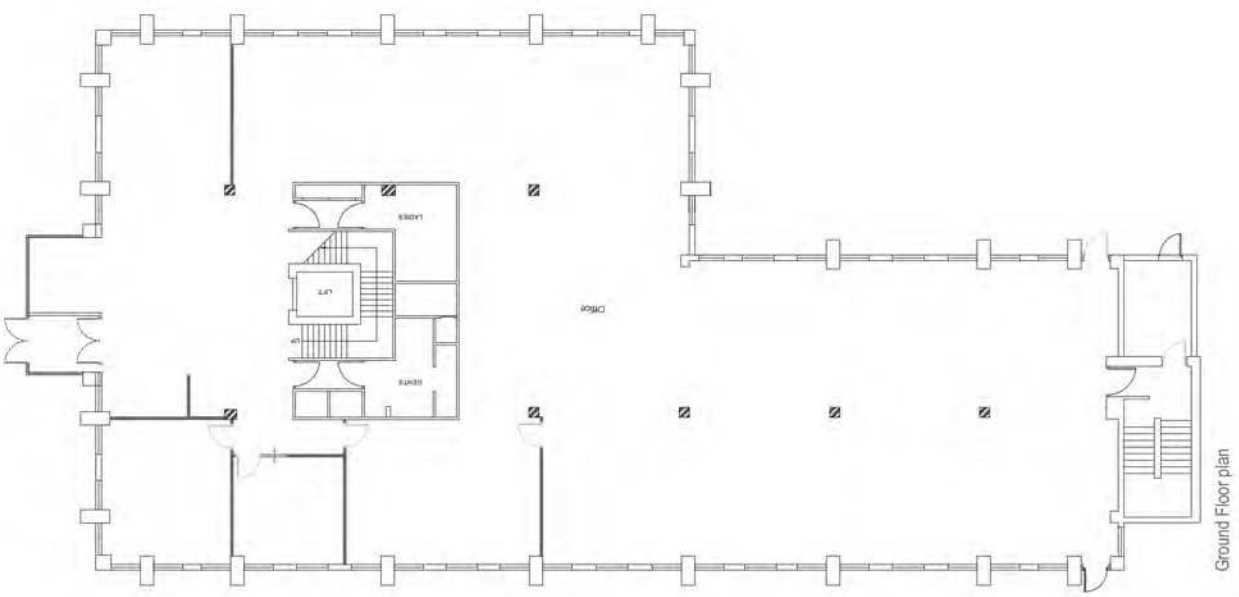
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TITAN
 ARCHITECTURE & INTERIORS

PROJECT: Captain Bridge House
 DRAWING: PL-03
 DATE: 11.07.17

DESIGNED BY: Planning
 CHECKED BY: DVB
 SCALE: 1:100/200 @A1
 DATE: 11.07.17

REV: PM1
 REV: PL-03



Existing office plan
 1:100@A1

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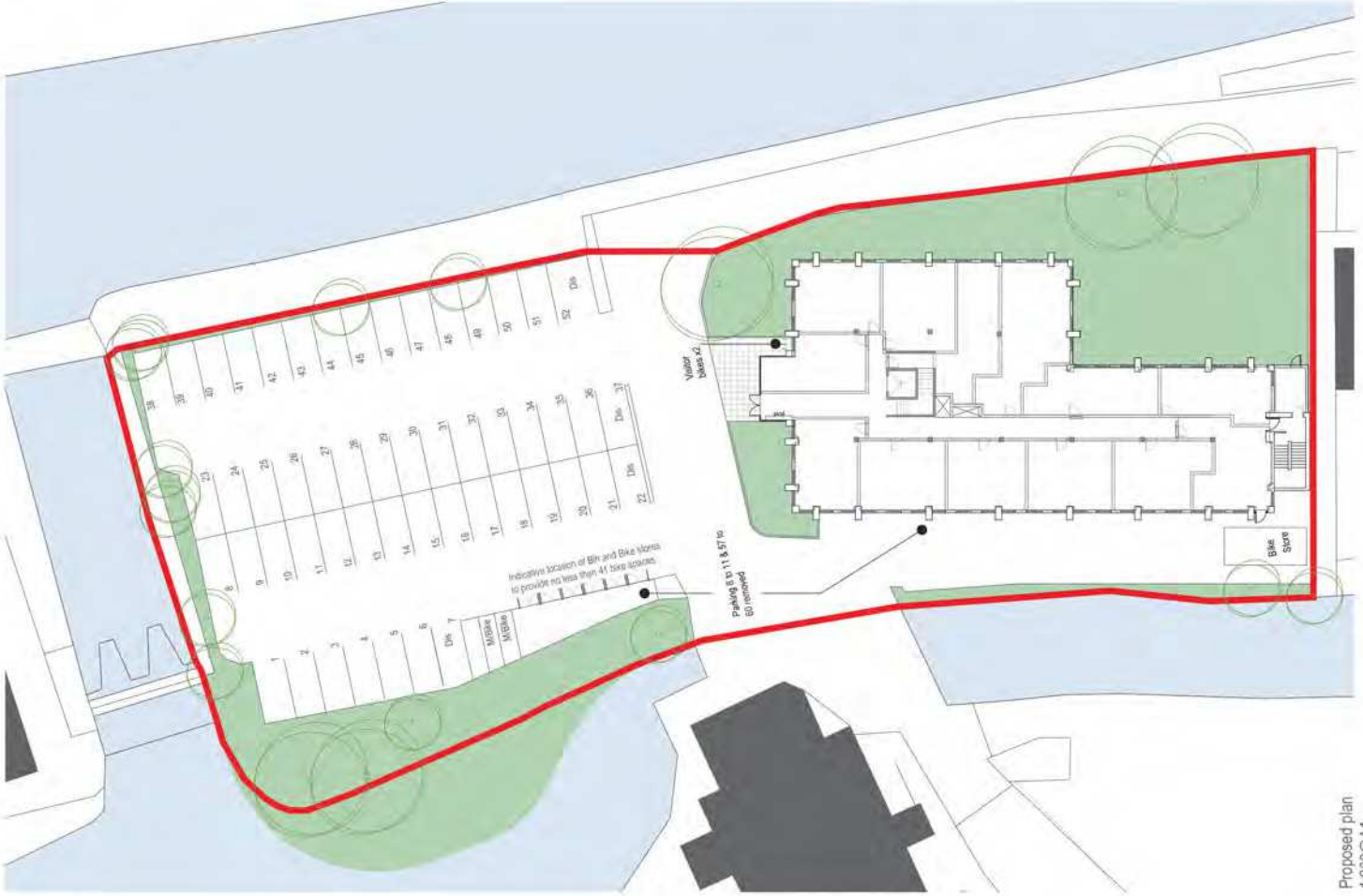
- All doors with thresholds below 32.15 mKOD to be replaced with flush floor doors which comply to PAS 1188.
- Replace existing atrium with openings below 32.15 mKOD with auto-closing atrium (which comply to PAS 1188)
- Non-return valves fitted to waste and four water pipes.
- Re-point external wall with water resistant mortar
- Seal all cable entry points below 32.15 mKOD
- Apply a suitable waterproof masonry paint product to the perimeter walls of the property up to 32.15 mKOD.

J. N. 11.07.17
 TITAN
 Design: [Name]
 Drawn: [Name]
 Checked: [Name]
 Date: 11.07.17

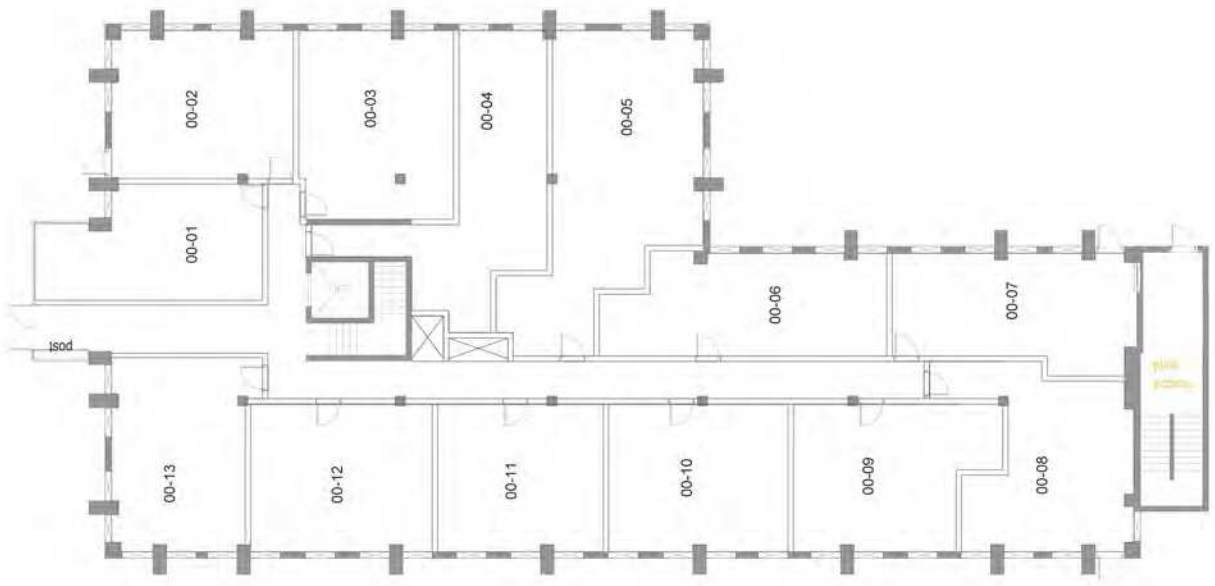
Proposed office site and ground floor plan
 Planning
 DRAWN: DVB
 CHECKED: [Name]
 SCALE: 1:100/200 @A1
 DATE: 11.07.17

TITAN
 PROPERTY DEVELOPERS

JOB NO: PM1
 DRAWING: PL-05
 REV: A



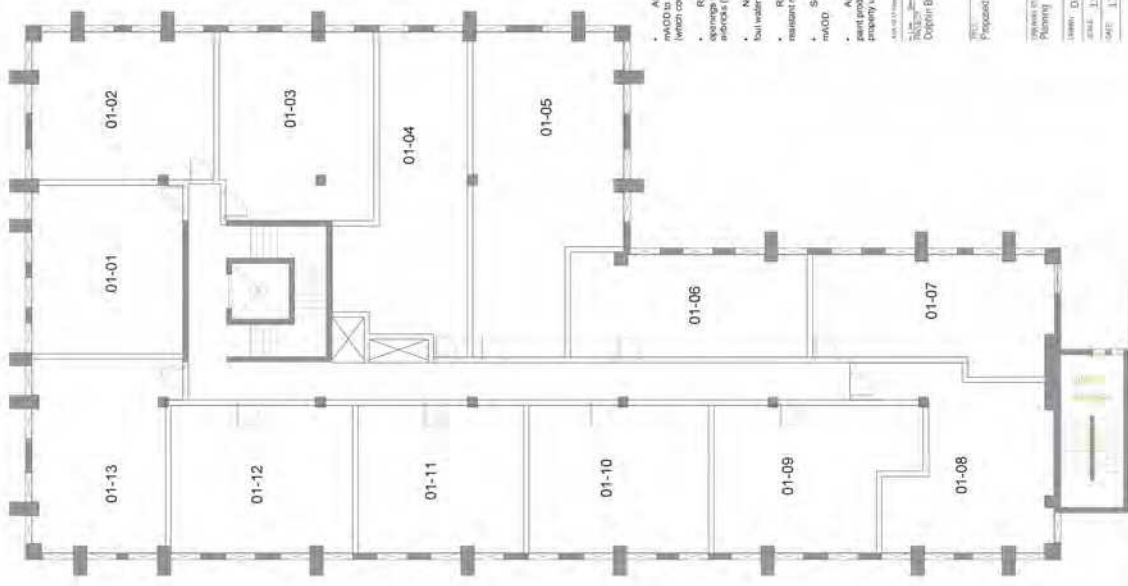
Proposed plan
 1:200@A1



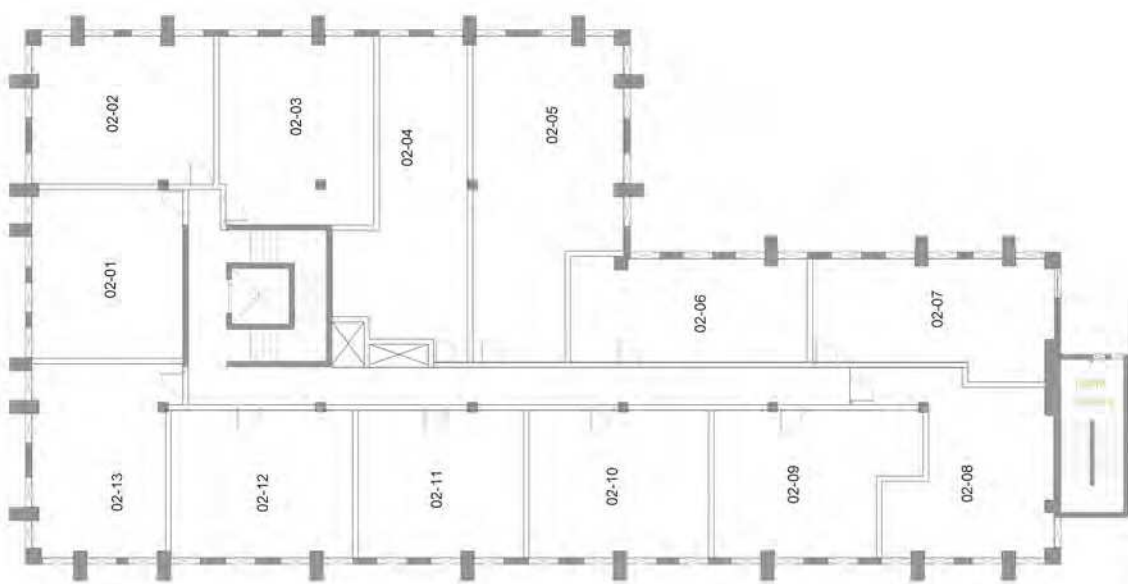
Ground Floor plan

Proposed plan
 1:100@A1

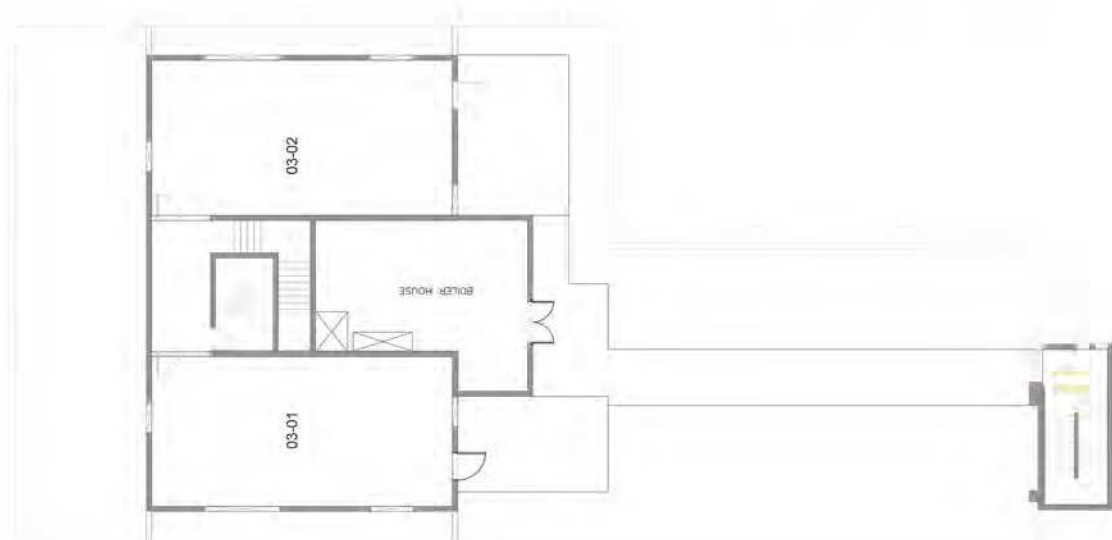
The drawings are prepared in accordance with the provisions of the Building Act 2004 and the Building Regulations 2006. The drawings are prepared for the purpose of obtaining a Resource Consent and are not to be used for any other purpose. The drawings are prepared on the basis of information provided to the Engineer and the Engineer does not accept any liability for any loss or damage arising from the use of the drawings for any purpose other than that for which they were prepared.



1st Floor plan



2nd Floor plan



3rd Floor / Roof plan

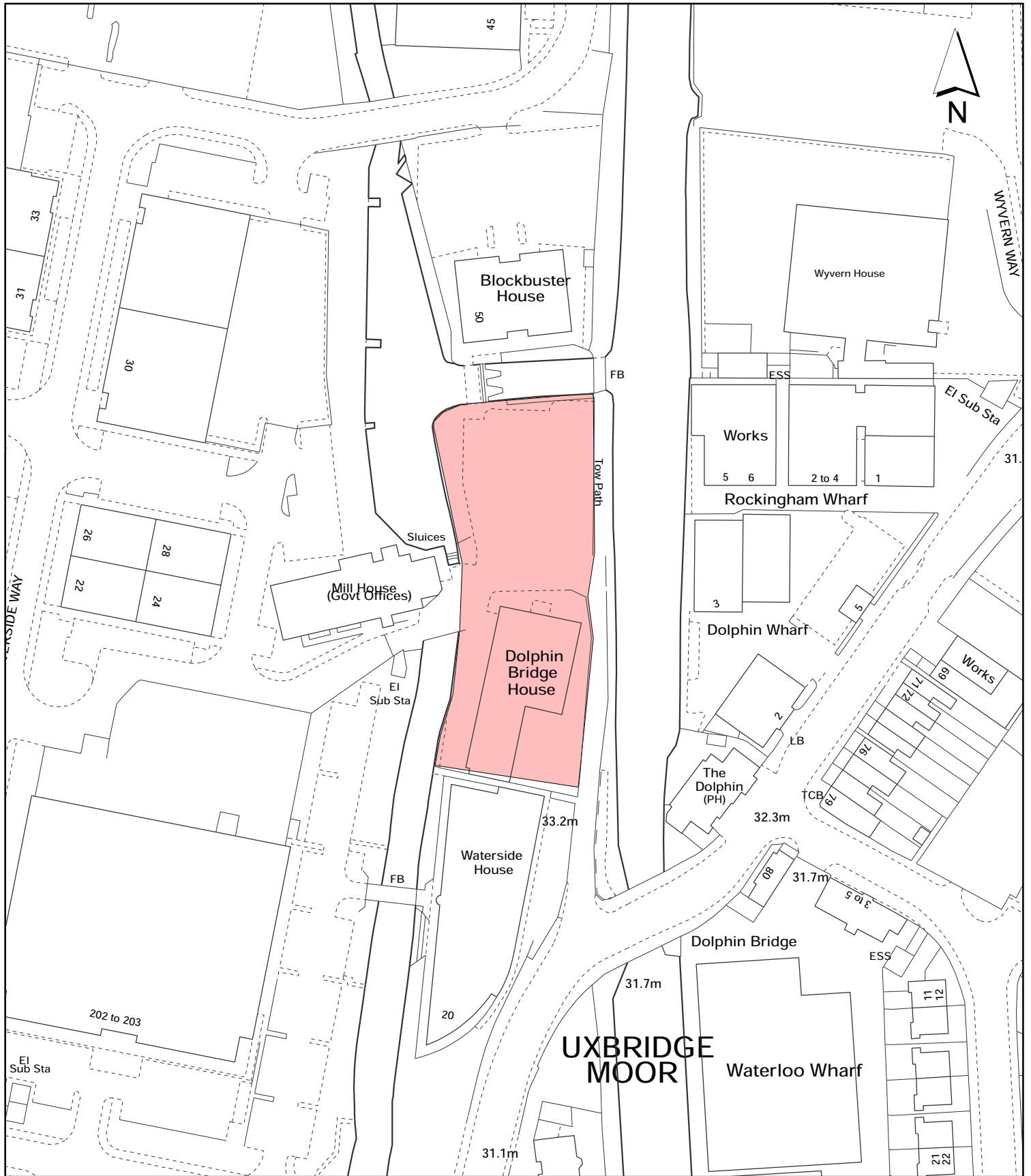
- All zones with firepanels below 32.19 mASD and all food stores (which comply to PAS 1188).
- Replace existing smoke & heat detectors below 32.19 mASD with auto-bleeding devices (which comply to PAS 1188).
- New return valves fitted to water and foul water pipes.
- Fit sport external vent with water resistant mesh.
- Seal all cable entry points below 32.19 mASD.
- Apply a suitable waterproof masonry treatment to the walls of the property up to 32.19 mASD.

DATE: 11.07.17
 DRAWN BY: DVB
 CHECKED BY: J.L.O.S./J.A.1
 DATE: 11.07.17

Proposed installation (see):
 Doping Bridge House

PROJECT NO:	1105-001
DATE:	11.07.17
SCALE:	1:100 @ A1
DATE:	11.07.17





Notes:

 Site boundary

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Site Address:

**Dolphin Bridge House
 Rockingham Road**

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

Planning Application Ref:
35248/APP/2017/3013

Scale:
1:1,250

Planning Committee:
Major Page 287

Date:
October 2017



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address PROLOGIS PARK WEST LONDON HORTON ROAD YIEWSLEY

Development: Reserved matters pursuant to condition 1 of planning permission ref. 37977/APP/2017/1634 dated 14-08-2017 for layout, scale, appearance and landscaping for Phase 2 of the development at Prologis Park West London (formerly Stockley Park Phase 3) (Section 73 application for variation of Conditions 5 (approved drawings), 6 (approved documents), 25 (insertion of mezzanine floors) and 27 (use as data centre) as attached to planning permission ref. 37977/APP/2015/1004 dated 14-12-2015: Hybrid Application for the phased comprehensive redevelopment of the site to provide an overall maximum gross floorspace of 45,000sqm of light industrial uses (Use Class B1c and/or Use Class B2) and/or storage and distribution uses (Use Class B8) and ancillary offices, together with servicing, parking, access roads and open space. Full planning permission is sought for Phase 1 containing 18,900sqm of floorspace in two buildings up to 16.2 metres in height (to ridge), together with associated highways works, open space, hard and soft landscaping, car parking and associated infrastructure. Outline planning permission is sought for Phase 2 for up to 26,100sqm of floorspace with all matters, except for access, reserved for later determination).

LBH Ref Nos: 37977/APP/2017/3046

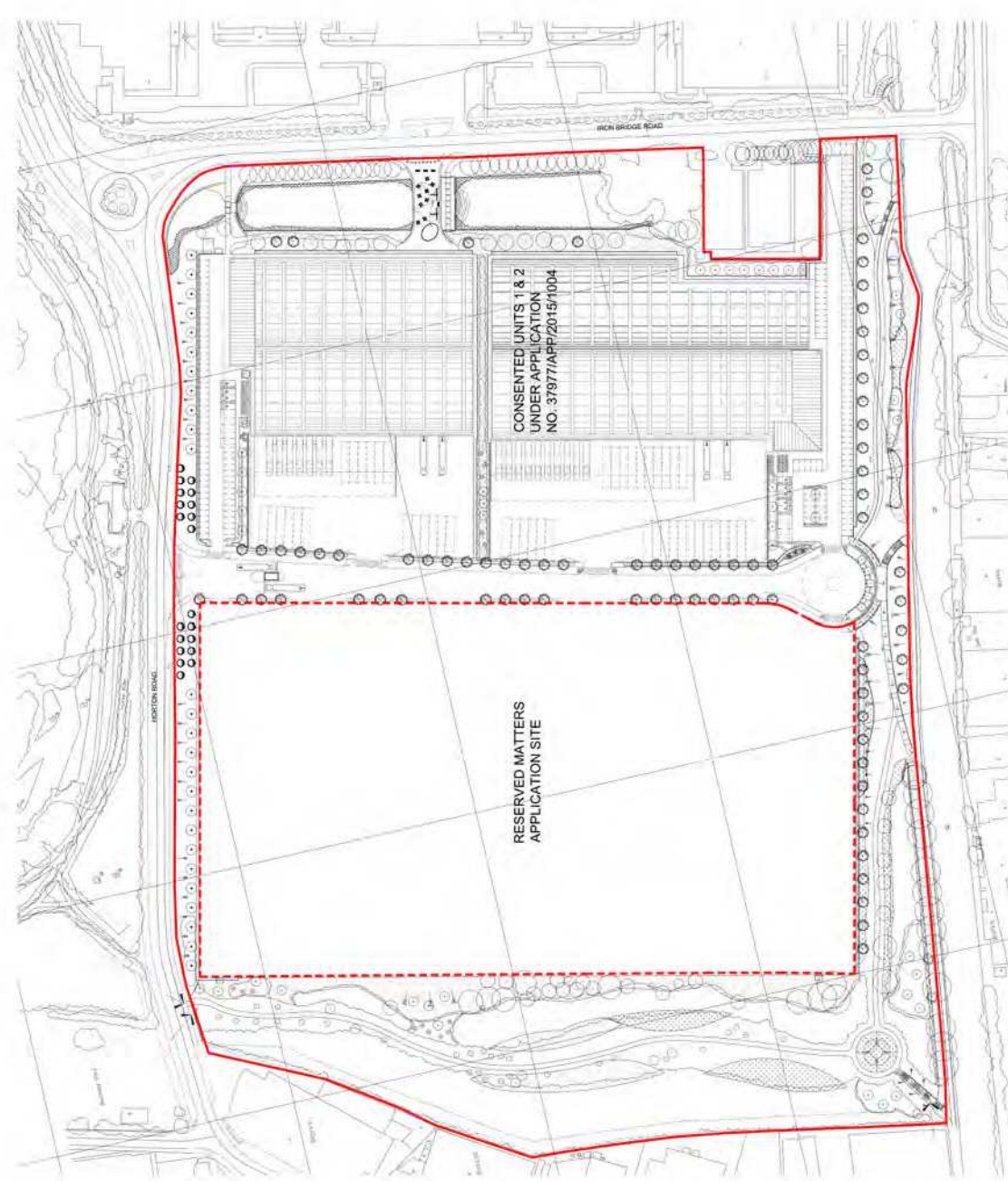
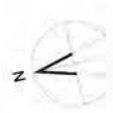
Date Plans Received: 18/08/2017

Date(s) of Amendment(s): 25/09/2017

Date Application Valid: 21/08/2017

18/08/2017

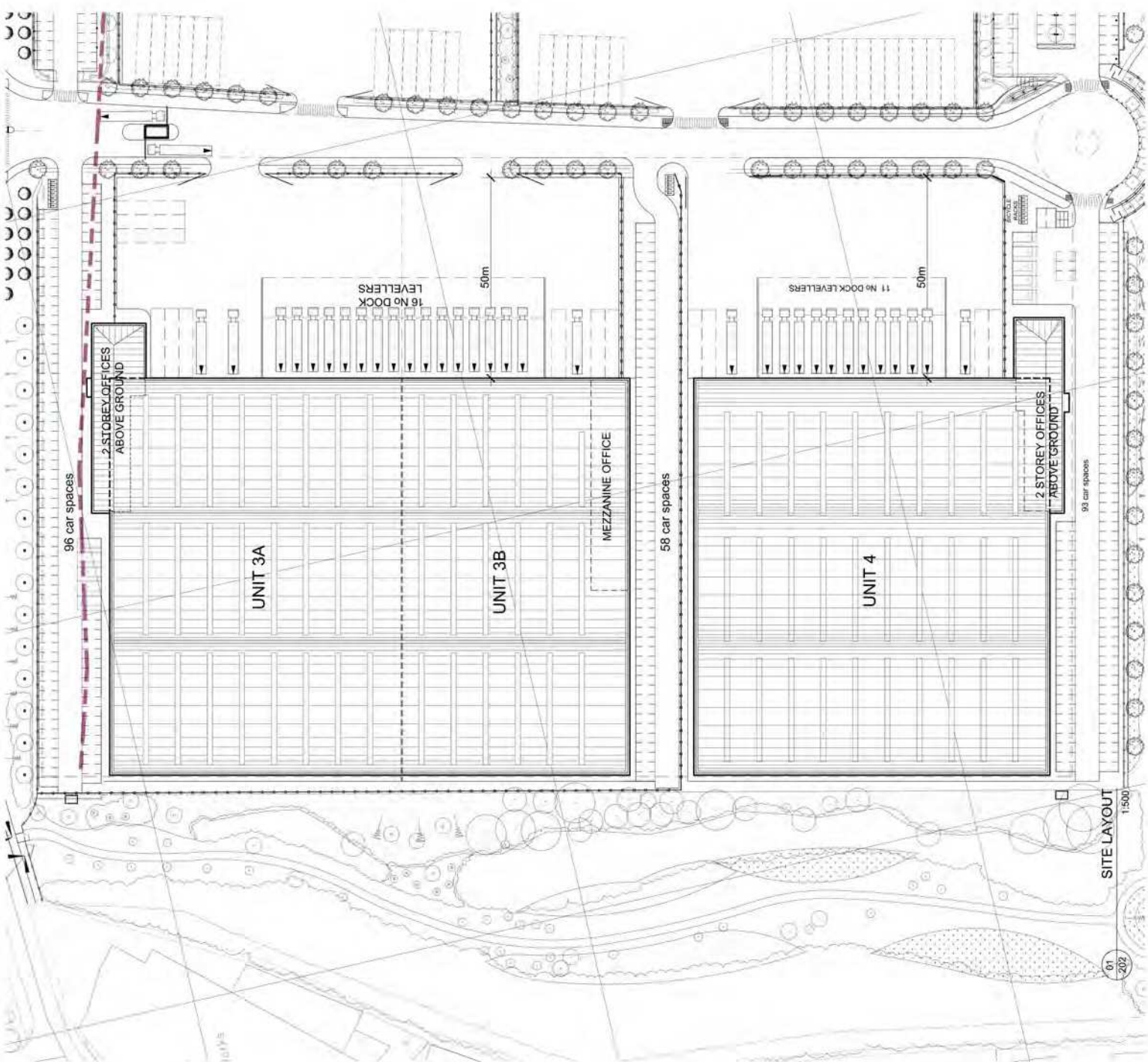
NOTES:
 SUBJECT TO STATUTORY COMMENTS
 THIS PLAN IS THE PROPERTY OF MICHAEL SPARKS ASSOCIATES
 CONTRACTOR OF 1405 FAYWOOD CIRCLE, FORT COLLINS,
 COLORADO 80504
 ALL RIGHTS RESERVED
 MICHAEL SPARKS ASSOCIATES, INC., 1405 FAYWOOD CIRCLE, FORT COLLINS,
 COLORADO 80504
 ALL RIGHTS RESERVED
 CONTACT USE ELECTRONIC VERSIONS OF THIS DRAWING TO
 VERIFY THE ACCURACY OF THE INFORMATION PROVIDED
 ALL INFORMATION IS SUBJECT TO CHANGE WITHOUT NOTICE
 MICHAEL SPARKS ASSOCIATES OF ANY JURISDICTION
 MICHAEL SPARKS ASSOCIATES OF ANY JURISDICTION



01
210
LOCATION PLAN
1:1000

 		
PHASE 3, STOCKLEY PARK LOCATION PLAN		
CLIENT PROLOGIS UK LTD		
DATE	SCALE	DRAWN
AUGUST 2017	1:1000@A1	6d
	STATUS	CHECKED
	PLANNING	PH
DRAWING NUMBER		
30952-PL-210		

NOTES:
 SUBJECT TO STATUTORY COMMENTS
 IN ACCORDANCE WITH THE REQUIREMENTS OF
 CONTRACTOR OF THE PROPOSED OFFICE DEVELOPMENT
 CONTRACTOR TO BE DETERMINED BY THE CONTRACTOR
 SHALL BE RESPONSIBLE FOR THE PROVISION OF
 ALL NECESSARY SERVICES AND UTILITIES
 (INCLUDING BUT NOT LIMITED TO) TO THE
 DEVELOPMENT.
 CONTRACTOR SHALL BE RESPONSIBLE FOR THE
 PROVISION OF ALL NECESSARY SERVICES AND
 UTILITIES TO THE DEVELOPMENT.
 CONTRACTOR SHALL BE RESPONSIBLE FOR THE
 PROVISION OF ALL NECESSARY SERVICES AND
 UTILITIES TO THE DEVELOPMENT.



REV	DATE	NOTE	ISSUE	DATE
1	11/08/17	Units 3 & 4 proposed		
2	11/08/17	Units 3 & 4 proposed		
3	11/08/17	Units 3 & 4 proposed		
4	11/08/17	Units 3 & 4 proposed		



MICHAEL SPARKS ASSOCIATES
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 UXTON, LEICESTERSHIRE
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 TEL: 01509 557744
 FAX: 01509 557744
 WWW.MICHAELSPARKS.CO.UK



PROLOGIS

PHASE 3, STOCKLEY PARK
 OFFICE DEVELOPMENT
SITE LAYOUT PLAN

CLIENT:
PROLOGIS UK LTD

DATE:
 JULY 2017

SCALE:
 1:500 @ A1

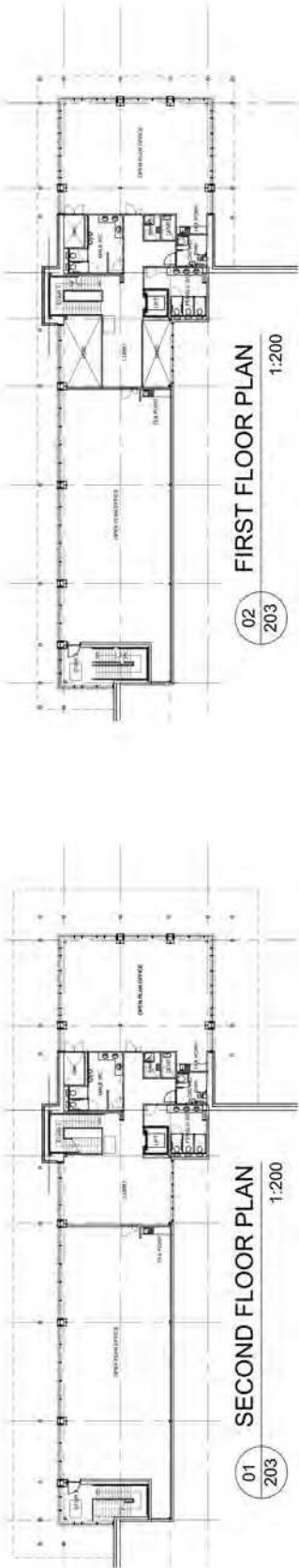
STATUS:
 PLANNING

ENCLOSURE:
 P10

PROJECT NUMBER:
 309552-PL-2020

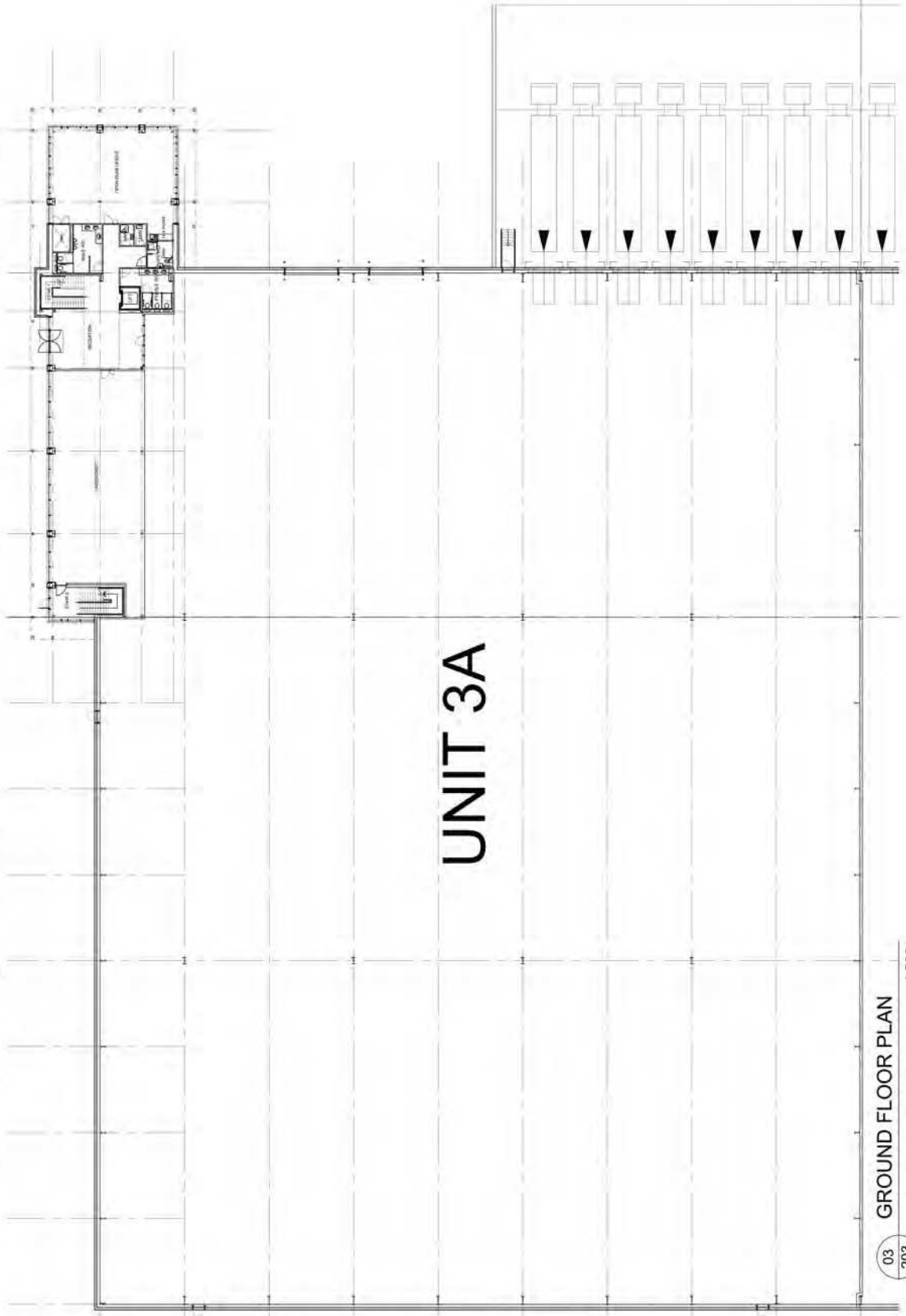
NOTES:

1. SUBJECT TO STATUTORY COMMENTS
2. MATCH-UP MAPS PROVIDED IN EXHIBITION
3. CONTRACTOR TO VERIFY ALL DIMENSIONS AND LOCATIONS OF ALL SERVICES AND UTILITIES
4. ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BS STANDARDS
5. ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BS STANDARDS
6. ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BS STANDARDS
7. ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BS STANDARDS
8. ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BS STANDARDS
9. ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BS STANDARDS
10. ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BS STANDARDS



02
203
FIRST FLOOR PLAN
1:200

01
203
SECOND FLOOR PLAN
1:200



03
203
GROUND FLOOR PLAN
1:200

REV	DATE	NOTE	BY	CHK
A	15.01.17	General update	ME	DMK



MICHAEL SPARKS ASSOCIATES
ARCHITECTS

11 PARK ROAD
LONDON W10 6AE
Tel: 020 7748 1100
www.michael-sparks.co.uk



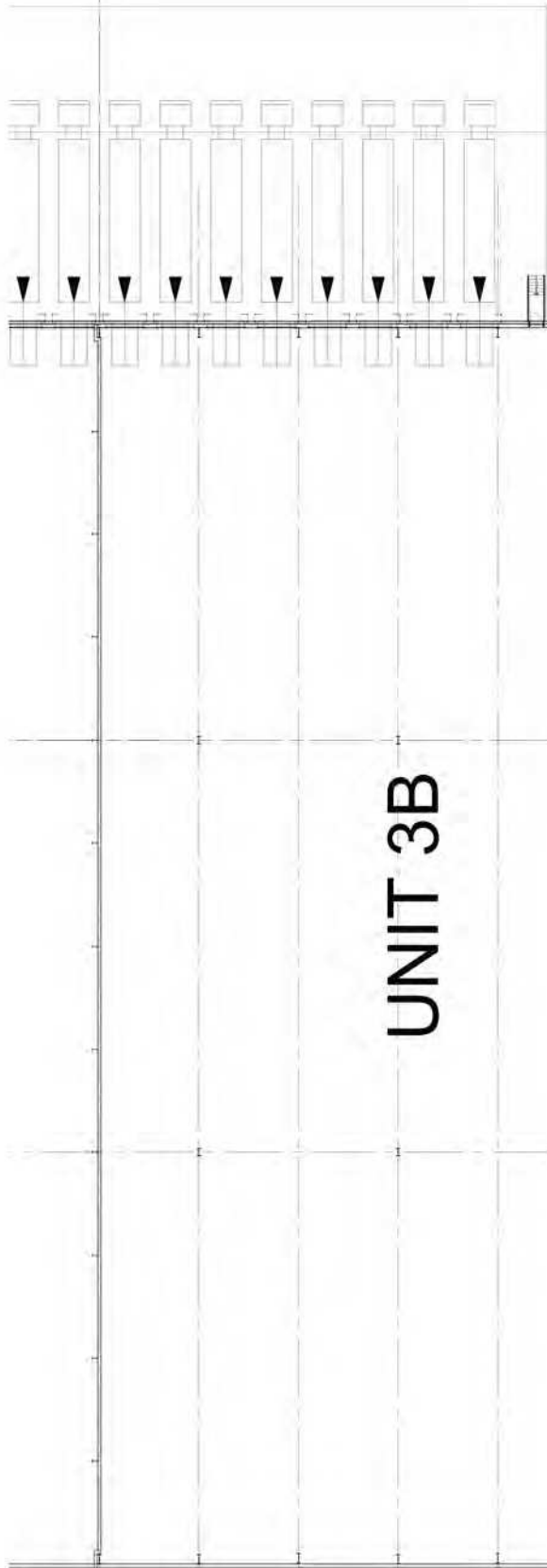
PROLOGIS

TITLE: PROLOGIS PARK WEST LONDON
 PHASE: PHASE 2
 UNIT 3A FLOOR PLANS
 CLIENT: PROLOGIS UK LTD

DATE: JUNE 2017
 SCALE: 1:200@A1
 STATUS: PLANNING
 DRAWING NUMBER: 30952-PL-203A

NOTES:

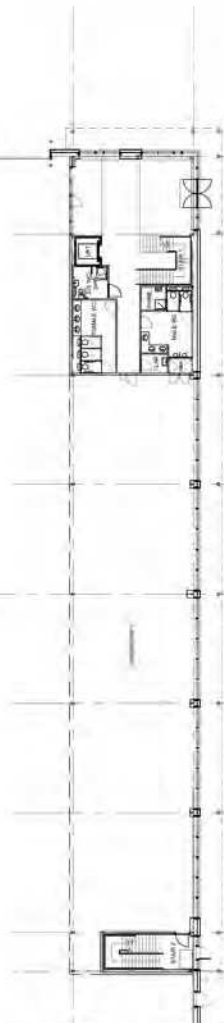
- 1. SUBJECT TO STATUTORY FORMATS
- 2. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 3. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 4. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 5. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 6. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 7. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 8. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 9. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 10. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 11. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 12. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 13. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 14. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 15. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 16. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 17. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 18. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 19. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY
- 20. DESIGN TO BE APPROVED BY THE LOCAL AUTHORITY



UNIT 3B

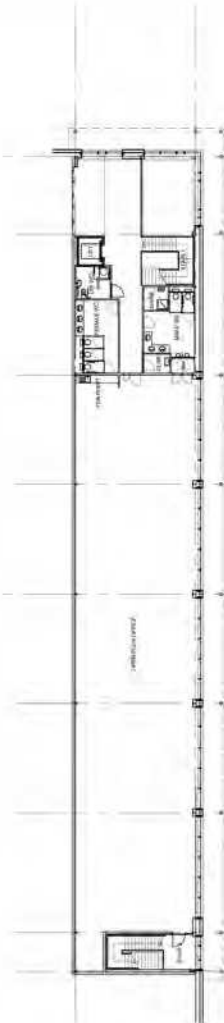
UNIT 3B GROUND FLOOR
1:200

01
204



UNIT 3B FIRST FLOOR
1:200

02
204

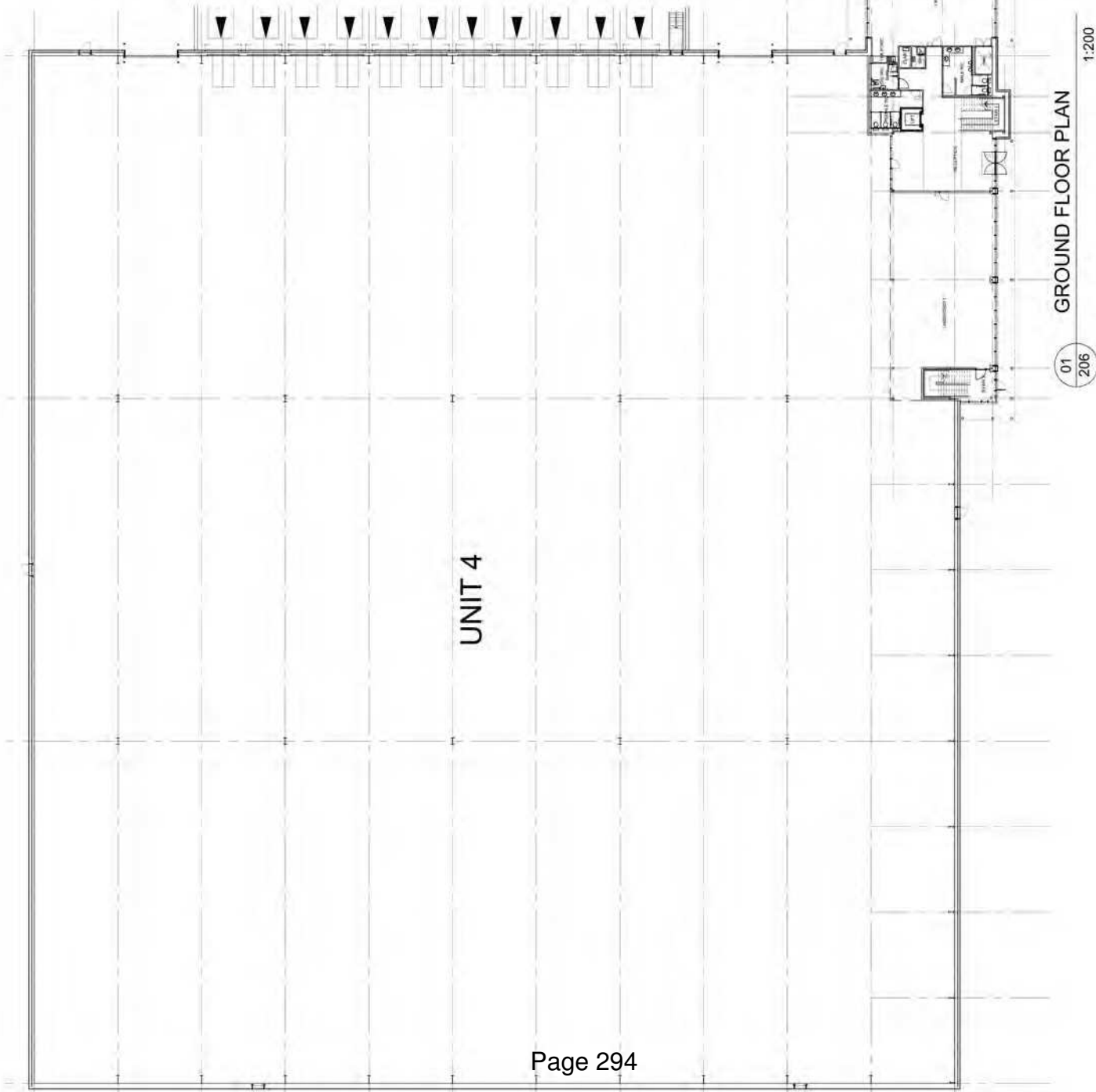


REV	DATE	NOTE	ISSUE	LINKS
1	21/08/17	Final floor plan above 1:1 scale	10	
2	10/08/17	Complete update	10	

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LONDON W1C
TELEPHONE: 020 7796 1100
WWW.MSPROLOGIS.COM



PROLOGIS PARK WEST LONDON	
PHASE 2	
UNIT 3B FLOOR PLANS	
CLIENT: PROLOGIS UK LTD	
DATE: JULY 2017	SCALE: 1:200@A1
ISSUED BY: SD	DESIGNED BY: MS
DRAWING NUMBER: 30952-PL-204B	



01
206
1ST FLOOR PLAN
1:200

01
206
2ND FLOOR PLAN
1:200

01
206
GROUND FLOOR PLAN
1:200

UNIT 4

PLANNING			
NO.	DATE	NOTE	BY
A	15/08/17	General Update	MS



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CONSULTING ARCHITECTS
11 PARK ROAD
LONDON, W2 2BA
TEL: 020 7748 3748
WWW.MICHAELSPARKS.CO.UK



PROLOGIS

TITLE: PROLOGIS PARK WEST LONDON
 DRAWING: UNIT 4 FLOOR PLANS
 CLIENT: PROLOGIS UK LTD
 DATE: JULY 2017
 SCALE: 1:200@A1
 SHEET: 01 OF 05
 DRAWN: MS
 CHECKED: MS
 PROJECT NUMBER: 30952-PL-206A

NOTES:
 1. SUBJECT TO ALL NECESSARY CONSENTS.
 2. BASED ON DESIGN INFORMATION PROVIDED BY APPLICANT AND ASSUMED TO BE ACCURATE.
 3. BASED ON INFORMATION PROVIDED BY APPLICANT AND ASSUMED TO BE ACCURATE.
 4. SUBJECT TO ALL NECESSARY CONSENTS.
 5. CONSULT WITH LOCAL AUTHORITY FOR ALL NECESSARY CONSENTS.
 6. CONSULT WITH LOCAL AUTHORITY FOR ALL NECESSARY CONSENTS.
 7. CONSULT WITH LOCAL AUTHORITY FOR ALL NECESSARY CONSENTS.
 8. CONSULT WITH LOCAL AUTHORITY FOR ALL NECESSARY CONSENTS.



NOTES

1. SUBJECT TO PLANNING COMMENTS

2. MATERIALS SHOWN ARE TO BE SUPPLIED BY THE CONTRACTOR AND SHALL BE SUBJECT TO APPROVAL BY THE ARCHITECT

3. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

4. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

5. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

6. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

7. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

8. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

9. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

10. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

11. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

12. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

13. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

14. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

15. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

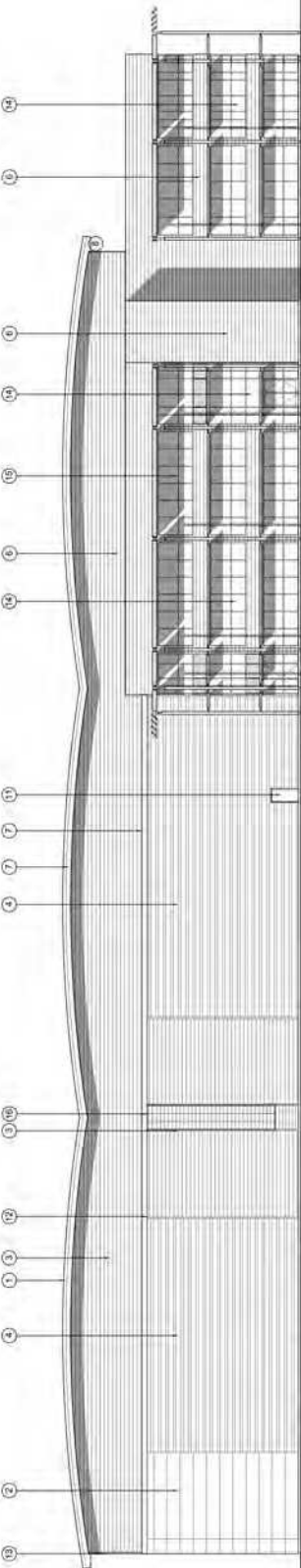
16. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

17. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

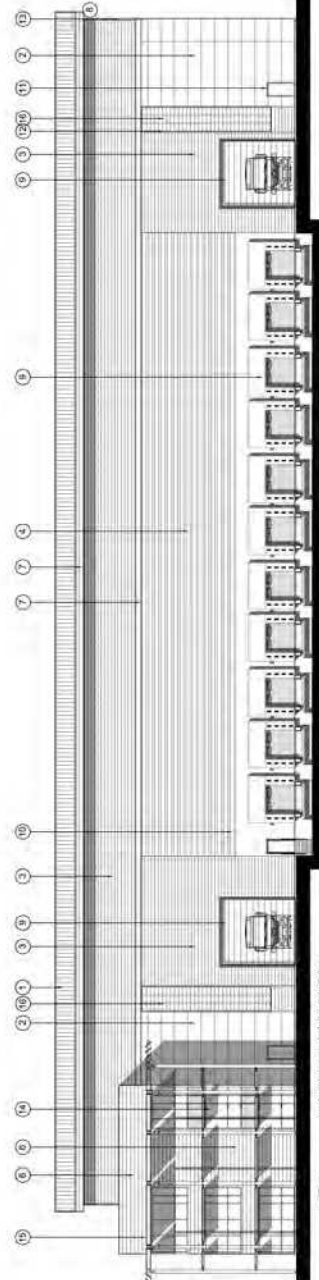
18. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

19. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR

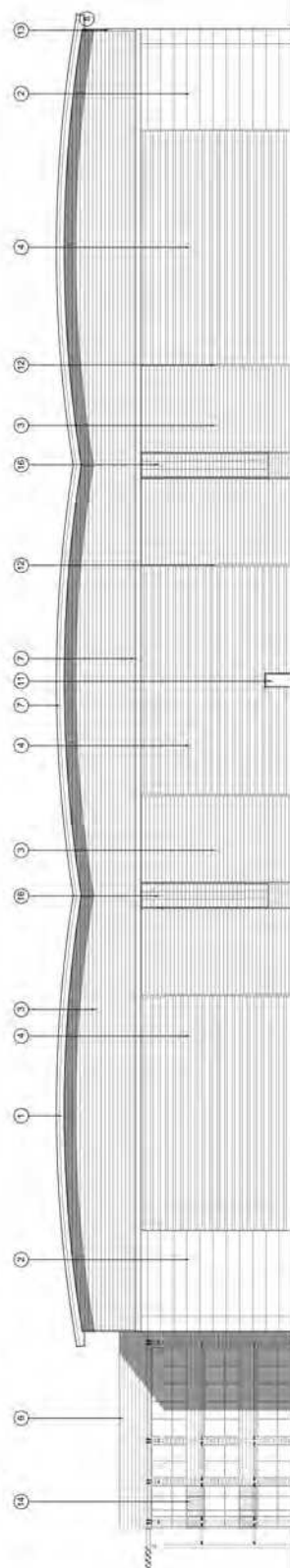
20. CONTRACTOR TO VERIFY ALL MATERIALS ARE AVAILABLE AND TO BE SUPPLIED BY THE CONTRACTOR



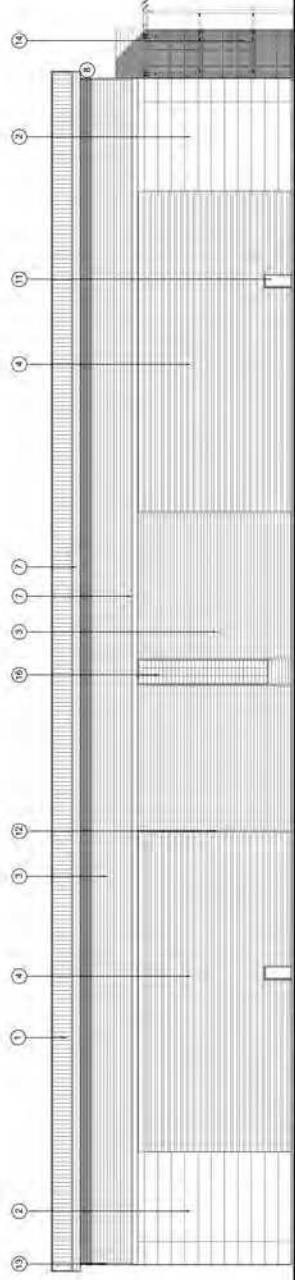
01
209
SOUTH ELEVATION
1:200



02
209
EAST ELEVATION
1:200



03
209
NORTH ELEVATION
1:200



04
209
WEST ELEVATION
1:200

SCHEDULE OF EXTERNAL FINISH MATERIALS

UNIT	NO.	DESCRIPTION
1	1	CONCRETE
2	2	CONCRETE
3	3	CONCRETE
4	4	CONCRETE
5	5	CONCRETE
6	6	CONCRETE
7	7	CONCRETE
8	8	CONCRETE
9	9	CONCRETE
10	10	CONCRETE
11	11	CONCRETE
12	12	CONCRETE
13	13	CONCRETE
14	14	CONCRETE
15	15	CONCRETE
16	16	CONCRETE
17	17	CONCRETE
18	18	CONCRETE
19	19	CONCRETE



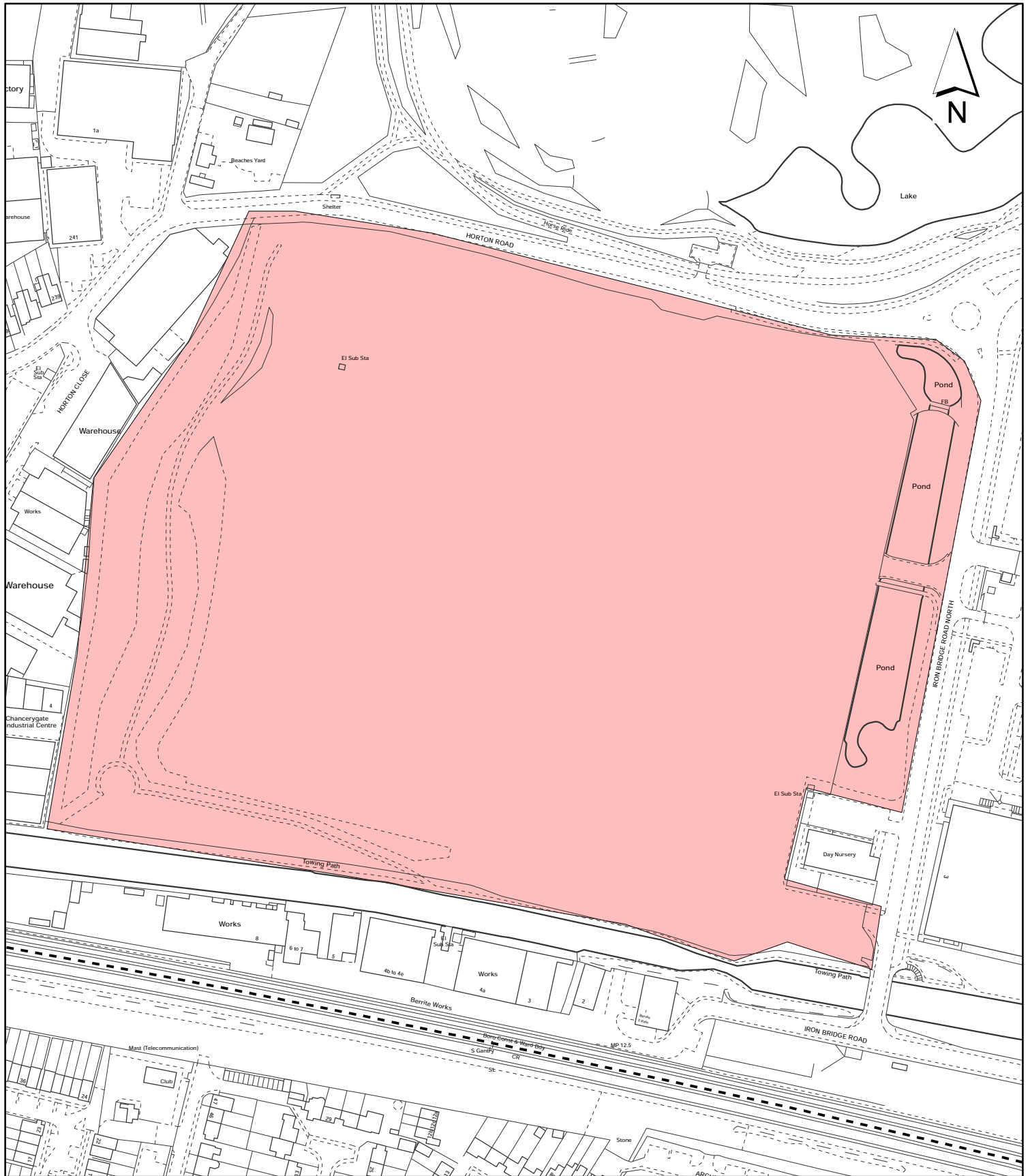
REF	DATE	NOTE	ISSUE	LINKS
B	23/01/17	Building height increased	02	
A	04/01/17	Design update	01	

MICHAEL SPARKS ASSOCIATES
CONSULTING ARCHITECTS

15 PARK PLACE
250000 RENO
TELEPHONE: 001 775 416 4166
FAX: 001 775 416 4167
WWW.MSASOCIATES.COM

PROLOGIS

TITLE
PROLOGIS PARK, WEST LONDON
PROJECT
UNIT 4 ELEVATIONS
CLIENT
PROLOGIS UK LTD
DATE
JULY 2017
SCALE
1:200 @ A1
DESIGNER
PROLOGIS
PLANNING
MS
DRAWING NUMBER
30952-PL-209B



Notes:

 Site boundary

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Site Address:

Prologis Park

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

Planning Application Ref:
37977/APP/2017/3046

Scale:
1:2,500

Planning Committee:
Major Page 298

Date:
October 2017

